

PORTS *and* HARBORS

SEPTEMBER 1960

Vol. 5 No. 3



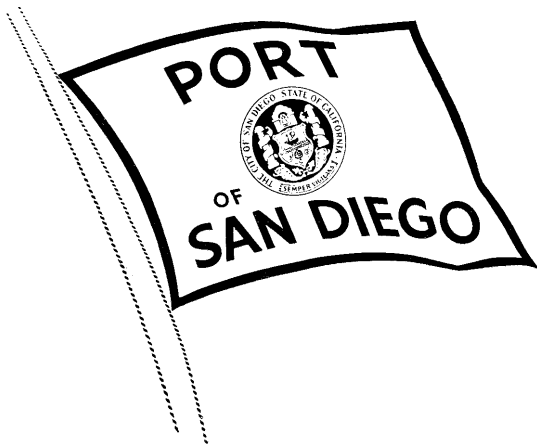
PORT OF SAN DIEGO
Tenth Avenue Terminal in Foreground

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

Introducing The Crests of Co-Member Ports

(Each Issue One Port)

THE PORT OF SAN DIEGO, U.S.A.



The Port of San Diego as seen from the Ocean.

"PORTS AND HARBORS," September 1960, Vol. 5 No. 3

The International Association of Ports and Harbors

A T T E N T I O N

In regard to the article "Huge Reclamation Works at Port of Yokohama," pp. 9-14, it is requested to kindly correct the careless misprints, according to the following errata:

E R R A T A

Error

Correction

Page 13

Megishi (in caption of above photo)

Negishi

Page 14 (in table at bottom)

1. Area to be reclaimed	3,624,124 meters (883.3 acres)
2. Height to be reclaimed	<u>(+) 2.60 meters (above L.W.L.)</u>
3. Length of Revetment	7,651 meters
4. Fairway	Dredged (—) <u>13 meters ~ (—) 15.1</u> meters deep
5. Period of Construction	Started <u>Feb. 1919</u> Completed Mar. 1965 (at latest)

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5. Period of Construction	Started <u>Feb. 1959</u> Completed Mar. 1965 (at latest)

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**

Lt. Gen. Huang Jen-ling, Chairman, Board of Directors, China Merchants Steam Navigation Co., Ltd. Taipei, Taiwan, China **First Vice President**

Francisco A. Medrano, General Manager, Manila Port Service, Manila, the Philippines
..... **Second Vice President**

Editor : **Akira Ikeda**

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

From The Central Secretariat

By **Gaku Matsumoto**

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

Presentation of Honorary Membership Scrolls

The presentation ceremony of the International Association of Ports and Harbors' Honorary Membership Scrolls was held from 5 p.m. on July 11 at the Ueno Seiyoken Restaurant, Tokyo.

The ceremony was opened by the Chief of the Central Secretariat, and Mr. Douglas MacArthur II, Ambassador of the United States of America to Japan, presented the scrolls, on behalf of I.A.P.H. President Lloyd A. Menveg, to Prince Takamatsu of Japan and Admiral Manuel Zermeno Araico of Mexico through Mr. Alfonso Castro Valle, Mexican Ambassador to Japan. Prince Takamatsu and Ambassador Valle,

on behalf of Admiral Araico, expressed their appreciation on receiving the scrolls and wished the I.A.P.H. further prosperity.

Cocktail party to mark the occasion was held after the ceremony at the same place, with more than 120 persons. Ambassadors and ministers of I.A.P.H. member countries, press, representatives of Japanese shipping concerns, of ports and harbors, etc.—attending the reception. The party was a great success.

* * *

Board of Directors' Meeting by Correspondence

The notice of the Board of Directors' meeting by correspondence was sent out on July 15, 1960, and the voting was made on August 15.

The meeting approved the new Director for Australia, and the Port (Cargo) Corporation, Colombo, Ceylon, as a new member. It was reported to the meeting that the I.A.P.H. membership with the new additions amounted to 94 (53 regular and 41 supporting) of 19 countries.

As for the site of the Third Triennial Conference (which under the Constitution has to be decided two years before 1962—that is, within this year) and its agenda (to be agreed upon 10 months before the conference), there was no specific wishes or suggestions expressed by any Director.

The Directors' meeting, however, decided to form and start the functions of the Port Infor-



Photo shows U.S. Ambassador Douglas MacArthur II presenting the Honorary Membership Scroll to Prince Takamatsu, while Chief of the Central Secretariat Gaku Matsumoto, extreme left, and Mexican Ambassador Alfonso Castro Valle, extreme right, are looking at them.

mation Center (PIC), the Standing Committees, and the I.A.P.H. News Letter. As Chief of the Central Secretariat, we would like to ask for the greatest possible help and cooperation, in the I.A.P.H.'s new operations, of our Directors and members.

Agenda of the Board meeting consisted of:

1. Formation and Operation of Executive Committee
2. Rules and Regulations governing Meetings by Correspondence
3. Chief's Report on Association's Affairs
4. Election of Australian Directors,
5. Appointment of Two Vacant Permanent Councillors
6. Foundation and Operation of Port Information Center
7. Election of New Members
8. Time of Third Triennial Conference
9. Monthly Publication of News Letter.

The agenda met the unanimous approval of the Directors.

* * *

New Directors

Appointed as the new Director of Peru is Technical Director Comm. Enrique B. Camino of the Port of Callao. He replaces Col. Howard W. Quinn. The new Director for Australia, replacing Mr. A. D. Mackenzie, is Mr. V. G. Swanson, Chairman of the Melbourne Harbor Trust Commission-

ers, with Mr. H. C. Meyer, Commissioner and General Manager of The South Australian Harbors Board, Adelaide, concurrently elected Alternate Director.

* * *

New Permanent Council Member

Mr. H. D. Leonhardt, general traffic manager of C. F. Sharp & Co., Inc., Tokyo, has been appointed to occupy one of the two vacant seats in the Permanent Council. Mr. Leonhardt is German by nationality, and his career briefly follows:

1933-1935

Apprentice North German Lloyd

1936

Purser assistant North German Lloyd S/S "Bremen"—New York run

1936-1938

Military service

1938-1941

Representative of Hamburg-American Line at Kobe represented by K.K. Iriku Shokai

1942-1954

Hamburg-American Line
North German Lloyd
Yokohama

—Joint Office

1947

Repatriated from Japan to Germany

1948-1950

Freight Manager K.L.M.—
Royal Dutch Airlines



1951-1954

Manager of Messrs. Thomson's Havenbedrigf, Rotterdam Stevedoring Company, Representative/Hamburg

Since 1954

General Traffic Manager, C.F. Sharp & Co., Tokyo

* * *

Membership Applications

Kobe Pier Co., Ltd., applied in August for the supporting membership of I.A.P.H.

* * *

I.A.P.H. Publication

The "Principal Ports in Japan—1960" which was jointly compiled by this Central Secretariat and the Japan Port and Harbor Association, was published in early August. Copies, free of charge, will shortly reach the members. We are particularly grateful that we have obtained for the book a nice review of Mr. R. S. Wintemute, member of the Permanent Council and former chairman of the Trans-Pacific Freight Conference of Japan.

Honorary Membership Scrolls Presentation

As reported in the last issue of "Ports and Harbors", the presentation of this Association's Honorary Membership Scrolls to Prince Takamatsu of Japan and Admiral Manuel Zermeno Araico of Mexico, was conducted in due ceremony in Tokyo on July 11, 1960. With an attendance of about 150, including diplomatic representatives and leading figures in government, port, shipping and other circles, the ceremony was opened by Mr. Gaku Matsumoto, Chief of the Central Secretariat, with an address and the announcement of President Menveg's congratulatory message, and in behalf of Mr.

Lloyd A. Menveg, President of the I.A.P.H., United States Ambassador to Japan Douglas MacArthur II handed the Honorary Membership Scrolls in frame to Prince Takamatsu and to Mexican Ambassador to Japan Alfonso Castro Valle, who acted for Admiral Manuel Zermeno Araico.

In the address he delivered before the presentation, Ambassador MacArthur II said:

"I am particularly honored and privileged today to present to His Imperial Highness, Prince Takamatsu, This Scroll of Honorary Membership in the International Association of Ports and Harbors.

There is a special relationship between Japan, the United States, and the Ports and Harbors Association. The Association came into being as the result of a decision made by an international conference held in Kobe, Japan in 1952. Then it was formally established in the United States, in the city of Los Angeles, in 1955. Thus our two countries, Japan and America, provided the locations for its founding of this Association and also some of the driving force that brought the Association to reality. The role of Japan was especially important, of course, as is witnessed by the fact that the Central Secretariat of the Association has its offices located here in Tokyo.

This background of Japanese-American cooperation is but one of the many examples of collaboration between our two countries which has served the interests not only of Japan and America but of other nations as

well.

But in presenting this Scroll to Prince Takamatsu, I wish rather to put emphasis on the international character of the Association into which he is being invited as an Honorary Member. There are 93 members of the International Ports and Harbor Association. They represent 19 different countries.

This International Association is, in fact, concerned with a peculiarly international interest. The world's great ocean ports and harbors comprise an indispensable part of the system of international transportation which contributes so greatly to international understanding and well-being.

The Association, in fostering waterborne commerce and in promoting standardization and simplification of harbor rules and procedures, is indeed dealing with matters of concern to all nations that consider human welfare a proper object objective of mutual endeavor. Its Constitution spells out, as among its aims, those of "international friendship and understanding" looking toward "peace in the world and the welfare of mankind."

It is indeed appropriate that an organization so dedicated to noble ideals should honor Prince Takamatsu, for he is himself wholly dedicated to these very causes of international peace and welfare.

It is with the greatest pleasure that I shall have the privilege of conferring on you, Your Imperial Highness, in a few moment, this document of Honorary Membership.

I am also greatly honored to present to His Excellency the Mexican Ambassador a Scroll of Honorary Membership for His Excellency Admiral Manuel Zermeno Araico, Minister of Maritime Affairs of Mexico.

It is particularly fitting and appropriate that Admiral Zermeno should be so honored in view of his great interest in the International Association of Ports and Harbors and the strong support and splendid contribution that Mexico has made to this outstanding Association."

The following response was made by Prince Takamatsu:

"I am very happy to express my great pleasure and true gratitude for the Certificate of Honorary Membership of the International Association of Ports and Harbors, which has just now been conferred on me. I would like to request the Honorable United States Ambassador Douglas MacArthur II, to kindly convey this feeling of mine to President Lloyd A. Menveg of this Association.

Since when I attended the meeting held in Kobe several years ago, which paved the way for the formation of this Association, I have always been

watching with deep interest its growth and development, considering the great importance of its purposes and objects. It was therefore my real pleasure to see that attaining a steady development year after year, it held last year its second general conference with a great success.

In fact, it is highly important and significant to strive for the development and improvement of ports and harbors, which constitute the gateways for exchange of wealth and friendship or the progress of civilization and love for humanity, among nations of the world. Even though the remarkable development of aviation is now diverting general attention from it, it is my firm belief that the maritime transportation, which is far more peaceful than the air transportation, will continue to increasingly gain importance. It is told that the maritime industry at the present time is not always finding itself in a favorable situation. But this, I believe, will attach all the more importance to the improvement and perfection of port facilities and conditions than ever.

In concluding my brief address of thanks, I most sincerely hope, for the reasons above mentioned, that all members of this Association will jointly make further efforts for the attainment of its purposes, in order to contribute towards the welfare of mankind and the peace in the world."

Mexican Ambassador Alfonso Castro Valle also responded as follows:

"Admiral Manuel Zermeno Araico, Minister of Maritime Affairs of the Mexican Government has asked me to accept on his name the Certificate of Honorary Membership of the International Association of Ports and Harbors which Ambassador Douglas MacArthur II has been kind enough to deliver on behalf of Mr. Lloyd A. Menveg, President of the Association.

Admiral Zermeno Araico has cabled me from Mexico asking me to convey to the International Association of Ports and Harbors his profound appreciation for the high honor which has been vested upon him as Honorary Member of the Association.

He hopes that as President of the Preparatory Committee for the Second Triennial Conference held in Mexico in 1959, he accomplished his duty in assisting the Mexican Government as host to the Conference and he has felt highly compensated by the good relationship that the Conference has established among the principal Ports and Harbors throughout the world.

The honor which Admiral Zermeno received becomes greater since at the same time an Honorary Membership Scroll has been presented to His Im-

perial Highness Prince Takamatsu of Japan. This is to be interpreted also as another token of the friendship that binds Mexico and Japan.

Admiral Zermeno Araico has asked me to express here, his confirmed faith in the activities of the International Association of Ports and Harbors which succeed in helping to better Port facilities and to increase the exchange of products among nations which ultimately brings prosperity to the peoples of the world.

I should like to express my personal appreciation and thank to Ambassador MacArthur for his kind word to my country."

Finally, Japanese Transportation Minister Wataru Narahashi mentioned his congratulations in the following address:

"I wish to tender my heartiest congratulations to His Imperial Highness Prince Takamatsu of Japan and His Excellency Adminal Manuel Zermeno Araico of Mexico for this auspicious occasion when the Honorary Membership Certificates of the International Association of Ports and Harbors have been presented to them in recognition of their outstanding contribution made for many years towards the development of world ports and the promotion of international trade.

It is especially a matter for profound significance that with the presence and participation of His Excellency Douglas MacArthur II, United States Ambassador to Japan, and His Excellency Alfonso Castro Valle, Mexican Ambassador to Japan, the presentation ceremony has been conducted in a friendly international atmosphere.

As you may know, in view of the recent demand for modernization of port and harbor facilities to cope with the yearly increasing international trade and the resultant enlargement of the size and specialization of ocean-going vessels, the Japanese Government is now vigorously engaged in the perfection of her ports and harbors as a part of the long-range economic plan.

The International Association of Ports and Harbors has as its purpose that through close cooperation between its member ports throughout the world, they strive for the promotion of international trade by effecting the improvement of their facilities and services, and thereby contribute towards the promotion of world peace and coprosperity. On this special occasion, it is my sincere hope that keenly alive to the great responsibility now increasingly imposed upon the ports and harbors throughout the world, this Association will attain its finest and fullest development in the lofty cause to which it is pledged."

Announcement

I.A.P.H. News Letter to Be Inaugurated

Pursuant to the decision of the Board of Directors, the Central Secretariat is now making preparation for issuing a "I.A.P.H. News Letter" at the earliest date possible. This new monthly publication will primarily serve as one of the Association's media of exchange of information between its worldwide members, covering all information on all phases of their current activities, operational, administrative, managerial, engineering and what not. It will, however, also include information on those of non-members as well as related industries, such as terminal, shipping, ship-building, stevedoring, warehousing and the like. This publication is aimed at keeping Association members and non-members alike regularly supplied with information on up-to-date movements of world ports and

related industries, to the advantage of all concerned.

Such being the case, request is made to all Association members and all readers of "Ports and Harbors" as well as those who may be interested in it, to kindly extend their cooperation to us, by regularly furnishing to us all of the news bulletins, periodicals and other publications which are now issued or will be issued in the future by them. They will be used as the authentic sources of news which will be included in the forthcoming news letter.

An individual letter of request will shortly be sent to all parties concerned. However, supply of those materials to the Editorial Department of the Central Secretariat, even before that, will be accepted with appreciation.

