

PORTS *and* HARBORS

DECEMBER 1962

Vol. 7 No. 4



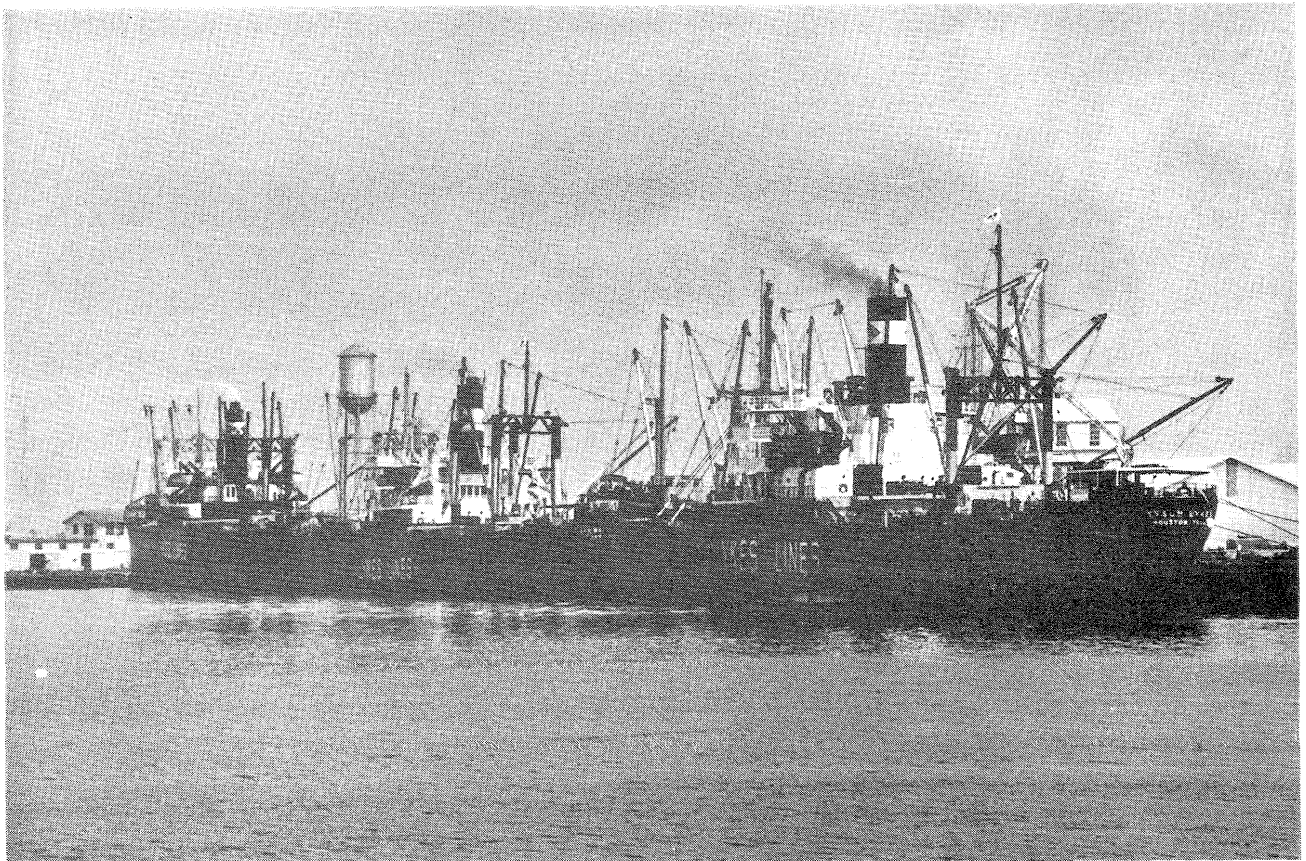
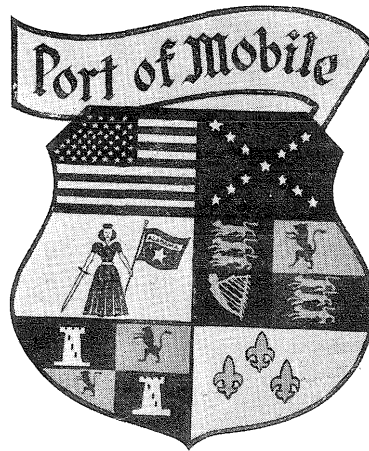
PORT OF LAKE CHARLES
Louisiana, U.S.A.

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

Introducing The Crests of Co-Member Ports

(Each Issue One Port)

THE PORT OF MOBILE



Three Lykes vessels tied up loading/unloading at the Port of Mobile. Lykes is one of the U.S. flag lines serving the Port of Mobile.

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

President

Lt. Gen. Huang Jen-ling

Chairman, Board of Directors,
China Merchants Steam Navigation Co., Ltd.
Taipei, Taiwan, China

Chief of the Central Secretariat

Gaku Matsumoto

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Published by

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

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Chairman, Board of Directors
China Merchants Steam Navigation Co., Ltd.
Taipei, Taiwan, China

Chief of the Central Secretariat

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Tokyo, Japan

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From The Central Secretariat

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

Board Meeting by Correspondence Called

A meeting by correspondence of the Board of Directors was called September 12 to October 12, 1962 for reporting on the progress of preparation for the third Triennial Conference set for May 1 through 4, 1963 in New Orleans, U.S.A., the activities of the Standing Committees, and the Second Seminar on Ports and Harbors as well as for approving the election of new Association members.

Permanent Council Meetings

On September 27, 1962 the Permanent Council was convened for deliberation on the Chief of the Central Secretariat's report on the Second Seminar on Ports and Harbors, the progress of the operation of the Standing Committees, the preparation for the Third Triennial Conference, 1963, and new memberships. The Council meeting also approved the revised working budget of the Association for 1962, which was compiled by the Central Secretariat.

On December 17, 1962 a meeting of the Permanent Council was called, which deliberated on the Chief of the Central Secretariat's report on current Association affairs and approved the working Association budget for 1963.

Pre-Conference Papers Solicited

With the approach of the Third Triennial Conference in May, 1963 at New Orleans, the Central Secretariat mailed out in November a circular to all members suggesting preparation of pre-Conference papers on the following subjects on the agenda of the forthcoming Conference:

1. Implication of European Common Market in International Trade
2. Finance and Assistance for Port Development
3. Port Labor Problems
4. Port Safety (Precaution for

Handling Nuclear-powered Vessels, Radioactive Materials and other Dangerous Cargoes).

New Orleans' Trade Director Confers with Secretariat

Mr. James W. Martin, Director of Trade Development, Port of New Orleans, arrived in Tokyo on October 19, accompanied by Mr. Robert W. Bruce, Manager of the port's Chicago Office, on an extensive trade promotion trip to the Far East and Egypt. During his stay in Japan, they attended the Farewell Party given on November 1 to the participants in the Second Seminar on Ports and Harbors. Before their departure from Tokyo on November 11, Mr. Martin had conversations with the Central Secretariat on details of the preparation for the forthcoming Triennial Conference now vigorously being pushed forward in New Orleans in close cooperation with Tokyo.

Membership Campaign

Towards the end of October, 1962, a membership campaign was vigorously started by the Central Secretariat for the purpose of increasing the Association membership to cope with the expanding activities. The Central Secretariat mailed out letters of solicitation, along with referential data, to 64 non-members ports in all parts of the world, in the first stage of the campaign. At the same time, Directors and Alternate Directors of the member countries concerned were asked to cooperate in the campaign by soliciting the ports in their respective countries to join the Association.

Thanks to these efforts, the Central Secretariat has received applications for Association membership from Administracion General de Puertos, Buenos Aires, Argentine, and the Maryland Port Authority, Baltimore, Maryland, U.S.A., by the middle of December.

I.A.P.H. Membership

(As of December 20, 1962)

Regular Members

Country	
Argentina	1
Brazil	1
Burma	1
Canada	1
Ceylon	1
China (Taiwan)	4
Colombia	1
Israel	1
Japan	28
Liberia	1
Pakistan	1
Peru	1
Philippines	1
Singapore	1
Sweden	1
Thailand	1
United Arab Republic	1
U.S.A.	13
Venezuela	1
Vietnam	1
Total	62

Supporting Members (Corporation)

Country	
Australia	4
China (Taiwan)	3
Japan	12
U.S.A.	2
Venezuela	1
Total	22

Supporting Members (Individual)

Belgium	1
Canada	10
China (Taiwan)	1
France	1
Israel	1
Japan	4
Mexico	3
Turkey	1
U.S.A.	2
Total	24

Japan Port Association Fetes 40th Anniversary

The Japan Port and Harbor Association celebrated the 40th anniversary of its founding on December 13 in Tokyo. Taking advantage of this auspicious occasion, 93 persons who have rendered meritorious services to the development of Japan's ports and harbors, were commended. The celebration ceremony was attended by more than 600 persons, including the Prime Minister, the Transportation Minister, and other guests.

This national port organization has a membership of 4,451. Forty years ago it was first brought into being in a much smaller scale on October 22, 1922 in Dairen, Kwantung Province, China, then Japanese territory, on the initiative of Mr. Gaku Matsumoto, the present President of the Association.

New Members

With the approval of the Board of Directors meeting by correspondence, September 12—October

12, 1962, the following persons were elected to Association membership each retrospectively to the dates of their application:

Name	Classification	Unit(s)	Date of application
Empresa Puertos de Colombia	Regular	1	April 1, 1962
Suez Canal Authority, U. A. R.	"	1	May 30, "
The Port of New York Authority, U.S.A.	"	3	June 11, "
The Singapore Harbour Board	"	1	July 11, "
Alabama State Docks Department (Port of Mobile), U.S.A.	"	1	Aug. 23, "
Port of Lake Charles, La., U.S.A.	"	1	Aug. 27, "
	Supporting		
Capt. John G. Roenigh	Individual	1	July 30, "

In addition, applications for membership were recently received by the Central Secretariat from the following organizations:

Administracion General de Puertos, Buenos Aires, Argentine	Regular	1	Nov. 23, "
Maryland Port Authority, Baltimore, U.S.A.	"	1	Dec. 13, "

* * *



Photo shows the 40th anniversary celebration ceremony of the Japan Port and Harbor Association taking place December 13 in Tokyo. President Gaku Matsumoto is shown addressing the audience.

