

PORTS *and* HARBORS

JUNE 1961

Vol. 6 No. 2

PORT OF MANILA

The new modern pier in the background can accommodate 6 ocean-going vessels at one time.



THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

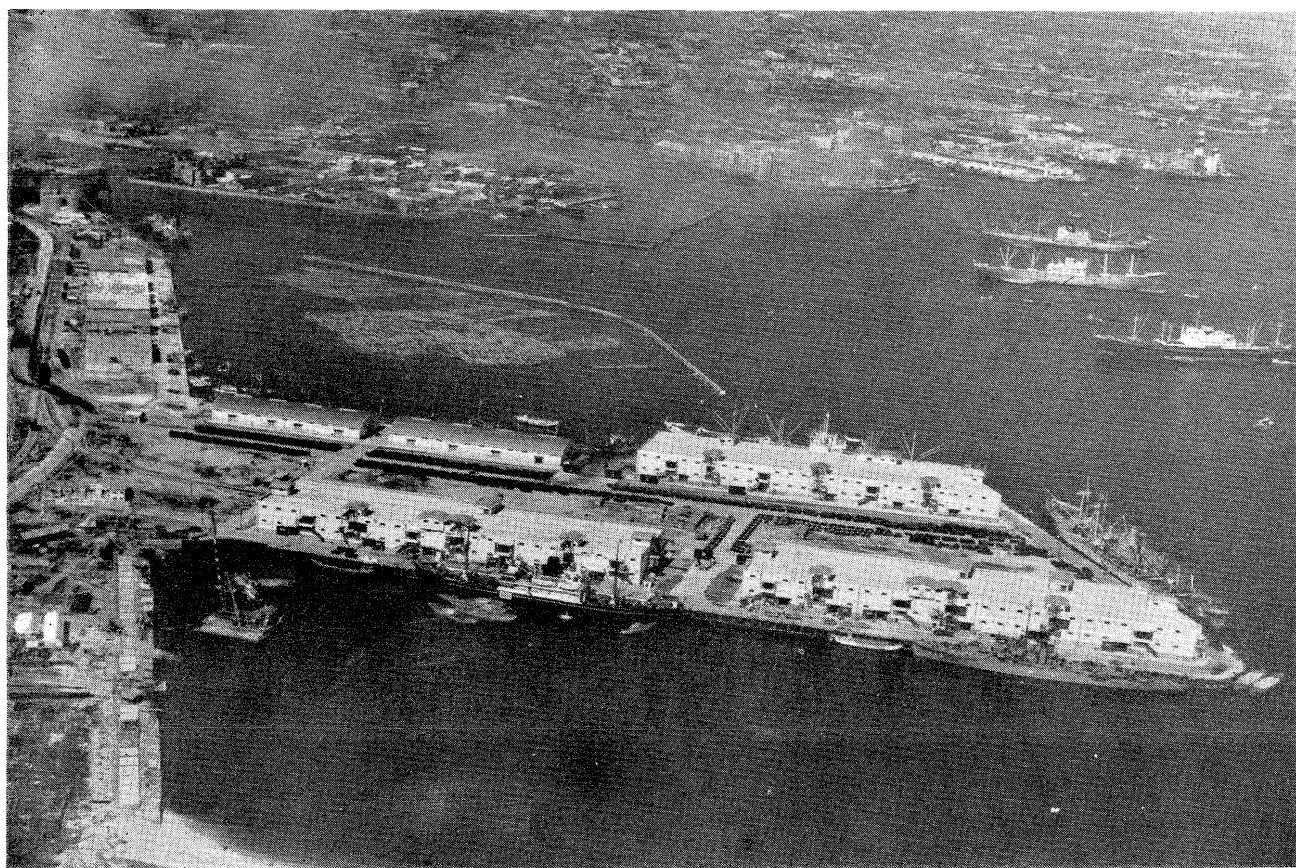
Introducing The Crests of Co-Member Ports

(Each Issue One Port)

THE PORT OF NAGOYA



The crest of the Nagoya Port Authority is a combination of those of Nagoya City and Prefecture, which jointly constitute the port authority.



An airview of the Port of Nagoya, with the newly completed Inae Pier in the foreground.

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

OBJECTS AND PURPOSES (Per Article 3 of Constitution)

The objects and purposes of this Association shall be:

- (a) To associate its members from all countries together in the common cause of mutual international friendship and understanding;
- (b) To exchange information relative to port and harbor organization, administration, management, development, operation and promotion;
- (c) To encourage, develop and promote waterborne commerce to and from all world ports and harbors; and
- (d) To encourage the standardization and simplification of procedure governing imports and exports and the clearance of vessels in international trade—thereby promoting the peace in the world and the welfare of mankind.

UNDERTAKINGS

(Per Article 3 of Constitution)

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

- (a) The holding of conferences of the International Association of Ports and Harbors as provided in the By-Laws;
- (b) The publication of the minutes of Conferences, an official Association journal or other publication and other special publications concerning ports and harbors, as may be authorized by this Association;
- (c) The establishment of relations with other international organizations, associations and agencies on matters of mutual international interest concerning ports and harbors;
- (d) The establishment of a center or centers for the collection, tabulation and distribution of information concerning ports and harbors from throughout the world for the benefit of members of this Association and other interested persons;
- (e) The dissemination to ports and harbors, and governmental agencies and private operators thereof, of the accomplishments of this Association as expressed in resolutions, bills, reports of committees, and the published proceedings thereof;
- (f) The establishment of committees from among the membership of this Association for reference purposes of members engaging in the organization, administration, development, operation, utilization, management or promotion of ports, harbors and other waterfront facilities;
- (g) The assumption of other undertakings necessary to effectuate and realize the objects and purposes of this Association.

PORTS and HARBORS

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

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THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

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..... President
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Directors, China Merchants Steam Navigation Co., Ltd.
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Francisco A. Medrano, General Manager,
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..... Second Vice President

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Published by

The Central Secretariat of the International
Association of Ports and Harbors

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Viet-Nam	Mr. Nguyen Van Chieu Director, Saigon Port	Mr. Nguyen Ngoc Du Director Port of Da-Nang

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

From The Central Secretariat

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

During the past three months, the Central Secretariat has been busily engaged on the determination of the time and place of the Third Triennial Conference of the Association scheduled for 1962 as well as the planning of a Seminar on Ports and Harbors under the Colombo Plan, besides dealing with the Association's regular affairs.

Executive Committee Meeting Postponed

In order to decide on the important affairs of the Association at the moment and deliberate on the preparation for the next Triennial Conference, etc., President Lloyd A. Menveg called an Executive Committee meeting in Tokyo on April 13-14. Unfortunately, however, owing to the inability of most of the committee members, the meeting was called off and postponed to some time in the next fall.

No. 111 Standing Committee Chairman Changes

Pursuant to the resignation of Mr. Mineo Nakamichi, as Chief of the Port and Harbor Bureau, Japanese Ministry of Transportation, he resigned his chairmanship of the No. 111 Standing Committee. Mr. Nobuo Sakamoto, succeeding Mr. Nakamichi as Chief of the Port and Harbor Bureau, has consented to serve as Chairman of the said Standing Committee.

Vice Chairmen of Standing Committees

The Central Secretariat has been notified by the Chairmen of the No. 1 and No. 111 Standing Committees that Mr. Carlos Castillo, Chief, Harbor Division, Manila Port Service, The Philippines, and Mr. Ichizo Maeda, Deputy Ad-

ministrator, Nagoya Port Authority, Japan, have consented to act as Vice Chairmen of the Standing Committees, respectively.

Seminar on Ports and Harbors Under Colombo Plan

A plan for a seminar on port problems for the port workers in Southeast Asian countries, which was formulated at the proposition of the Central Secretariat with the cooperation of the Society for Economic Cooperation in Asia, was approved by the Ministry of Transportation and the Foreign Ministry of the Japanese Government. After deliberate considerations, the plan was adopted for execution by the Foreign Ministry in charge of the Colombo Plan schemes under the name "Seminar on Ports and Harbors under the Colombo Plan," for one month from October 1-31, 1961, in Tokyo.

A formal invitation to participate in this seminar has already been extended to the Governments of all member countries of the Colombo Plan by the Japanese Government through its diplomatic representatives in those countries. On the part of the Central Secretariat, it has also mailed out a letter to the members and Directors of this Association of the member countries of the Colombo Plan as well as the leading ports of the non-member countries alike, requesting their cooperation to send their staff members to participate in this seminar.

It is suggested that they will send in their applications to the Japanese Government through their respective Government agencies concerned, so that this seminar, the first of its kind to be held in this part of the world, may prove a significant success. The prospectus and program of this Seminar is given for your reference elsewhere in these pages.

New Applications for Membership

Applications for Membership in this Association which have been received by the Central Secretariat and are to be presented to the next meeting of the Board of Directors for approval, stand as of June, 1961 as follows:

City of Fukuoka (Japan)	..... Regular	1 unit
Capt. John R. Bromley Naval Attache, U.S. Embassy in Tokyo (U.S.A.)	..... Supporting	1 unit
Mr. Tsurukichi Tsuruoka Researcher, Tokyo University (Japan)	..... Supporting	1 unit
The East Pakistan Inland Water Transport Authority (Pakistan)	..... Regular	1 unit
Mr. Melih Koknel, Engineer (Turkey)	..... Supporting	1 unit

When these applications for membership, two for Regular Membership and three for Individual Supporting Membership, are taken into account, the total membership of the Association as of June, 1961, will amount to

Regular Members	..... 56
Supporting Members	..... 47
Corporate	..... 19
Individual	..... 28
Total	..... 103

Visitors

During the past three months, the Central Secretariat had the following visitors from the Association's member ports:

Mr. and Mrs. Burton W. Chace, Los Angeles, and Mr. and Mrs. G.A. Walker, Long Beach, visited on April 21 through the introduction of Mr. John P. Davis, President, Board of Harbor Commissioners, Long Beach, U.S.A.

Miss Jane Funada, Los Angeles Harbor Department, visited on April 27.

Mr. Thomas L. Lewis, Deputy Director of the Port of New Orleans, visited on April 30, during his stay in Tokyo with the New Orleans International House Goodwill Mission.

*

Gen. Huang Jen Ling, First Vice President, I.A.P.H., was visiting Tokyo on business towards the end of May.

*

Mr. D.L. Dullum, President of Encinal Terminals, Alameda, California, visited Tokyo, accompanied by Mrs. Dullum, on April 26, leaving to the United States on May 6.

New Permanent Council Membership

A vacancy on the Permanent Council which had been unfilled for some time, was filled up on April 25, when Mr. I. H. Macdonald, an Australian businessman resident in Tokyo, Japan, consented to serve the Permanent Council in compliance with the request made by the Chief of the Central Secretariat at the suggestion and the cooperation of the Commercial Counsellor of the Australian Embassy in Tokyo. A brief statement of his career is given below:

Statement of Mr. I. H. Macdonald's Career

Graduated from Sydney Boys' High School	1936
Graduated from Sydney University, Economics Department—B.Ea	1940/1
Employed at the Commonwealth Bank of Australia, Sydney	1937-49
War Service with the Australian Imperial Forces	1941-47
Joined the staff of Hongkong Shanghai Banking Corp. Tokyo on loan from Commonwealth Bank Sydney	1947-49
Started I.H. Macdonald Pty. Ltd., Sydney—Tokyo	1949
Opened Branch office in Osaka	1951
Changed the Japan offices to the name of Macdonald (HK) Ltd.	1953
We represent Rolls-Royce Limited, England	
Fairey Ltd., England	
Westland Aviation England (Rotodyne)	

and numerous accounts in Australia, New Zealand, South Africa, Central Africa, the U.S.A. and Italy.

Became a member of Tokyo Rotary Club, Rotary International Feb., 1960

I am a member of The Tokyo Club, The American Club, The Tokyo Lawn Tennis Club, The Yokohama Yacht Club and an associate member of the Foreign Correspondents Club, Tokyo.



Mr. Lawrence L. Whiteneck, Chief Harbor Engineer of the Port of Los Angeles.

