

# THE PORT OF NEW ORLEANS

# FORGETS AHEAD



A L O N G - R A N G E  
P R O G R A M O F P O R T  
D E V E L O P M E N T



**BOARD OF COMMISSIONERS  
OF THE  
PORT OF NEW ORLEANS**



**A LONG-RANGE PROGRAM  
for  
THE DEVELOPMENT  
of  
THE PORT OF NEW ORLEANS**



**MEMBERS OF THE BOARD**

**R. L. SIMPSON, President**

**R. K. LONGINO, Vice-President**

**H. A. SAWYER, Secretary**

**E. S. BINNINGS, Treasurer and  
Chairman of Finance Committee**

**LEON IRWIN, JR., Commissioner**

**E. H. LOCKENBERG, General Manager**

**ELDON S. LAZARUS, General Counsel**

**J. A. McNIVEN, Chief Engineer**

**LEWIS I. BOURGEOIS, Director of Commerce**

**MARCEL GARSAUD, Director of Industrial Facilities**

**FOREWORD**

## Foreword

### Administration

The Port of New Orleans is administered by the Board of Commissioners of the Port of New Orleans, an Agency of the State of Louisiana, created under the Constitution and laws of the State, and is composed of five members prominently identified with the commerce and business interests of the Port. The members of the Board are appointed to overlapping terms of five years each by the Governor of the State of Louisiana, and serve as a civic duty without any compensation or emoluments. Vacancies on the Board are filled from recommendations made by five of the leading civic and commercial organizations in the City of New Orleans (designated by law), each of which is called upon to submit to the Board two nominations to fill each vacancy. From the ten, or lesser number of, persons nominated by these organizations, the Board is required to make a selection of three names to be submitted to the Governor, and one of whom it is made the mandatory duty of the Governor to appoint to fill the existing vacancy.

The Board was originally created pursuant to Act No. 70 of the General Assembly (Legislature) of Louisiana of 1896. This original act was successively amended by Act No. 36 of 1900, by Act No. 14 of the Extraordinary Session of 1915, by Act No. 197 of 1918, and by Act No. 74 of 1928. These amendments were enacted principally for the purpose either of further defining the rights and powers of the Board, or of enlarging its jurisdiction and authority. By these several statutory enactments, as well as by appropriate constitutional provisions, the Board was given "the power to regulate the commerce and traffic of the Port and Harbor of New Orleans in such manner as may, in their judgment, be best for its maintenance and development."

### Port Facilities of the Board

The Board assumed actual control of the public wharves in 1901, and since that time it has provided some 7 miles of wharves, 5½ miles of which are covered with modern steel sheds; a terminal grain elevator, having a storage capacity of 2,600,000 bushels; a public commodity warehouse, having a storage capacity of 461,856 high density bales of cotton, and now utilized for the storage not only of cot-

ton but also of general commodities; two banana-unloading wharves, equipped with 12 mechanical banana unloaders, having a total unloading capacity of 26,400 stems per hour; a two-story green coffee warehouse, having a storage capacity of approximately 285,000 bags of coffee; as well as many subsidiary and auxiliary facilities. Most of these facilities are located along the east bank of the Mississippi River in front of the City proper.

These facilities are open to shippers using this Port, on terms equal to all. They are served by the New Orleans Public Belt Railroad, a municipally owned railroad, which has interchange connection with the nine trunk railroad lines serving the City of New Orleans, and which coordinates the railroad and steamship services with those of the port facilities.

In addition to its riverfront properties, the Board constructed, during the period 1918-1923, the Inner Harbor-Navigation Canal, popularly known as the Industrial Canal, which connects the Mississippi River with Lake Pontchartrain through a lock, patterned after those in the Panama Canal. The Industrial Canal is some 5½ miles in length with a depth of 30 feet, and is being dredged from time to time to a channel width of about 500 feet. This canal is now a link in the Intracoastal Canal System, the lock, the forebay, and a portion of the canal being under lease to the United States Government, which lease provides for the operation of the lock on a 24 hour basis, with toll free passage through it for all vessels.