Second Seminar on Ports and Harbors Closed with Success

As already reported in the previous numbers of this organ, the Second Seminar on Ports and Harbors, organized by the Japanese Government with the cooperation of the Overseas Technical Cooperation Agency and the Central Secretariat of this Association acting as the coordinator, was closed on October 2, 1962 with a considerable success. It was attended by 33 port engineers and officials from 23 countries, including 3 observers.

Lectures

In addition to these, special lectures were given in the benefit of the participants on the IAPH Day specially set aside for this Association on October 20, 1962. They were:

The lectures and lecturers were:

"Port Administration" by Mr. R. Okada, Councillor, Japanese Ministry of Transportation

"Construction and Rehabilitation of Ports and Harbors" by Mr. T. Okabe, Chief, Construction Section, Port and Harbor Bureau, Japanese Ministry of Transportation

"Development Projects of Ports and Harbors" by Mr. M. Miyazaki, Technical Councilor, Port and Harbor Bureau, Japanese Ministry of Transportation

"Cargo Handling at Ports" by Mr. J. Miyake, Chief, Machinery and Materials Section, Port and Harbor Bureau, Japanese Ministry of Transportation

"Ports and Harbors from the Viewpoint of Ship Navigation" by Captain K. Murakami, Managing Director, Japan Association for Prevention of Sea Casualties

"Standing and Problems of Japanese Economy as seen from the Viewpoint of International Economy" by Mr. T. Ihara, Ex-Managing Director, Bank of Tokyo

"Recent Trend in Port Terminal Facilities" by Dr. S. Kuroda, Deputy Chief, Central Secretariat, IAPH

"New Vessels for New Ports—A Forecast" by Mr. R. Martin Stevenson, Foreign Maritime Representative, Department of Commerce, U.S.A.

"Shipping Industry and Port Management" by Mr. H.D. Leonhardt, General Traffic Manager, C. F. Sharp & Co. and Member of the Permanent Council, IAPH

Field Study

Besides those lectures, the participants were conducted to visit in Tokyo and on their field study trip the ports of Tokyo, Yokohama, Kawasaki, Shimonoseki and Moji, Dokai, Kobe, Osaka and Sakai, and Nagoya as well as such industrial

plants as Ishikawajima-Harima Shipyard, Tokyo; Technical Laboratory of the Ministry of Transportation, Kurihama; Mitsubishi Heavy Industries Automobile Factory, Kawasaki; Japan National Railways Freight-car Yard, Yokohama; Mitsubishi Heavy Industries Shipyard, Yokohama; Matsushita Electric Co. Factory, Osaka; Shin-Mitsubishi Heavy Industries Factory, Nagoya; Tokai Iron Manufacturing Co., Nagoya; etc.

On October 8, a special dinner party was given in their honor at Hotel Okura, Tokyo, jointly by the Central Secretariat, IAPH, Japan Port and Harbor Association, Japan Port Consultants Association, Japan Cargo Handling Mechanization Association, Operation Ship

Association, and Japan Reclamation Association.

Plans for Next Year's Seminar

Encouraged by the success of this project and in the light of the experiences in the last two seminars, it is being planned by those concerned with their organization

and operation to organize two seminars next year, one for port engineers and the other for port officials in charge of managerial affairs. This new setup is believed to more adequately meet the requirements of seminar attendants and enhance the significance of this scheme.

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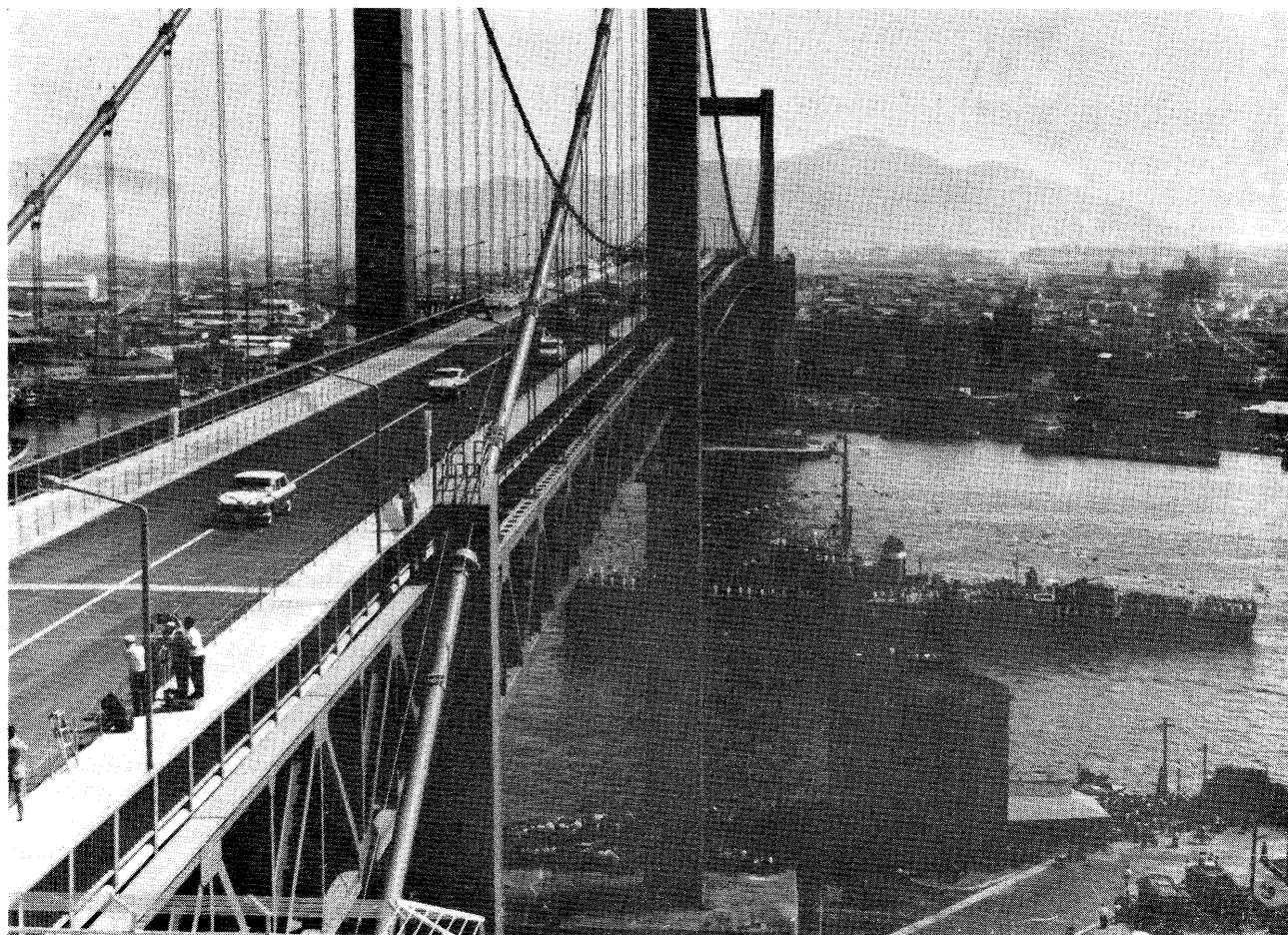
Ports and Harbors Seminar Club

The Ports and Harbors Club was organized last year jointly by the participants in the First Seminar on Ports and Harbors held in October, 1961 in Tokyo, before they returned to their respective home countries. The object was mainly "for the promotion of mutual cooperation, friendship and understanding among its members." The Central Secretariat was asked to act as the coordinator. The regular participants in the 1962 Seminar, numbering altogether 32, agreed to join this club in support of the object, this resulting in the increase of its membership to 52 representing 24 countries in the Far East, Near and Middle East, Africa, and South America. It was agreed between the Club members and the Central Secretariat that a bulletin would be issued two or three times a year for the time being as a medium of exchange of information between the members.

* * *

Suez Canal Officials Visit

Mr. S. A. Bakr, Director, Works Division of Port Said Port, Mr. M.A.M. Moursi, Deputy Director of Procurement Division, and Dr. A. Ezzat, Professor in Cairo University, and Advisor, Suez Canal Authority, who were visiting Japan at the invitation of the International Engineering Consultants Association, were entertained November 29 in a Japanese dinner hosted by the Central Secretariat, where views were exchanged between the Egyptian member representatives and Central Secretariat staffs.



Recently completed Wakato Bridge is the longest suspension bridge in the Orient.

Wakato Bridge, Kyushu Opened to traffic

The Wakato Bridge, the longest suspension bridge in the Orient, of 680 meters span, was completed and opened to the public last September, connecting the two cities of Tobata and Wakamatsu at the mouth of Dokai Bay in North Kyushu. Dokai Bay is also known as the Port of Dokai, composed of the three ports of Wakamatsu, Tobata and Yawata each located on it. These three ports jointly constitute the ocean gateway to and from the North Kyushu Industrial Area, Wakamatsu being the loading port of coal from the Chikuho coal field in the backland, Tobata playing an important part as the coal loading and fishery center, and Yawata being the port through which raw materials to and products from the Yawata Steel Works are shipped.

Vessels entering the Port of Dokai annually number some 70,000, including 1,200 of 10,000 tons or over. For their safe passage, the

Wakato Bridge has been so constructed as to leave a more than 40 meters clearance at high water. The entire length, including the approaches, measures 2,068 meters and the width is 15 meters. Construction of this bridge was started in April, 1958 by the Japan Highway Corporation with an expenditure of about \$13,800,000, being brought to completion in September, 1962. At present it is operated as a toll bridge of the Corporation.

* * *

CMSNC Celebrates 90th Anniversary

The China Merchants Steamship Navigation Co. celebrated its 90th anniversary in Taipei, Taiwan, China on December 16, 1962. CMSNC is headed by Lt. Gen. J. L. Huang as the Chairman of the Board of Directors, who is concurrently our President. The Chief of the Central Secretariat sent a message of congratulations to Gen.

Huang, on behalf of the entire Association members.

* * *

Japanese Port Inspection Group Introduced

Before a 12 men port inspection tour party around Europe and the United States, under the sponsorship of the Japan Port and Harbor Association, left Tokyo on October 14, the Central Secretariat wrote letters of introduction to our member ports and others included in their schedule, asking them to afford conveniences to the party. The port inspection party, composed of many port officials including Mr. Ichizo Ando, Chairman of the Nagoya Port Authority Assembly, Dr. Yoshiaki Kurisu, Chief, Planning Section, Port and Harbor Bureau, Ministry of Transportation, etc., returned to Tokyo on November 17 attaining a great success, thanks to the assistances generously given them by these ports.