New Los Angeles Port Chief Engineer

Lawrence L. Whiteneck has been appointed chief harbor engineer of the Port of Los Angeles.

Whiteneck succeeds the late Admiral Edward V. Dockweiler, USN, retired, who died March 30 of a heart attack.

Whiteneck, 50, has been administrative engineer at the local port for the past two years. A native of Tacoma, Washington, he was graduated from Washington State University with a bachelor of science degree in civil engineering. His first job was on aqueduct construction for the Los Angeles Metropolitan Water District.

Among other posts Whiteneck has filled: 10 years as senior engineer at the Port of Long Beach and two and a half years as vice president and research director of a pipeline coating and engineering firm. He also worked for a gold mining company in the Philippines in the 30's.

succeeded Shinsuke Asao, board chairman of the Nippon Yusen Kaisha (N.Y.K. Line).

Elected vice presidents were Mr. Koji Shindo, president of the Mitsui Steamship Co., Mr. Tatsuo Uenaka, president of the Toho Kaiun K.K. and Mr. Misao Tamai, president of the Tamai Shosen K.K.

Portland to Host Japanese American Mayors

Portland, City of Roses, will be host city for the Sixth Japan-American Conference of Mayors and Chamber of Commerce Presidents in September. Purpose of the biennial series of conferences is to promote mutual understanding and friendship through free discussion and studies of common municipal and trade problems by representatives of the two nations.

The conferences began in 1951, after then-Mayor William Devin, Seattle, originated the idea during a tour of Japan. With the full support of Allied Commander General Douglas MacArthur, the first conference

was held in Tokyo and included mayors and presidents of chambers of commerce in major U.S. and Japanese cities, especially those around the Pacific Rim, having the closest commercial ties.

Subsequent conferences, alternating between U.S. and Japan, were held in Seattle, Yokohama, San Diego, and Osaka.

* * *

New Japan Shipowners' Ass'n Executives

At the general meeting held on May 23, the Japan Shipowners' Association elected Mr. Toshio Okada, new president.

Mr. Okada, president of the Osaka Shosen Kaisha (O.S.K. Line)

Seminar on Ports and Harbors under The Colombo Plan

Japanese Government

(1) Purpose:

This Seminar is aimed, as a phase of the Technical Cooperation Scheme of the Colombo Plan in South and South-East Asia, at contributing to quick turnaround of vessels and international trade promotion by developing ocean transportation, especially in the field of port administration, operation and facilities, thereby not only removing obstacles to port function, but also realizing effective port administration and operation as well as improvement of port facilities, which are essential to the economic development of the countries concerned. Further, it is thereby aimed at the promotion of mutual international understanding and friendship among the persons concerned with ports and harbors in this part of the world.

(2) Countries and Participants to be invited:

One or two port administrative and engineering officers each from the member countries of the Colombo Plan. (The total number of participants will be limited to 20.)

(3) Place (Lectures and Lodging):

Asia Center of Japan,
No. 44 Shinsaka-machi, Akasaka, Minato-ku,
Tokyo, Japan.
Tel. 408-1101

(4) Period:

October 1~30, 1961. (One month)

(5) Language to be used:

English.

(6) Subjects of Study: (Outlines of lectures will be printed and handed to the participants beforehand, if practicable.)

1. Outline of Japanese Major Ports.
2. Classification, Purposes and Water Facilities

of Ports.

3. Port Policy and Administration.
4. Port Management and Operation.
5. Port Finance.
6. Port Statistics.
7. Safety and Prevention of Contamination in Ports.
8. Prevention of Cargo Damages and Responsibility.
9. Documents required for Ship's Clearance and Departure and Customs' Documents.
10. Prevention of Accidents in Ports and Harbors.
11. Port Labor.
12. Port Facilities (for handling cargo and passengers).
13. Port Construction and Maintenance.
14. Counter-measures against Typhoon.
15. Counter-measures against Earthquake.

(7) Lectures:

Lectures will be selected by the Port and Harbor Bureau, Ministry of Transportation, Japanese Government.

(8) Observation visits to:

1. Six Major Ports (Tokyo, Yokohama, Nagoya, Osaka, Kobe and Kanmon).
2. Tokyo College of Mercantile Marine, Transportation Technical Research Institute and Civil Engineering Machinery Factories.
3. Shipyards.
4. Other Plants (Iron & Steel, Electronics, Electric Appliances, Automobile Industries, etc.).

(9) Coordinating Organizations:

1. Asia Kyokai (Society for Economic Cooperation in Asia).
2. The Central Secretariat of the International Association of Ports & Harbors.

TENTATIVE PROGRAM OF SEMINAR ON PORTS & HARBORS UNDER THE COLOMBO PLAN

October 1~31, 1961, Tokyo, Japan

(subject to change)

Morning

Afternoon

Oct. 1 (Sun)	} Arrival, Registration and Orientation	
2 (Mon)		
3 (Tue)		
4 (Wed)	Opening Ceremony	"Outline of Japanese Major Ports"
5 (Thu)	"Classification, Purpose and Water Facilities of Ports"	"Port Policy and Administration"
6 (Fri)	"Port Management and Operation"	Discussion
7 (Sat)	Observation visit to Port of Tokyo	Free
8 (Sun)	Free	
9 (Mon)	"Port Finance"	"Port Statistics"
10 (Tue)	"Safety and Prevention of Contamination in Ports"	"Prevention of Cargo Damage and Responsibility"
11 (Wed)	"Documents required for Ship's Clearance and Departure and Customs' Documents"	Discussion
12 (Thu)	Observation trip to Transportation Technical Research Institute (at Kurihama)	
13 (Fri)	"Prevention of Accidents in Ports and Harbors"	"Port Labor"
14 (Sat)	Observation visit to Civil Engineering Machinery Factories	Free
15 (Sun)	Free	
16 (Mon)	"Port Facilities (for handling cargo and passengers)"	"Port Construction and Maintenance"
17 (Tue)	"Counter-measures against Typhoon"	"Counter-measures against Earthquake"
18 (Wed)	Discussion	Observation visit to Ishikawajima Shipyard, Tokyo College of Mercantile Marine
19 (Thu)	Observation visit to port of Yokohama	Leave Yokohama for Nagoya aboard "Kodama" Express Train
20 (Fri)	Observation visit to port of Nagoya and Shin Mitsubishi Heavy Industry Co.	Stay overnight at Nagoya
21 (Sat)	Leave Nagoya for Kyoto	Stay overnight at Kyoto
22 (Sun)	Leave Kyoto for Osaka (via Nara)	Stay overnight at Osaka
23 (Mon)	Observation visit to port of Osaka (including Reclamation Works at Sakai)	Leave Osaka for Kobe and stay overnight at Kobe
24 (Tue)	Observation visit to Port of Kobe and Kawasaki Shipyard	Stay overnight at Kobe
25 (Wed)	Leave Kobe for Shimonoseki aboard "Kamome" Express Train	Stay overnight at Shimonoseki
26 (Thu)	Observation visit to ports of Shimonoseki, Moji and Dokaiwan	Stay overnight at Kokura
27 (Fri)	Observation visit to Yawata Iron & Steel Works	Leave Kokura for Tokyo aboard "Sakura" Express Train
28 (Sat)	Arrive at Tokyo 11:10 a.m.	Free
29 (Sun)	Free	
30 (Mon)	Closing Ceremony and Evaluation	
31 (Tue)	Leave Japan	

MODERNIZATION OF THE PORT OF MANILA

By Maj. Francisco H. Calinawan
General Manager, Manila Port Service



Maj. Francisco H. Calinawan
General Manager, Manila Port Service

The Port of Manila, hub of the country's domestic and international commerce and trade, is currently undergoing a tremendous modernization and expansion program consistent with the government's vigorous industrialization campaign.

One of the busiest ports of the Far East, the Port of Manila, since

the end of World War II, failed to have an appreciable improvement to meet the country's increasing volume of commerce and trade with the outside world. This apparent lack of foresight on the part of port authorities had caused, one way or another, the recurrence every year of cargo congestion in the piers especially during the

months of November and December when the influx of incoming vessels reaches its peak.

Statistics show that no less than 1,800 ships of different nationalities carrying approximately 2,500,000 manifest tons of assorted cargo, call at Manila every year.

Recently the modern multi-million peso Pier 5 located in the South Harbor was completed and turned over to the Bureau of Customs for operation.

Construction of this pier started November 18, 1957. It incurred a total expenditure of \$9,427,712 of Philippine Government funds and \$2,036,144 of ICA counterpart funds. It has a floor area of 130,000 square meters and a total cargo shed capacity of 12,000 manifest tons. The new pier has four large sheds and could berth four large ocean-going vessels at one time.

President Garcia, in his speech during the ceremony said: "Customs officials should make Pier 5 a pilot pier for excellent customs service if only to invite foreign investments and at the same time promote in a large scale the tourists trade in the country."

Ambassador Hickerson called the occasion "a proud day for the Philippines to complete the newest and most important port facility in the great harbor of Manila, one of the greatest in the Far East and a famous crossroad of world commerce."

East Wing of the newly constructed passenger terminal in the Port of Manila. This project cost the Philippine Government half a million pesos. The West Wing, construction of which is about to start, will cost the same amount.

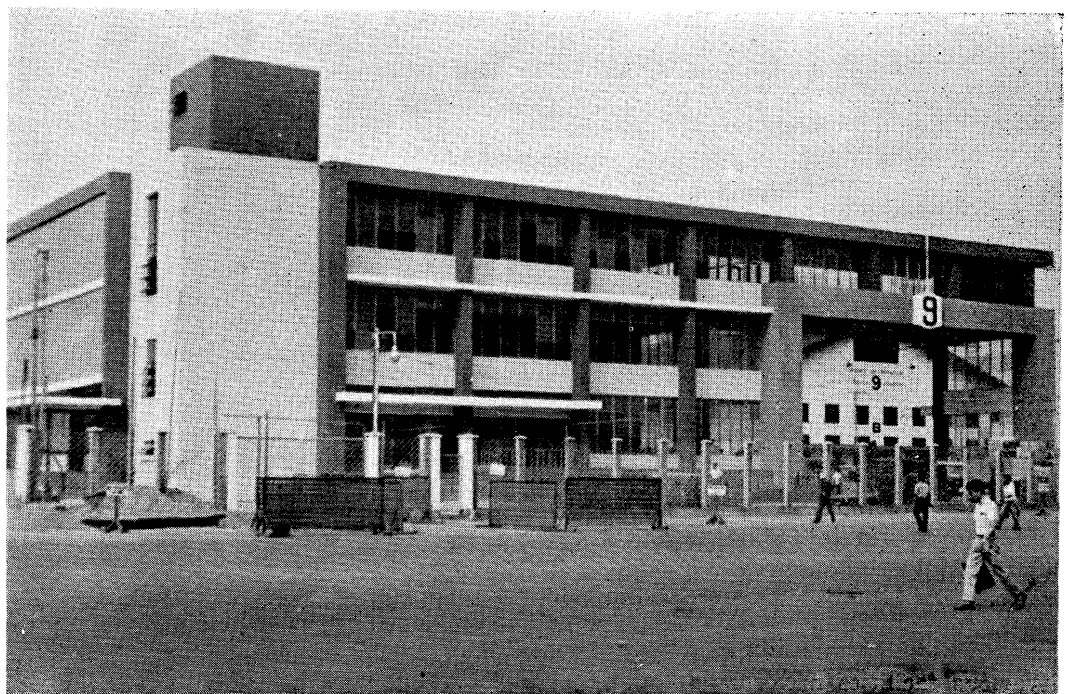




Photo above shows lengthening of Pier 9 in the Port of Manila. The project financed jointly by the ICA and the Philippine Government is expected to be completed soon. When completed Pier 9 can accommodate six large ocean-going vessels at one time.