"Principal Ports in Japan-1960"

R. S. Wintemute

Consultant, Trans-Pacific Freight Conference of Japan



In his letter to Chief G. Matsmoto of the Central Secretariat, I.A.P.H., Mr. R. S. Wintemute, Consultant to the Trans-Pacific Freight Conference of Japan, comments on "Principal Ports in Japan—1960" recently published jointly by the Japan Port and Harbor Association and the Central Secretariat of the International Association of Ports and Harbors, as follows:

I want to take this opportunity to congratulate you and your associates on the exceptionally fine presentation of this important work, representing as it does such valuable assistance to the growing economy of Japan.

I trust it will be possible for you to issue supplementary data from time to time, to take care of future changes and expansion in Japan's port facilities, through the combined efforts and the very fine work being done by both Associations under your able direction."

"I have just had the pleasure and privilege of receiving and perusing "Principal Ports in Japan 1960" published in the names of your two Associations.

It is, in my opinion, a very valuable contribution and a great assistance to Shipowners, Shipmasters, Shippers, and the Shipping world in general. I can recall the earlier publication of the Japan Port and Harbor Association in 1952 and how helpful it proved to the Freight Conferences I represented and their members. However with the tremendous growth of trade to and from Japan since that time, coupled with the vast work of rehabilitation,

Pier E, Long Beach, Reopened

Pier E in the Port of Long Beach was opened to commercial shipping for the first time last July when a German motorship will dock at Berth 122 to unload 700 automobiles.

Only vessels to have used the pier since its completion in 1956 have been ships of the U.S. Navy under terms of a lease of Berths 122, 123 and 124 from the Harbor Department.

Berth 122 was returned to the city last July 1. The Navy will also relinquish control of Berth 123 when a \$2 million wharf construction job is finished for use by Navy ships on the west side of the pier, Berths 125, 126 and 127. Berth 124, on the pier's southwestern end, will remain under Navy lease.

Present harbor department plans, according to General Manager Charles L. Vickers, call for Berth 122 to be used for discharge of foreign autos and for open storage of suitable cargoes.

First commercial caller will be the German motorship BLUMENAU, with a load of Volkswagens from Hamburg. Two days later, the Swedish freighter AMACITA will dock at Berth 122 with 1,000 more of the small autos, according to the local agent, Winchester Agencies, Inc.

Pier E, 130 acres of filled land, was completed at a cost of \$7,600,000. Other major construction now under way on the pier is a super tanker terminal being built at Berths 118-119 for Richfield Oil Corporation, scheduled for completion in November.

expansion and improvement in the many ports involved, your new addition, will I am sure be welcomed by the entire shipping world, and will be a "must have" with all Freight Conferences, their members, also shipowners and all shipmasters engaged in the Liner, tramp and charter trade with Japan.



New Board Head for Long Beach

Mr. John P. Davis has been elected President of the Long Beach Board of Harbor Commissioners, replacing Mr. H. E. (Bud) Ridings, Jr.

Mr. Davis, member of the Commission since January, 1950, served for two years previously as president from 1954 to 1956. Mr. Ridings, appointed to the Commission in July, 1955, had held the Board's top office for the past year.

Other officers elected were William A. Harrington, Vice-President; Maurice W. Daubney, Secretary; and Joseph F. Bishop, Acting Secretary.

Mr. Davis is also the United States Director of the International Association of Ports and Harbors.

* * *

Long Beach Record

The Port of Long Beach smashed all previous records with a total of 10,282,412 tons of cargo handled by the municipal harbor during the 1959-60 fiscal year, General Manager Charles L. Vickers announced.

The record total, first in the Port's 49-year history to top the 10 million-ton mark, surpassed the 1958-59 tonnage of 9,398,376 by nearly a million tons, Vickers said.

The new high was recorded despite a comparatively low tonnage recorded in June, last month of the fiscal year, of 761,812 tons, lowest since June of 1959. Business at the Port was slowed during the month by a five-day work stoppage by longshoremen.

Grain Terminal for Los Angeles

Southern California's first marine grain terminal recently went into operation at the Port of Los Angeles when 66,000 bushels of safflower seed, destined for Japan, poured into the holds of PRESIDENT JOHNSON.

Lloyd A. Menveg, president of the Los Angeles Board of Harbor commissioners, pushed the button that started the flow of the seed, used chiefly as a coloring agent and medicine.

Also attending the ceremony were: Bernard J. Caughlin, general manager of the port; and Richard B. Mortimer, Dale Bycroft, Jr., and Howard L. Wallace, president, vice president and secretary-treasurer, respectively, of the Los Angeles Harbor Grain Terminal, the new corporation which will operate the facility.

The safflower seed shipment came from Arizona and the San Joaquin Valley. It was the first of various kinds of grains, including wheat, barley, milo and alfalfa pellets, expected to come from all over the southwestern part of the United States, as far inland as Kansas.

The operating firm anticipates shipping at least 100,000 tons of grains during its first year of operating the \$575,000 terminal.

At the outset, exports will be shipped mainly to India and Japan, with some shipments to Hawaii. Imports will consist mostly of copra meal and copra cake from the Philippines.

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

Of the year's total, 6,033,618 tons of cargo were loaded aboard outbound ships while 4,248,794 tons were discharged by vessels calling here.

Record month during the Port's busiest year was May, with 1,091,358 tons, marking the first time that the 1,000,000-ton goal has ever been achieved here.

Under an agreement with the Board of Harbor Commissioners, the Los Angeles Harbor Grain Terminal is granted a 20-year lease on the terminal site. The company has made an initial investment of \$350,000 in unloading equipment, dust control devices, a 65-foot-high bucket elevator and 11 steel bins with a total capacity of over 350,000 bushels.

Stevedoring at the new grain terminal will be handled by the Associated Banning Co., which will furnish \$60,000 worth of special equipment.

Meanwhile, the Harbor Department has spent \$225,000 in installing a quarter-mile trough-belt conveyor system, a six-ton gantry crane and a second bucket elevator, Caughlin said.

* * *

Los Angeles President Reelected

Lloyd A. Menveg, prominent Los Angeles businessman and civic leader, last week was elected July 26 to his seventh one-year term as president of the Board of Harbor Commissioners.

The five-man board also re-elected Dr. Elton C. Spires, well-known dentist, to a fourth term as vice president. Other members of the board are S. Willard Isaacs, L. D. Hotchkiss and John K. Baillie.

Menveg, 37, and a native of Los Angeles, has been a Harbor Commissioner since August 1953.

Besides heading the port's Board of Harbor Commissioners, Menveg is president of the International Association of Ports and Harbors.

* * *

Fast Pacific Crossing

Daido Line published on August 15 that the liner Brooklyn Maru (12,196 tons d.w.) on its New York service crossed the Pacific from Yokohama to San Francisco, 4519 sea miles in 9 days 6 hours 53 minutes at an average speed of 20.03 knots on her inaugural voyage, setting a new speed record of the crossing of the Pacific by Japanese vessels. The ship, equipped with a 13,000 h.p. UEC diesel engine, cut the record of 9 days 11 hours 30 minutes established by the Colorado Maru of "K" Line by about 4 hours 40 minutes.



Photo shows from l. to r.: Mr. Wazir Ali Shaikh, Mr. B.J. Caughlin, and Mrs. Shaikh.

Pakistani Official on U.S. Inspection Tour

Acting Secretary of the Pakistan Ministry of Works Wazir Ali Shaikh (left) and Mrs. Shaikh get a first-hand report on the operation of the huge man-made port from its General Manager Bernard J. Caughlin during their boat tour of the 28-mile waterfront. The Pakistan official and his wife, both of Lahore, West Pakistan, have reached the half-way mark in their eight-month tour of the United States as recipients of an Eisenhower Exchange Fellowship. This six-year old Fellowship Fund was started by a group of the president's admirers as a birthday gift in 1954. Its purpose, to provide the opportunity for mature students, most of them with doctorates and all recommended by their Governments, to advance in their chosen fields through travel and study and thus make a greater contribution to their native economies. From 25 to 30 Eisenhower Fellowships are awarded each year, according to Shaikh. He and his wife have covered much of the East and South, including the Tennessee Valley Authority. In the coming four months, they will concentrate on the Northwest and Central areas of the U.S. Shaikh told Caughlin he was particularly impressed with the mammoth development program currently under way at the Port of Los Angeles.

He said he had gathered much valuable information which he hoped to adapt in the future development of the ports of Pakistan.

* * *

Port Record/San Francisco

San Francisco Port Director Rae F. Watts July 29 pledged a continued vigorous effort to increase port business during the coming months even as he announced a tonnage increase for the first half of 1960 and revealed a transaction that should "approximately double" the port's grain volume.

During January-June, 2,827,577 tons of cargo moved across Port of San Francisco docks, compared with 2,735,401 tons for the first six months of 1959.

Both figures include discharge and loading of foreign, inland waterways, intercoastal and coastal cargoes.

Coastal cargoes dropped 14,306 tons largely as a result of reduced steamer services in this trade—69,773 for January-June 1959 to 55,467 for the 1960 period—but the other three categories showed increases.

Inland waterways increased 64,749 tons (927,469 to 992,218); intercoastal 6,897 (178,540 to 185,437); and foreign, 34,836 (1,559,619 to 1,594,455).

Marine Terminals Corporation

of San Francisco and Kerr Grain Corporation of Portland, Watts said, have arranged to purchase the capital stock of the Islais Creek Grain Terminal Corp., present operators of the port's 1,000,000-bushel facility at Pier 92.

"With these two well-known and experienced firms joining hands on this venture, we should initially see a 100 percent increase in our grain volume," Watts said, "with further gains anticipated for the future.

Present grain volume is about 65,000 tons annually.

Watts added that he is presently negotiating for still another 100,000 tons of added business for the Port of San Francisco in the coastal trade.

* * *

Iino Line Plans Pacific Run

With the plan to establish a regular monthly service to the U.S. Pacific Coast with a November ship, Iino Line will begin movement seeking an understanding of the eleven shipping lines including N.Y.K. Line which are operating the trans-Pacific run. According to the company, the plan has been worked out for the following reasons:

(1) To save vacant situation of the Pacific Coast service to San Francisco and Los Angeles occasioned by the introduction of the direct regular Japan-New York and East Canada service.

(2) Of the nine Japanese operators of the New York service, Iino is the only firm that lacks the service to the U.S. Pacific Coast.

* * *

New Speed Record

The fast cargo vessels for O.S.K. Line Hudson Maru (12,151 tons d.w.) built by Mitsubishi Heavy Industries' Kobe shipyard left Yokohama at 4 p.m. on July 17 on her maid voyage to New York and arrived there at 4:40 a.m. on August 8 (Japan time). The ship covered the distance between Yokohama and New York in 21 days 12 hours 40 minutes, breaking the record 21 days 15 hours 15 minutes established by the Montana Maru of Kawasaki Line. Her propelling machinery is a 12,000 h.p. Shin Mitsubishi Sulzer diesel engine.

Huge Reclamation Works At Port of Yokohama

Yokohama's Program to Grow into A Commercial-Industrial Port

This article is solely based on data and other materials kindly furnished by Mr. Mitsue Kawai, Director, Land Reclamation Business Bureau, City of Yokohama.—Editor.

Ever since the task of land reclamation was first undertaken along the sea-coast of Yokohama City approximately 130 years ago, about 4.5 million "tsubo" (1 tsubo is equivalent to 3.306 sq. m.) of land has already been reclaimed as at the end of March, 1960.

Although accurate data for the period prior to 1877 are not available, a survey of geographical charts would seem to indicate that over 1.1 million "tsubo" had already been reclaimed during the preceding half-century period, in addition to which as much as 3.4

million "tsubo" has been duly reclaimed within the subsequent 83 years.

By taking into account the fact that the latter period includes slightly over a decade wherein all operations had to be suspended due to natural calamities and other unavoidable reasons, this would imply a total increase in land area of 3.4 million "tsubo" within about 70 years or an average annual rate of 50,000 "tsubo".

In any event, even by allowing of the fact that the sea-depth within the Port of Yokohama

might have been shallower than at the present day, we cannot but help from expressing our profound sense of admiration to the various civilian enterprises as well as city mayors for the energetic manner in which they conducted the task of reclamation off the coast-line of Yokohama, utterly heedless of cost or profit during the earlier days of the Meiji era by resorting to the use of none other than trucks or hand-carts.

Embracing a total area of 4.5 million "tsubo" comprised of approx. 1.8 million "tsubo" for commercial and residential use, approx. 2.5 million "tsubo" for industrial use and over 240,000 "tsubo" for wharf use, the said reclaimed area may well be claimed as constituting the keynote to the economic growth of Yokohama City. This is obviously attributable to the fact that, in addition to being universally recognized as an international trade port forming the main gateway to Eastern Japan, Yokohama stands out pre-eminently as a colossal seaside industrial port.



Yokohama's commercial port as it today is, with its existing industrial port seen far in the right background.



Aerial view of reclamation works in progress on Negishi Bay, with the commercial port of Yokohama in the background.

Following World War II, extreme pessimism was entertained for a while as regards the future of the economic rehabilitation of Yokohama City which, apart from having been severely ravaged by bombing raids, suffered the post-war ordeal of wholesale requisitioning of buildings and vast tracts of land by the Occupational Forces as well as paralyzing of her port activities due to a drastic slump in the raw silk market and a resultant heavy deficit in the

municipal budget.

However, in parallel with the steady headway made by the Transportation Ministry authorities since the termination of hostilities in the construction works of various facilities so as to fully qualify Yokohama as an international trade port, the top executives of the Yokohama Municipality commenced in around 1952-3 to give serious thought to the problem of reclamation works.

However, as the municipal au-

thorities were seriously handicapped at the time by a lack of funds, it was finally decided to commence upon the plan of reclamation works by entering into agreement with the various enterprises whereby the latter would be agreeable to effect prepayment of the necessary construction costs of the said reclamation works.