NS Savannah Calls at Long Beach

The NS Savannah, the world's first nuclear-powered merchant ship, made her maiden voyage call to Southern California when she arrived in the Port of Long Beach November 27 at 1:30 p.m., Pier A, Berth 10.

Official welcoming ceremonies for the ship were held dockside at Berth 10 on November 28 at 2 p.m.

The public was invited to watch the arrival of the Savannah (11:30 a.m. at the Federal Breakwater) from Pier F and attend the welcoming ceremonies.

On Friday November 30, Saturday December 1 and Sunday December 2, the Savannah was

open to the public from 9 a.m. to 4 p.m.

The ship was at sea November 29 on demonstration runs for invited observers.

But Savannah officials said that the vessel will be in Los Angeles Harbor at the Matson Terminal, Berth 195, from December 12-16 and will also be open to the public on these days from 9 a.m. to 4 p.m.

With an overall length of 600 feet, the Savannah has a displacement of 22,000 tons, a service speed of 20 knots and carries 60 passengers and a crew of 110.

One loading of the Savannah's fuel supply is designed to last for three years or 300,000 nautical miles.

The Savannah is considered one of the safest ships afloat. Her

hull and interior structure surpass the highest standards of safety both in the conventional marine sense and in the construction of the nuclear propulsion plant.

A primary shield has been constructed around the reactor vessel consisting of 33 inches of water and 2.4 inches of lead.

The reactor vessel, primary shielding and associated systems are located within a containment vessel 51 feet long and 35 feet in diameter. The containment vessel weighs 275 tons and occupies 41,300 cubic feet. This giant vessel serves mainly to confine any potential spread of radioactivity in the event of a rupture in the system.

(Continued on Page 19)



The world's first nuclear-powered merchant ship—NS SAVANNAH—made her maiden voyage call to Southern California at the Port of Long Beach on November 27. The 22,000-ton vessel carries 60 passengers and a crew of 100. The vessel is operated by States Marine Lines under the direction of the U.S. Atomic Energy Commission and the U.S. Maritime Administration. The Savannah will remain in the Port of Long Beach until December 2, and after a 10-day cruise will call at the neighboring Port of Los Angeles. One loading of the Savannah's fuel supply is enough to drive her for three years or 300,000 nautical miles.

Newest Mammoth Tanker Arrives Los Angeles

One of the world's largest oil tankers, the "Naess Champion," arrived for the first time at the Port of Los Angeles November 8 to deliver her cargo of 644,000 barrels of crude oil from the Persian Gulf.

The vessel, operating under charter to Standard Vacuum Tankers, Ltd., an affiliate of the Socony Mobil Oil Co., Inc., off-loaded her cargo at the municipal port's supertanker terminal in Outer Harbor. The crude oil moved through Mobil's new pipeline from the terminal to the company's new tank farm on Terminal Island.

The 36-inch, concrete-encased pipeline travels underwater across the 1,000-foot-wide main channel, and is the world's largest submarine oil pipeline.

Off-loading was completed next morning by the supertanker terminal's pumping system, which is

capable of handling 35,000 barrels of oil an hour.

Dr. George R. Wall, president of the Board of Harbor Commissioners, presented a special plaque to the ship's commander, Capt. J. I. Edwards, in commemoration of the "Naess Champion's" first visit to the harbor.

The "Naess Champion" was built in Japan, and went into service July 3 of this year. Deadweight of the vessel is 88,500 tons; she is 875 feet long, has a 47½-foot draft and beam of 122 ft. The ship is capable of a speed of 18 knots.

Tanker of Tomorrow

The tanker of tomorrow will be bigger, simpler in design, and more automated and will carry a smaller crew. Joseph Andreae, assistant manager of the Marine Division of Humble Oil & Refining Company told the Defense Supply Association Convention in Wash-

ington, D. C.

Andreae said that foreign tanker users and owners may settle on a maximum size of 80 to 120,000 tonners while American flag coastwise tankers will probably be in the range of 50,000 tons. At present, the world tanker fleet averages 22,336 tons while American vessels average 20,365 tons.

In addition to the increased size of tankers, Andreae said, there are four other factors which can offer gains in operating efficiency. These factors are corrosion control, economy features, automation, and better operating performance and terminal facilities.

In many instances corrosion of tankers has been overcome, he said, by the application of zinc silicate paint to sand-blasted surfaces. When properly applied, these coatings virtually eliminate corrosion of tank bodies, cut down repair

(Continued on page 20)



The Japanese-built "S. S. Naess Champion," newest and largest oil tanker now operating under charter to the Mobil Oil Company, made her first call at the Port of Los Angeles recently (November 8) to off-load her cargo of 644,000 tons of crude oil from the Persian Gulf. The 88,500-ton vessel, shown here with 47-1/2 feet of her structure below the water level as she approached the harbor entrance, was built by the Mitsubishi Shipbuilding and Engineering Co., Ltd., Nagasaki. Off-loading was completed at the harbor's supertanker terminal the following day, and the ship departed for another load of oil. The 875-foot-long tanker, largest ever to bring cargo to the Port of Los Angeles, is expected to return in mid-January.

LAKE CHARLES, PORT OF PROGRESS

By John H. Groh, Port Director

The story of the Port of Lake Charles is one of growth, progress and achievement.

Since 1926, when the first vessel tied up to the new wharves, there has been a continuous program designed to expand facilities and improve service to shippers. As a result the tonnage figures have steadily increased until this year, it is expected to reach one million tons for the first time.

Ever since the beginning, this Port and her Harbor District has shown a growth which has been the foundation of this area's increased economy and population.

The deep-sea ship channel, which serves the facilities of the Port and the terminals of the petroleum and chemical plants, representing almost one billion dollars investment, located on this channel, has been almost as important to the growth of this area as the God-given natural resources of oil, gas, abundant fresh water, sulphur, limestone, shell, clay and an ideal climate to conduct year-round business.

The growth of the facilities of the Port itself has been accelerated during the past seven years. Revenue bonds providing funds for this necessary expansion are being retired out of Port earnings without cost to the taxpayers.

The administration of this multimillion dollar Port property is my responsibility and its challenge is being met by sound business policies. Aggressive cargo solicitation, competent freight rate handling, quality control in plant and warehouse operations, Port security, maintenance of the physical properties, fine stevedoring and freight forwarding, also pilotage and tug boat service and other allied Port activities, all aimed at doing the best job possible for the shipper, rail, truck and water carrier, are all meticulously attended to by the people here at the Port, upon whose shoulders rest the future success of the Port of Lake Charles.

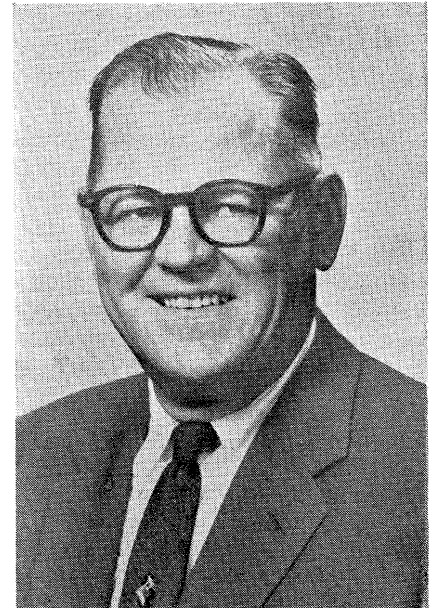
The past has built for the Port of Lake Charles an enviably good reputation for the fine treatment that all past Port business has received and the future of the Port is exceedingly bright.

Rice built the Port of Lake Charles and ever since the early days of the Port in the middle 1920's the production and milling of rice in this Southwestern Louisiana region has been the most important reason why the Port of Lake Charles has held for years the title of the largest rice-shipping port in the world. Thus rice has been the one single commodity that has represented the preponderance of the tonnage that this Port handles each and every year. As example, shown below are the last eight years rice tonnage figures in comparison with the total tonnage figures:

	Export Rice, tons	Total Tonnage	Balance of tons repre- 87 various other commodities
1954	247,465	386,853	139,388
1955	189,304	472,918	283,614
1956	390,965	731,765	340,800
1957	273,869	643,394	369,525
1958	300,046	772,109	472,063
1959	294,475	787,956	493,481
1960	409,153	871,393	462,240
1961	356,137	839,921	483,784
1962	500,000 (Est.)	1,000,000 (Est.)	—

Each year, this Port loads export rice aboard ships that sail this rice to more than forty foreign countries of the world.

Business for the first nine months of 1962 has been so good, 792,432 tons having been handled which is 195,276 tons more than was handled same period last year, leads me to predict that for the first time in the 36 year history of the Port of Lake Charles, we will handle one million tons or more for 1962. The principal cargoes handled this year have been barite ore, 74,424 tons; rice bran, 15,440 tons; creosote oil, 19,162 tons; railroad cross ties, 17,824 tons; bagged flour, 16,843 tons; powdered



**Mr. John H. Groh, Port Director,
Lake Charles.**

milk, 8,358 tons; nitrate of soda, 33,937 tons; coconut oil, 3,767 tons; petroleum coke, 40,849 tons; phosphate rock, 40,625 tons; rosin, 11,567 tons; synthetic rubber, 34,016 tons; soda ash, 5,818 tons;

wax, 11,290 tons; and, of course, at this largest rice port in the nation, we have thus far handled 404,470 tons of bagged rice. Other commodities that are substantially assisting us to our new record are: caustic soda, lard, lumber, iron and steel articles, machinery and machinery parts, canned meat, frozen meat and poultry, nitrate of soda potash, fish oil, pine turpentine, wire products, and whiskey. 1962 tonnage figures for the entire ship channel will not be available from the U.S. Corps of Engineers until the early part of 1963; however, it is believed that the 1962 channel tonnage will exceed the 17,167,924 tons which

placed the Port of Lake Charles in 14th position among the ports of the United States in 1961.

