

Los Angeles Port Among the Busiest

Reporting a better than one-third gain in foreign shipments for last year over the previous 12-month period, the Port of Los Angeles takes pride in its position among those harbors observing World Trade Week, 1968.

Placing alongside that statistic the fact that general cargo handled, excluding petroleum and lumber, also increased by 33 per cent last year, the heavy demand for this port's present imaginative expansion and modernization program is quickly realized. The progress and current status of some of the major projects now being carried out in the "Cargo Capital of the West" should be a source of encouragement for the business and labor communities in Los Angeles.

Since 1914, when the first municipal wharf was built in Los Angeles Harbor, the configuration around the port has undergone many changes, sometimes slight, sometimes radically different. Where the cutting out and extracting of 25-year-old wooden pilings began last year, rows of new concrete pilings and pouring forms now reveal the new outline of the four-berth, \$3.5 million container terminal being constructed in West Basin. It is planned that 750 feet of this new wharf will be available to several Japanese shipping lines by Aug. 31 of this year, with the remainder of the facility ready for use by December.

Japanese shipbuilders are presently constructing vessels specifically designed for container shipments; target dates for completion of these ships coincide with dates set by the Los Angeles Harbor Commission for completion of the facility.

Elsewhere in the Harbor, the containerization story, which began at the Port of Los Angeles with the shipping van handling facilities at Matson Terminal (itself recently expanded to include a freight station), continues to spread with new concrete pilings bristling among pouring forms at Consolidated Marine Terminal. The new 700-foot-long concrete wharf and an adjacent 20-acre backland area will provide

berthing and cargo-handling facilities for new container carrying vessels now being built for the three steamship lines to which the area is assigned.

An interesting innovation soon to be seen at the Port of Los Angeles is the development by the Pacific Far East Line, one of the users of Consolidated Marine Terminal, of LASH-type vessels equipped with cargo-carrying barges that can be discharged in the roadstead with a shipboard crane.

Each of the six LASH ships now under construction can be loaded to capacity in a day, compared to eight-and-ten-day periods for conventional ships, and are expected to cut turn-around time in half. Each can carry 49 barges and 356 standard containers, or more than 700 containers and 34 barges. The barges, with a capacity of 17,043 cubic feet and a length of 61 feet 6 inches, are designed to carry all types of cargo, including automobiles, steel beams, baled cotton, and bulk grain. In addition to the 814-foot-long vessels, 600 barges and 1,500 standard containers will be included in the \$120 million LASH program.

Three other projects about to come off the drawing board which are a part of the containerization story are the widening of the slip at Berth 199-200A in preparation for increased traffic in containers at the Matson Terminal, the installation of crane equipment at Berth 228 for container and bulk loading, and the remodeling of Warehouse No. 6 in Outer Harbor to include a freight station for break-bulk container handling.

As a result of its policy of active trade stimulation with other countries, the Port of Los Angeles and the people of the city will enjoy the benefits of increased commerce with the Prefecture of Hokkaido, largest and northernmost state in Japan. While signing a recent trade agreement between their two cities, Governor Kingo Machimura informed Los Angeles Harbor Commission Vice President Taul Watanabe that Hokkaido will open an official Prefecture Trade

Development Office in the city of Los Angeles in July of this year.

In still another international transaction, the Towa Warehouse Co. of Yokohama, Japan's leading freight forwarding firm, and representatives of the Port of Los Angeles, completed negotiations for warehouse space for the firm at Los Angeles Harbor. The new arrangement, in which Towa will occupy 200,000 square feet of space in the Port's Classification Yard, will make Towa the first firm of its kind to locate in the United States.

The Hokkaido and Towa arrangements are expected to boost even higher the 35 per cent figure for U.S. imports coming through Los Angeles from Japan.