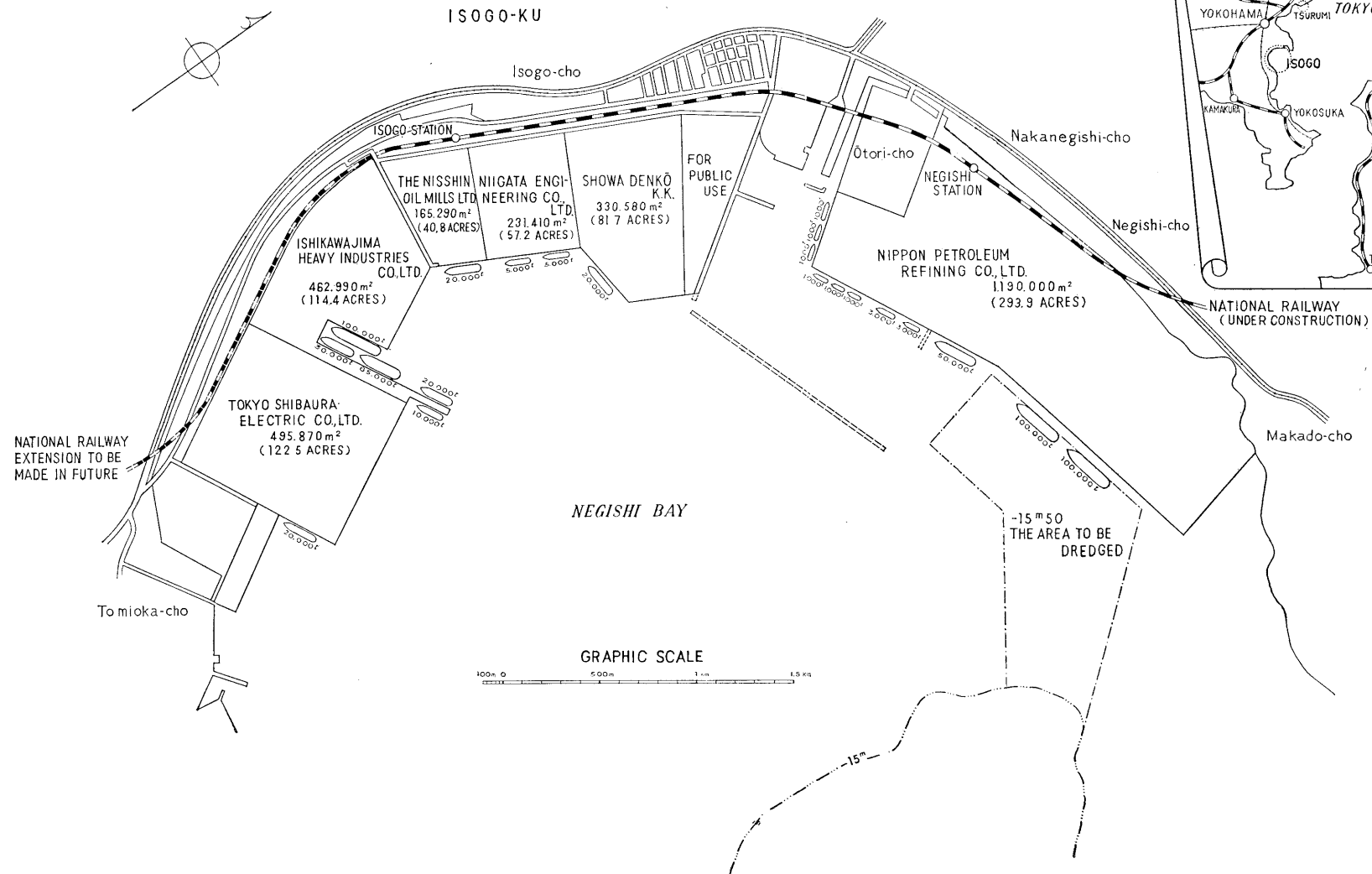
Future Outlook of Negishi Bay Reclamation Works

After having twice fallen



General view of a Greater Yokohama Port, with the existing commercial port in the center and the two industrial ports to the north and the south, which will be realized with the completion of the Negishi Bay reclamation works.

PLANE FIGURE OF THE NEGISHI BAY RECLAMATION WORKS



through, the Negishi Bay reclamation project—which was originally planned by the municipal authorities and other interested parties more than three decades ago—has been progressing along quite smoothly at the rate of 700 “tsubo” per day ever since the groundbreaking ceremony held on February 21, 1959.

According to the present rate of progress it is envisaged that the said reclamation project will become fully completed by the end of March, 1964.

Concomitant to the completion of the said reclamation works along the foreshore of Negishi Bay scheduled to cover a total reclaimed area of approx. 1.1 million “tsubo”, factories of six large-sized companies will be erected thereon. With a total payroll list of roughly 17,500 persons, the total annual production of the said six plants is expected to reach ¥150 billion, and, inclusive of the cost of land facilities, the total

investments by the said companies are figured to reach around ¥100 billion.

When completed, this reclaimed area will rank not only as Japan's foremost but also as one of the world's leading waterfront industrial zones, equipped with Japan's largest petroleum wharf permitting of the alongside mooring of 100,000-ton tankers as well as a dry dock capable of accommodating 100,000-ton vessels in addition to which the fairway will be dredged to a depth of 15.5 meters (52 feet) below ebb-tide level.

Various Correlative Problems

One of the outstanding features of the Negishi Bay reclamation project lies in the construction—already under way—of the National Railways' Negishi Line traversing through the said reclaimed area.

The portion of this new line between Sakuragicho and Isogo sta-

tions is scheduled for completion by the end of March 1963, following which same will be further extended to Ofuna station on the main Tokaido Line.

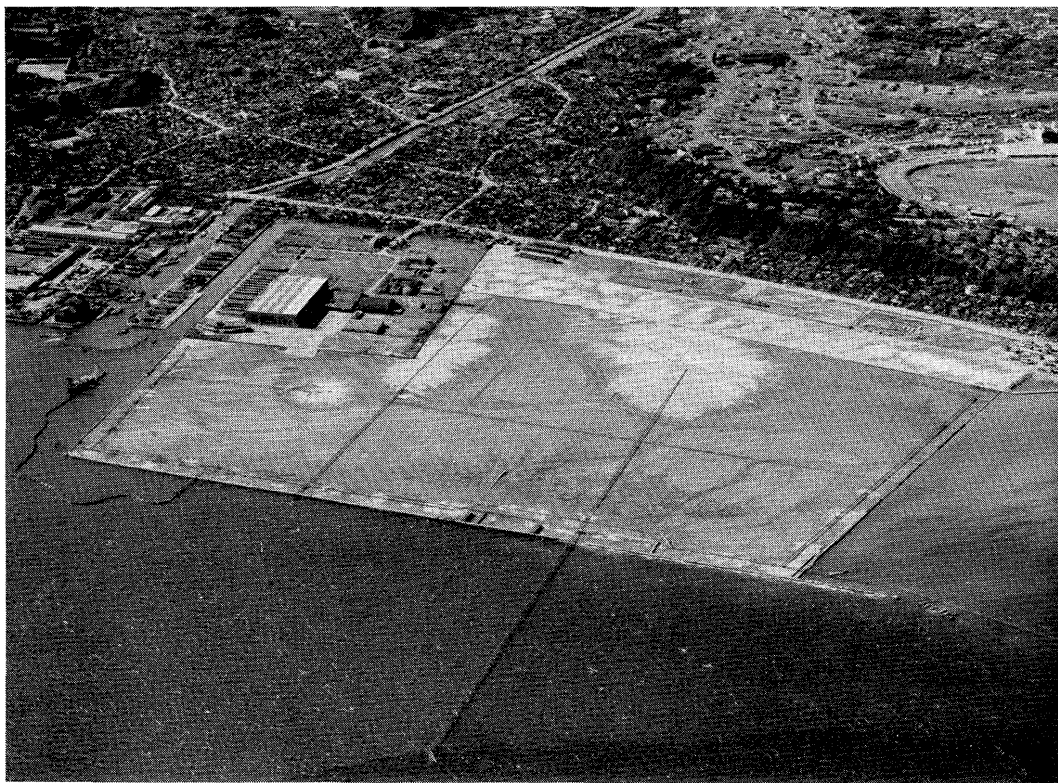
In addition to plans for furnishing the necessary water supply for industrial use being steadily pushed by the Municipal Waterworks Bureau, residences are to be set up on the said reclaimed area by the Kanagawa Prefecture Public Housing Corporation as well as Yokohama Municipality, apart from which various other factors such as electricity and gas supply as well as telephone system are progressing along quite smoothly.

Future Reclamation Plans

Apart from it being a generally accepted fact that most of the leading cities throughout the world as well as Japan are possessed with large-sized harbors, those cities whose foreshores are best developed are displaying the highest degree of prosperity.



Air view of Yokohama's waterfront industrial area, which forms one of the main industrial ports of Japan, with facilities of 25 berths.



Part of the reclaimed area on Megishi Bay.

Based on this viewpoint, the future prosperity of Yokohama as an international trade port seemingly lies also in its combining the functions of a commercial as well as an industrial port by developing its foreshores.

As a matter of fact, large quantities of raw materials are imported into seaside industrial

areas from where high-grade finished products are exported to various parts of the world by means of liners berthed at commercial port.

In keeping with this principle and with the object of expanding Yokohama's commercial port, the Transportation Ministry is currently engaged in the construction

of one of Japan's foremost export wharves in Yamashitacho district, following the completion whereof it is being planned to also erect a colossal wharf at Honmoku.

Hence, parallel-wise to the foregoing, while planning the further development of the present industrial port to the north of the aforementioned commercial port cover-



Two reclaimed lands as seen from the air.

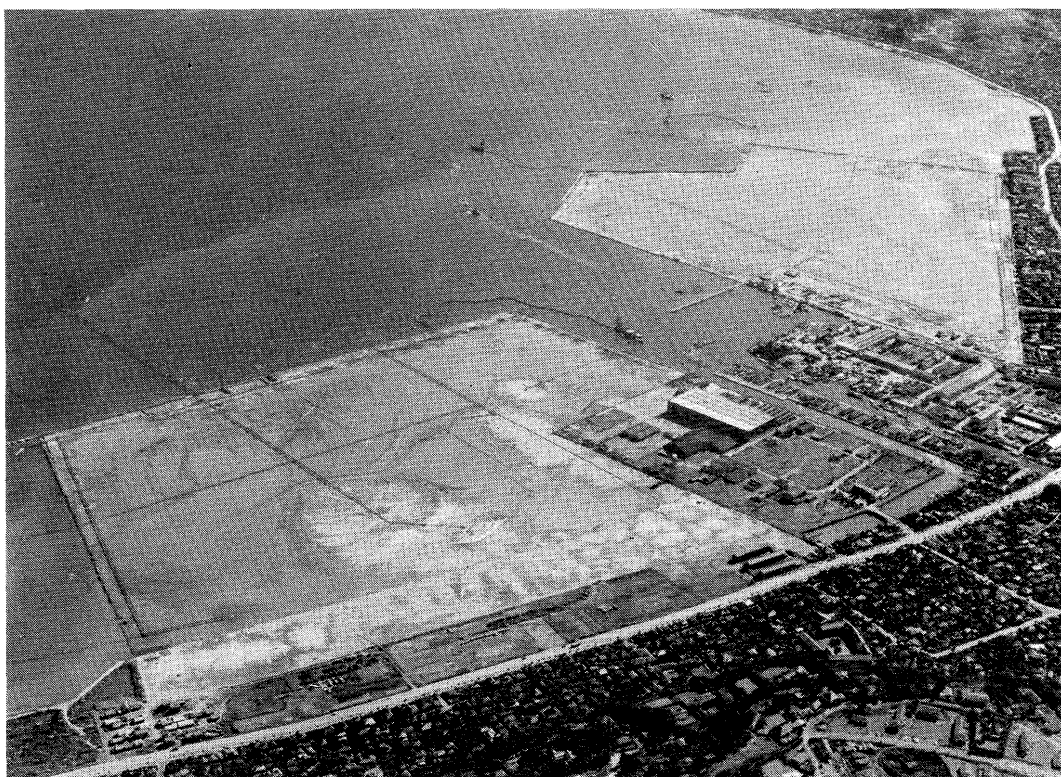


Photo shows reclamation works in progress on Negishi Bay.

ing an area of 2.5 million "tsubo", completion of the 1st-term Negishi Bay reclamation works—comprising a total area of approx. 1.1 million "tsubo"—is being expedited, in addition to which various other plans are also under way.

On the strength of the realization of the afore-mentioned plans, ardent hopes are being entertained that, within a decade or two, the Port of Yokohama may develop into a colossal port equivalent to double or treble of its present size.

Modern Commercial-Industrial Port

It was in 1932 that the City of Yokohama laid down the foundation stone for the reclamation works for 2,042,882 sq. meters (504.9 acres) on the foreshore of Tsurumi and Kanagawa Wards. This reclaimed area has now turned into the center of shipbuilding, petroleum, automobile, chemical, milling, electric machinery and other industries. In postwar years, in addition to this area, the reclamation works were started in 1955 on the foreshore of Daikokucho, Tsurumi Ward, 804,302 sq. meters (198.7 acres) in area, under a five-year plan. The works had mostly been finished by the beginning of 1959, and many large plants are under construction there.

On the other hand, not satisfied with this expansion and keenly alive to the necessity of creating a new area for heavy industrial activities, the City of Yokohama has started another reclamation work to construct a new industrial zone on Negishi Bay to the south of its commercial port, coopera-

tion with the National Railway Corporation, which is constructing a railway line connecting Sakuragicho-Station in the city with Ofuna-Station on the Tokaido Trunk Line via Isogo area.

The outline of the reclamation works now under way are as follows:

1. Area to be reclaimed	3,624,124 meters (883.3 acres)
2. Height to be reclaimed	(+)2.60 meters (above L.W.L.)
3. Length of Revetment	7,651 meters
4. Fairway	Dredged(—) 13 meters~(—)15.1 meters deep
5. Period of Construction	Started Feb. 1919 Completed Mar. 1965 (at latest)
6. Principal Factories	Nippon Petroleum Refining Co., Ltd. Showa Denko K.K. Niigata Engineering Co., Ltd. The Nissin Oil Mills, Ltd. Ishikawajima Heavy Industries Co., Ltd. Tokyo Shibaura Electric Co., Ltd.

★ ★ ★

Port of San Diego in Progress

Since its discovery by Portuguese Navigator Juan Rodriguez Cabrillo in 1542, the harbor of San Diego has been regarded as one of the few major landlocked bodies of water in the world which needed little to make it one of the world's great ports.

Although some improvements were made in the harbor in the middle of the Nineteenth Century, it wasn't until early in the Twentieth Century that more permanent facilities were begun.

In 1948, under the supervision of John Bate, current director of the Port of San Diego, a policy of dynamic port promotion, was initiated. The policy and its attend-

ant successes brought the Port into the public eye, and in the early 1950's, it was decided that more facilities were needed to handle the big increases in tonnage crossing San Diego's two piers.

In 1955, a bond issue in the amount of \$9,400,000 was okayed by the voters of San Diego to build a new marine facility—the Tenth Avenue Marine Terminal—a modern, 96-acre mole-type pier dredged out of the main channel of the bay.

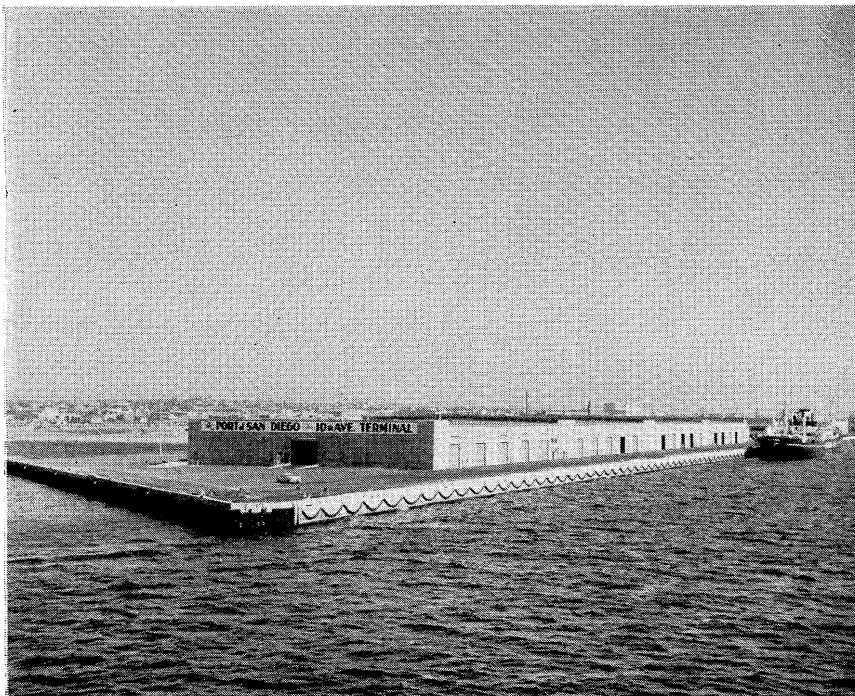
When the Terminal was completed in the winter of 1958, its two 200,000-square foot transit sheds almost immediately were

filled with goods, and its docking facilities—which are able to handle nine large merchantmen at one time (with individual bunkering, watering and loading facilities), were taxed to their limits.