The Port of Lake Charles has equalized rail freight rates same as the big ports in Texas and Louisiana and other Gulf ports on traffic originating at or destined to points in the "territory" of Ohio, Michigan, Indiana, Illinois, Arkansas, Missouri, Oklahoma, Kansas, Nebraska, Iowa, Wisconsin and Minnesota with the exception of some truck-compelled rates and barge-compelled rates. Our Port terminal costs for the shipper and rail carrier are the lowest on the Gulf with the exception of handling at an east Gulf port, with car demurrage here a rarity. Our Port terminal costs for the ocean carrier are no higher than at any other Gulf Port, and our experienced and capable stevedores give dispatch, not excuses. Our facilities for the concentration of cargoes and our warehouses are in splendid condition, keeping commodities safe, dry and clean. We feel these facts, coupled with our sincere desire and efforts to handle business better than it has ever been handled before, merits careful consideration.

The ability of a port to successfully solicit cargo is oftentimes dependent upon the ocean steamship service available at that port. Naturally, the shipping public knows that very frequent steamship service to all ports of the world is available at the large ports of this nation, but many have not fully been made aware of the good and increasingly frequent steamship service that is now available from the Port of Lake Charles. While service to Cuba is now non-existent, this year's steamship service from the Port of Lake Charles is pretty much following the pattern of last year. We are proud to acknowledge with grateful appreciation, the regular advertised steamship service of Lykes Bros. Steamship Co., Inc., and Holland-America Line and no less thankful and appreciative to all of the other almost 70 steamship lines that favored our Port with business calls last year. To point up this wide coverage of the ports of the world by steamships serving the Port of Lake Charles, I utilize this means

of reaching our valued patrons with this important information. About 500 tankers and 500 cargo ships call at the Port of Lake Charles each year. These cargo ships provide shippers with frequent sailings to all parts of the world.

The frequency of sailing during a one year period (1961) is shown below:

39 to Puerto Rico	3 to Korea
34 to Cuba	14 to Indonesia
30 to England	3 to Formosa
51 to Holland	7 to Japan
48 to Belgium	13 to Philippine Islands
47 to France	1 to Australia
39 to Germany	5 to New Zealand
13 to Sweden	6 to Egypt
6 to Norway	21 to Liberia
8 to Denmark	1 to Tunisia
1 to Finland	1 to Morocco
9 to Ireland	4 to Ghana
9 to Scotland	22 to Union of South Africa
4 to Poland	21 to Nova Scotia
12 to Spain	1 to Panama Canal Zone
8 to Portugal	6 to Haiti
8 to Italy	21 to Brazil
1 to Malta	15 to Argentina
5 to Israel	6 to Honduras
3 to Jordan	22 to Colombia
1 to Greece	10 to Guatemala
4 to Yugoslavia	6 to Ecuador
1 to Ceylon	2 to Dominican Republic
32 to India	2 to Paraguay
8 to Pakistan	1 to Uruguay
6 to Iraq	16 to Venezuela
1 to Iran	1 to Salvador
6 to Malaya	15 to Peru
6 to Hong Kong	11 to Chile

Recently completed is a survey of the capital investment at the Port of Lake Charles Authority which provides some interesting and informative figures of replacement cost, sound value and capacity of facilities, annual payrolls, land areas, vessel berths and average number of employees. Of substantial interest and importance to the export/import shippers, the rail, water and truck carriers, prospective new industries for the Greater Lake Charles area and the present industries located here, as

well as most important to the economic welfare of the people of the Lake Charles area, is the following:

Facility: Wharves and docks, 9 units for 10 ships and 3 barges simultaneously, 493,780 square feet covered, 115,600 square feet open concrete. Replacement Cost: \$8,-399,172.00. Sound Value: \$7,177,-431.00.

Facility: Petroleum coke facility, storage 12,000 tons calcined, 25,000 tons raw coke, one ship berth. Replacement Cost: \$1,720,-000.00. Sound Value: \$1,720,-000.00.

Facility: Creosote tank, one million gallon and three cocoanut oil tanks, 400 tons each. Replacement Cost: \$267,524.00. Sound Value: \$246,232.00.

Facility: Cotton storage buildings, 185,000 square feet. Replacement Cost: \$958,383.00. Sound Value: \$571,730.00.

Facility: Storage warehouses, 542,000 square feet. Replacement Cost: \$1,734,970.000. Sound Value: \$1,600,430.00.

Facility: Cargo handling equipment such as 80 fork-lift trucks, 16 loaders, 5 tractors, 10 cranes, 22 trucks, 16 conveyors, and 34,000 pallets. Replacement Cost: \$2,250,000.00. Sound Value: \$2,015,000.00.

Facility: Railway system (19 miles track). Replacement Cost: \$1,482,112.00. Sound Value: \$1,340,806.00.

Facility: Westlake Grinding Plant. Replacement Cost: \$2,410,667.00. Sound Value: \$2,058,838.00.

Facility: Total Replacement Cost: \$19,222,828.00. Sound Value: \$16,730,467.00.

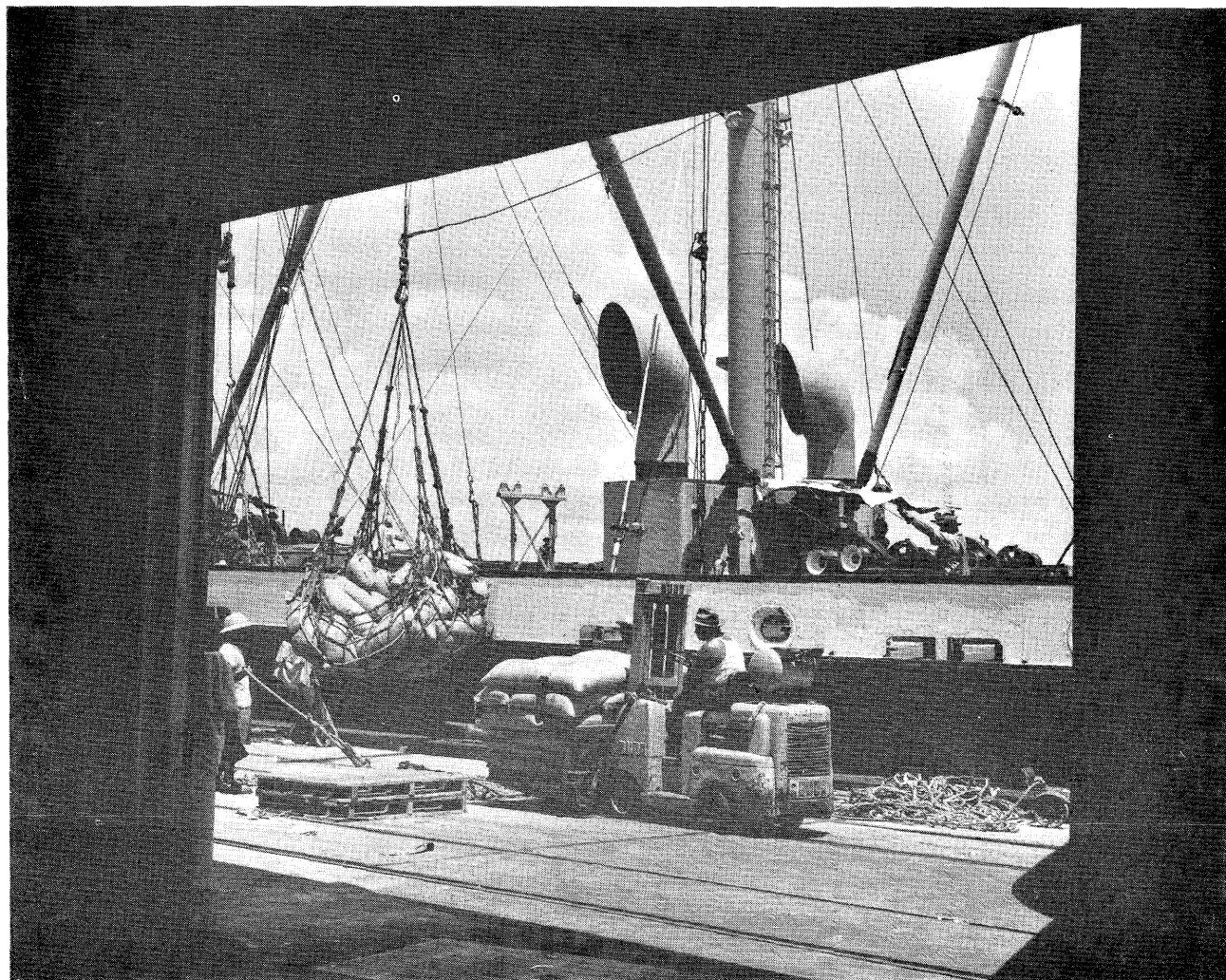
Annual payroll for Port Authority employees and Stevedores' employees, totaling 516 employees (1961), \$2,179,698.00. (This does not include other allied industries located at the Port.)

Total area of land owned by—port—1292 acres which is non-appraised.

Present ship channel and related waterways—Federal owned, no appraisal available.

Since July of 1958, the following construction has been completed: concrete paving has been laid from the west end of Shell Beach Drive to the front entrance of the Port; liquid tank storage facilities have been remodeled to accommodate both input and output of material; new two million dollar wharf and transit shed is complete; the 50,000 gallon and 100,000 gallon water tanks have been repaired and repainted; concrete paving has been laid to the entrance of Shed No. 1 and the sides of this road have been blacktopped for parking purposes; the concrete paving alongside Sheds 4 and 5 has been widened; new sprinkler system has been installed in Sheds 1, 2 and 3; steel dock at Westlake Grinding Plant has been cleaned and repainted;

fender systems on Sheds 3, 4 and 5 have been rebuilt; dust arrester has been installed at Westlake Grinding Plant, eliminating the pollution of air in that area; toilet facilities for longshoremen have been installed in Sheds 1, 2, 3, 4, 5 and 6; new roof has been installed on nitrate shed; industrial power sweeper for streets and warehouses has been purchased and is in use; cathodic protection system for new 200,000 gallon water tank has been installed; concrete paving to the new two million dollar dock has been completed; several warehouses have been adapted to handle truck tail-gate loading and unloading; mobile fire-fighting equipment has been acquired and also two-way radio for communication with City police and fire departments and fire-fighting brigade has been activated. Suitable office space has been constructed for the men filling the new positions of Fire Chief and Police Chief. The administrative offices have been



Unloading a freighter at the Port of Lake Charles.

completely remodeled to provide offices for the Sales Manager, Traffic Manager, Assistant Port Director and Auditor. Recently completed was a new Board Room and Hearing Room. On stream since April 1962 has been the Port's new \$1.8 million bulk storage and handling facility for petroleum coke. New office furniture and new office machinery has been purchased to bring all office procedures up to top performance.