The Bureau of Public Works is presently blueprinting an ambitious long range modernization and expansion program for the Port of Manila. Secretary Florencio Moreno of the Department of Public Works and Communication announced that the program includes the lengthening of Pier 9 by about 200 feet; widening of Pier 13, the longest pier in the South Harbor, to around 130 feet; reconstruction of Pier 3, formerly a U.S. Army pier; construction of additional new pier—Pier 15; and the construction of an International Port in the North Harbor. The latter three projects will have a total outlay of \$14,650,000 coming from the Export and Import Bank of America and a counterpart Port Works Funds of \$27,000,000.00.

These projects are envisioned under a 5-year program. The comprehensive plan for the International Port at the North Harbor will involve a reclamation of a wide area of Manila's shore line and construction of marginal wharves appropriate to berth ocean-going vessels. Construction of various facilities necessary for

smooth operation of the International Port is now in the blueprint stage.

One of the most notable improvements along the skyline of Manila's waterfront area is the modern passenger terminal at Pier 9. Considered to be one of the best in the Far East, this new terminal is now nearing completion. The east wing alone of this new building cost more than half a million pesos. It is now being used by port authorities for reception and inspection of baggage of incoming passengers.

The three-story edifice will have air-conditioned rooms and equipped with suitable conveniences for tourists. This million-peso terminal, another proof of the government's efforts to modernize the harbor, is a joint project of the Manila Port Service, arrastre contractor in the South Harbor and the Bureau of Public Works.

The Port of Manila, a few years from now, will be a dominant center and the crossroad of international commerce and trade in the whole Far East.

Toronto's New Harbour Inspection Craft

The launching of a harbour inspection craft recently took place at the Taylor Boat Works, Toronto.

The 45-foot twin engine ship was designed and built specifically for the Port Authority in order that more effective Port promotion through Harbour inspections could be carried out. Those interested in the development of waterborne traffic and industry, in the multi-million dollar Harbour area, will be given a close-up view of the rapidly changing Harbour activities and the advantages of locating in the Port area.

She was christened "T.H.C. No. 1" by Mrs. H. G. Kimber, wife of the Vice-Chairman of the Harbour Board, in a brief ceremony held to mark the occasion.

The new "T.H.C. No. 1" has a sufficiently large wheelhouse cabin and afterdeck to handle about 35 people.

Powered with two 225 H.P. Chrysler marine engines, her estimated speed is 17 knots.

New Measurement System for West Coast Ports

Exporters shipping through West Coast ports enjoy sizable savings in freight charges, John F. Parkinson, assistant general manager of the Port of Los Angeles, told a group of top international traders.

"In many cases, they pay as much as 4 percent less than shippers using Atlantic and Gulf Coast ports," he said.

Speaking at the bi-monthly luncheon of the Foreign Trade Association of Southern California, Parkinson attributed the savings to the use of a more accurate decimal system of measurement tables, developed by Robert Tweed, currently chief inspector of the Pacific Coast Cargo Inspection Board.

"Tweed's system of accurate cubic tables for measuring packaged cargoes means that measurements are taken to three decimal places or one one-thousandth of a foot," Parkinson pointed out. The old fractional system of breaking down to only one-twelfth of a foot is still used, generally, on the East and Gulf coasts, he said.



The tugboat Long Beach leads the way out of the Port of Long Beach's middle harbor after she and her sister tug the Wilmington worked the 24,000-ton liner Chusan, right rear, outbound. The P&O-Orient Line vessel arrived at Long Beach with 560 passengers including 500 Rotarians who attended their international convention in Tokyo, with 23,000 delegates from 74 nations in attendance. The 1962 international convention will be held in Los Angeles June 3-7.

"The additional accuracy of the Tweed system is a great advantage to shippers on the West Coast and is one reason we are among the leaders in the shipping field," Parkinson said.

Tweed, according to Parkinson, has now published a table to per-

mit rapid calculation of measurements on large packages or containers. "This is particularly important to exporters using the facilities of the Port of Los Angeles. The number of container shipments crossing our wharves is steadily increasing," he concluded.



Visit the Port of Los Angeles almost any day of the week and you will find scenes like this—stacks of packaged citrus fruits being loaded aboard cargo liners bound for Europe or the Far East. West Coast exporters of fruits and other packaged commodities enjoy an advantage over shippers on Atlantic or Gulf coasts in that their cargo is measured via Tweed's system of accurate cubic tables. This means measurements as fine as one-thousandth of a foot and savings in freight charges of as much as four percent compared to the old fractional system of measuring cargo.

Dock Workers in Conference

Current report of International Transport Workers' Federation (I.T.F.) includes an account of a meeting of the dockers' section held in Oslo from March 14~16. This meeting was attended by delegates from 10 countries, including Britain, and the agenda covered a variety of subjects ranging from safety, health and retirement pensions to inadequate packaging of shipments and increasing mechanization at ports throughout the world.

An encouraging feature of discussions relating to mechanization is that there has obviously been a considerable lessening of the once marked antagonism to the introduction of new equipment and methods with the object of speeding up loading and discharge of ships. This much is implied in the resolution adopted at the meeting which pledged support for measures making for the greater efficiency of dock industry. As was to be expected, certain reservations were made, in the main designed for the greater protection of the workers and against which little exception could be taken. Thus the delegates requested that there should be a full consultation with the unions before any new methods or equipment are introduced and that dockers should receive a "fair share" of any benefits which might result. Such benefits, it was suggested, should take the form of shorter hours, higher earnings or longer holidays. It was also emphasized that there should be no reduction in opportunities for work. At the same time, it was apparent that the delegates recognized that increasing mechanization can bring about a situation in which there is involved a re-orientation of work in that they requested that, where necessary, facilities should be provided for the re-training of men for alternative employment.

SHIP "RED TAPE" PROGRAM

(Chronological Summary)

Published on May 26, 1961, by

Marine Exchange, Inc.,

San Francisco, California

While you have received from time to time piecemeal reports of the substantial progress being made with the "Operation Red Tape"—the full implications of this snowballing, world-wide effort are not apparent unless the program is viewed from its status three years ago right up to today's optimistic outlook.

Such a chronological summary has been prepared and is attached.

Not included—for reasons of brevity—are the countless side effects produced: New interest in, and critical examination of, ship, trade and travel procedures and

paperwork—by governments, industry groups and individual companies. We are fortunate that the Committee's initiative in early 1958 bore fruit at such an appropriate time; the subsequent publication of the definitive report, "Merchant Shipping on a Sea of Red Tape", in cooperation with other Pacific Coast interests met an immediate and real need.

Members can take justifiable pride in the results of their program, and the considerable corollary efforts by colleagues all over the world.

1958

- April** San Francisco—Marine Exchange Directors approve Facilitation Committee's plan to initiate ships' document simplification study project.
- August** San Francisco—Pacific American Steamship Association (PASSA) and Pacific Foreign Trade Steamship Association (PFTSA) associate with Marine Exchange project.
- October** San Francisco—Committee exhibits 5-case display of comparative air/sea documents before delegates to 32nd Annual Convention of the Propeller Club of the United States during 24th Annual American Merchant Marine Conference.

1959

- April** San Francisco—"MERCHANT SHIPPING ON A SEA OF RED TAPE" published. 1000 copies distributed, World wide interest created.
- May** San Francisco—2nd printing "MERCHANT SHIPPING ON A SEA OF RED TAPE" required to meet demand.
- July** Chile—Catholic University, Santiago, releases survey report on on ship documentary requirements at Chilean ports.
San Francisco, New York—1st International Edition "MARINE ENGINEERING/LOG" feature article "PAPERWORK CAPSIZING WORLD SHIPPING."
- September** Washington—Permanent Technical Committee on Ports, Organization of American States develops documentary requirements and standards and practices for entry and departure in Latin American ports.
- October** Detroit—U.S. Maritime Administration representatives join West Coast group to present document simplification progress report before 33rd Annual Convention of Propeller Club for the United States.
New York—American Merchant Marine Institute (AMMI) joins in support of West Coast group's efforts to promote and develop world interest in project.
London—International Chamber of Shipping (ICS) creates Shipping Documents Simplification committee. Nations attending: Belgium, Denmark, France, Germany, India, Italy, Netherlands, Norway, Sweden, United Kingdom, and United States.
Santiago—"OPERACION ANTIPAPELEO MARITIMO", Chile's own "Shipping on a Sea of Red Tape", released world-wide by Association Nacional de Armadores and Camara Maritima de Chile—Chilean Shipowners Associations.

1960

February	Netherlands—Royal Netherlands Shipowners Association publishes and releases "FACILITATION MANUAL" along lines of San Francisco's own booklet.
March	Chile—By Presidential decree, 70% of all coastwise documents with 83% copies, and 54% all off-shore documents with 73% copies abolished, effective 1 July 1960.
April	London—2nd meeting of International Chamber of Shipping's Document Committee held. Meeting delegates report wide-spread national interest. Work parties to examine current forms of manifests, crew lists, General Declarations, etc., formed.
May	India—Bombay Chamber of Commerce and Industry initiates project to study current requirements and prepare recommendations simplifying entry/departure papers for 7 major ports.
July	Hong Kong—Immigration authorities establish procedures and authorize paper work formalities for arriving and departing steamship passengers identical to those granted international air passengers.
September	Latin America—7 Nation Free Trade Zone Conference meets in Montevideo (Argentina, Brazil, Chile, Mexico, Paraguay, Peru, Uruguay). Makes document simplification major work project item.
October	Washington—Water Transportation Facilitation Committee, created from original Interdepartmental Shipping Coordination Committee, with Under Secretary of Commerce as Chairman. Members from 9 of 14 Departments, Bureaus, or Agencies. London—3rd meeting International Chamber of Shipping Committee and work party reports and recommendations. Plans made for coordinated USA/UK presentation in Intergovernmental Maritime Consultative Organization April 1961. Great Britain—Announces modified entry/departure procedures for sea passengers, based on international air standards.
December	Manila—Philippines announces international travelers by sea will be accorded identical entry/departure formalities now granted air travelers.

1961

January	London—Secretary-General of the Council announces Council approval of Water Transportation Facilitation Committee work program, areas of activity, recognition of industry work to date. San Francisco & London—Sir Colin Anderson, director of P & O-Orient Lines, London, in civic speech San Francisco announces Great Britain's recent abolishing of Exchange Control Declarations for export shipments of certain cargoes reduced exporter forms by 400,000 or 2/3 of the forms in this particular category.
February	San Francisco—Pacific Coast Conference on Ship Documentation Simplification held with government Water Transportation Facilitation Committee and industry reporting progress to 80 delegates.
April	London—UN's Intergovernmental Maritime Consultative Organization adopts formal proposal by the United States of America and other maritime nations that it should immediately undertake a ship documentation work program.
April	London—4th meeting International Chamber of Shipping Committee held. The Indian delegate reports Bombay Consultative Sub-Committee of Shipping Interests in the Overseas Trades and the Bombay Chamber of Commerce & Industry announces impending simplification of the Indian import general manifest (cargo manifest). West German delegate announces the Ministry of Transport has authorized a trial period of a new simplified passenger manifest, and the use of the international airlines type of embarkation/disembarkation card. U.S. representative reports Chile documentation simplification, previously announced and effective since July, 1960, has reduced ship's paperwork costs of one major steamship line by 30%.

During the discussions on safety and health, reports were received of difficulties experienced with certain cargoes, causing "hardship and discomfort" to men called upon to handle them. In part, these difficulties would seem to arise from inadequate packaging, which the delegates considered, not without reason, could be eliminated if more extensive use were made of packaging methods now available. And here again, it was noticeable that the meeting took a practical approach to the problem by deciding to bring the matter to the attention of the conference of the I.L.O.'s Inland Transport Committee to held in Geneva in May. A resolution to this effect requests the I.L.O. committee to bring to the notice of the countries of origin the need to ensure satisfactory packaging of shipments.

It was also agreed to ask the conference to go into the question of the working of I.L.O. Code of Practice with a view to its application to the greatest possible number of countries, and also to ensure that its provisions keep abreast of developments in the dock industry.

By and large, a great deal of useful work was accomplished at the dockers' meeting. The implementation or otherwise of the various suggestions put forward will obviously be a matter for consideration by port authorities and employers. But there was no indication of any acute unrest amongst the delegates who appear to have been permeated by a real desire to further the interests of the men they represent and at the same time not to hinder, in any way, the work of the industry in which they are engaged.