In view of the signal success of the experiment, voters of the City of San Diego voted again to improve and enlarge the Terminal. In June, 1960, they okayed a bond issue in the amount of \$3,600,000 to add a 35-ton overhead crane, a 100-door truck terminal, a 300,000-square-foot storage facility and a large, 1,000-ton-an-hour bulk loading complex to take care of the Port's growing shipments of flaxseed, alfalfa pellets, granular potash, etc.



Tenth Avenue Terminal from the southern end looking to the north.



Aerial view of Tenth Avenue Terminal from the northern end. City of San Diego to the left of the photo.

Last year, with a medium-size bulk-loader, the Tenth Avenue Marine Terminal processed more than 20,000 tons of free-flowing cargo. When operation of the bigger facility gets underway, a considerable increase in the shipping of these commodities is expected.

Under lease to the Union Oil Co. of California, the Tenth

Avenue Terminal's bunkering storage tanks last year serviced more than 150 vessels, bunkering in excess of 485,000 barrels of fuel.

Also voted by the citizens of San Diego in the June, 1960 election was a change in the number of harbor commissioners, which will increase from three to five about January, 1961.

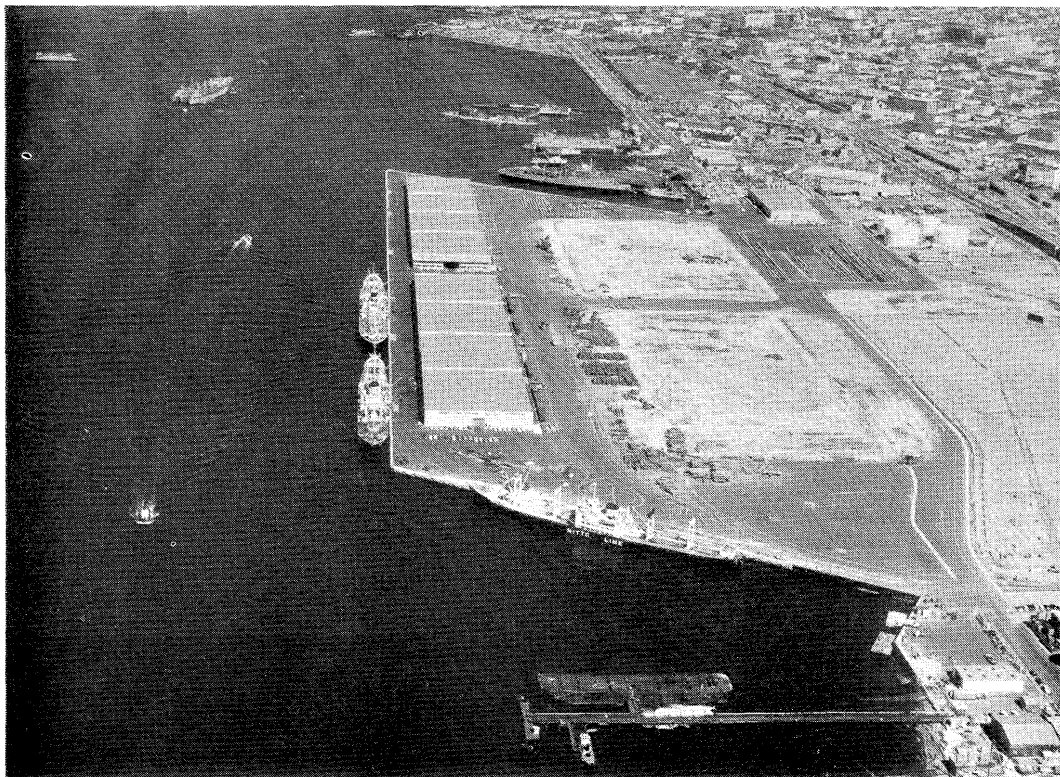
Mitsui Line Agencies To Be Established

Mitsui Steamship Company made application to the Japanese Finance Ministry and other interested Government authorities on July 22 for the permit to establish a subsidiary in New York Mitsui Line Agencies in order to meet growing business volume in the inter-American area and to lead and control its agencies there. Mr. T. Mizuno, chief representative in New York office is to become president of the new company. The Mitsui Line Agencies is to be headquartered at 17 Battery Place, New York and will set up a branch office in San Francisco. With the establishment of the new company in August, Mitsui intends to abolish the representative system and to come into closer relations with its agencies.

* * *

OSK Line to Set Up Nagoya Branch

O.S.K. Line, which has been preparing the establishment of a branch office in Nagoya City, has decided to open the office at the 4th floor of the Koraiya Building, 2-chome, Hirokoji Dori, Naka-ku, Nagoya City. The new branch office, scheduled to be headed by M. Machino, present chief representative, will start business as from September 5.



Tenth Avenue Terminal, Port of San Diego, as seen from the air.

Oil Exports from Los Angeles

Japan is the biggest buyer of petroleum products shipped through the Port of Los Angeles, importing 57.3 per cent of the port's total overseas shipment, according to General Manager Bernard J. Caughlin.

"Out of total shipments of 2,086,380 tons during fiscal 1959 (ended June 30), Japan had bought 1,196,083 tons as shown in Table I. She was followed by Netherlands Antilles (221,058 tons), Chile (172,214 tons), Mexico (155,720 tons) and others", he explained.

On the other hand Japan is No. 8 top suppliers of crude oil to the Port of Los Angeles, supplying 29,916 tons during fiscal '59. (Table II) A total of 1,445,683 tons was imported from overseas countries to the port, and Arabia (Peninsula States) topped with 673,838 tons. Other leading countries were Venezuela (137,831 tons), Netherlands Antilles (129,060 tons), British North Africa (118,074 tons).

"However, Caughlin continued, "the international trade in petroleum products occupies a minor part of the total shipments by 16 oil companies which have processing facilities at the Port of Los Angeles."

They rely on foreign sources for, roughly, a third of their total supplies, which amounted to 4,497,451 tons during fiscal '59. The rest of bulk petroleum was from the U.S. producing areas, including fields located at the port itself.

The 16 companies export a far smaller proportion of their total shipments out of the Port of Los Angeles. In fiscal '59, for example, they shipped a total of 10,865,394 tons of petroleum products.

"Meanwhile, they operate 369 tanks with a combined storage capacity of 9,685,969 barrels. Eight of them have tanks connected by pipeline from their harbor locations direct to their inland refineries," Caughlin explained. Seven firms provide bunkering service to their own and other vessels.

The largest operator at the Port

of Los Angeles is Union Oil Company of California. "And for the past year, Union has had the added distinction of operating the world's first protected supertanker terminal," said Caughlin.

This huge new 1,160-foot terminal, equipped with an ingenious automatic hose handling system, can load or unload 35,000 barrels per hour. During its first four months of operation, 11 ships called at the supertanker terminal and 3,151,000 barrels were handled.

The Table III gives a quick picture of the total facilities of the 16 oil companies based at the local port.

In the port's fiscal 1959, bulk petroleum movement increased more than 5.5 per cent to a total of 15,362,845 tons, compared with 14,548,265 tons, in the preceding year. That the trend continued upward was revealed recently when the port released figures for the first nine months of fiscal 1960.

From July 1, 1959, through March 31, 1960, the oil companies handled 12,792,955 tons of bulk oil, up close to 14 per cent over the 11,237,667 tons in the first nine months of fiscal '59.

**10 Top Customers of Petroleum Products
Shipped from Port of Los Angeles**
(fiscal 1959)

Japan	1,196,083 (tons)
Netherlands Antilles	221,058
Chile	172,214
Mexico	155,720
Philippines	59,135
French Africa	57,458
Canada (excluding British Columbia)	46,676
Guatemala	24,055
Norway	22,086
Colombia	19,984

**10 Top Suppliers of Crude Oil
to Port of Los Angeles**
(fiscal 1959)

Arabia (Peninsula States)	673,838 (tons)
Venezuela	137,831
Netherlands Antilles	129,060
British North Africa	118,074
Indonesia	59,939
Colombia	49,644
Trinidad	38,137
Japan	29,916
Saudi Arabia	22,362
Mexico	19,772

**Port of Los Angeles
Oil Handling Facilities**

Operator	Storage Tanks	
	Number	Capacity (barrels)
Union Oil Company of California	31	1,675,000 (1) (2)
Westoil Terminals Company	56	1,450,000
Standard Oil Company of California	32	1,434,000 (1) (2)
General Petroleum Corporation	22	1,225,000 (1) (2)
Texaco, Incorporated	115	1,185,683 (1) (2)
Edgington Oil Refineries, Incorporated	18	588,900 (2)
Tidewater Associated Oil Company	7	377,000 (1) (2)
Shell Oil Company	12	340,000 (1) (2)
Signal Oil & Gas Company	9	277,000 (1) (2)
Time Oil Company	11	210,000
Golden Eagle Refining Company, Incorporated	6	200,000
Warren Petroleum Corporation	2	200,000
Powerine Oil Company	2	198,000
American Bitumuls & Asphalt Company	7	180,000
Refiners Marketing Company	32	98,486
Quaker State Oil Company of California	7	46,900
Total.....	369	9,685,969

(1) Oil bunkering.

(2) Storage tanks connected by pipeline with inland company refinery.

Food and Produce Center, Port of Oakland

Development of a food and produce center in the Port of Oakland Industrial Park as a food distribution point for the entire Pacific Coast as well as the Bay Area was envisioned as the Board of Port Commissioners awarded July 5, 1960 a lease on the property to Williams and Burrows, Inc., Belmont contracting firm.

Ultimate investments of \$20,000,000 to \$25,000,000 in private funds is anticipated.

Williams and Burrows is one of a group of companies headed by George W. Williams and Frank F. Burrows, who have developed shopping centers and various commercial and industrial properties.

They entered a formal bid on June 27, with a deposit of \$100,000, on a 50-year lease for 68 acres of land in the Port of Oakland Industrial Park, and options on two additional parcels of 56 and 49 acres, for a total of 173 acres.

Final passage of an ordinance awarding the lease is scheduled for July 18. The effective date of the lease will be October 1.

Williams and Burrows said they will immediately begin an aggressive program to promote the development.

Final plans, they said, will be perfected within six months.

And as soon as it is determined which section of the site will be developed first, they will start site preparation, and the installation of roads and utilities. This cost alone is estimated at more than \$1,000,000 for the 68-acre section.

Williams and Burrows said they are particularly enthusiastic over the location of the Port of Oakland Industrial Park and the flexibility of the lease terms, which will permit financing of small units, separate leases under which tenants

lease the land and buildings, or lease the land and construct their own buildings.

The key to the entire development is the wholesale produce market, for which 30 acres are set aside, they said.

This development will be the magnet for the allied industries, such as chain store warehouses, food processors, packaging companies, dry and cold storage warehousing, and auxiliary facilities.

They explained that these industries now are located at scattered points, because there is no integrated development such as that to be offered in the Port of Oakland Industrial Park.

Williams and Burrows said the site is "strategic," since it is centrally located to the population of the entire Bay Area and is conveniently served by highway, rail, Metropolitan Oakland International Airport and marine terminals.

The Port of Oakland Industrial Park is a 1,000-acre tract between the Nimitz Freeway and Metropolitan Oakland International Airport.

They said they will offer wholesale produce merchants lower costs than anywhere in the Bay Area with comparable advantages and plan to offer "every inducement" to them to locate in the center to expedite the development of the property.

With allied industries located close to their source of supply, the Pacific Coast's major food distribution center could be concentrated on the site, they said.

If the development proves successful, there is no question that they will take advantage of the options on the 56 and 49 acre parcels, they said.

The company is prepared to spend \$7,000,000 on the development of the 68-acre wholesale produce market and food center, and estimates that the private investments in the 173 acre site eventually will be between \$20,000,000 and \$25,000,000.

The lease granted by the Port commits the Port to construct boundary roads when required, a rail line and utilities to the boundary of the property.

These are estimated to cost the Port \$1,300,000 but they also will serve other areas of the Port of Oakland Industrial Park and make the area attractive to other industries.

The development of the food and produce center will be a major step forward in the full development of the industrial property.

In addition, the Port, City and County will enjoy the benefits of new jobs and payrolls, possessory interest and personal property taxes, licenses and fees, purchases of supplies, services, equipment, construction activity, and new commerce through the airport and other Port facilities.

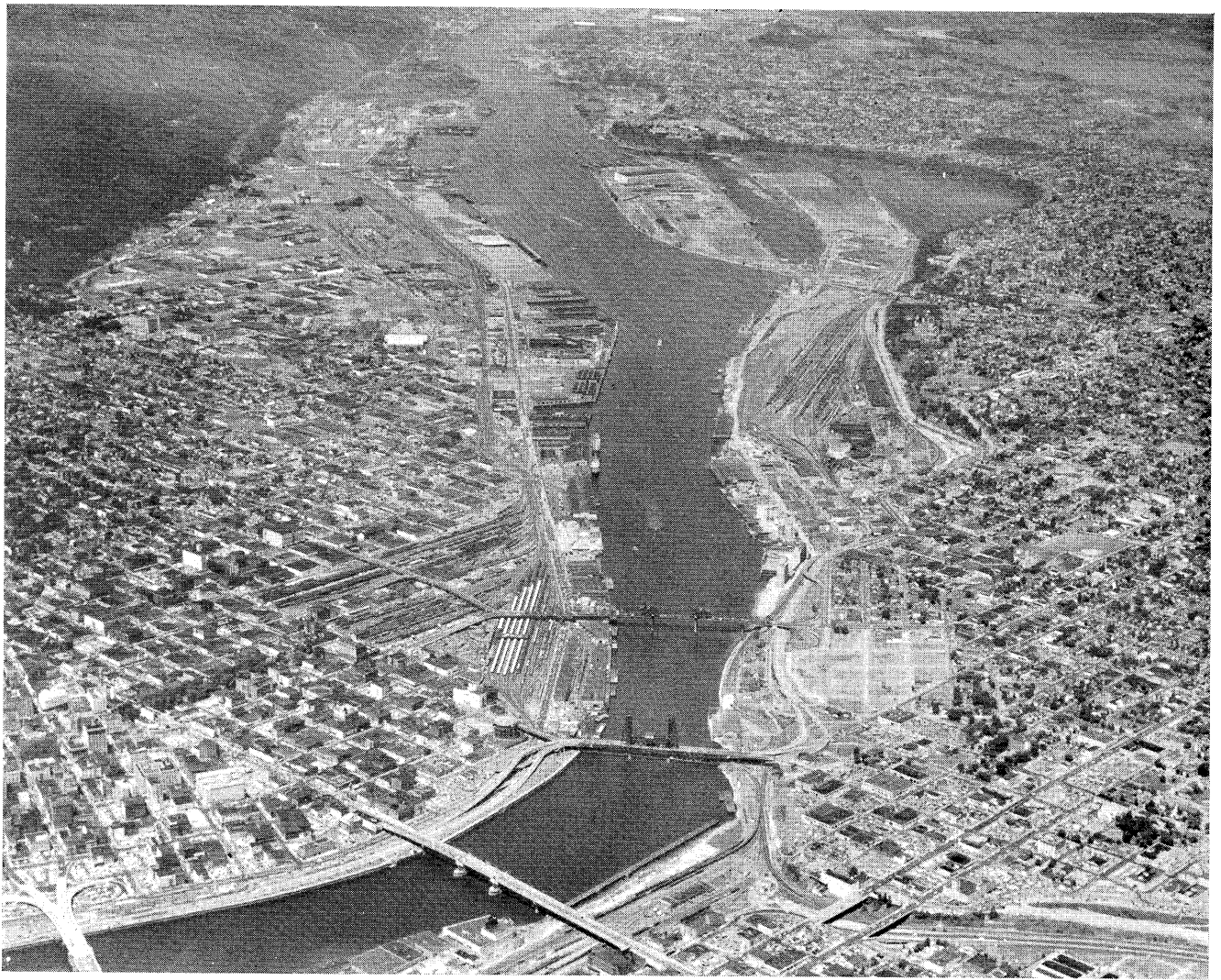
Williams and Burrows said that the "forward policy" of the Board of Port Commissioners makes it possible for them, as private investors, to undertake a development of the magnitude planned on a site centrally located and convenient to the principal population centers, served by all forms of transportation.