Purchase of 477 acre tract of waterfront property adjoining the Docks was made in October 1962 by the Dock Board. This will provide ample expansion area for additional Docks for the foreseeable future.

All of this expansion is a dollars and cents investment in the golden future of the Port of Lake Charles. The new dock that will accommodate two additional ships and the rehabilitation of the other wharves and transit sheds puts this Port in a most prominent position to handle the increased traffic that these excellent facilities will generate.

The Board of Commissioners of the Lake Charles Harbor & Terminal District, through the years, has fostered a policy of progress and expansion at this Port and on the deep-sea channel from the Gulf to this Port and the present business level at the Port and the many industries on the channel have proven the worth of that policy. This petroleum and chemical industrial plant complex with plant investment of almost \$1 billion is made up of such national corporations as Olin-Mathieson Chemical Corp., Pittsburgh Plate Glass (Columbia-Southern Chemical Division), Continental Oil Co., Cit-Con Oil Corp., Cities Service Refining Corp., Magnolia Tank Farm and Docks, Union Oil & Sulphur Docks, Firestone Tire & Rubber Co., W.R. Grace & Co. (Davison Chemical Division), Magnet Cove Barium Corp., Ideal Cement Co., Continental Black, Inc., Petroleum Chemicals, Inc., Lone Star Cement Corp., Trinity Portland Cement Co., and other plants, such as Kelly-Weber Fertilizer Plant (which was the first on the ship channel), W. T. Burton Shell Terminal, Calcasieu Shipbuilding Co., and the Port of

Lake Charles Phosphate Rock and Barite Ore Grinding Plant and Warehouses (Westlake). For a time, at the Port, much of the progress and expansion was devoted to special facilities, such as the Westlake Grinding Plant, the nitrate storage warehouse, the creosote oil storage tank terminal, the coconut oil storage and re-shipping facility and the petroleum coke bulk storage and handling facility and construction of additional special facilities will occur. But only the construction of additional special facilities will occur. But only the construction of additional wharves and transit sheds, stepping up the export and import general cargo handling capabilities of the Port, makes our progress and expansion program a well-rounded one, which stimulates world trade through this Port and increases the economic welfare of Lake Charles and this area. This has now become a reality through the completed construction and usage of our new Contraband Bayou Wharf Unit and will be further enhanced by the construction of another new ship wharf and additions to present wharf buildings. Looking around the nation's deep-sea ports on the Atlantic, Gulf and Pacific Ranges, it is significant to note that many of our great ports, such as New York, New Orleans, Houston, Los Angeles, to name a few, are in the process of constructing, or have recently completed construction of new wharves and transit building facilities for the export and import cargoes of new wharves and transit building facilities for the export and import cargoes of world trade. Abroad, there is a similar trend in some areas. We, at the Port of Lake Charles, are cognizant of these facts, and we look forward to a better world climate in which increased world trade may be nurtured to the benefit of our people and of all peoples. It is not too early for us to be planning yet another new wharf unit and moving in that direction we feel confident the Port of Lake Charles will take its rightful place in the pattern of this nation's deep-sea ports and earn its corresponding share of a brighter and enlarged business of world trade.

Our deep-water ship channel with project dimensions of 35 feet deep and 250 feet wide at the bottom is of course being dredged from time to time each year by the United States Corps of Engineers to maintain these project measurements.

The deepening and widening of this ship channel to 40 foot depth and 400 foot width at the bottom will soon be a reality. The entire project includes, in addition to the 40 by 400 foot channel in-shore of the Gulf of Mexico, a 42 by 800 foot approach channel in the Gulf of Mexico and also a 35 by 250 foot channel from the general cargo wharves of the Port of Lake Charles to the Port of Lake Charles' Phosphate Rock and Barite Ore Grinding Plant, some two miles above the general cargo facilities. A turning basin 750 feet by 1,000 feet has been constructed at that location. This project also includes the maintenance of a 12 by 200 foot channel into the town of Cameron, Louisiana.

The Federal first costs and annual charges on this modification are estimated at \$16,992,000.00 (exclusive of \$156,500.00 for navigation items and \$35,000.00 pre-authorization studies) and \$1,128,535.00, respectively, with corresponding non-Federal items being \$4,631,000.00 and \$163,000.00. The benefit-cost ratio of the modification is 1.3 to 1.

As assurance to the future progress of the Port, on April 4, 1961, the property owners of the Lake Charles Harbor and Terminal District (a 203 square mile area), approved a \$13 million bond issue for Port improvement and industrial development for the following projects:

SHIP CHANNEL enlargement from 35 feet deep and 250 feet wide to 40 feet deep and 400 feet wide. The Federal Government will, during the 3-year course of this job, spend \$16,992,000.00, but the Port must pay for the additional land on each side to accommodate the wider channel. This will cost, \$2,020,000.

INDUSTRIAL INNER HARBOR NAVIGATIONAL CHANNEL. Purchase of tract of land 4,000 feet wide and 6 miles in length (potential 12 miles of industrial waterfront), \$1,565,000. Dredging a channel 500 feet wide, 35 feet deep and 2½ miles long (actual 5 miles of industrial waterfront), \$1,637,000. Re-routing of State Highway right-of-way, \$22,000. State Highway construction age to re-routing, \$182,000. Drainage to prevent salt water intrusion, \$55,000. Purchase of land for railroad right-of-way from east end of new industrial channel to nearest railroad branch, \$98,000.

PETROLEUM COKE BULK HANDLING PLANT. (Long term contracts already signed with shippers will amortize this plant the same as the Westlake Grinding Plant is doing), \$1,720,000. (This plant was completed April 1962)

GRAIN ELEVATOR, its construction on the industrial channel by the Port, will be the nucleus for other industries there. It would justify expenditures by railroads to lay track on Port-owned right-of-way. Construction would begin only after long term contracts were signed leasing the elevator to grain exporters. Such negotiations are now going on. Two million bushel elevator, complete, \$3,300,000.

NEW WHARF AND TRANSIT SHED. Present facilities are not adequate to handle the increased volume of business, \$2,100,000.

RESERVE for contingencies that will occur during development and construction, \$301,000.

In the event the grain elevator would not become a reality, the monies allocated therefor, could be made available for the construction of a plant for any suitable industry providing same would warrant such expenditures. The types of industries that may require sites having access to deepwater navigation in the Lake Charles area within the next ten years are listed below:

1. Manufacturing facilities for:
 - a. Paints and varnishes.
 - b. Alcohols.
 - c. Synthetic rubber.
 - c. Various petroleum pro-

ducts.

- e. Other industrial chemicals and chemical specialties.
2. Open areas for marshalling and handling of:
 - a. Scrap metal; steel and steel products, including pipe; lumber.
 - b. Sulfur; fertilizer and fertilizer materials.
 - c. Facilities for products, such as ammonium nitrate and carbon black, requiring separation from other cargo handling areas.
3. Special bulk handling facilities for:
 - a. Grain, including rice.
 - b. Liquid bulk products, including molasses.
4. Yards for shipbuilding and repair.

Additional manufacturing facilities which are located on the Gulf Coast and which may develop at Lake Charles within the next twenty years include a mill for production of paper, paperboard and pulpboard, a reduction plant for converting bauxite to alumina, and facilities for handling or refining of other non-ferrous minerals. A sugar refinery might also be potential to the industrial area if the changing pattern of United States sugar supply results in increases in imports to the Gulf Coast or in cane production in Louisiana.

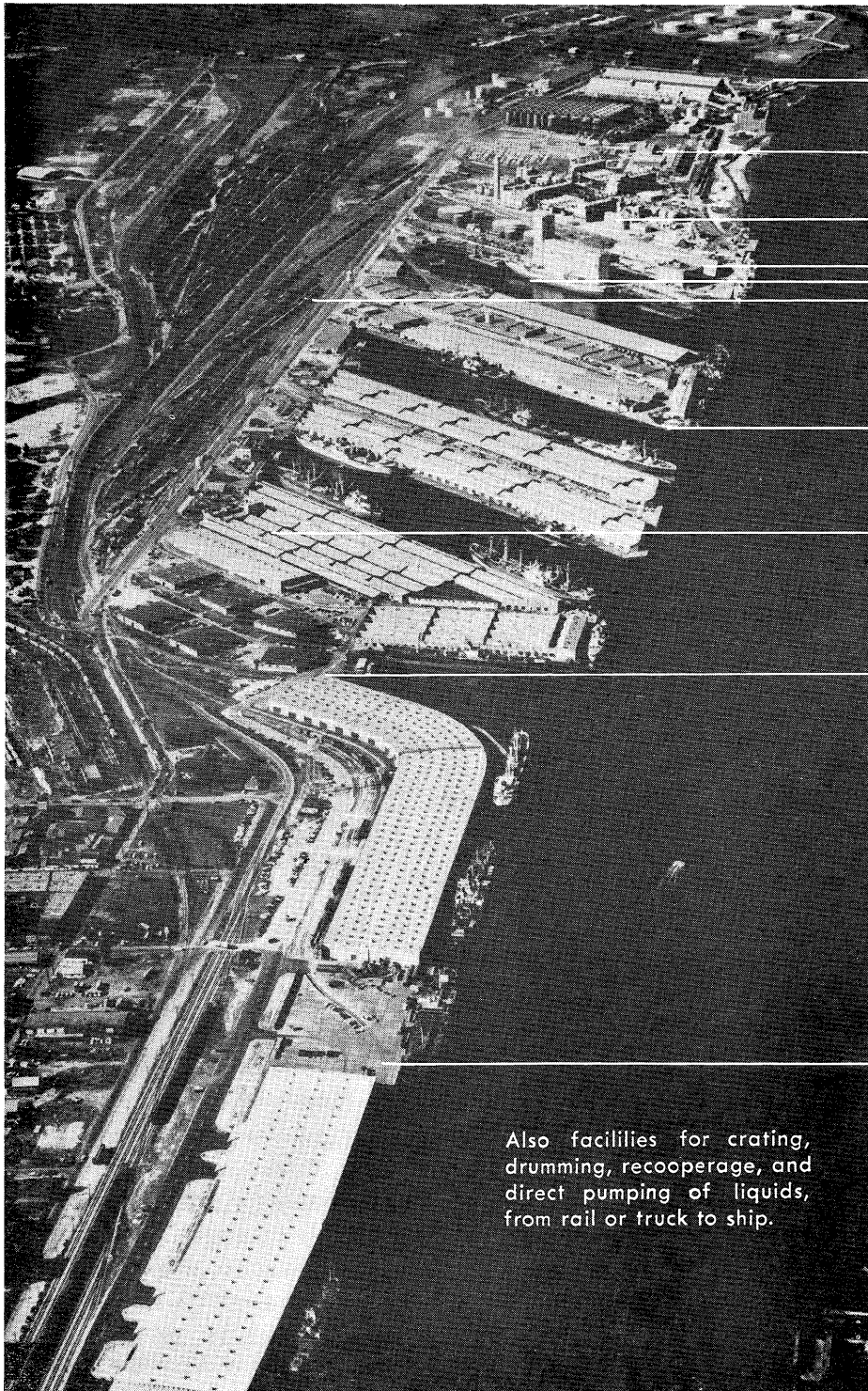
In addition, there will be a continuing need for new sites suited to service by barge. Industries requiring such sites could include the types listed above together with many others such as those involving processing and handling of sand, gravel, shells, clay, cement, concrete products, machinery, pipe coating, other metal manufactures, electronics and beer. Similarly, sites may be required for the receipt and processing of fish and other seafood, for berthing of towing and dredging vessels, and for pleasure craft facilities.