* * *

Tonnage Increase for Long Beach

Total tonnage at the Port of Long Beach for the first nine months of the fiscal year is running 6 per cent ahead of the previous year, Charles L. Vickers, port general manager, announced.

The 1960-61 figure is 8,953,379 tons compared to 8,432,986 for 1959-60. Vickers said that if the present trend continues, last year's record-breaking 10,285,868 tons will be surpassed during this fiscal year.

World's Largest Floating, Self-Propelled Crane

The largest floating, self-propelled crane in the world moves down the Entrance Channel in the Port of Long Beach with the deckhouse for a naval vessel in the Long Beach Naval Shipyard. Permanently based at the shipyard, the massive German-built YD-171 towers from the water line to tip of the boom 374 feet and has a lift capacity of 425 tons. The crane is 100 per cent maneuverable with two propellers astern and one at the bow. The

crane was built in Bremerhaven, Germany at a cost of \$3½ million in 1941. After World War II a sister crane was assigned to the British who lost it in a storm when they tried to tow it across the English Channel. Another sister crane partially completed was given to the Russians who moved it overland to Danzig. It has not been heard of since. The Long Beach crane was dismantled and shipped to Southern California, while the pontoon section was towed across the Atlantic and through the Panama Canal.

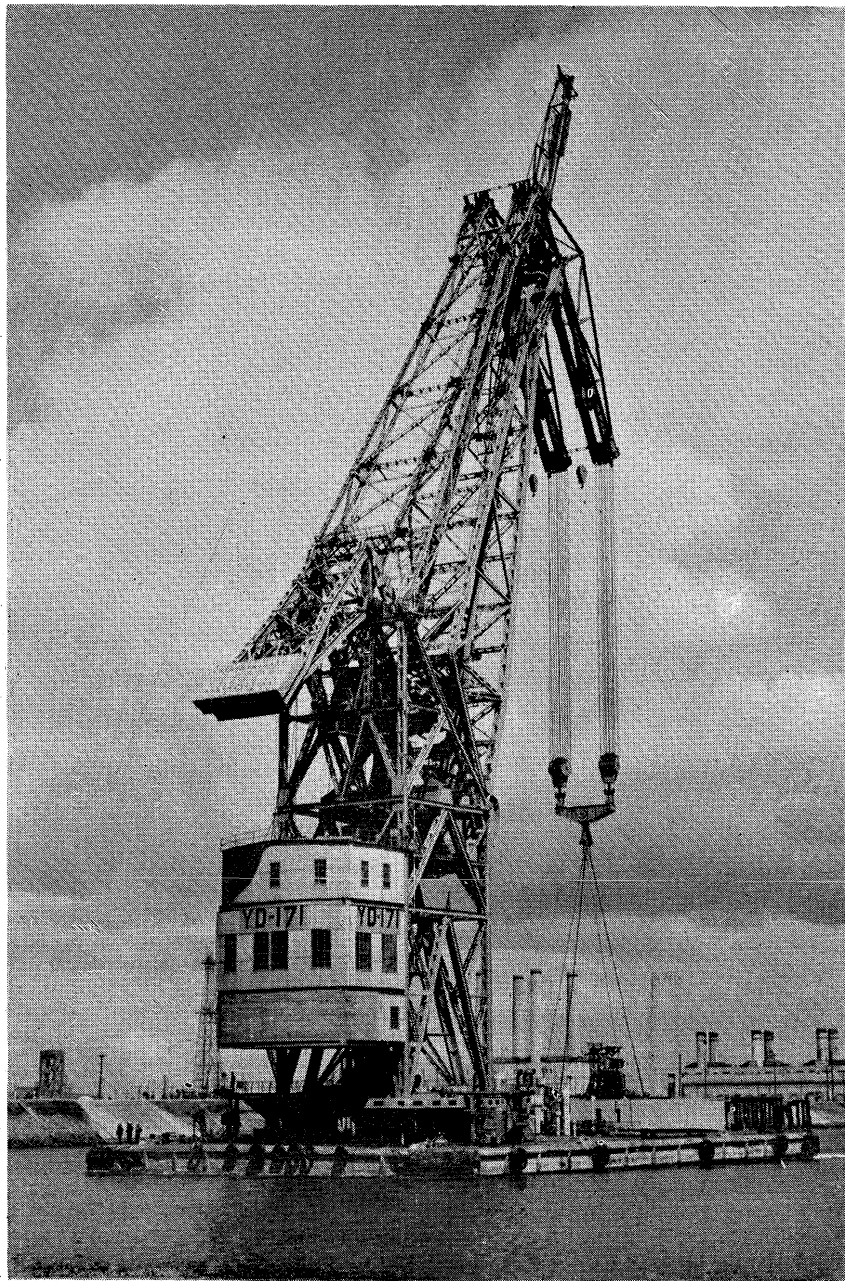


Photo shows world's largest floating, self-propelled crane, which has recently been moved in the Port of Long Beach.

XXth Navigation Congress at Baltimore

President John F. Kennedy has accepted the position of High Patron of the XXth International Navigation Congress, which meets in Baltimore September 11th through 19th, 1961.

The President has also been invited to preside over the opening session to be held in Shriver Hall, on the campus of Johns Hopkins University.

In accepting the post, President Kennedy is following in the tradition of having the head of the host state act as High Patron. The only other time the Congress met in the United States, in Philadelphia in 1912, President William Howard Taft was High Patron and addressed the opening session.

Some 1,000 delegates from some 50 member nations are expected to come to Baltimore for this nine-day meeting. Business sessions will be devoted to discussion of inland and ocean navigation problems.

Aside from these technical meetings, delegates and their wives will have the opportunity of visiting industrial, port and historic points of interest in the Baltimore, Washington, Annapolis area. There will be guided tours of local plants and the port of Baltimore; a boat trip down the Chesapeake Bay to Annapolis; and a complete schedule of events for women, emphasizing the American way of life and featuring visits to typical homes in the Baltimore area.

Senator John Marshall Butler, senior Senator from Maryland, is President of the Congress. Governor J. Millard Tawes is Chairman and Charles P. McCormick, Vice-Chairman of the Organizing Committee.

Future Outlook of Port of Nagoya

In its capacity as a gateway to foreign trade, it is widely recognized that, apart from performing the role of a connecting link between its hinterland industries and overseas markets, the Port of Nagoya is greatly contributing toward Japan's economic development as one of the nation's foremost production centers.

It will be observed from Nagoya Port's foreign trade statistics that well-nigh 50 per cent represents shipments of products manufactured within Nagoya City. Whereas imports were topped by exports in pre-war days, post-war trade returns show that a colossal import surplus by amounting

roughly to over 150 per cent of exports as may be seen from the following table.

The Port of Nagoya bears more the nature of a port of import in view of the considerable volume of imports of raw materials for industrial purposes. The incoming and outgoing cargo at Nagoya Port may be broken down area-wise as follows:

Harbor area	38 per cent
Nagoya City other than harbor area	27 " "
Aichi Prefecture exclud- ing Nagoya City	18 " "
Other prefectures	17 " "

Year	Total Amount of Nagoya Products (In Million Yen) (A)	Foreign Trade Figures of Nagoya Port (In Million Yen)			B/A (Percent- age)
		Exports	Imports	Total (B)	
1912	42	3	0.6	3.6	8
1916	61	10	3	13	22
1921	207	20	18	38	19
1926	345	51	81	132	38
1930	368	47	71	118	44
1935	555	129	95	224	41
1940	916	183	109	292	42
1950	61,164	16,735	20,144	36,879	60
1955	257,105	49,912	80,327	130,139	51
1956	345,157	63,177	103,429	166,646	48
1957	423,832	71,433	120,053	191,486	45
1958	409,954	69,423	99,874	169,297	41

from which it may be observed that cargo for Nagoya City alone as well as for Aichi Prefecture occupy the overwhelmingly high ratios of 65 and 83 per cent respectively. It may thus be safely asserted with the least exaggeration that the Port of Nagoya is functioning as the nuclear propellant force as regards the industrial development of Central Japan centered around Nagoya City.

It was in September 1951 that, following the enactment of the Ports and Harbors Law in May 1950, for the purpose of determining the methods of development, utilization and management of ports and harbors by the various port and harbor administrators, the local public organ styled as the Nagoya Port Authority came to be inaugurated.

Ever since the inauguration of the Nagoya Port Authority, a steady annual increase has been witnessed in the volume of trade handled by the said port, as evidenced by the manner in which the figure for 1959 skyrocketed 2.4-fold to 12,310,000 tons as compared with the 1952 showing of 5,080,000 tons.



Photo shows a general view of the expanding Port of Nagoya, with the City of Nagoya in the far background.

The total amount invested in the Port of Nagoya during the said period as working expenses for repairs and maintenance, etc. aggregated to ¥7,800 million, as a result of which various improvements have been brought about in various port facilities.

1. Ship Moorings

As a result of dredging operations, the following changes have been brought about in the areas of moorings possessing water-depths of 4.5 meters or above within the entire harbor area of 8,694,000 square meters.

The foregoing table glaringly shows how, as a result of dredging operations in order to cope with the aggrandizement of vessels, moorings for 10,000-ton class vessels have become increased.

Water Depth	End of 1951 Fiscal Year	End of 1959 Fiscal Year
4.5 meters or above	162,000 sq. m.	95,000 sq. m.
7.3 " " "	975,000 " "	832,000 " "
8.5 " " "	260,000 " "	182,000 " "
9.1 " " "	1,452,000 " "	2,580,000 " "
10 " " "	0 " "	262,000 " "
Total	2,849,000 " "	2,952,000 " "

2. Port Authority Piers

Notwithstanding the extension of the total quay length within six years was limited to only 25 per cent, alongside ship capacity has become increased by almost 70 per cent as a result of the completion of the modernized Inae Pier as well as increasing of the water depth in front of quays.

In order to keep abreast of the prevailing trend of aggrandizement of vessels, the simultaneous moorage capacity has become more than trebled by increasing the water depths at the moorages.

Parallel to the astounding ex-

manner in which the various water-front industries are actively seeking to acquire factory sites is deemed necessary to newly carry along the water-front by means of

	End of 1951 Fiscal Year	End of 1959 Fiscal Year
No. of Buoys	34	33
Simultaneous Mooring Capacity		
(No. of Vessels)	34	30
Gross Tonnage	40,400	132,500

land reclamation.

As for the water-front industries which are embodied in Japan's long-term economy plan, it is deemed necessary to newly carry out a land reclamation project comprising a total area of 80 million "tsubo" by 1959 in addition to the present total water-front factory zone area approximating

130 million "tsubo."

Further, in regard to the proposed setting-up of a water-front industrial zone along the shores of Ise Bay, the total reclaimed land area of the southern water-front industrial zone alone is scheduled to reach over 5 million "tsubo" by 1965. On the assumption that land reclamation projects within the land will become totally reclaimed within the next five to six years.

Even as regards the Port of Nagoya alone, it is considered feasible that over one million "tsubo" of land will become reclaimed within the coming year.

	End of 1951 Fiscal Year	End of 1959 Fiscal Year
Length in Actual Use (Meters)	3,013	3,765
Simultaneous Mooring Capacity		
(No. of Vessels)	16	23
Gross Tonnage	92,000	153,400

3. Mooring Buoys

The following represents a blueprint of the water-front industries destined to become the nucleus of Central Japan's industry:—

(1) As regards the Nagoya Water-front Industrial Zone, as expansive an area as possible shall be secured by taking into due account the relationship

with the commercial port as well as the natural conditions of Nagoya Port itself.