The lease was drawn by the Port with the advice of an advisory committee consisting of representatives of the Urban Land Institute, U.S. Department of Agriculture, and Oakland Chamber of Commerce.

Consultants to the Board of Port Commissioners were Boyd T. Barnard, of Philadelphia, now president of the Urban Land Institute, and Vernon Northrop, president of the Philadelphia Food Distribution Center Corporation.

Two Big Japanese Shipbuilders Merger

Ishikawajima Heavy Industries, Ltd. (capital ¥5,200,000,000) and Harima Shipbuilding and Engineering Co. (capital ¥4,000,000,000) signed a contract for merger on July 1 for the purpose of rationalizing business. The new company, to be called "Ishikawajima Harima Heavy Industries, Ltd." is to start business as from December 1. This is the first merger of major shipyards in Japan.



Portland, Oregon, U.S.A.—leading dry cargo seaport of the Pacific Coast—leading grain export center—"World Seaport of the Pacific."

Golden Anniversary for The Port of Portland

For four consecutive years Portland, Oregon, has led all U.S. Pacific Coast ports in the handling of import-export dry cargo tonnage. During the past five years, Portland's publicly owned docks and harbor facilities have seen the investment of over \$13,000,000 in improvements, modernization, and new construction.

Also, during the past five years, much more than \$10,000,000 has been appropriated by private terminal operators for the improvement and modernization of the port's privately owned and operated terminals.

Today, Portland's harbor stands as a model evidence of what planned investment and forward think-

ing can accomplish in the maritime industry. International trade is Portland's economic backbone. The harbor provides the major Northwest terminal for imported goods destined for the area's several million people, and the prime export harbor for the multitudinous goods and products produced in the great agricultural and manufacturing regions that make up Portland's immediate trade area.

Portland is the largest city in the State of Oregon, one of the world's largest producers of lumber and wood products—it is the leading grain export port for the West Coast—and is the only major fresh water harbor on the Coast. Here are located several important ship

repair and outfitting firms and the only large drydocking facilities between Puget Sound and San Francisco Bay.

Portland is a city of booming industry and great scenic beauty, known throughout the world as both the "City of Roses" and the "World Seaport of the Pacific". Located nearly 100 miles inland, the port offers 29 miles of waterfront and terminal facilities along the Willamette River at its juncture with the mighty Columbia.

Every type of cargo is handled in Portland. It is a bulk cargo center, general cargo center, and one of the Coast's leading petroleum ports for the millions of consumers in the Northwestern sector of the United States. Portland's trade area encompasses more than 300,000 square miles, and over seven states. There are over 55 regular world-wide steamship services providing Portland

with daily sailings to practically every port of the free world. Additionally, over 30 tug and barge lines serve the port, carrying cargoes as much as 240 miles inland from Portland, stretching the waterborne cargo network to the Inland Empire, over 350 miles from the sea at great saving to shipper and consumer, alike.

Portland's harbor is regulated by the Commission of Public Docks, an autonomous arm of the city government. The Dock Commission operates three large terminals, providing berthing space for grain vessels, general cargo, bulks, petroleum, etc. Terminals No. 1 and 2 are general cargo facilities, providing 11 deepwater berths. These terminals are among the finest available in the maritime industry.

Terminal No. 1 provides the harbor's largest crane, a 100-ton capacity shear leg. Three new berths and transit sheds have been provided here since 1955, and a new, 96,000 square foot warehouse is presently nearing completion. An open storage yard at this terminal equals the size of several football fields and is used for the handling of some of the thousands of foreign autos im-

ported through Portland annually, and the millions of feet of lumber that are exported. Wide, paved pier aprons, complete with double rail tracks for direct ship to rail transfer of cargo, are provided at each of the terminal's berths, in addition to two marine elevators capable of moving cargo from barges to dock level.

Terminal No. 2 has been completely reconditioned since 1955 and is today responsible for handling a large share of all the general cargo that passes through Portland. Direct rail access to two of its three berths, and modern, non-glare outdoor lighting for night work are features of its modern construction. The Dock Commission's 75-ton floating crane is berthed at this terminal, available on lease anywhere in the harbor.

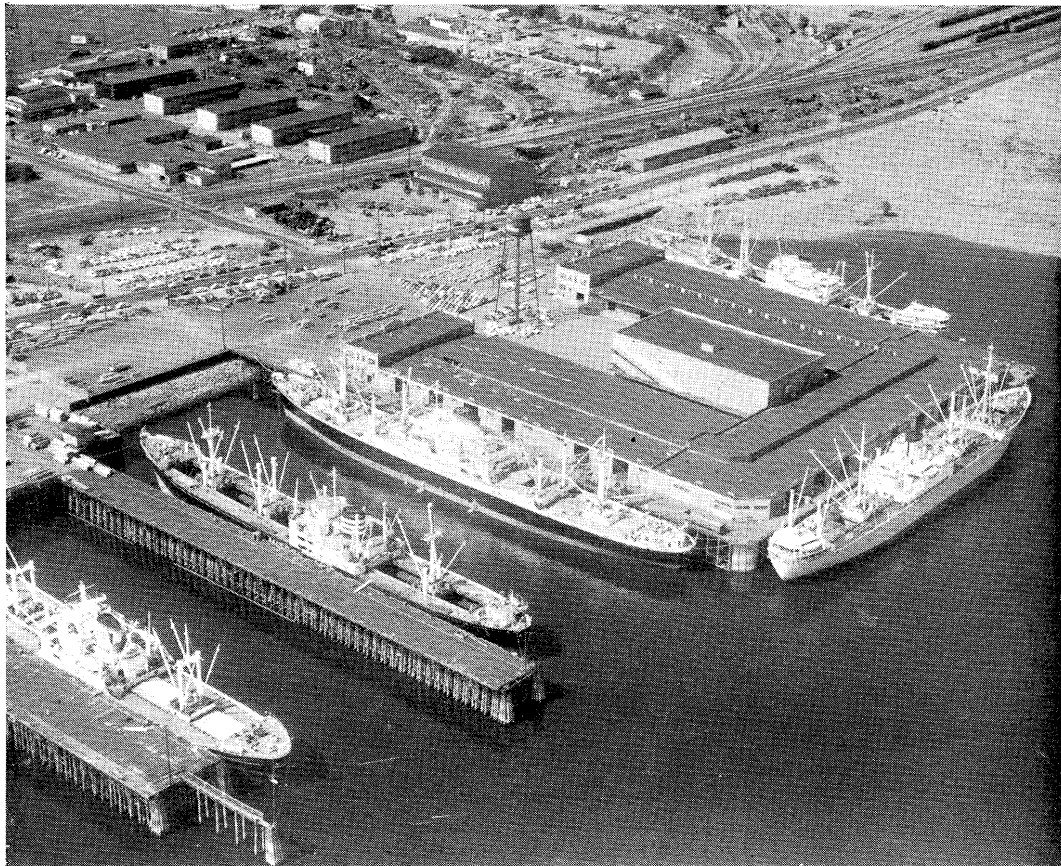
The harbor's largest, and most diversified terminal is Terminal No. 4. This is primarily a bulk cargo facility, but is also the Portland home of Matson Line, serving Hawaii, Australia, and the South Pacific. The terminal is the home of the Western United State's largest tidewater grain elevator—8,000,000 bushels—and will soon provide the only 900-ton

per hour bulk cargo unloading facility on the U.S. West Coast.

Terminal No. 4 provides a tank farm and packaging plant for petroleum, and a tank farm and distribution center for handling molasses, vegetable oils, and bulk tallow. Here, also, the Dock Commission provides a large scrap metal storage yard and modern loading facilities for scrap, which is one of Portland's leading exports.

Inbound bulk cargoes, such as ores and ore concentrates (which constitute Portland's leading import) are unloaded by two huge gantry cranes, capable of discharging cargoes at over 300 tons per hour. These cranes will be replaced in early 1961 by a new, specially designed facility that will triple this capacity. The Dock Commission is constructing a new pier, Pier 4, that will be unique on the Pacific Coast—and provide Portland with the Coast's only completely integrated bulk cargo facility for handling both inbound and outbound bulk cargoes.

Pier 4, now approximately 70 per cent completed, will offer acres of open storage space and a holding area for more than 100 rail cars. Dravo Corporation, of



Terminal No. 2—a three-berth general cargo terminal, among the finest on the West Coast. An average of one ship every six hours enters Portland's harbor, carrying 9 million tons of cargo annually.

Pittsburgh, Pennsylvania, has designed, and will erect on the pier, a giant straight-line traveling bulk unloading tower that will move along the dock for 585 feet, transferring cargo directly from ships' holds into rail cars, trucks, barges, or open stockpile.

Outbound bulks are loaded at Pier 5 of this terminal, over a 350-ton per hour conveyor. Storage bunkers here hold up to 10,000 tons of bulks, and transfer of cargo from rail car to either the bunkers or loading conveyor is accomplished by modern car tipping and car shake-out facilities.

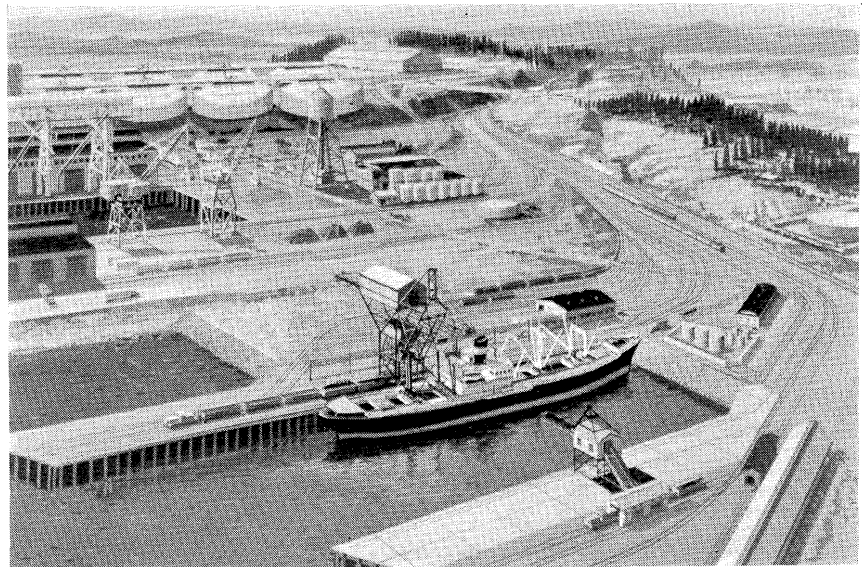
Portland's Dock Commission (this year observes its Golden Anniversary, commemorating fifty years of service to Portland's harbor customers. The Dock Commission is recognized throughout the country as one of the nation's finest port organizations. Its active traffic solicitation and modern port planning programs have combined to provide shippers with one of the most economical and efficient ports in the United States. Ship turn-around time in Portland is the envy of all ports. The harbor's labor-management relations are among the finest in the country, and certainly on the West Coast—there has been no major work stoppage or labor dispute in Portland's harbor for more than 12 years.

The Portland Dock Commission's traffic and sales department includes an active New York trade development office, J. W. Buckley & Co., and a full-time staff of traffic experts who constantly call on Portland's harbor customers throughout the United States to discuss individual problems of cargo handling and to develop new import-export markets for them. Additionally, Dock Commission members and staff have traveled extensively throughout Japan and the Orient, calling on shipping and trading company officials for the development of trade with the Northwest.

Portland sponsored one of the largest delegations to the 1959 Fifth Annual Japan-America Conference of Mayors and Chamber of Commerce Presidents in Osaka, Japan, and was selected as the host city for the biennial conference to be held in 1961. Conference



Modern maritime facilities combine with close-by rail connections to every inland point of the U.S.A. Terminal No. 1, seen here, provides general cargo berthing space for eight vessels.



The West Coast's most modern bulk cargo pier will be completed at Portland's Terminal No. 4 in early 1961 to handle inbound ores and ore concentrates. The pier will provide a 900-ton per hour unloading tower and 1,220 feet of berthing space.

sites alternate between Japanese and American cities and the conference is one of the best examples of the cooperative efforts continually being made between these two countries for the betterment of mutual relations and understanding. Of great importance on the conference agenda are the several sessions devoted exclusively to frank discussions by experts of both nations of trade problems, marketing, etc.

Further information about

Portland's harbor is disseminated to shippers by means of the Dock Commission's recently-produced color movie, "Of Ships and Cargo." This 16mm sound movie is made available to groups or companies that have an interest in Portland and in maritime commerce and international trade.

Celebrating its 100th anniversary as a state, Oregon sponsored a Centennial Exposition and International Trade Fair during 1959. The fair was held in Port-

land and was participated in by approximately 25 nations. It was hailed by all foreign delegations as one of the finest trade fairs ever held in the United States, and one high-ranking European trade official described it as more nearly the truest "trade fair" he had ever seen held in America.

In November of this year, Portland's new Memorial Coliseum will be officially opened. This gigantic, modern exposition and recreation center will feature as one of its first attractions a large Columbia Basin Exhibition and Trade Fair.

Nearly 200 lines of merchandise and services will be represented, including exhibits from foreign countries. Imports and exports will be displayed, focusing on products of the Northwest and Columbia Basin regions. Overall, a strong representation of products that are handled through Portland's harbor, both inbound and outbound, will be featured.

The Dock Commission, in late 1960, will launch a new program of harbor development that will see the further investment of \$20,000,000 in port facilities. New piers, both for general cargo, bulks, and specialized cargoes, will be constructed, new containerized cargo facilities will be provided, and general overall modernization of existing facilities will be included in the program.

Privately owned facilities in the harbor provide for handling of general cargo (three terminals) and special cargoes, such as grain, cement, lumber, scrap metal, petroleum and chemicals, and paper products.

Portland, the City of Roses and World Seaport of the Pacific, takes pride in its position of leadership among West Coast ports and in the fact that many national and international firms are selecting Portland and its metropolitan area for locating. Nearly 13,000 Portland citizens are actively engaged in the day to day business of handling Portland's harbor activities—this means a \$60,000,000 harbor payroll.

Many ideal industrial sites are available in and around Portland for heavy or light manufacturing, warehousing, etc. A great number of such sites are located on

deep water, suitable for waterborne commerce facilities. The Dock Commission has taken great strides in maintaining these areas for future public or private development as centers of commerce and industry lest they be lost through poor zoning and encroachment of non-commercial enterprises.

The Port of Portland Commission, a state organization having the development of industrial land sites as one of its primary responsibilities, controls several large acreages that are presently being developed for immediate use. These include one of the last remaining acreages in close proximity to downtown Portland and the central harbor area.

Portland's harbor has brought prosperity and a strong economy to Portland and its trade territory. Its harbor stands on the threshold of new and better concepts of handling ships and cargoes. Portland's harbor is here to provide many years of economical, efficient service to the world's growing maritime commerce.