At the present time the public and private waterfront facilities at Lake Charles include general cargo terminals, oil handling, bunker oil,

petroleum coke handling, fertilizer handling, chemical handling, petrochemical handling, ore handling, oyster and clamshell handling, sand handling, cement handling, vegetable, nut and fish oil handling and dry docks, marine railroads, and shipbuilding and repair.

Completion of the new enlarged ship channel will enable two-way traffic by ships of whatever dimensions and will make our ship channel second to none. Much preliminary work has been done on the construction of an industrial inner harbor navigational channel which will be located on the ship channel north of its intersection with the national intracoastal barge canal, extending eastwardly, which would provide industrial sites for plants desiring to use rail, truck, barge and deep-sea ship service. Such a location would be only some 50 miles farther by barge via the intracoastal canal and Atchafalaya River than New Orleans from the Mississippi River crossings north of Angola, Louisiana. Such a location would be served by at least two trunk line railroads and this location would be readily accessible by trucks over the highways. Such a location would provide industries locating there inexhaustible supplies of fresh water for plant purposes, inexpensive natural gas, and electricity, and all the natural resources of Louisiana and the Gulf Coast at low transportation costs. Additionally, a wealth of skilled and semi-skilled labor for the plant is available in the greater Lake Charles area.

One of the most important projects in our current \$30 million expansion program is the construction of the Inner Harbor Industrial Channel and there will be a concerted effort made within the framework of a full program to encourage industry to locate on the waterfront industrial sites made available by the construction of this industrial channel.



Ore Terminal for unloading/loading bulk materials to and from ship, and rail or barge

(Aluminum Company of America)

(Ideal Cement Company)

Shipside Cold Storage and Freezing Plant

Public Grain Elevator

Terminal Switching Railroad
52 miles of track, 7 diesel locomotives, and marginal tracks

75 ton Stiff-leg Derrick (locomotive cranes lifting 40 tons also available)

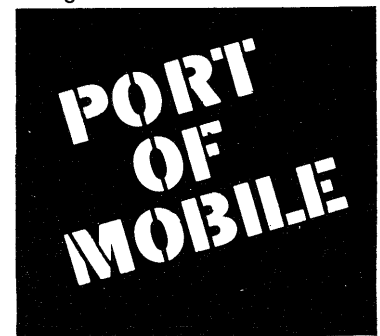
Cotton Compress and Warehouse

Import warehouses and bonded storage areas

29 General Cargo Piers

Marginal Rail Tracks

Also facilities for crating, drumming, reconditioning, and direct pumping of liquids, from rail or truck to ship.



The Alabama State Docks is the Port Authority at the Port of Mobile, Alabama.

This ocean terminal, constructed just a little over three decades ago, designed by one of the builders of the Panama Canal, has caused the growth of the Port of Mobile to a rank among the top ten ports of the United States.

The Port has grown, because the "Docks" has grown, meeting the changing needs of international traders.

A shipside cold storage plant is available to move frozen foods *directly*, in a matter of minutes, from refrigerated holds of the vessels to immediate refrigerated storage . . . mutton from Australia . . . frozen shrimp from the Persian Gulf . . . fish from Norway.

Liquids going overseas — glucose to Puerto Rico . . . resin to Italy, are accommodated by the Docks' portable pump that moves liquids across the piers from rail or truck *directly* to deep tanks within the vessels. (Or liquids can be "canned" right at shipside.)

Marginal rail tracks enable shippers of heavy machinery to load their equipment from open-top rail cars *directly* to vessels.

These and the other facilities of the multi-units of the Alabama State Docks are under "one management," making it easier — cuts red tape — in shipping through Mobile.

The Alabama State Docks can be contacted at P. O. Drawer 721, Mobile, Alabama (phone HEmlock 8-2481)

PORT OF MOBILE

—Past and Present—

MOBILE is an old and historic city, a city of six flags, as she has upon her soils the footsteps of explorers, conquerors, settlers of many nationalities.

Twenty-seven years after Columbus' discovery of America, the Spanish Captain Alvarez de Pineda dropped anchor in the harbor at the present Port of Mobile to explore the Gulf Coast.

In 1702 Pierre Le Moyne, Sieur d'Iberville, claimed this area of the

Gulf Coast for the French and named the capital city Mobile. Mobile was the first capital of the Louisiana Territory.

However, the prosperity and influence of France waned, and the British took Mobile. The British flag unfurled to wave over the town, but was not destined to fly for many years, for in 1780 Spain declared war on the British and Mobile was forced to surrender to Spanish rule for 30 years, until,

without any bloodshed, Mobile at last came under American rule.

After the acquisition of Mobile by the United States of America, Mobile became an important cotton port. Seeking new fields, cotton planters moved inland from the Atlantic Coast and settled along the Alabama rivers that flow into Mobile Bay on the Gulf of Mexico. River packet boats hauled the cotton down the rivers to Mobile where ocean-going vessels carried the bales to cotton mills in New England and the Continent.

Cotton was "King" and Mobile prospered. Then came the war of secession. The flag of the Republic of Alabama flew briefly over the

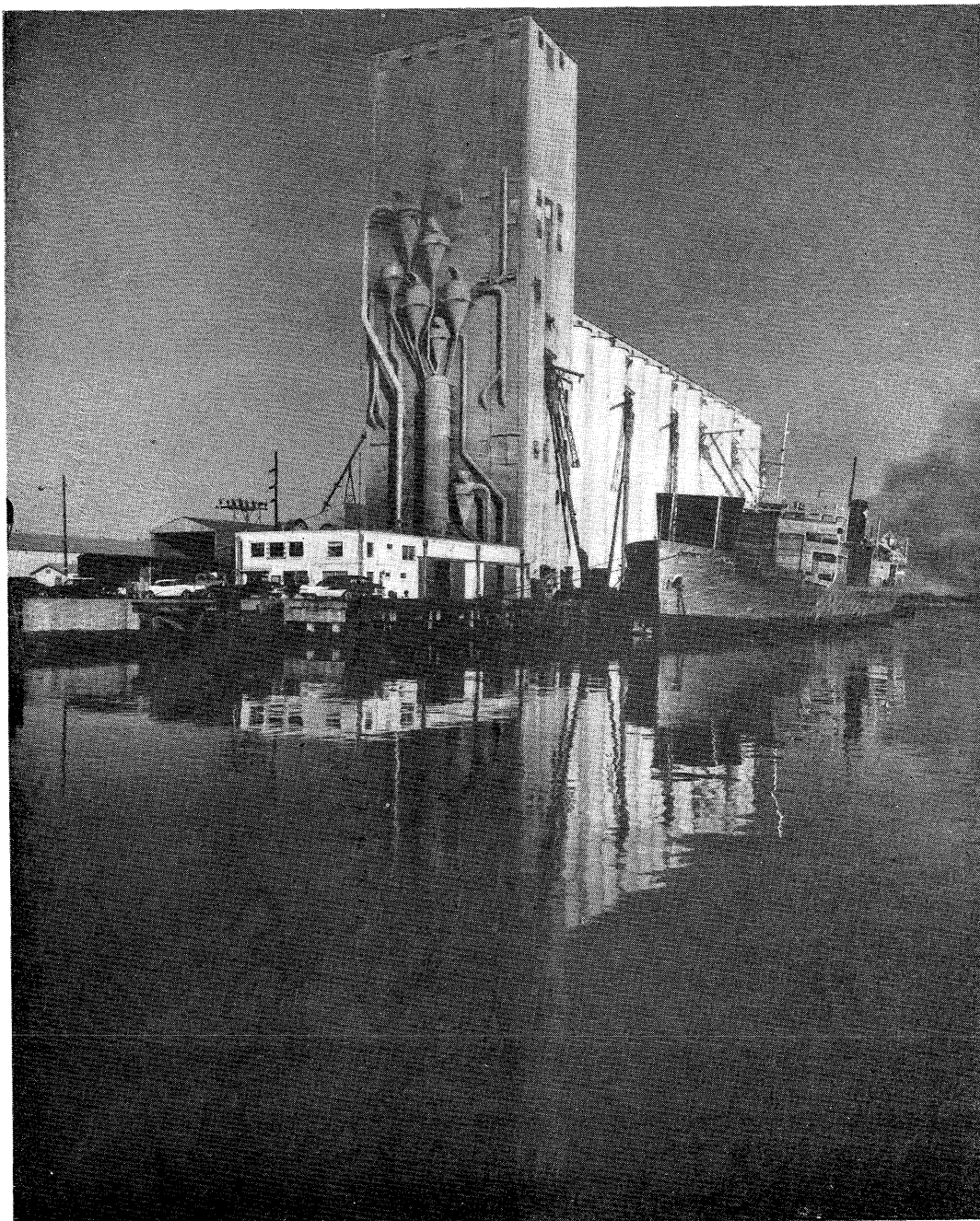


Photo shows the public grain elevator of the Alabama State Docks, Port of Mobile.

city until the Republic of Alabama joined the Confederate States of America, the sixth flag to fly over the City of Six Flags.