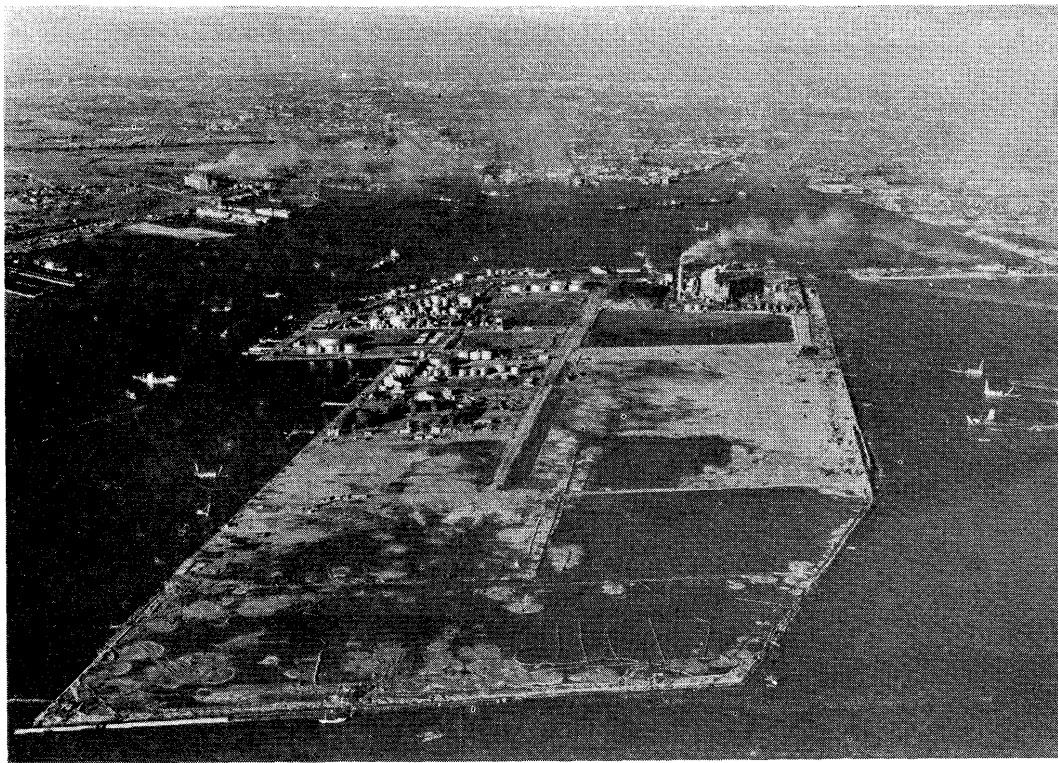
(2) It is envisaged that the Southern Industrial Zone will be occupied by the heavy chemical industry, with the southwestern portion being taken up by the wood chemical industry bearing close relationship with a lumber port.

Plans have been also formulated for converting a portion of the southwestern water-front area of Nagoya Port into a lumber port whose special feature will lie in having the lumber industry—constituting one of the major and predominant industries of Central Japan—concentrated therein.

Inasmuch as a colossal group of water-front factories will be flocking around Nagoya Port in the near future, the major problem at the moment lies in the effective use of spacious land area as well as the erection of useful plants.

With the purpose of coping with the afore-mentioned developments, the advisability is being urged in some quarters of effecting the unification of the two ports of Nagoya and Yokkaichi under the name of Ise Bay Port in view of their relative proximity and close relationship.

Statistics for the year 1958 go to show that 500,000 tons of cargo were shipped by sea between the ports of Nagoya and Yokkaichi, corresponding to 5 and 14 per cent respectively of their total trade volume. Of the aforementioned



Photo, left, shows a part of reclaimed land, which will be the site for many chemical factories flocking in the near future around the port of Nagoya. Photo, below, shows cotton bales unloading operation at the port.

cargo, 290,000 tons worth of raw cotton, soybeans, wheat, coal, barley and wool represent transshipments from Nagoya to Yokkaichi in order not to affect the sailing schedules of overseas route vessels.

Reversely, with crude oil and gasoline constituting the major bulk, 210,000 tons of cargo were shipped from Yokkaichi Port to Nagoya.

Although the two ports of Nagoya and Yokkaichi may not as yet appear as being so closely interrelated at the present juncture, there exists every prospect of numerous groups of water-front factory sites becoming rapidly established between the said two cities concomitant to the completion of the Nagoya-Yokkaichi Highway as well as the unification of the two ports together with the realization of the geographical bloc system.

All in all, it is ardently desired that the competent authorities will promptly pioneer the way towards establishing the bloc system as well as the Ise Bay Port as a means for enhancing the future economic development of Central Japan.

(Note: Each tsubo is equivalent to 3.3 sq.m.)





Photo shows the light beacon in the sea, which has recently been constructed in Ise Bay between the Ports of Nagoya and Yokkaichi.

Ise Bay Light Beacon Started for Operation

A light beacon established in the sea, known as the Ise Bay Light Beacon, which construction was started in 1958 with an expenditure of ¥120,000,000 at a point 95 meters deep about 3 kilometers off Tokoname City on Ise Bay was recently completed and officially commenced its operation on June 15. It is the first of the kind to have ever been constructed in Japan.

Briefly speaking of its construc-

tion, it consists of a regular hexagonal base, 245 square meters in area, established about 8 meters above the sea-level on the 7 pillars erected into the sea bottom, and upon it a two-storied lighthouse with a floor space of 55 tsubo and a tower, which projects a beacon of 800,000 candle power at a point 25 meters above the sea-level.

Established at a key point in the bay, this light beacon will contribute largely to the safety of navigation for vessels entering and leaving the Ports of Nagoya and Yokkaichi.

1961 ICHCA Convention at New York

The general assembly and technical conference of the International Cargo Handling Coordination Association will be held September 5 through 9, 1961 in Waldorf-Astoria Hotel, New York City.

The agenda of the conference includes: Packaging of Breakbulk Cargoes; Marking of Cargo; Containerization; Integrated Transportation, Automation and Labor; and Port of the Future.

During the convention the Inter-American Day devoted to port and cargo handling problems in the Americas will be held.

At the same time the Cargo Handling Equipment Exposition will be held under the sponsorship of the Port of New York Chapter of the United States Merchant Marine Academy Alumni Association.

All inquiries and reservations should be addressed to:

U.S. National Committee, International Cargo Handling Co-ordination Association,
Rm. 111, Eighth Avenue, New York 11, N.Y.

* * *

ICHCA—Charge Handling at U.K. Ports

Conference entitled "The Co-ordination of new general cargo handling developments in the British transport industry," has been organized by the United Kingdom national committee of the International Cargo Handling Co-ordination Association (I.C.H.C.A.). It was held on May 4 and 5 at London. In planning the conference, the committee had sought to provide a forum in which all those concerned with cargo handling would have an opportunity of discussing the introduction of new cargo handling ideas and developments in Britain.

Rotterdam, Europe's Biggest Port

(This comprehensive article by the Netherlands Economic Information Service, has been furnished to us for publication in "Ports and Harbors", through the good offices of the Commercial Counsellor of the Netherlands Embassy in Tokyo.—Editor)

In 1960 more than 24,000 ocean-going ships totalling some 57 million net register tons put into the port of Rotterdam; this was an all-time record. In the same year the goods turnover at Rotterdam amounted to 82 million tons. With these figures Rotterdam ranks as the biggest port in Europe and the second biggest in the world, being surpassed only by New York.

Geographical Situation

Rotterdam owes this prominence primarily to its favourable geographical situation, i.e. at the point

where the world's busiest river—the Rhine—enters the busiest sea—the North Sea. Here, too, another international river of Europe—the Meuse—flows into the sea. The Rhine and the Meuse, together with their various branches and tributaries and an adjoining network of easily navigable canals, serve a large, densely populated and economically highly developed region of Western Europe, which can therefore benefit from cheap transport by water for incoming and outgoing goods. For a great part of this region Rotterdam is also

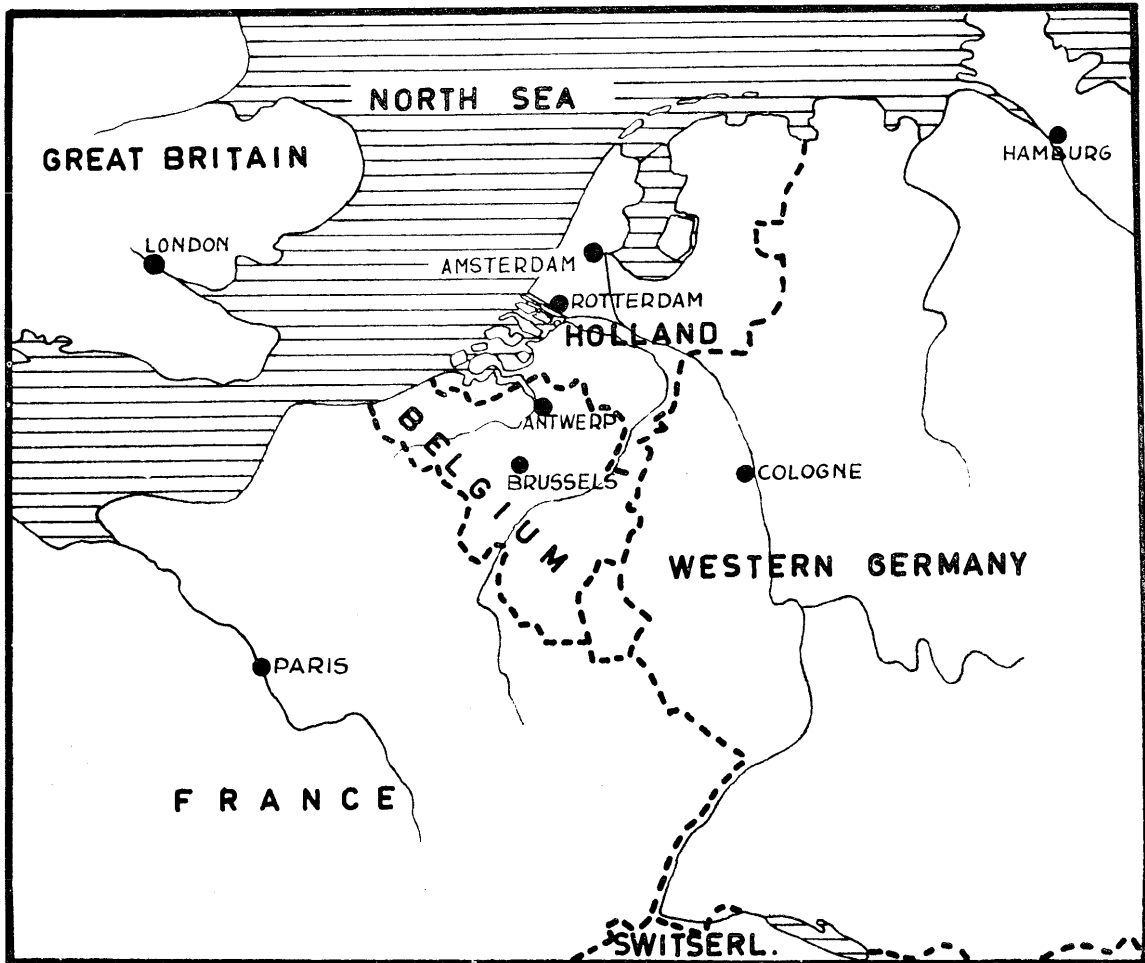
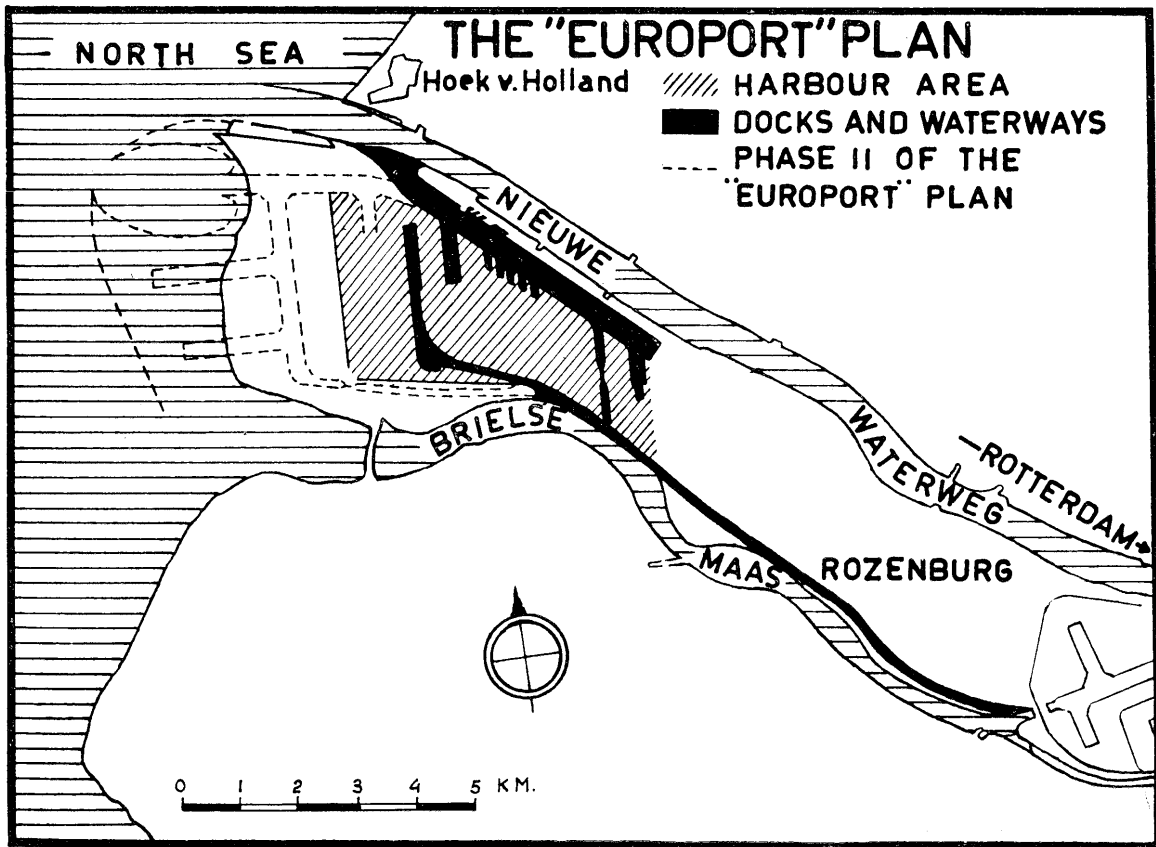
the natural port for the transshipment of freight from ocean-going to inland shipping and vice versa.