Boycotting Greek Vessels at Kobe

Due to the breaking of the accommodation ladder of the Greek vessel Asteris in Kobe Port on July 9. Seven Japanese workers fell overboard and one of them died. The Central Executive Committee members of the Federation of the Japan Port and Harbor Workers' Unions (membership: 11,000) met in Kobe on July 27 and decided to refuse handling cargoes on Ail vessels under the Greek flag entering Kobe Port from the 26th.

* * *

Mitsui Line to Extend NY run to Toronto

Mitsui Steamship Company has decided to extend its regular service to New York to Toronto with the August ship Mayasan Maru (11,489 tons d.w.) The company, which has extended the service to Montreal and Quebec area with Iino Line, has so far accepted cargoes for Toronto in the form of transshipment at Montreal. The company is the second Japanese shipping line to Iino Line to extend to that port.

L. A. Port Budget

The Los Angeles Board of Harbor Commissioners has approved a budget of \$27,027,487 for the port's new fiscal year ending June 30, 1961.

According to Bernard J. Caughlin, general manager of the Port of Los Angeles, the 1960-61 budget is made up of the following items: \$9,166,000 in estimated earnings; \$5,861,487, anticipated carry-over from 1959-60 budget; and \$12,000,000 through sale of harbor revenue bonds.

The port official reminded that a charter amendment authorizing the Harbor Department to issue revenue bonds was approved by a three-to-one majority of the city's voters in April 1959 municipal election.

"The \$12,000,000 bond issue will be paid off entirely from port earnings," he said.

Revenues in the coming fiscal year are expected to come from these sources: shipping services, \$4,975,000; land, building and wharf rentals, \$2,185,000; all royalties, warehouses, railways and ferry earnings, \$1,063,000; and non-revenue reimbursements (sale of property, services, etc.) \$943,000.

Principal expenditures listed in the new budget are: new construction and capital improvements, \$15,319,807; salaries and wages, 43,816,382; maintenance, alteration and repair of facilities, \$452,000; and bond interest, \$101,632.

Major items in the construction budget are five new wharves, \$11,900,000; structural steel for the new passenger-cargo terminal to be built on Main Channel and preferentially assigned to American President Line \$1,200,000; dredging, paving, etc., \$920,000; and earth fills, \$200,000.

* * *

Yusen Air Service Expansion

Yusen Air Service, Ltd., which set up its Osaka business office some time ago to expand its business in the Kansai area, has recently divided the office into the Osaka Passenger Office and the Kobe Office. While the former handles passengers by air and sea, the latter does air cargo business only. The Osaka office is located in the Osaka branch of NYK Line, No. 20, 4-chome, Minaminihon-machi, Kita-ku, Kobe.

BALTIMORE—WORLD PORT

Baltimore is an old port with progressive ideas.

Foreign trade first started using this deep water, well-protected port more than 250 years ago. Since then well over a billion tons of cargo from all over the world has crossed its 85 available berths and wharves in a constant flow.

Situated at the mouth of the Patapsco River, Baltimore offers two gateways to the Atlantic; through the Chesapeake Bay and Capes, or the Chesapeake and Delaware Canal.

Some 6,000 ships yearly, load-

ed with almost 25 million tons of export-import cargo, serve this inland port of the Atlantic.

At Baltimore, these cargoes are handled by skilled longshoremen, using modern methods and facilities. The port is famed for its safe, speedy handling of commodities of all types, and holds impressive records for rapid turnaround of vessels.

Baltimore is now moving ahead with a far-reaching program of harbor development that will enable it to offer unexcelled facilities for the movement of all gen-

Through the courtesy of the Maryland Port Authority, we are happy to introduce to our readers the recent activities of the Port of Baltimore as well as its facilities and its water-side industries.—Editor.

eral and specialized cargo.

The direction for this major development campaign is in the hands of the Maryland Port Authority. Created in 1956 by a special act of the Maryland Legislature, the Authority is already well on its way to carrying out its legislative mandate—"to increase waterborne commerce of the port."



Baltimore . . . An aerial view of the Port's inner harbor area, showing at left the Upper Repair Yards of the shipbuilding division of the Bethlehem Steel Company. The Port of Baltimore, located at the head of the Chesapeake Bay, 150 nautical miles from the Atlantic ocean, has 30 miles of developed waterfront. In 1959, it handled 20.7 million long tons of foreign waterborne commerce, the third highest volume for ports of the United States.



BALTIMORE . . . The Port Covington terminal of the Western Maryland Railway includes 5 covered piers, 2 open piers, a coal pier, new modern ore dock equipped with two highspeed unloading machines and automatic weighing devices and grain elevator. The facility can unload 27 vessels simultaneously.

To further attract the ships that will carry tomorrow's trade, a program for widening and deepening of the main and approach channels in the Bay and harbor is now underway. Approved by the U.S. Army, Corps of Engineers, this project will offer safe passage for the largest of the new super cargo carriers now on the drawing boards. The completed channel program will improve main channel access from its present 39-foot depth and 600-foot width to 42-foot depth and 800-foot width.

In August of 1959, the Hawkins Point pier, first construction project of the Maryland Port Authority, was in full use, feeding raw materials into the fast growing Marley Neck industrial area at the southwestern end of the harbor.

Marley Neck is a 5,200-acre area that has been opened for development of heavy industry. Presently located at this ideal site are a \$50 million paint plant, \$30 million copper refinery, and a steel plant. A gypsum company will begin construction on a new plant in the near future, and other industries are in the process of studying the advantages offered in this area.

The Hawkins Point pier is built on the site of Baltimore's former munitions pier that was destroyed by fire in January, 1951. The pier

and surrounding 137-acre site were purchased by the Maryland Port Authority in July, 1958 for \$1.5 million, and new construction begin in September.

The pier is 90 feet wide and 720 feet long, and specially reinforced to support the gantry cranes that will be installed in the future. The pier is equipped with four sets of railroad tracks that have a capacity of 56 cars and a support track capacity of 170 cars. The pier's access channel and slips are 36 feet deep, and the channel is 300 feet wide with 150-foot slips at each side of the pier. The pier is also equipped with a building and parking area for stevedores and customs agents.

Across the harbor, the Maryland Port Authority has initiated one of the largest building programs in the modern history of the port. This is the Dundalk Marine Terminal project. Dundalk Terminal was the former airport for the City of Baltimore, but shrunk in useful size by the demands of modern aviation, the field was sold to the Port Authority in March of 1959 for complete renovation as a major marine terminal.

Under the contract purchase agreement the Authority received lease rights to 126 acres when the agreement was signed with the City of Baltimore and Baltimore County. On January 1, 1961, the

Authority will assume ownership of the entire airport.

Dundalk Terminal is a 353-acre site at the southeastern end of Baltimore Harbor. Ship access to the terminal is provided by a 7,100-foot long, 30-foot deep channel. This channel is 150 feet wide at the harbor end, and 200 feet wide along the entire 3,000-foot bulkhead.

Construction and improvements at Dundalk Marine Terminal are proceeding rapidly. Two renovated berths have been in operation since January, 1960, and three more are presently being strengthened and renovated. The bulkhead is being reinforced and prepared for the eventual installation of two gantry cranes. The entire area will have a 50-foot apron, and by April, 1961, five berths will be in full operation. Construction of warehouses, transit sheds, service areas, a truck depot, and trackage for Baltimore's railroads is planned for the near future.

Harbor Terminals Incorporated, Dundalk Terminal's first client, is engaged in servicing and storing thousands of European automobiles, the beginning of an estimated 60,000 per year.

While such dramatic changes are taking place at Baltimore, the port still depends on solid, long-standing assets to attract shippers.

High among these are the existing terminals of the four railroads that serve the port area.

The Baltimore and Ohio, Western Maryland, Pennsylvania, and Canton Railroads have invested more than \$100 million in waterfront development at Baltimore. As a result, the port can berth some 85 ocean going ships simultaneously; can store over 13 million bushels of grain; can load some 10,000 tons of coal per hour; has become a leading importer of ore and chemicals and offers integrated, rail-to-ship and truck-to-ship piers in all areas of the port.

For special cargoes, Baltimore offers special handling. At the Baltimore and Ohio, United Fruit Company's new pier, bananas are unloaded by giant cranes that carry 8,000 stalks an hour to conveyor belts which feed the fruit to waiting rail cars and trucks. Baltimore's three large ore piers handle more than 7,000 tons an hour, and the coal piers are capable of loading 9,700 tons an hour.

Bonded warehousing, fumigation services, excellent foreign banking facilities, heavy life equipment, are all at the disposal of shippers who have learned to regard Baltimore as the Economy Port of the United States.

Economy is a key factor in the Baltimore picture. The port's freight rate differential under that of New York and Philadelphia to the inland east and the industrial midwest results in lower freight charges on both import and export movements.

Baltimore is a port in depth.

The huge industries that line the harbor area absorb a large portion of the raw materials that pour into the port. The largest sugar refinery on tidewater is located in Baltimore. Chemicals, fertilizers, soap products, copper and brass products, spices, foods, medicine and building materials are manufactured or processed at waterfront locations.

The biggest of all the waterside industries is Bethlehem Steel, Sparrows Point. This is the largest steel mill in the world. It employs some 30,000 people, uses 1/400 of all the electric power generated in the United States every day, and produces more than



BALTIMORE . . . The B&O Railroad's modern fruit pier at Locust Point is the site of the annual discharge of more than 4 million stems of bananas annually. Approximately two United Fruit Line ships visit the pier weekly. Completely air conditioned, the new \$4.3 million pier has modern conveyor systems which permit the simultaneous loading of 63 railroad cars located on 7 undercover tracks. The motor truck area provides covered space for 42 trucks and an additional 12 out-of-doors. Preheating yards adjacent to the terminal are capable of controlling the temperature level in as many as 180 rail cars prior to loading.

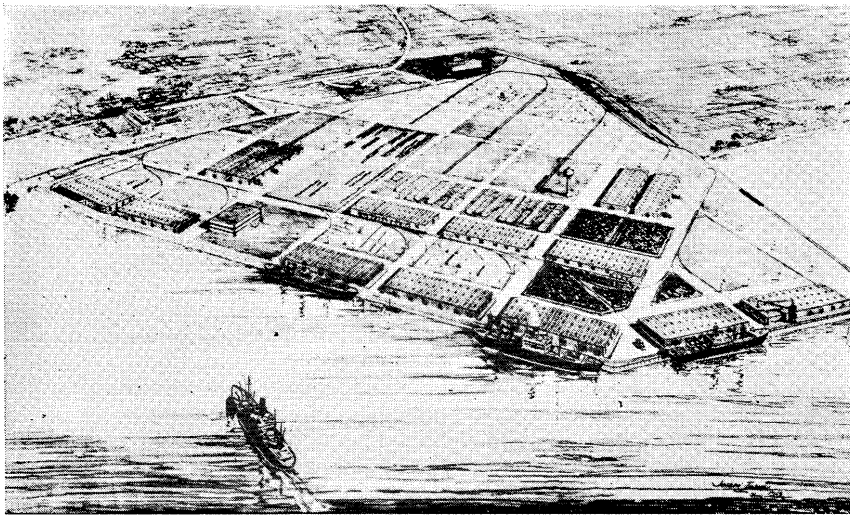


Dundalk Terminal, the newest marine terminal in the Port of Baltimore, opened to receive the first ship ever to dock at the former airport on January 4, 1960. The 353 acre site was bought from the city in November, 1958. Repairs have been made to the former seaplane hanger and to the bulkhead, and a 20 acre plot of land has been paved, lighted, and fenced for an importer of foreign cars, the first tenant. The Maryland Port Authority took possession of 126 acres on January 1, 1960, and will assume ownership of the remaining land on January 1, 1961.

3 million tons of steel every year. Its furnaces consume more ore than any in the world. Some of this steel moves next door to be used at Bethlehem's shipbuilding

yards where hundreds of modern tankers, cargo carriers, and special ships have gone down the ways.

Other new ships find their



Baltimore Busy Building Specialized Cargo Terminals

Baltimore is a port that has been involved in extensive foreign trade for more than 250 years.

Each year more than 6,000 ships, loaded with more than 25 million tons of export-import cargo serve this "westernmost of the eastern seaports."

To service these ships, Baltimore is now moving ahead with a far-reaching program of harbor development that will enable it to offer unexcelled facilities for the movement of all general and specialized cargo.

The first new facility to be constructed in Baltimore as part of this development program is the Hawkins Point pier. This pier was in full use by August, 1959, feeding raw materials into the industrial area of Marley Neck, a 5,200-acre site at the southwestern end of the harbor. The pier is presently providing deepwater access to a \$50 million paint plant, \$30 million copper refinery, and a steel plant. A gypsum plant will be established here in the near future.

This pier is 720 feet long and 90 feet wide, and during the construction the pier was specially reinforced to support the gantry cranes to be installed when the need develops. The pier is equipped with four sets of railroad tracks that will accommodate 56 cars. The supporting area is large enough to hold an additional 170 cars. The access channel is 390 feet wide, and slips alongside the piers are 150 feet wide. Both the channel and slips are 36 feet deep. The pier is also equipped with modern facilities for customs agents and stevedores.

Across the harbor the Maryland Port Authority has initiated the largest building program in the modern history of the Port of Baltimore. This is the Dundalk Marine Terminal project. Dundalk Terminal is the former airport for the City of Baltimore. Shrunken in size by the demands of modern aviation, the field was sold to the Port Authority in March of 1959 for complete renovation as a major marine terminal.

Baltimore . . . This is the master plan for the proposed Dundalk Marine Terminal, the Port of Baltimore's newest marine facility. It will provide marginal berthing areas to accommodate eight ships; a 50-foot wide apron along the full length of the berths; transit sheds with a total floor area of 96,000 square feet per berth adjacent to the apron, and a fully integrated plan for truck and rail service that will permit direct loading and unloading of cargoes from railcar and ship. In addition, there will be a supporting yard nearby to accommodate 500 rail cars, and a rectangular grid system of roads providing truck access to the development sites. Immediately beyond the perimeter zone, areas have been designated for warehouses and open storage. Total construction costs for the terminal's complete development has been estimated at \$21 million. Its 8 cargo berths will be able to handle 2.8 million tons of cargo.

beginning across the harbor at Maryland Shipbuilding and Drydock Company. Here, engineers have devised new methods of renovation as well as repair. Maryland is world renowned for its "jumboizing" process, by which a ship is cut in half and elongated by the insertion of a new "mid-body" increasing its cargo capacity by as much as 25%. This process takes only 56 days when handled by Maryland Shipbuilding's skilled workmen.

Other major ship repair work is handled by the Bethlehem Steel, Key Highway Yards, and other top-ranking yards that dot the waterfront.

Baltimore can truly claim excellence in not only loading and unloading the ships that traverse its busy waters, but the repair and building of them as well.

To hurry the cargo to these waiting ships in good order, the Port of Baltimore is fortunate in having excellent rail and truck facilities. The rail yards of the railroads that service the port can hold some 32,250 cars at a time. All these rail yards are strategically located in direct support of the

tracks that reach out on the piers.

The State of Maryland's new highway construction program is well past its halfway mark. New super interstate and national highways, a Baltimore County beltway that surrounds the city, and the Baltimore Harbor Tunnel provide truckers with direct non-stop routes into and out of all major cargo loading and discharging areas of the port.

Spurred on in part by a surging program of port development, the City of Baltimore is now engaged in a giant face-lifting project that will give rebirth to the entire downtown area. The two modern developments are to be called the Charles Center and the Civic Center. Along with modern office facilities, these two projects will provide sports areas, new stores, and entertainment center.