The Civil War, the reconstruction afterwards, the boll weevil that attacked the cotton plant—all contributed toward the downfall of King Cotton. And, with the fall of cotton almost came the fall of Mobile as a port, for Mobile, in a one-crop region, was a one-commodity port. The loss of this export crop was disastrous to the port. languished.

In 1919, the U.S. Rivers and Harbors appropriation bill vested the Secretary of War the discretion to withhold moneys for new projects, if, in his opinion, no water terminals existed adequate for the traffic.

Mobile was wholly lacking in adequate facilities and the Government's published policy brought action by the State of Alabama. Actually, it could have been a blessing in disguise that there was no port development at the Port of Mobile during that interim. For, when the State of Alabama stepped

in to build an ocean terminal, it was a start from scratch, and did not have to incorporate an existing and obsolete wharf and warehouse into its plans.

The site chosen for Mobile's new port was an area almost completely marsh and swampland, almost all of the 540 acres being below high water mark. Yet it was located just a mile north of downtown Mobile.

To build this ocean terminal the State persuaded General William L. Sibert, a native of Alabama, to come out of retirement and undertake the planning and engineering. General Sibert was one of the builders of the Panama Canal, more especially responsible for the Gatun Locks and Dam on the Atlantic side.

A little more than thirty years ago the Alabama State Docks, the newest and most modern of the U.S. ports, was officially opened. The first vessel to make use of the facilities of the Alabama State Docks was the S.S. Edgar F. Luckenbach, May 23, 1927.

The Alabama State Docks has caused the Port of Mobile to rise from near bottom ranking to one of the top ten ports of the nation.

Today, a self-sustaining operation, the Docks carry a book value of about \$25,000,000. Docks management estimates it could cost \$75,000,000 to replace present facilities.

Mobile is Alabama's own and only ocean seaport.

The Port is located at the head of almost landlocked Mobile Bay at the mouth of Mobile River. There is a 36-foot, 35-mile main channel from the Gulf, with a channel across the bar of 38 feet. Depths of 42 feet on the bar and 40 feet in the bay and river channel have been authorized and will be dredged when Congress appropriates funds. Physically, Docks operations extend over 650 acres with two and a half miles of waterfront along Mobile River, almost adjacent to downtown Mobile.

The complete Port of Mobile is composed of many installations along the channel—repair yards,



Shown above is the SEIKAI MARU, OSK Line, one of the Japanese Lines serving the Port of Mobile.

**The Ore Terminal
of the Alabama
State Docks, Port
of Mobile.**



private ocean terminals of firms handling their own products moving by ship or barge (American Bitumuls, U.S. Steel, Reichhold Chemicals, the banana terminals, oil terminals). There are industrial sites and military installations.

But the public ocean terminal for the port is made up of units and facilities of the Alabama State Docks. The Alabama State Docks is the Port of Mobile for the exporter/importer.

The "Docks" has a total of 31 berths, with a bulk handling plant for the unloading/loading of ores; a shipside cold storage and freezing plant; public grain elevator;

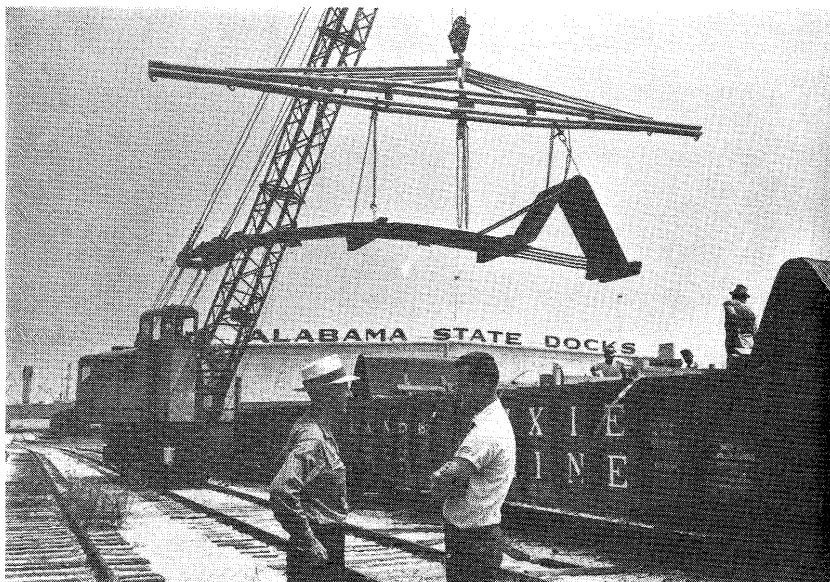
cotton compress and warehouse; import warehouses; and facilities for crating, packing and drumming.

Over 100 steamship lines serve the Port. Four trunk line railroads (plus the Dock's Terminal Railway), 24 truck lines, 3 common carrier barge lines (and innumerable contract barge carriers), and air lines round out an adequate transportation picture.

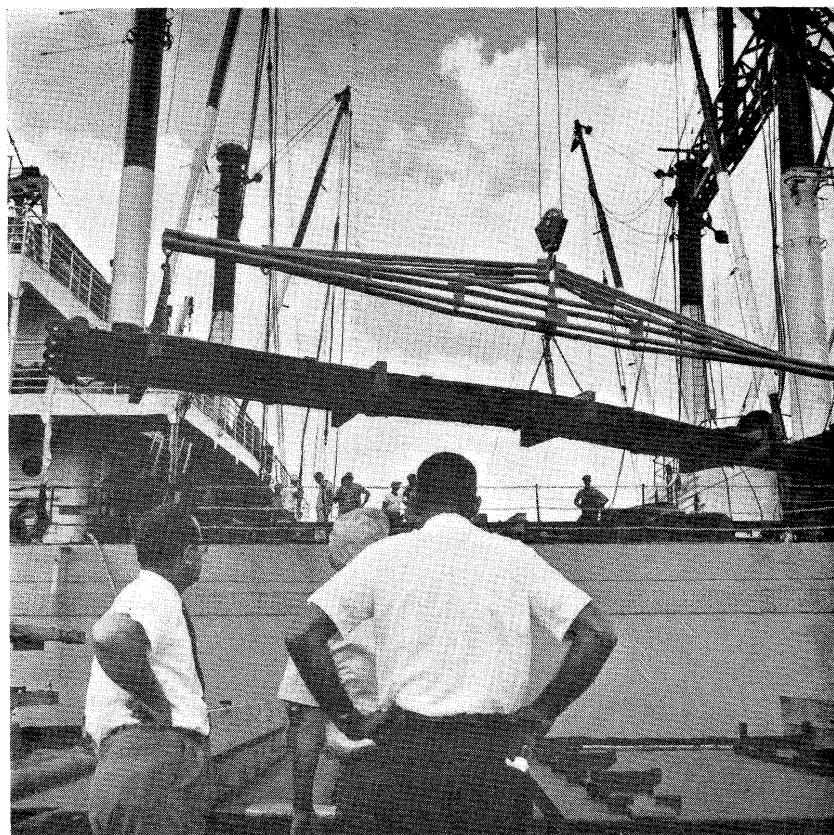
Strategically located, the Port of Mobile is also terminus for a 480-mile navigable river system for barge traffic to and from industrial Birmingham. It is situated on the Gulf Intracoastal Waterway

that connects the city and Alabama with other Gulf states area, thence, via the Mississippi River to the heart of mid-continent.

Taking a lesson from the rapid growth and success of its seaport at Mobile, the State of Alabama and the Alabama State Docks is engaged in a program of developing the State's navigable and potentially navigable rivers. This program includes new and modern locks and dams as well as barge terminals at various locations on the state's rivers to increase barge traffic on Alabama rivers and through the Port of Mobile.



A "strong-back" is shown being used for unloading from a rail car.



A "strong-back" is also used for loading aboard the ship.

Sound progress at Port has attracted affiliated business. Major industry, always in search of adequate handling and shipping, has moved into the growing Gulf area in quantity.

All of these factors make the Port of Mobile a model port, a port that has experienced an his-

toric and picturesque past. Although it looks back and reflects its past, it looks forward to serving the import/export needs of world traders with better and better facilities, anticipating and meeting the specialized needs of this important area of the United States business scenes.

Largest Steam Plant Shipped

A "strong-back" is just what was used—a special piece of equipment manufactured by Babcock & Wilcox at their plant in West Point, Mississippi, where they manufactured the steam plant that it lifted.

The cargo consisted of parts for a complete steam power plant going to Japan. This equipment makes up the "largest steam plant ever shipped by Westinghouse from the United States," says Carl G. Moberg, Traffic Manager for Westinghouse Electric International Company, designers and engineers of the steam power plants that will be used for generating electricity.

Babcock & Wilcox was the manufacturing firm, and when they constructed the boiler tubes, etc., at the West Point plant, they also constructed the "strong-back." This piece of equipment is used to keep the unusual forms from "kinking" while being unloaded at the plant, while being unloaded at the port, and while being loaded aboard the ship. The "strong-back," after loading the cargo, was itself taken aboard the vessel for use in Japan—for the unloading at the Japanese ports and at the plant site.

First load left Mobile aboard the States Marine Line vessel "STEEL DIRECTOR." Another shipment (and another strongback) was used later to load a Japanese flag vessel carrying another part of the cargo. Westinghouse engineers in Japan will supervise erection of the plant. When completed, total cost will be approximately 18 million dollars.

* * *

Upbound traffic through the 1961 while downbound cargoes Montreal-Lake Ontario section for 1962 shows a gain of 39.6% over declined by 8.1%. Both upbound and downbound traffic on the Welland Canal increased by 48.0% and .8% respectively. The general increase for the season is due to heavy shipments of iron ore upbound.

Port Problems Reviewed at Australian Port Conference

Fifty-two subjects of vital interest to Australian Ports along the nation's 12,210 miles of coast line were discussed in the Port of Fremantle recently, when 67 delegates from 25 port authorities attended the 18th Conference of the Australian Port Authorities Association.

Topics of major interest included:—

● The International Convention on the Prevention of the Pollution of the Sea by Oil.

Conference decided that the various States Governments be requested to proceed with the drafting of their particular regulations which are to be based on those of the Commonwealth Government, in order to ensure uniformity throughout Australia in preventing pollution of the sea by oil.