History

This fortunate location was responsible for the early rise of Rotterdam as a centre of shipping and commerce. It began its existence around the year 1,300 as a fishing village. By the late Middle Ages, however, it had already become the junction of two principal trade routes, one of which led from Scandinavia and North Germany to Flanders, France and Spain, and the other from England, along the Rhine, to Germany and Switzerland. This gave the Rotterdam fishermen the opportunity to develop into carriers and merchants. Even at that time there was a trade in many important commodities such as grain, timber, wool, woollen cloths, fish,



A view of one of the Rotterdam dock basins. Trans-shipment from ocean-going ships into inland waterways craft.





Rhine barges
in the port of
Rotterdam.

salt and wine. With the growth of world trade at the beginning of modern times a number of important tropical products such as spices, coffee and tobacco appeared on the scene. But the great impetus that was to transform Rotterdam into a world port came around 1,870 as a result of the industrialization of Germany, the advent of steam propulsion in ocean and inland shipping, and the digging of a big artificial channel linking Rotterdam directly with the North Sea.

Rotterdam became Europe's great supply port for foodstuffs, ores, timber and, later, mineral oils, as well as the main outlet port for industrial products and coal—a distinction it still holds today. In addition, Rotterdam is the biggest European port for international inland shipping.

A Centre of Transport, Commerce and Industry

Although Rotterdam owes its origin and growth to water transport, in more recent times it has also acquired excellent road and railway links with its hinterland. It is now just as well equipped for

off-loading cargoes from ocean-going ships into railway wagons or motor lorries and vice versa as it is for trans-shipment between ocean-going ships and inland waterways craft. All its quays are provided with railway tracks and are accessible to motor vehicles.

Rotterdam, now a city of 730,000 inhabitants, became the natural location for trades associated with shipping: for shipowners, ship brokers, stevedoring firms, forwarding agents, warehousing and trans-shipment concerns and ship chandlers. In addition, there grew up in Rotterdam industrial enterprises which are closely related to shipping, namely shipyards and engineering works.

In the port of Rotterdam there are now 9 modern shipyards; between them they possess 33 longitudinal and 5 transverse slipways, 4 building basins, the largest of which can take vessels of up to 110,000 d.w.t., and 29 floating docks with lifting capacities ranging from 6,000 to 54,000 tons for repair work.

Furthermore, Rotterdam became the site of extensive and prosperous industries for which cheap transport was an important factor with regard to the supply of raw materials and the offtake of finished products. The most spectacular example of this in recent times is the rise of Rotterdam as an oil-refining centre. With three refineries, the throughput capacity of which is 25 million tons of crude oil a year, the port of Rotterdam is the biggest oil-refining centre in Western Europe. Associated with these refineries are a number of large petrochemical plants.

Outlet to the Sea

Rotterdam is not situated on the coast; it lies about 30 kilometres (18½ miles) inland on one of the numerous branches of the Rhine-Meuse delta. It therefore rose to prominence as a sheltered harbour, which it still is.

In 1872, with the completion of the New Waterway, the town acquired an excavated outlet to the open sea. This channel, which has an average depth of 12 metres (39 ft) at low water, is navigable to the largest ocean-going ships.



A view of the Nieuwe Maas. On the right is the 104 metre (341 ft.) high "Euromast."

The port of Rotterdam and its outlet to the sea are never ice-bound. Moreover, there are no locks or bridges to obstruct ships approaching Rotterdam from the sea, a factor which makes for greater speed and safety and enables very large vessels to enter the port.

To facilitate navigation in foggy weather, a radar warning system was installed in 1956 which covers the full length of the fairway from the Hook of Holland roadstead to the port of Rotterdam. It comprises seven shore radar stations with overlapping sectors of sweep. From these radar stations the ship's pilot, who is equipped with a portable transmitting and receiving set, receives continuous instructions concerning the vessel's position, the course to steer and the obstacles to be avoided.

Size of the Port

The port of Rotterdam at present consists of 20 separate harbours with numerous basins. The Waalhaven, which has an area of 300 hectares (741 acres), is the largest harbour in the port and at the same time the biggest excavated dock in the world; it can accommodate about 100 ocean-going ships. Altogether, the harbours for deep-

sea vessels cover an area of 940 hectares (2,322 acres); their depths at low water range from 6 to 13.5 metres (19½~44 ft.). The total length of the quays is 23 km (14¼ miles). There are berths and cargo-handling facilities for 160 deep-sea ships on the quays, while mooring buoys and dolphins can cater for 86 more.

In the petroleum docks, which have a total water surface of 105 hectares (260 acres), there are 39 berths for tankers of up to 50,000 d.w.t., with a maximum draught of 12 metres (39 ft.). An oil pipeline with a total length of just over 300 km (186 miles) was recently taken into use here; it runs to various refineries in the German Federal Republic. The capacity of this 24-inch pipeline, through which the crude oil flows at a speed of 3.6 km per hour (3.2 ft/sec), is 8,500,000 tons a year. By installing additional pumps it would be possible to increase the capacity to 20,000,000 tons a year.

Port Equipment

A seemingly endless forest of cranes, visible from a great distance, dominates the landscape at the port of Rotterdam. The port

is one of the best-equipped in the world; among its installations are:

31 transporter cranes with lifting capacities of 8 to 25 tons;

79 floating cranes with lifting capacities of 3 to 17½ tons, including a number of grab cranes for handling bulk cargoes such as coal, ores, phosphate, etc.;

38 heavy-duty floating cranes for loads of 10 to 250 tons;

351 wharf cranes with lifting capacities of 3 to 20 tons, including 246 luffing cranes with a radius of 30 to 40 metres (98~131 ft.);

28 floating grain elevators, each with a capacity of 150~250 tons per hour, and

10 shore elevators.

The mobile freight-handling equipment comprises:

209 platform trucks;

28 tractors;

389 fork-lift trucks;

120 mobile cranes;

118 other vehicles.

With the aid of this equipment 150,000 tons of bulk freight can be trans-shipped in the port of Rotterdam in 24 hours.

The storage facilities in the port are on a scale commensurate with its enormous volume of goods traffic.

The sheds and warehouses occupy an area of about 571,000 square metres (61,462,000 sq.ft.), not counting a number of fruit stores with an area of some 31,000 square metres (333,700 sq.ft.), and a capacity of approximately 130,000 cubic metres (4,581,000 cu.ft.), three refrigerated warehouses with a total surface of about 17,000 square metres (183,000 sq.ft.) and a capacity of some 55,000 cubic metres (1,942,300 cu.ft.), and a cold store for hides—the only one in Europe—which has a surface of just over 16,000 square metres (172,200 sq.ft.).

There are also nine grain silos with a storage capacity of some 214,000 tons and tankage facilities for slightly over 7,000,000 tons of mineral and edible oils.

A total area of about 1,000,000 square metres (107,639,000 sq.ft.) is available for the storage of goods in the open.

All quays and storage depots on both sides of the river are connected to the railway system. The total length of track in the port is 320 km (199 miles); 2,000 wagons can be handled in a day.

In the port of Rotterdam there are 180 tugs with engine outputs ranging from 75 to 600 h.p., while 21 ocean-going tugs of up to 4,200 h.p. are available for towing dry docks, bucket dredgers and floating cranes, as well as for salvage work.

Shipping Movements and Goods Turnover

About 11,500 out of a total of over 24,000 ocean-going ships which entered the port of Rotterdam in 1960 were sailing on scheduled services. No fewer than 280 Dutch and foreign shipping companies operate freight and passenger services between Rotterdam and all parts of the world. Every year more than 200,000 Rhine ships and other inland waterways craft, with an aggregate cargo capacity of 40 million tons, put into this port. The largest vessel in the Dutch Rhine fleet has a carrying capacity of 4,200 tons.

The following table gives an idea of the rapid increase in shipping movements and maritime freight turnover in the port of Rotterdam during the past few years.



A view from the "Euromast" over the Nieuwe Maas. The ventilation towers for the Maas tunnel can be seen in the foreground and background.

In 1960 the following quantities of bulk freight were handled:

37.2	million tons of petroleum
5.1	" " " coal
12.7	" " " ores
5.5	" " " grain
7.3	" " " other bulk freight.

In the same year over 14 million tons of general cargo was transhipped. The volume of sea-borne passenger traffic in 1960 exceeded 600,000.

International Outlook

About 75 per cent of the freight handled at Rotterdam either comes from or is on its way to the European hinterland. The docks and port installations are fully attuned to this transit traffic. All the port enterprises, shipping lines, ship brokers, stevedoring firms, forwarding agents, business offices, banks and insurance companies have a marked international out-

look. This is also reflected in the flexible application of the customs system, which has earned Rotterdam the reputation of being "freer than a free port"; in principle it is possible throughout the entire port area to store, transport, trade in or process goods without payment of import duty.

The Botlek Extension

The increasing shipping traffic has necessitated an extension of the Rotterdam dock area. Since no more land was available for this purpose in the town itself it was necessary to start work on the construction of new docks to the west of the town, i.e. further towards the sea. At the same time sites were provided for a number of industrial enterprises for which a location on a deep channel is an important factor.

Year	Arrivals	Net tonnage (in millions)	Freight loaded and discharged (in millions of tons)
1956	21,239	43.3	72.3
1957	22,028	45.0	74.0
1958	21,956	48.5	73.8
1959	22,702	49.5	70.7
1960	24,297	56.8	81.8

The "Botlek plan", named after the river arm which bisects the area, was drawn up as early as 1947; work on this project has now been virtually completed. The Botlek extension embraces an area of some 1350 hectares (3,340 acres) to the south of the New Waterway, of which 830 hectares (2,050 acres) is for port and industrial sites and 260 hectares (642 acres) for docks capable of accommodating ships of up to 50,000 d.w.t with a draught of 12 metres (39 ft.). Storage tanks with a total capacity of 500,000 cubic metres (110,000,000 imp. gallons) are being erected in this area for the oil industry.