At Friendship International Airport, jet planes now roar off on regular schedule to the West Coast, and international travel at this modern field increases monthly.

The entire area revolving around the Seaport of Baltimore is moving forward to meet the needs of a fast-expanding world trade.

The Maryland Port Authority is rapidly developing the 353-acre airport into what is going to be one of the most modern and efficient general and specialized cargo terminals on the East Coast.

The location for a new facility could not be more ideal. Dundalk Terminal is located at the southwestern end of Baltimore Harbor adjacent to the main ship channel. Access to the berthing area is provided by a 7-100-foot long, 30-foot deep channel. This channel is 200 feet wide along the 3,000-foot bulkhead providing ample maneuvering area.

Construction and improvements at Dundalk Terminal are well underway. Two renovated berths have been in operation since January, 1960, and three more are presently being rebuilt. Two of the five berths are being specially constructed to support the eventual installation of two gantry cranes. The entire area will have a 50-foot apron. Construction of warehouses, transient sheds, service areas, a truck depot, and trackage for Baltimore's railroads is planned.

Harbor Terminals Incorporated, the Dundalk Terminal's first client, is engaged in servicing and storing thousands of European automobiles, the beginning of an estimated 60,000 per year. Other companies are expected to begin construction on their new facilities very soon.

106,400-ton Tanker Launched

The world largest tanker, Universe Daphne (106,400 tons d.w.) was launched at National Bulk carriers' Kure shipyard on July 10. Upon completion about the end of September, the ship, to be chartered by the Idemitsu Kosan K.K. will leave for the Middle and Near East on her maiden voyage and will return to Tokuyama Port with about 120,000 tons of crude oil at the end of this year. The sister ship of the Universe Apollo is said to have cost ¥5,000,000,000 for construction, details of which are not available. Her name Daphne, which comes from Greek mythology, is the trade mark of high quality lubricating oil of Idemitsu.



The Japanese training vessel NIPPON MARU prepares to depart from the World Seaport of Baltimore following a six-day visit commemorating the 100th anniversary of the signing of the first Treaty of Amity and Commerce with the United States. The NIPPON MARU carried a complement of 46 officers and crew and 85 Merchant Marine cadets. While in Baltimore, the cadets visited with the Mayor of the city and attended a special Baltimore Oriole night baseball game. They also visited Washington, D.C. and were guests of honor at a reception at the Japanese Embassy. One of the highlights of their visit was a trip to the U.S. Naval Academy at Annapolis, Md. The return trip to Baltimore was made aboard the Maryland Port Authority's cruise boat, PORT WELCOME. The voyage up the Chesapeake Bay was enhanced by servings of favorite Maryland foods.

Lino Line to Sever NY East Canada Service

As the result of the decision of Iino Line to divide its regular service between Japan and New York/East Canada into Japan-New York service and Japan-Canada and Great Lakes service, the first liner for Great Lakes the Takeshima Maru (11,881 tons d.w.) sailed recently from Yokohama, the last port of call in Japan with 5,000 tons of cargo. The service is scheduled for operation during the period from March to October when the St. Lawrence is open to traffic.

Korean-Line to Enter Bangkok Service

The Daikan Kaiun Kosha (Great Korean Shipping Corporation) is slated to have applied for membership to the Japan Thailand Freight Conference to operate a regular service between Japan and Thailand. If the application is not accepted, the line will make non-conference sailings from the end of July as the K.S.C. Line. The line has been entrusting the operation of their two C1-type ships (6,000 tons d.w.) to Everett Siam Line.

Indian Freighter to Long Beach

A new freighter from India was in Long Beach Harbor Friday (July 15), as the first ship of a new monthly service to the Port from Bombay, Cochin, Colombo, Madras and Calcutta.

The vessel is the 12,590-deadweight-ton JALAKRISHNA, closely followed here by another ship, JALADUTA, from the same line, Scindia Steam Navigation Co. The vessels docked at Berths 32 and 33, Pier D.

The Scindia firm is an Indian corporation founded in 1919, with headquarters at Bombay. They also operate a service to and from the Gulf and East Coast U.S. ports and Alexandria, Jeddah, Aden, Karachi, Bombay, Colombo, Madras and Calcutta.

In emphasis of Long Beach's "International City" theme, lovely Joyce Loedige, 19, represented the Chamber of Commerce in welcoming festivities for the Indian vessel and her master, Capt. M. M. Kothawala.

John P. Davis, president of the Board of Harbor Commissioners, and other Port officials were host to Capt. Kothawala and Capt. W. L. Atkinson, skipper of the JALADUTA and commodore of the Scindia company's 57-ship fleet, at a luncheon.

While here, the Japan-built JALAKRISHNA loaded 2,500 tons of general cargo and 12,000 bales of cotton before sailing on her 25-day trip back to Bombay.

JALADUTA, inbound, discharged 800 tons of general cargo before leaving for San Francisco, Portland and Seattle. The ship will return here August 23.

The Scindia line is one of the few in the world headed by a woman. The firm's managing director is Mrs. Sumatiben Morarjee.

The prefix JALA in the nomenclature of the company's fleet means "water." Thus JALAKRISHNA means "Lord of the Waters."

Westfal-Larsen Co., Inc., is Pacific Coast agent for the company.

Korean Line to Resume Japan-Korea Service

In view of the bright outlook for Japan-Korean trade and of the relaxation of restrictions on import from Japan, the Daikan Kaiun Kosha (Great Korean Shipping Corporation), which has been suspending its regular service between Japan and Korea since November last due to fall in the trade volume between the two countries, has decided to resume the regular service between Inchon, Pushan, Moji, Hanshin and Yokohama. C1-type vessels such as Moppo and Jinsen (3,800 tons gross each) is scheduled to be used on the service.

* * *

Closed Freightage Extended

At the regular general meeting held on July 20, the Japan Atlantic and Gulf Freight Conference decided to extend again the period of validity of closed rates which are due to expire on August 31 to the end of October, it is said. The Trans-Pacific Freight Conference of Japan decided also to extend the period of validity of closed rates on all items to the end of October. Meanwhile, the period has been extended further to December 31, this year.



Left to Right: Capt. M. M. Kothawala, Master of the M/V JALAKRISHNA; Joyce Loedige, representing the Long Beach Chamber of Commerce; and John P. Davis, President of the Long Beach Harbor Commission. Miss Loedige, dressed in an authentic Indian sari, is seen here showing Capt. Kothawala an ornamental brass flask called a Surahi which was sent to the Port of Long Beach as a gesture of good will by the Port of Bombay, India.

Report on the Organization, Operation and Installations of Certain European Ports

Mr. I.C. Milissis: Chief, Operation Division of Port of Piraeus Authority, Greece

Mr. D. Tzamaloukas: Manager, Port Construction Division of Port of Piraeus Authority, Greece

Mr. J. Papadopoulos: Manager, Technical Services of Free Zone and Port Salonica, Greece

(This report was prepared in collaboration by the above-stated three Greek port workers on the fellowship granted them by the Bureau of Technical Assistance Operations, United Nations, June, 1959. It is our privilege to introduce it, with their permission, to our readers in a brief summarized form.—Editor).

Introduction

The authors made a comparative study of fourteen European ports—London, Cardiff, Newport, Port Tuloot, Liverpool, Southampton, Hamburg, Copenhagen, Stockholm, Gothenberg, Amsterdam, Rotterdam and Genoa, which they had visited.

The main subjects picked up for their study were as follows:

- 1) Administration and organization
- 2) Allocation of port workers and their productivity
- 3) Length of quays and depth of water alongside
- 4) Storage facilities
- 5) Mechanical equipments

However, this summary was made concerning the first two subjects only, namely, administration, organization, labor supply and finance.

In doing the study, they never overlooked the basic natural factors, such as geographical location, hinterland, railway and truck approaches, area of water surface and tidal phenomena. A mere comparison of total tonnages of cargoes and vessels would have failed to grasp the actual potentiality of a port unless such tonnage had been broken down into general, bulky and transhipped commodities or into various types of vessels.

In the United Kingdom, they visited the so-called "locked ports",

except Southampton, which need special technicalities in maintaining docks and dredging navigable channels. The four large ports on the northern European Continent, though they belong to three different countries, were observed by the authors to be very similar in (1) being located closely with one another, (2) competing to serve their common hinterland, (3) fostering businesslike initiative to render port facilities and services to cargoes and vessels, and (4) being governed by the municipal authorities with little interference from the State, they each constituting "a private port", so to speak.

I. Functional Types of Port Administration

These ports are actually administered in different ways. Why have they not adopted the same system of administration and organization? The answer, according to the authors, lies in their different historical backgrounds. The ports, just like towns and states, have grown up in different circumstances through many centuries. All ports of the world seem to tend towards a definite and concrete direction which has been proved to be the best of all by long experiences of port activities. But yet, this tendency can not be realized in a short time on account of their long-established historical structures mingled with complicated interests existing socially and economically. Thus, the authors conclude, the younger is the port, the better is its admin-

istration.

The main ports in Europe, in fact, do not differ from one another in the pattern of administration but differ considerably in the scope of their functions performed at present. For example, at Copenhagen, almost everything is directed and performed by the port authorities, while in Hamburg, the municipal authorities exclusively take care of the construction and maintenance of port facilities, leaving warehousing, lighterage and tug-boats to private enterprise. Their historical circumstances will explain its reason why there is such variety in the scope of functions.

During the past century or so, however, means of goods transportation and foreign trade have greatly changed. At present, the cargoes are carried by ships belonging to the sea carriers at the risk and account of the bankers who are actually interested in the shipments which are liable to various expenses, whereas the merchants cannot interfere because they are not as yet the owners of the cargoes. The cargoes, therefore, arrive at the destination without diligent care of the actual owners. Sea carriers try to discharge as quickly as possible. Port workers want only to earn more money with the least possible effort. These situations gave rise to a modern commercial port, where there must be a certain authority to take care of all facilities and services necessary for safe and quick transit of cargoes.

Modern ports should have, at least, three important functions. They are (1) construction and maintenance of port facilities, (2) allocation of facilities (such as laborers, machines, sheds, water and inland transportation, etc.) required by cargoes, passengers and vessels, and (3) regulations of working conditions within a port to preserve and protect them from fire risks.

The authors stress that the ideal pattern of modern port administration should be an autonomous organization governed by a Board which is composed of the port users—manufacturers, merchants and shipowners, etc. The State (chiefly Ministries of Public Works and Finance), Pilots and Tourism

Association should also participate in the Board with a lesser number of seats. And any representation of civilian individuals interested in port matters, if allowed to participate, will be proportionate to the volume of traffic and work turnover in its port. The conclusion arrived at by the authors, is that a modern port should (1) be autonomous as much as possible, (2) be administered by a Board represented adequately by private and public individuals in proportion to the extent of their respective interests and traffic, (3) perform as many functions and be empowered with as wide jurisdiction and control as possible, and (4) execute its administration with businesslike initiative to attain its exploitation.

II. Organization

It is quite natural that their organizations are not similar since the patterns of administration and the scope of functions differ so greatly from one another. Still the authors try to find out two types of organizations for the ports.

(1) Three big and distinctive subdivisions

- a) Construction, maintenance, technical services

- b) Exploitation services to cargoes, passengers and ships
- c) Regulative services as a public authority empowered by the State

(2) Many departments with relatively limited functions

For example, Warehousing, Dock Offices, Accountants, Railroad, Construction Works, Machinery Supply, Supervisor, etc., all of which come under the direct control of a General Director.

The latter type of organization is found at the old ports. The General Director has no time to go into details of so many business coming to him and is obliged either to neglect general instructions and contacting higher authorities or to leave important business to the Assistant General Manager or other staff who actually coordinates jobs assigned to several departments, just the same way things are dealt with under the former type of organization.

In any case, three leading employees—Chief Engineer, Exploitation Superintendent and Harbor Master—exercise their distinct duties, besides those usual staff members engaging in accounting, personnel affairs, etc.

The authors, then, introduce the

organization charts of London, Liverpool and Hamburg, in addition to those recommended respectively by two port experts, Mr. F. M. Du Plat Taylor, former Chief Engineer of Liverpool and Mr. A. Fugl-Meyer of Copenhagen. The chart drawn by the former is given below.

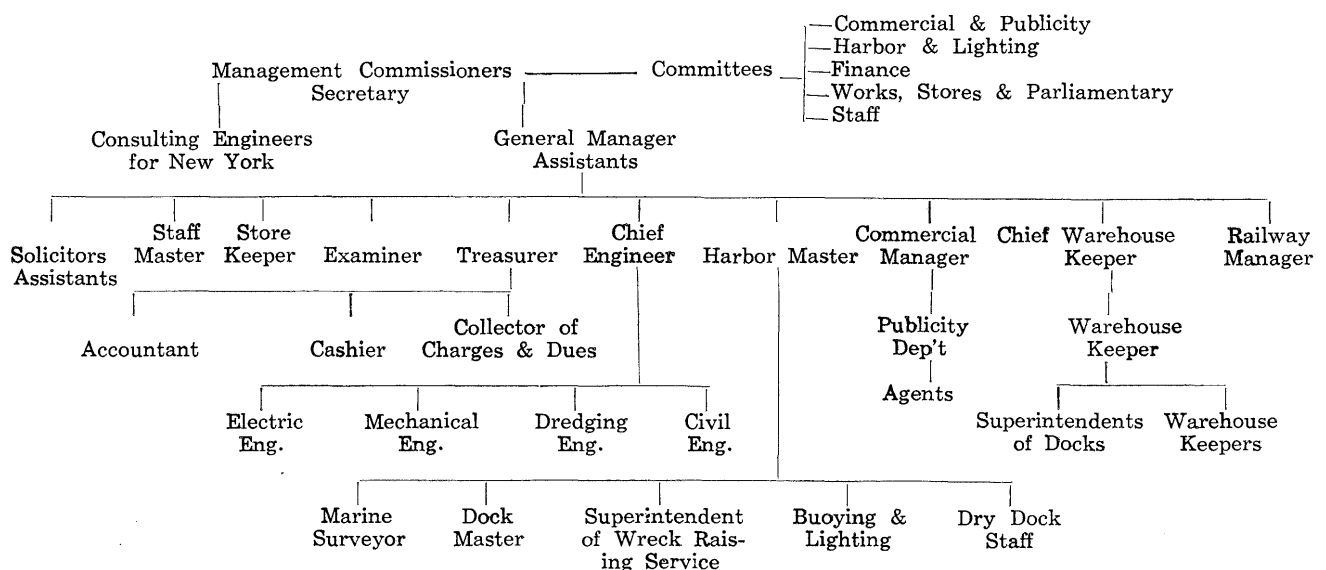
III. Labor Problems

Until various machineries became necessary to load or unload a big lot of bulky dry cargoes and general goods requiring careful handling, no difficulties were being experienced to find free and unskilled men who mainly helped a ship's crew in handling cargo to and from small vessels. In these days, however, no ship's crew opened hatches or drove winches. We now need skilful and experienced workers who know how to handle various cargoes with many kinds of machineries aboard ship and on piers, although there is no assurance either about a stable movement of traffic or earning of wages by those skilled workers. To make this situation worse, men at almost all ports have organized trade unions to protect their livings.

Major European ports were no exception to this situation, which

ORGANIZATION CHART

Recommended by Mr. F. J. Du Plat Taylor



gave rise to two problems hard to solve. They are (a) an effective allocation of adequate manpower in short time and (b) recruitment and preservation of skilful workers with least casualization of works.