The Permanent Committee was asked to prepare model regulations which are to be presented to the various State Governments for their guidance.

As far as State Legislation is concerned, this needs to be wider and more comprehensive than the Commonwealth regulations which cover only persistent oil and do not extend to places on land. State legislation will also have to provide for other matters relating to this problem in which the various States are interested.

● Turn-round of Shipping.

Conference urged all port authorities throughout Australia to maintain their efforts to improve the turn-round of shipping, and the Permanent Committee was asked to keep the matter under constant review.

Delegates felt that mechanisation of cargo handling could speed the turn-round of ships.

● Wharfage on Exports.

This was a subject of concern only to the three Victorian ports and Western Australian ports which operate under considerable economic disadvantages because of their statutory inability to charge

wharfage rates for services rendered in respect of export cargo.

In recent years the Port of Melbourne in particular has been particularly vulnerable financially in view of the successful export drive being made by Australian primary and secondary producers, resulting in a larger volume of export cargo passing over the wharves. At the same time, the Federal Government financial restrictions on imports has limited the volume of cargo from which the Port Authority gains the major portion of its income as a financially-independent Authority.

Conference delegates considered that all users of ports should pay for the facilities provided, and that it was an unfair burden on imports to bear all the cost.

Conference urged port authorities concerned in this matter to continue to make representations to their respective State Governments to allow them to levy charges on export cargo.

● Amenities for Port Workers.

Conference decided to urge all port authorities to provide and control all port amenities where possible. On the question of the provision of wet weather change rooms for waterside workers it was decided that demands for these amenities be dealt with uniformly throughout Australia.

● Payment of Ordinary Port Charges for State Government Cargoes.

This question was of interest only to the Port of Melbourne which is the only port in Australia where cargoes for State Government Departments are handled free of port charges. Even in the other two Victorian Ports—Geelong and Portland—wharfage rates are paid on this type of import cargo.

Conference decided to urge the Victorian Government to reconsider the removal of this statutory exception by which State Government goods entering the Port of Melbourne are free from the payment of ordinary port charges.

● Next Conference.

At the conclusion of the Fremantle Conference, the Melbourne

Chairman, Mr. Swanson, issued an invitation to the Association to hold the 19th Conference in Melbourne in 1964, at which the Melbourne Harbor Trust Commissioners would be the hosts.

The invitation was accepted and preliminary arrangements are already being made by Melbourne Harbor Trust officers.

* * *

AAPA's New Officers

Joseph L. Stanton, Executive Director, Maryland Port Authority was elected President of the American Association of Port Authorities at the final meeting of the 1962 AAPA convention at Baltimore, Md.

Mr. Stanton, who served during the past year as 1st Vice-President, was formally installed in his new office at a dinner dance attended by some 400 delegates and wives.

Thomas P. Guerin, General Manager and Secretary of the Portland, Oregon Commission of Public Docks was elected 1st Vice-President.

E. J. Morkos, Commissioner for Traffic, Curacao Harbour Authority, Curacao, Netherlands Antilles was named 2nd Vice-President.

Elected 3rd Vice-President was Louis C. Purdey, General Manager, Toledo-Lucas County Port Authority.

The new officers will direct the activities of the AAPA until the conclusion of the 1963 convention in Portland, Oregon.

(Continued from Page 7)

Actually, should the reactor compartment be involved in a broadside collision, the colliding vessel would have to penetrate 17 feet of reinforced ship structure, a heavy collision bulkhead, two feet of laminated redwood and steel collision mate, and four feet of concrete before even the containment vessel would be struck.

Built at a cost of \$53 million, the Savannah is operated by the States Marine Lines, Inc., under the direction of the U.S. Atomic Energy Commission and the Maritime Administration of the U. S. Department of Commerce.

Harbor Labor Condition in Thailand

In response to the Police Department's circular about the findings obtained from the hearing of public complaints conducted during 6th-12th May, concluding that the cost of living continued going up while the income of workers continued going down and that each day port laborers were sitting idly in great number waiting for work, the Port Authority of Thailand gave out the following facts and figures about port labor conditions. The Port Authority employed a total of 702 laborers. Of this, 296 persons were first class labor who are entitled to regular pay, working or not working; 169 belonged to second class labor who are entitled to regular pay, working or not working; and 237 persons are of third class labor who are paid only when they have work in actuality; every one in this class was given work at all times. In 1961 the Port Authority employed for its work a total number of 353,122 labor units at an average wage per unit of Baht 25.—. In 1962 an increase 4%-6% of inward tonnage had been envisaged. In August alone a total of 37,804 labor units was employed at an average wage per unit of Baht 26.— and based on these figures each of the 704 laborers had worked 54 labor units averagely during this month and by so doing earned approximately Baht 1,400.— each. As for the third class labor of 297 men strong in particular, in August they worked 12,240 labor units totally or 51 units each at the wage per unit of Baht 20.—, thus earning approximately Baht 1,020 each for the month.

In addition to their wages, they received welfare benefits including free housing with power and water supplies, free compulsory and secondary education for their children and so on. All these put together were considered good compensation according to local standard. Since there were numerous groups of labor such as laborers hired by customs brokers, stevedore contractors, freight forwarders and others those who had been alleged as sitting idly might not belong to the Port Authority.

New Port Watching System of New York Port

The Waterfront Commission of New York Harbor has initiated the first stage of its broad program of action to improve the protection of ocean-borne cargo moving through the Port of New York.

As part of the implementation of the new port watching regulations, which become effective October 15, John J. Murphy of Brooklyn, veteran Waterfront Commission staff member and official, has been named coordinator of port watching. Mr. Murphy will head a unit responsible for conducting surveys and acquiring information as to the physical and security conditions found on the 175 docks and piers in New York Harbor under the jurisdiction of the pier agency, acquisition of data regarding pilferage incidence, processing of applications for licenses as port watchmen, supervision of the industry-sponsored training courses for port watchmen and enforcement of standards of conduct for port watchmen. The new unit is part of the Division of Investigation.

L.A. Port's Annual Statistics

Cargo tonnage, gross revenues and net income all increased at the Port of Los Angeles during the fiscal year ended last June 30, it was announced by Dr. George R. Wall, president of the Board of Harbor Commissioners.

An annual statistical report, prepared for the Board by the Harbor Department's accounting division, shows: total cargo, 26,088,015 tons, up 4.30 percent over the previous year; gross revenues, \$8,654,069, up \$309,660; and net income, \$2,388,593, an increase of \$216,539.

Ship arrivals were down slightly to 4428 from last year's 4552. Of these, 1845 were of U.S. registry and 2583 were foreign-flag. Japan's 443 arrivals put it at the top of the list of the 27 foreign fleets contributing to this total.

General cargo declined 3.98 percent to 3,544,378 tons, bulk petroleum rose 9.03 percent to 18,721,-

180 tons, Dr. Wall said. The balance-of-trade ledger shows imports up 22.79 percent and exports down 3.99 percent.

The ten principal imports, in the order of tonnage, were: bananas, molasses, copra, pipe, steel mill products, veneer and plywood, steel wire manufactures, vegetable fibers and manufactures, window and plate glass and green coffee.

Topping the export manifest were: iron and steel scrap, borax, citrus fruits, cotton, industrial chemicals, feeds and meals, old newspapers and magazines, steel mill products, infusorial earth and potash.

Contributing to the municipal port's total income were: shipping services (dockage, wharfage, pilotage, etc.), \$5,242,152; rentals, \$2,410,936; and miscellaneous (oil royalties, warehouses, railroad, etc.), \$1,000,981.

Dr. Wall pointed out that the port is self-sustaining, receiving no tax money, and uses its earnings for improving and expanding its facilities.

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costs and time out of service, and facilitate tank cleaning.

Andreae cited a number of economy features that can be derived from simplification of design. They include location of bridge and quarters aft to save construction costs of the midship house and all piping to it; provision of quarters for a reduced number of crew; centralized machinery control; elimination of dual boilers and auxiliary equipment; and elimination of a significant number of cargo tank bulkheads and their attendant pipeline systems.

"The cumulative effect of simplification," he said, "could reduce first cost of a ship by 20 to 25 per cent. Operation of a simplified vessel on which crew could be reduced from the conventional 44 men to 30 together with reduced initial investment should allow costs, including capital recovery, to be about 25 per cent below that of existing ships."

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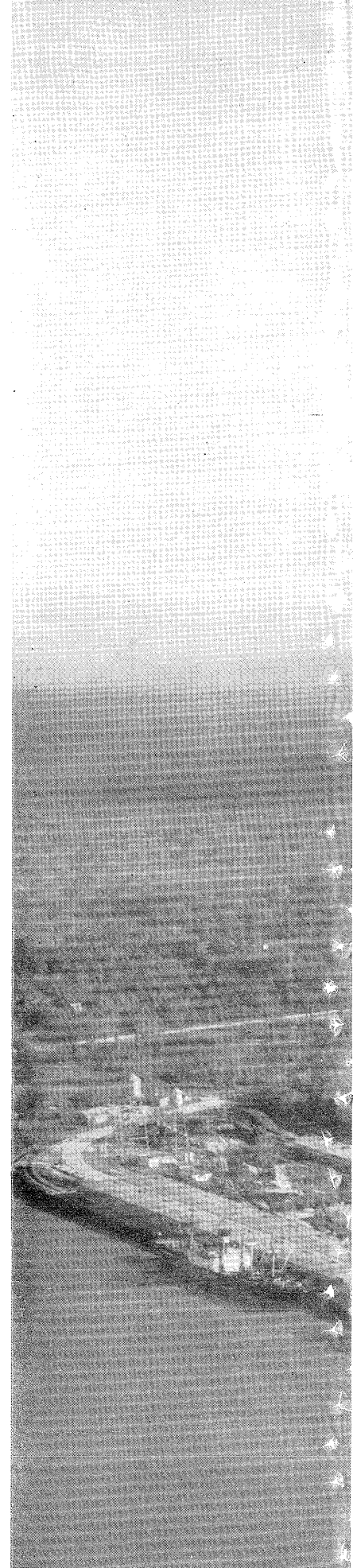
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**Central Secretariat of the International Association
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The Wakato Bridge, the longest suspension bridge in the Orient, of 680 span, was completed and opened to traffic last September. It connects the two cities of Tobata and Wakamatsu across the entrance of Dokai Bay, North Kyushu.



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