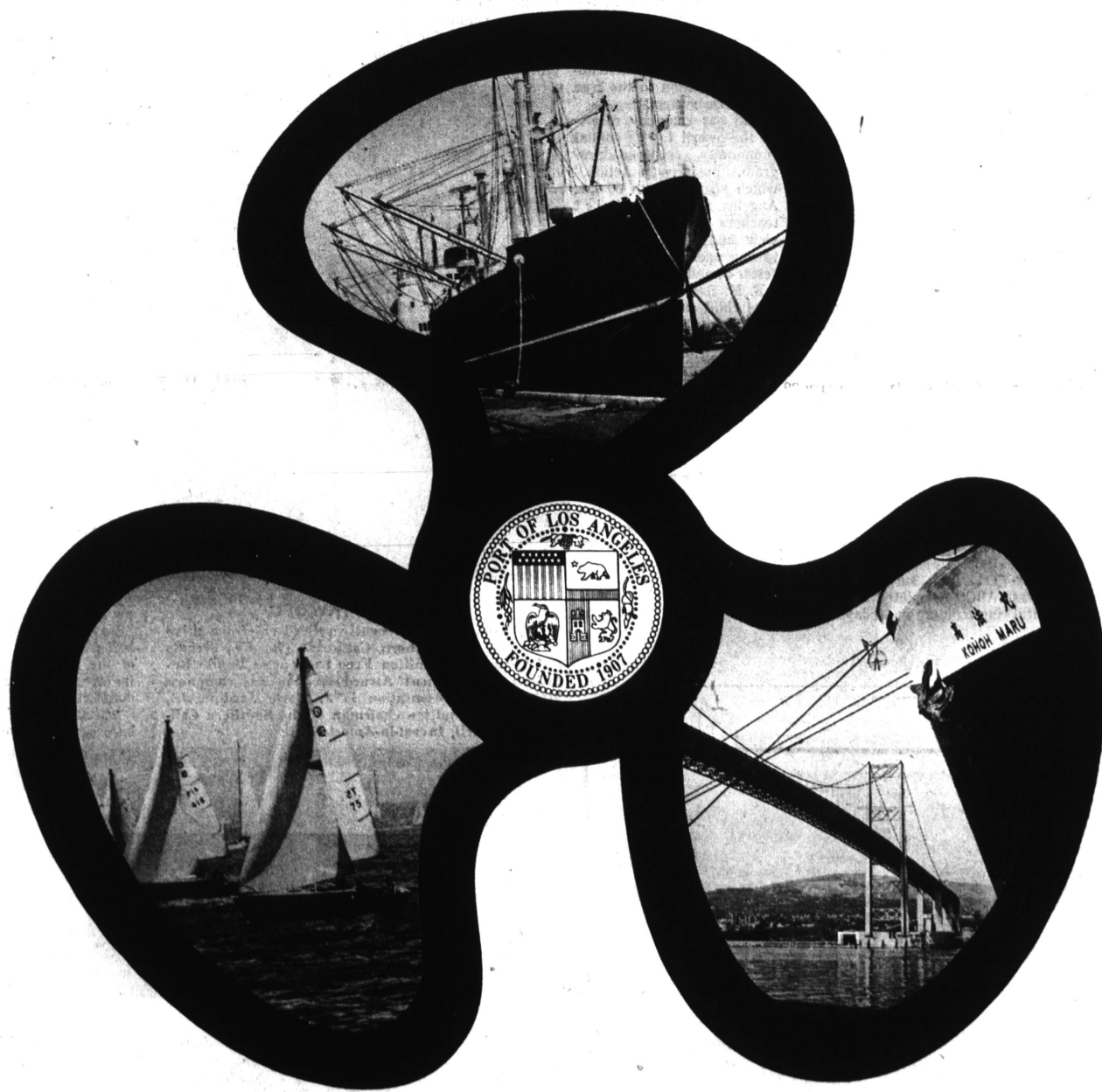
The Port of Los Angeles is proud of its material contributions and improvements year after year toward the increased volume and vigor of international commerce.



Busy Port

P & O's "Chusan" and three freighters docked at the Port of Los Angeles' \$16 million Consolidated Marine Terminal illustrate a normal day of activity at the world's most luxurious combination cargo and passenger terminal. The facility offers two 200-by-1,008-foot clear-span cargo sheds, one with fully equipped modern passen-

ger customs and waiting rooms on the second level. Capable of berthing five ocean-going vessels simultaneously, the installation berths vessels of American President Lines, American Mail Line, Pacific Far East Line, and P & O Line.



Community Service at Your Port Of Los Angeles

This great seaport—largest and busiest on the West Coast—has grown through the years from a relatively minor man-made port, to a vast and thriving \$200 million Harbor complex. And it is owned by you—the residents of the City of Los Angeles.

Managed efficiently by the Board of Harbor Commissioners, administered by an expert staff, and operated by nearly 500 highly trained civil service employees, the Port of Los Angeles brings into the community over \$175 million in new currency each year.

Thus, the self-sustaining Port of Los Angeles provides employment, new dollars, and wonderful recreational facilities to the community. And to comply with increasing demands of international commerce, progress will continue to be synonymous with this fair-weather Port.



Regular Caller

The German auto-bulk carrier "Johann Schult" is a regular caller at the Port of Los Angeles, where hundreds of Volkswagens are unloaded in a single shipment. The Volkswagens are destined for dealers throughout the Western United States.

Sam Yorty, Mayor



PORT OF LOS ANGELES

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