Various enterprises, including a shipbuilding and repair yard, an oil refinery and chemical plants, have now been set up on the industrial sites.

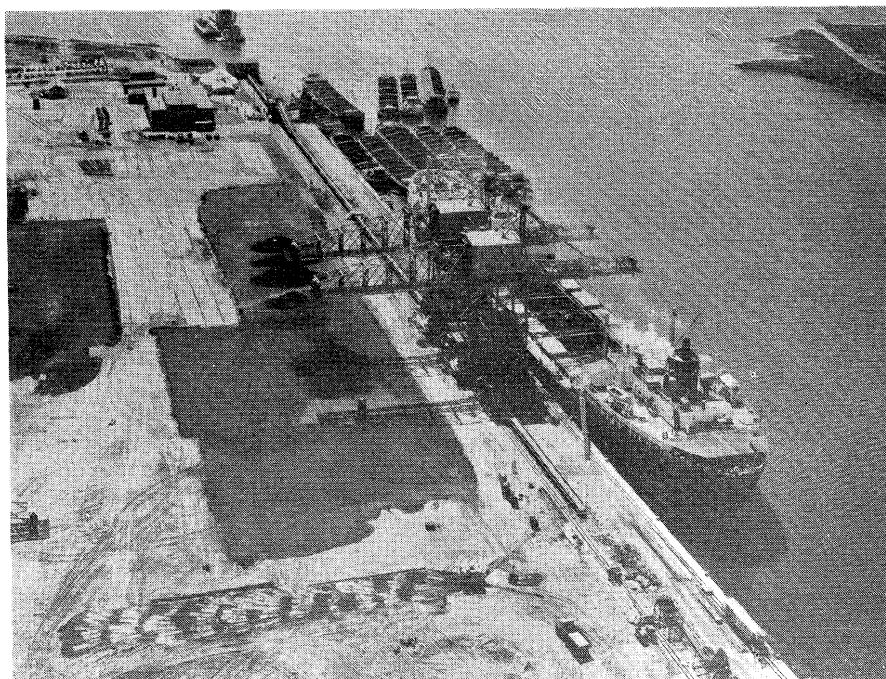
Also being built in this area is a large trans-shipment and storage depot for grain, seeds and pulses. The installations will include six travelling elevators, a silo with an initial capacity of 100,000 tons, a pier 500 metres (547 yards) long for ocean-going vessels of up to 60,000 tons, four piers for coasters and lighters and another at which lighters can be unloaded by float-

ing elevators. Each of the travelling elevators will be capable of discharging 400 tons of grain an hour. The depot will be ready for use at the end of 1962, and this will mean a considerable expansion of capacity in the port of Rotterdam for the unloading and storage of grain; the total unloading capacity will increase from 8,300 to 10,700 tons an hour and the storage capacity from 94,000 to about 200,000 tons.

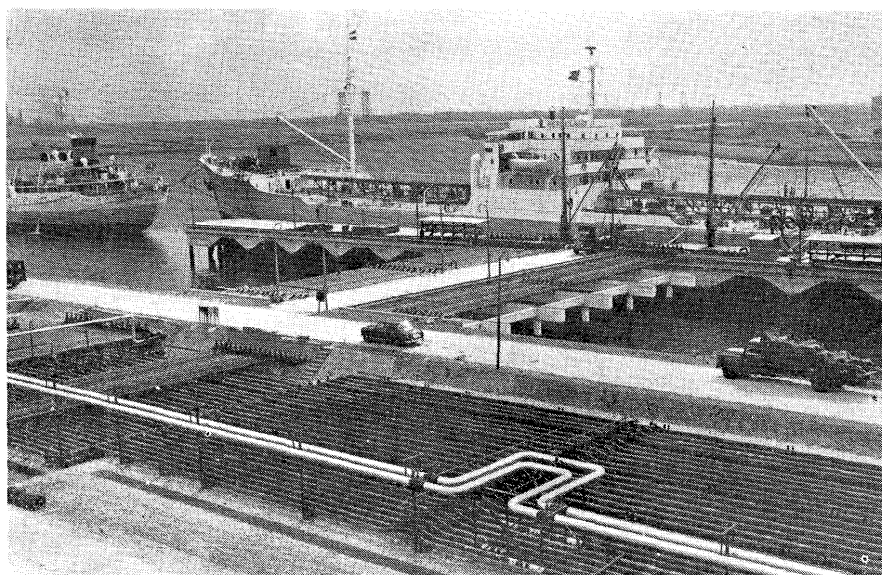
The "Europoort" Plan

In addition to the development of the Botlek area a plan was conceived in 1957 for the construction of a large harbour complex, together with industrial and storage sites, further to the west, right on the coast at the tip of the island of Rozenburg. The project was given the appropriate name of "Europoort" (Gateway to Europe). Various considerations led to this decision. In the first place, a great expansion is expected in sea-borne supplies of mineral oils to Western Europe. Secondly, there will be an increase in shipments of overseas coal and ores, while exports of European products to overseas countries are also likely to rise. Furthermore, the shipping traffic via Rotterdam will be greatly stimulated by some important projects for the improvement of the waterways of the hinterland, namely the widening of the Meuse at the construction north of Liege, the canalization of the Moselle, the project for making the Neckar navigable as far as Stuttgart, and the great scheme for connecting the Rhine, Main and Danube.

The "Europoort" project embraces an area of some 1,550 hectares (3,830 acres), of which 930 hectares (2,298 acres) will be used as industrial sites. Among the enterprises envisaged are a blast-furnace plant together with a steelworks and rolling mill, a repair yard for very large ships, a coal and ore storage depot with facilities for dispatch by rail and by inland waterways craft, and installations for the receipt and



The unloading of ore at one of the docks in the Botlek area.



A tanker being discharged by means of pipelines.

storage of crude oil, which will be removed via a pipeline. About 400 hectares (988 acres) will be excavated for harbours and canals, and 220 hectares (543 acres) will be taken up by roads, railways and other civil-engineering works.

Implementation of the project was started in 1958. The first phase, now nearing completion, comprised the construction of harbours for ships of up to 100,000 d.w.t. A temporary channel has been dug to connect these harbours with the New Waterway; it can be used by vessels of up to about 65,000 d.w.t. with a draught of 13 metres (43 ft.).

In December 1960 the first ocean-going ship entered Rotterdam's new "Europoort" dock area.

Ultimately—during the second phase of the operations—the new harbour complex will be directly linked with the North Sea by an excavated channel, as a result of which it will be accessible to ships of up to approximately 100,000 d.w.t. (mainly tankers and ore carriers) drawing 14.5 metres (47½ ft.) of water when laden. A circular outer harbour with three inner basins adjoining it will be built here; this harbour will have a depth of 15.5 metres (51 ft.).

Completion of the works is expected in 1964.

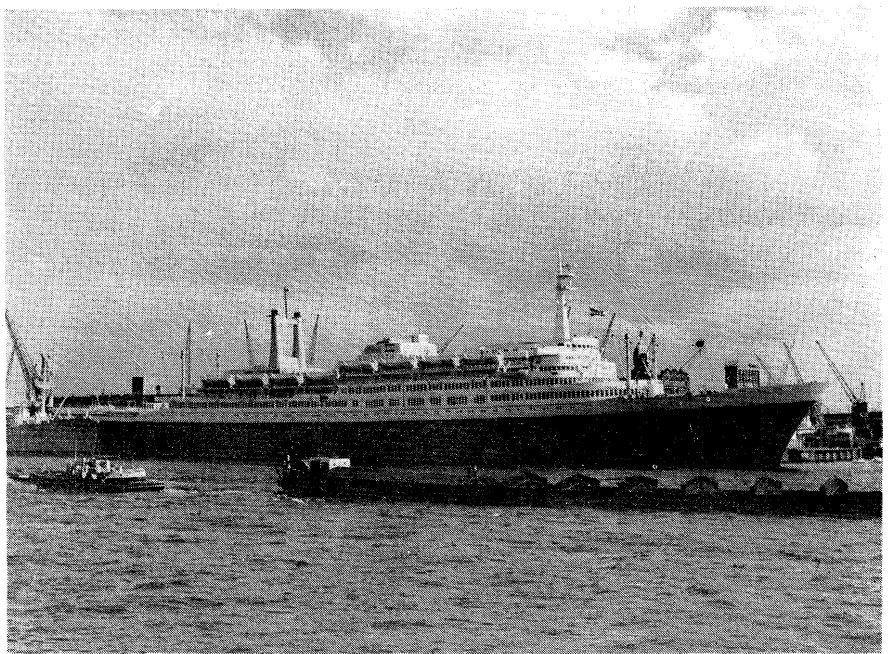
St. Lawrence Seaway News

Seventy-four more ships sailed through the St. Lambert Lock at the Montreal entrance to the St. Lawrence Seaway, from the opening of the navigation season to April 30 this year than during the comparable period in 1960. This year the Montreal-to-Lake Ontario portion of the Seaway opened April 15; last year it was April 18.

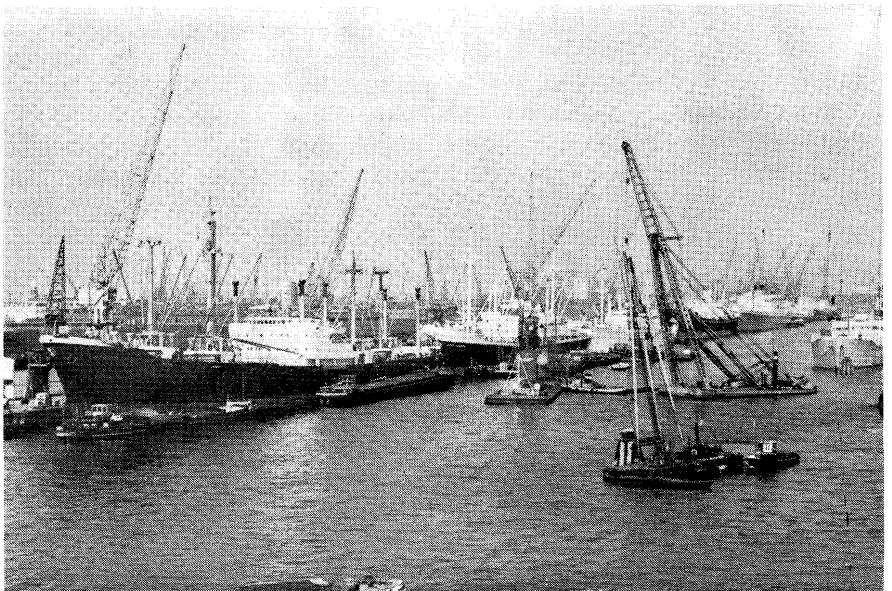
At Port Weller, Lake Ontario entrance to the Welland Canal, the increase in number of transits was 18 (April 1-30).

A heavy movement of lake ships, many of them in grain traffic, accounted for the greatest part of the increase, the St. Lawrence Seaway Authority said in issuing the figures.

The cargo tonnage statistics for the April period will be included in a regular monthly report to be issued approximately May 15; and in accordance with past practice, monthly thereafter during the navigation season.



The "Rotterdam," flagship of the Holland-America Line.



A seemingly endless forest of cranes dominates the landscape at the port of Rotterdam.

Port of Buffalo Launches on Improvements

From the office of the Port's Maintenance Engineer, John Finnegan, immediate action will be taken to carry out recent Board approval of the following:

1. Immediate letting of a paving contract for the Buffalo Port Terminal areaways and approaches.
2. Commence work on further filling of lands underwater at the Buffalo Port Terminal which will eventually lead to the reclaiming of 70 acres of valuable water front property.
3. Construction of new berths for pleasure boats at the Small

Boat Harbor. The marine division office is now proceeding with plans and specifications, and hopes to have the additions built, and in use, this season.