The allocation of port workers at those ports visited by the authors, are not carried out by dispatching them from a single central hall where they gather every morning to be checked in the roll. Instead of this, private stevedoring contractors have their own men permanently available for dispatching directly from contractors offices to working spots after selection is made to meet job requirements. Any more extra or casual workers are hired by those contractors through the public labor offices at the last moment only when those permanent men are found insufficient. It is recommended that the number of such permanent workers should be fixed by the monthly average number demanded.

Permanent employment and free choice of men by such private contractors greatly facilitate an effective allocation of manpower. At Piraeus, Greece, the port authority is the only employer of all men working in the port their selection and allocation of men being conducted by it.

As to the decasualization of permanent force of skilled workers, the actual remedies are found in different patterns, depending on various circumstances existing in different ports. Detailed introduction by the authors is made about the National Dock Labor Board established in British ports on national level. Another pattern is the organization set up on a level of individual ports as in the case of Hamburg (Gesamthafenbetrieb), Rotterdam (S.V.Z.) and Amsterdam (S.H.B.). These organizations of decasualization were formed by the mutual agreement signed between the unions and the bodies of employers, including all parties such as steamship owners, stevedoring contractors, warehousing companies and port authority. Contributions added to the wages is collected from those employers to accumulate necessary fund for guaranteeing idle wage payable both to permanent workers (smaller amount than re-

gular pay) and extra workers (lesser than idle wage payable to permanent workers).

Still, there is another pattern which is followed by Gothenburg, and Copenhagen, where such organizations are established in the form of "Incorporated Company". In Genoa, there is also such co-operative bodies which collect idle money for workers.

The authors prefer British pattern to those of the three Continental ports, for the reason that the former is more dependable than the latter financially and unemployed men can be transferred to another brisk port. But the dockers training schools at Amsterdam, Rotterdam and Antwerp are praised by the authors.

In conclusion, the following points are stressed by them: (a) Dockers' work is casual in its nature, (b) daily idle wages should be paid to preserve able and skilful dockers, (c) guaranteed idle wage rate should be lower than regular rate, (d) a wider scale of decasualization will bring better assurance both to dockers and organization.

At Piraeus, since the port authority gives its permanent workers full assurance of employment at individual port level and at 100% of daily wage rate, workers are entitled to receive the full pay for an idle day which immediately follows the 24 hour work with better earnings. The condition is worse at Salonica and other local ports where workers unions have a pooling system to collect weekly earnings from workers and return them equally. Under these systems, workers are morally obliged not to be idle but there is no assurance whatever for their idle wages.

Then mechanization of cargo handling is mentioned especially about general cargo. They study pallet and forklift truck, container, roll-on and roll-off and special ships equipped with detachable compartments, in order to find out the fittest mechanization applicable to the Port of Piraeus from the viewpoint of their productivity.

IV. Finance

The authors picked up many enterprises (functions and services) of port authorities they visited to study their financial

conditions. Among them construction and maintenance of port facilities is the basic enterprise, without which no other enterprises are possible. Other enterprises include warehousing, mechanical cargo handling gears, allocation of workers, cargo handling tools, lighters and tugboats, towing, dry-docking for repairing ships, means of inland transportation and water supply. Usually these enterprises are executed cooperatively by port authorities and private concerns, because there are otherwise unbearable burdens of general expenses and necessary coordination of activities. In other words, any one of these enterprises is not monopolized by a private concern but is operated either jointly by port authorities and private concerns or by a group of private concerns.

The authors confess that the financial study is impossible because it requires an extensive knowledge of local circumstances, even if budgets and balance sheets may be available. But so far as the functions and services rendered by port authority is concerned, the authors reach the following conclusion:

a) Port authority may be able to enjoy a better financial position if it operates as many functions as possible. Efforts should be exerted to widen its functions even in a monopolizing way or in order to reduce its general expenses.

b) Financial situation of any port authority has no concern with port traffic. Heavy movement of traffic will not always lead it to enjoy better financing.

c) Above statement does not mean the port authority runs its enterprises in red figures, but profits derived from port traffic flow into private concerns which will probably be invested to improve the private-owned facilities to attract more traffic.

The authors then recommend the mechanical book-keeping system which is adopted at almost all port authorities. Single or double entry book-keepings are now out of date. Figures indicated in perforated cards can be used for many purposes such as accounting, statistics, cost calculation, management control and so forth.

Miscellaneous

Auto Imports through Los Angeles

Imports of overseas automobiles through the Port of Los Angeles rose to the all-time high of 62,568 units during the fiscal year ending June 30, according to General Manager Bernard J. Caughlin.

"This represented an increase of almost 11 per cent over the 57,247 units imported in fiscal 1959," he said.

"A record number of 331 auto shipments brought 51 different manufacturers' models from six nations to this natural gateway to fast-growing Southern California," he added.

In order of unit volume, the nations shipping automobiles through this port were:

Germany	21,571
France	15,268
Great Britain	13,575
Italy	6,607
Sweden	4,798
Japan	466

In addition, 279 miscellaneous units were received.

The top competitors for the imported car market in this market were: Volkswagen (Germany) 14,643 units; Renault (France) 10,450; Fiat (Italy) 5,850; Volvo (Sweden) 4,798; Simca (France) 2,158; and Hillman, 1,842 and Triumph, 1,727, both from Great Britain.

General Manager Caughlin pointed out that the greater portion of these auto imports were handled at the 18-acre Pacific Auto Terminal.

"This terminal, opened in January 1958, is the only facility on the Pacific Coast designed specially for automobile imports. It offers facilities for berthing and working two ships simultaneously and a paved and fenced area for the temporary parking of as many as 3,000 cars."

Caughlin regards as even more significant the fact that total shipments of up to 11,000 units can be readily discharged in three working shifts at this auto terminal. "Waiting double-decker trucks move the incoming cars to the market too fast to cause any parking problem here," he said.

Dockers' Hospital in Yokohama

The Yokohama City authorities, which have been working out a plan to build a municipal hospital for dockers working in Yokohama Port as part of the enterprise commemorating the centenary of the opening of the port, have decided to erect the hospital at No. 6, 3-chome, Shin Yamashita-cho, Nakaku, Yokohama at a cost of ¥240,000,000. The ground breaking ceremony and the corner stone laying ceremony were splendidly held on July 23, attended by those concerned. The hospital will be a four-story building with a basement floor and will be provided with 122 beds. It is scheduled for completion within this year.

Osaka Seamen's Waiting House Nearing Completion

The seamen's waiting house which is now under construction at the entrance of the central pier of Osaka Port by Osaka City at the request of the All Japan Seamen's Union and shipping firms concerned, is now nearing completion. The new waiting house is a two-storied ferro-concrete building with a floor space of 385 square meters. Located on the first floor are passengers waiting rooms for domestic and foreign services, stands, coffee shop, information office, police-box, etc. and located on the second floor is the international seamen's center, closed temporarily, which is to act as guide to recreation, sightseeing, hotels, shopping, etc. for domestic and foreign seamen.

Daido to Resume Moji Call

The Daido Shipping Company recently decided to resume calls of their liners on the U.S. Pacific Coast and Gulf services at Moji Port with the June ship Korai Maru (10,343 tons d.w.), which loaded 1,600 tons of cargo and the July ship Kotei Maru (11,622 tons d.w.) took in 800 tons of cargo. It is because their liners stop at Jacksonville where other lines' ships do not call that the company has obtained a good result in soliciting cargo at Moji.

Allotment of 12 NDC Vessels Decided

According to information received by certain foreign ship-owners here, as the result of bids, seven out of 12 high speed cargo vessels for the National Development Corporation of the Philippines now under construction at Japanese shipyards have been decided to be awarded to the United Philippine Lines and five to the Maritime Company of the Philippines. C.F. Sharp & Co., Inc. will handle UPL's business in the Orient. The new steamship line intends to charge conference rates.

Vessels for U.S. Calling Moji during August

According to survey by the Kanmon Shipping Agents' Association, vessels bound for the United States ports which call at Moji Port in August will include 19 Japanese vessels and 17 foreign ships, totaling 36. Of the total, 17 vessels (9 Japanese and 8 foreign) are destined for the Atlantic ports such as New York, Philadelphia and others, 7 vessels (5 Japanese and 1 foreign) for the Pacific Coast ports such as San Francisco, Los Angeles and others. The number of vessels calling Moji by sailing schedules will be 9 in the first part of the month, 10 in the middle part and 17 in the last part.

Hitachi's Dry Dock in Full Operation

The big dry dock capable of accommodating a 40,000-gross-ton ship at Kanagawa shipyard of the Hitachi Shipbuilding and Engineering Company has been in full operation since it was completed in June 1959. According to the company, 23 Japanese ships (246,276 tons gross) and 38 foreign ships, totaling 61 ships (602,963 tons gross) entered the dock during the year from June 1959. The average size of the ships entering the dock, 60 per cent of which were under foreign registry, was 10,000 tons gross, which far exceeded 4,000 tons gross, the average size of the foreign ships arriving at Yokohama Port. The operating ratio of the dock was 114.7 per cent, which was attributed to its excellent facilities and favorable location.

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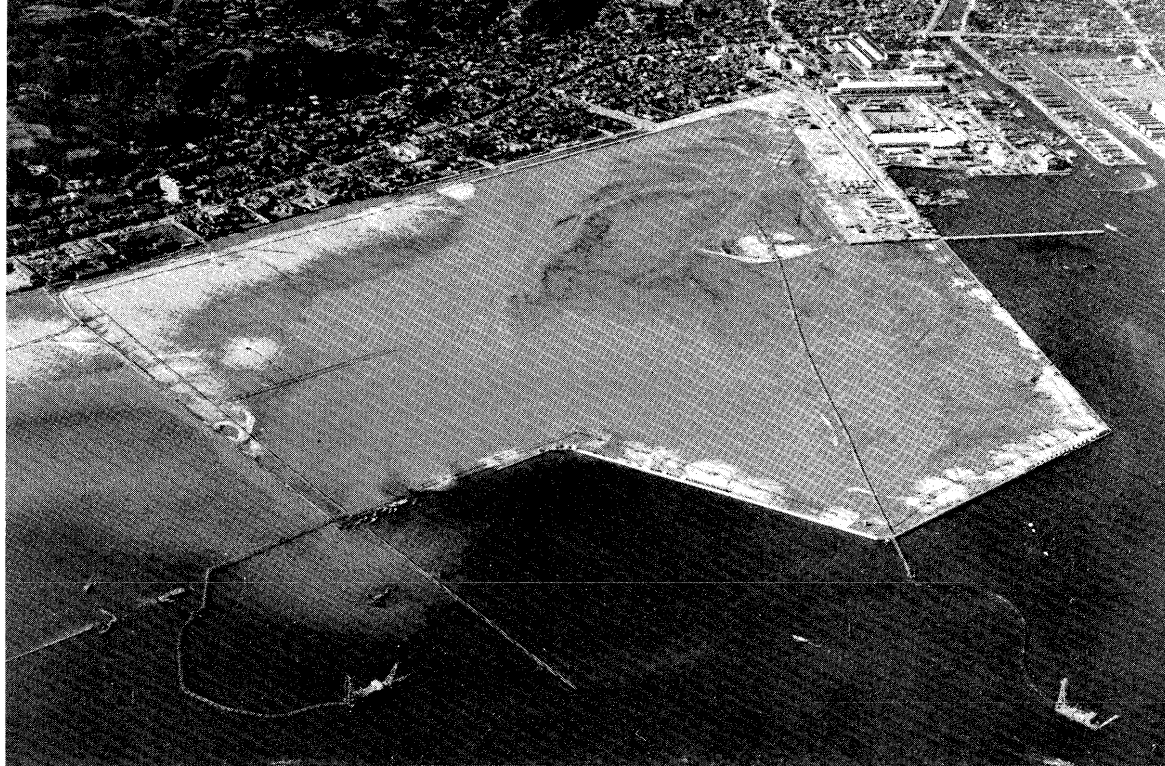
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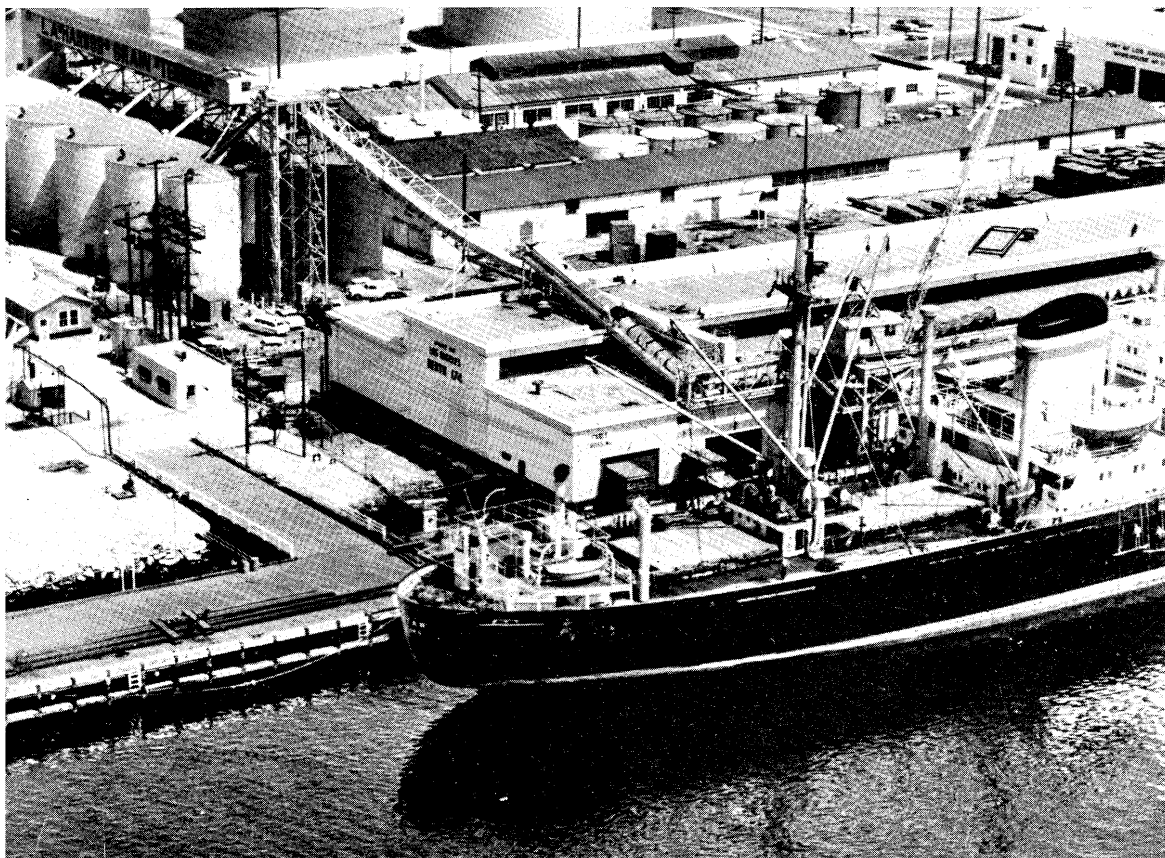
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Under the long-range and extensive program to create another industrial port to the south of the commercial port in addition to the existing industrial port to the north, the City of Yokohama has set about filling up a sea area of altogether 3,624,124 square meters on the Bay of Negishi.



Airview of new Los Angeles Harbor Grain Terminal which expects to ship 100,000 tons of grains during its first year of operation. Note the quarter-mile trough-belt conveyor system down which the grains flow directly into the holds of ships. (see page 7)

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