4. Relocation of the intake pipeline for the new Industrial Water System. It will be necessary to change the Small Boat Harbor launching ramp to the southerly end of the parking lot at this facility, a change that will be to the advantage of the launching ramp patrons. The Port Authority plans to lease additional parking space to provide a less congested area available to the launchers.

Miscellaneous News

Century-Old Pier Gets New Lease of Life

After 102 years of service in the Port of Melbourne, Gellibrand Pier at Williamstown is to be given a new lease of life as an additional oil terminal in the port to cater for the world-wide trend of larger tanker ships.

Gellibrand Pier has been out of commission for the past few years, but Harbor Trust engineers have now started work on converting the pier for the handling of larger oil tankers.

Initially provision is being made to cater for ships up to 900 feet in length, with a possible extension of the facilities for ships up to 1,000 feet, while the plans for the new terminal envisage a second berth when required.

The first berth to be provided at Gellibrand Pier consists of a working platform placed centrally on the berth, and four berthing dolphins constructed of steel piling, with a portion of the old pier to be used for an approach road and the pipe tracks.

Construction new to the Port of Melbourne, but of a similar nature as provided in other world ports, including Wilhelmshaven in Germany and the Clyde in Scotland, is being used to build the new berth. This includes steel sections for piling which have to be sufficiently heavy to cushion the large tankers when they berth alongside.

The only steel sufficiently heavy for these requirements was obtainable in Europe, and the Melbourne Harbor Trust placed an order to the value of £49,000 with Peiner Piling, a West German company.

Houston's Grain Shipments Increase

The Port of Houston's Public Grain Elevator has reported grain shipments ran 20 percent higher for the first five months of 1961 against the same period last year indicating that the total for 1961 will substantially exceed 1960's 60 million bushels.

From January through May, the Elevator shipped 37,126,545 bushels and loaded 104 ships while at this point in 1960 it had handled 30,921,019 bushels and 90 ships.

March set an all-time record in wheat exports and the Port's second best monthly mark in total grain shipments. March wheat shipments totalled 8,682,240 bushels for a 70 percent jump over the previous monthly high of five million bushels established in March, 1952.

Total grain shipments for March, 1961, amounted to 9,611,687 bushels, slightly under March, 1952, when a record of 10,430,564 bushels was set.

Heavy grain movements continued into June with the largest single shipment in the Port's history leaving on the TITAN for Brazil. This one ship accounted for 1,202,598 bushels of wheat to erase the previous record of 1,116,000 bushels set by the Transeastern just three months ago.

Los Angeles Port's Budget

"Growth without taxation" continues to be the basis for the operation and development of the Port of Los Angeles, General Manager Bernard J. Caughlin told the Board of Harbor Commissioners today (June 21) in submitting the municipal harbor's \$29,153,390 budget for the fiscal year beginning July 1.

Approved by the Board, the budget shows \$9,457,000 estimated receipts by the municipal department during the 1961-62 fiscal year, to which were added: cash on hand in the amount of \$3,979,408; proposed sale of revenue bonds, \$14,000,000; and unused 1960 bond funds, \$1,716,982.

The self-sustaining port's earnings are expected to come from the following sources: shipping services, \$4,979,500; land, building and wharf rentals, \$2,292,000; oil royalties, terminal concessions, warehouses, railways and ferry, \$1,068,000; and non-revenue reimbursements (sale of materials and services, etc.), \$1,117,500.

Principal expenditures listed in the new budget are: new construction and capital improvements, \$17,004,071; salaries and wages, \$4,207,752; unappropriated balance, \$2,000,000; and interest and service on various bond issues, \$1,882,136.

None of this will be paid from tax money, but will be financed from the port's own earnings, Caughlin said.

Port of Toronto Orders Giant Cranes

The Port of Toronto's giant crane came a step closer to reality when the Board of Commissioners approved the letting of the contract to Dominion Structural Steel Co. Limited for a sum of \$297,846.00.

This tender was the lowest of four submitted and opened at a previous meeting. All tenders, including those of Schmidt-Tychsen of Hamburg, Germany; Holland Cranes, a Dutch firm; and Dominion Bridge Co. Ltd. had been analyzed during the intervening period before the award was made. The award went to the lowest tenderer.

Tenders had been received on two proposals; one for a 250-ton crane and the other a 300-ton crane. A crane of 300-ton capacity is not actually required at this time due to weight restrictions on land transportation. It was felt, however, that these restrictions may be removed by the building of new bridges on railway lines and the provision of special rolling equipment. Therefore, the investment of \$17,000.00 made at this time to provide the greater capacity, was an expenditure of minor importance when the end result is considered.

Tender conditions provide that the crane will be in operation by April 1962 when navigation reopens after the winter shut-down, providing circumstances beyond control of the company do not interfere.

The crane will be located on the E. L. Cousins Docks at the east end of the Inner Harbour. Ships with heavy lifts will move into the berth serving the crane so that the shipments can be handled from, or to rail cars and trucks at dockside location.

Still Available !

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and the International Association of Ports and Harbors,*

“PRINCIPAL PORTS IN JAPAN”—1960

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

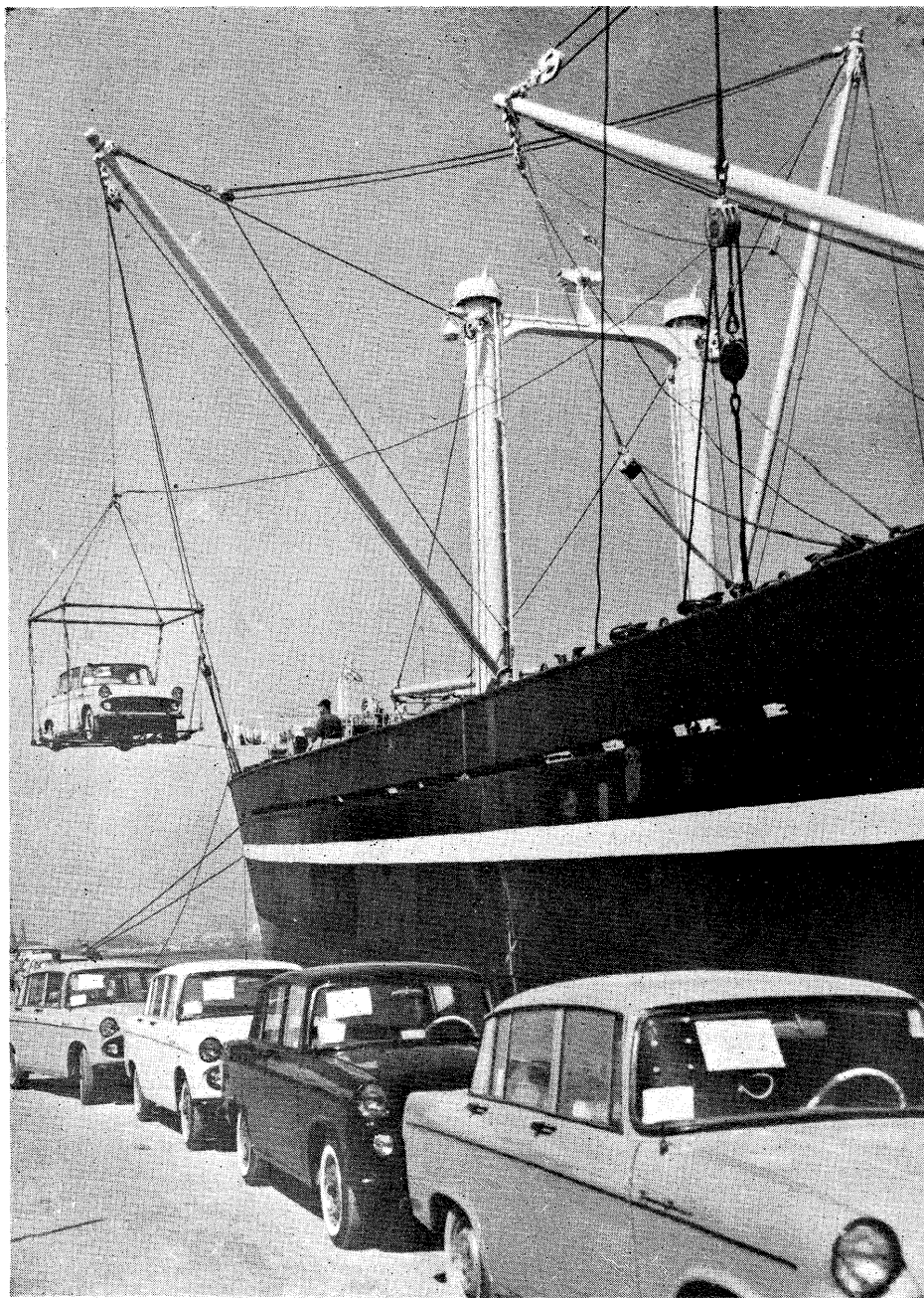
As a revised edition of **“PRINCIPAL PORTS IN JAPAN”-1952**, the forthcoming publication will also come out in the same form, $11\frac{1}{4}'' \times 7\frac{1}{2}''$, with about 200 pages and many maps and diagrams.

★ **The price is US \$3.00 per copy, including sea mail postage.**

Purchase order will be accepted by

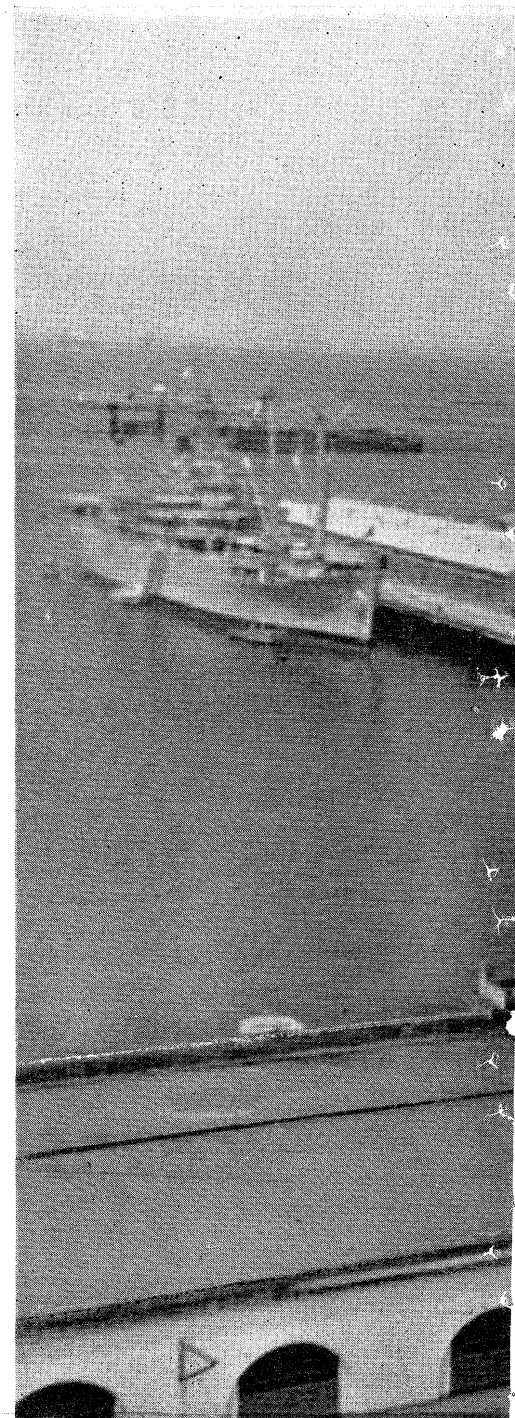
**Central Secretariat of the International Association
of Ports and Harbors**

Rm. 715-A, N.Y.K. Bldg.
20, Marunouchi 21, Chiyoda-ku, Tokyo, Japan



Export autos are being loaded on a freighter at the Port of Nagoya. Most Japanese autos to America and Southeast Asian countries are shipped through the Port.

The newly constructed Pier 5 (background) which was turned over to the Bureau of Customs for operations recently. The project was financed by the ICA and the Philippine Government. The new modern pier can accommodate six ocean-going vessels at one time and cost approximately 15,000,000.00 pesos. It is the newest pier in the port of Manila.



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