In addition, the Board is sponsoring the construction by the United States Government, of a tidewater channel to extend from the Inner Harbor-Navigation Canal to the Gulf of Mexico, of sufficient width and depth to permit the largest ships afloat to enter the Port. This project has been approved by the Chief of Engineers, United States Engineer Corps, and its construction has been recommended to Congress. The Board has been greatly assisted in the sponsoring of this channel by the several civic organizations of the City, and particularly by the New Orleans Tidewater Development Association, composed of a group of civic-minded business men of New Orleans, who have contributed liberally of their time and finances in the furtherance of this project.

### **Plans for Immediate and Future Construction of Additional Public Facilities**

The projects hereinafter outlined and described reflect a study and analysis of the past and present business of the Port, with due consideration to the long-range development of the Port to provide for the further growth of its business.

To meet present needs, additional facilities are being provided along the riverfront. However, in view of the limited amount of river frontage within reasonable proximity to the commercial center of the City that is now available for the building of additional wharves or other facilities, further expansion of the Port's facilities will necessarily have to be provided along the Inner Harbor-Navigation Canal. The Board has been developing this Canal for such use since 1920, and has provided space along the west side between Florida Avenue and Gentilly bridges for the construction of slips and piers, on which wharves and transit sheds of the most modern and efficient type can be provided, together with shipside warehouses, roadways, railroad storage tracks, interchange and classification yards, and all other facilities necessary for a compact and efficient terminal. Four slips from the Canal have already been partially dredged at the site of this terminal; and in the dredging of these slips and in the widening and deepening of the Canal, the site has been filled to the elevation necessary for the construction of such terminal facilities thereon. Railroad connections and public utilities are presently available, and good streets and highways lead from this site to the City's industrial, commercial and financial centers.

Foreseeing that the users of this terminal, and industries located along the said Canal, would eventually require a direct outlet to the sea, the Board is sponsoring the construction of the aforementioned Tidewater Channel by the United States Government from the Canal to the Gulf of Mexico, the connection of the channel with the Canal to be opposite the site of the proposed terminal. Should port facilities, in addition to those now contemplated along the Canal, become necessary from time to time as the Port continues to develop, the logical place for such development would be eastward along the proposed Tidewater Channel, where ample space would be available for slips and piers, warehouses, cold storage and bulk commodity handling facilities, ship building and repair plants, reservations for the armed forces of the Nation, and other necessary services.

Undoubtedly, the improvements outlined herein for construction along the Inner Harbor-Navigation Canal, and along the proposed Tidewater Channel, will require modification from time to time, in order to conform to changing conditions and circumstances, but, as projected, they illustrate the pattern of development which the Board plans to follow as a long range program as future developments may warrant. Pending action by the Congress with respect to the construction of the proposed Tidewater Channel, however, the Board is deferring the construction of

additional facilities on the Inner Harbor-Navigation Canal, but is reserving funds for such construction once the proposed Channel is assured.

The projects included in this improvement program are as follows:

**Riverfront Projects**

*Estimated Cost*

A. Conversion of Grain Dryers .....	\$ 30,000*
B. Public Commodity Warehouse—Wharf Extensions .....	1,500,000 *
<i>Completed</i> - C. Fumigation Plant .....	75,000*
D. Robin Street Wharf Extension.....	125,000
E. Erato Street Wharf Alterations and Extensions .....	<sup>1,500,000</sup> <del>(Not Estimated)</del> *
F. Reconstruction of Toulouse Street, Dumaine Street, and Governor Nicholls Street Wharves .....	4,500,000
<i>Completed</i> - G. Esplanade Avenue Wharf .....	1,500,000*
<i>Completed</i> - H. Congress Street and Pauline Street Wharf Improvements.....	635,000*
<i>Completed</i> - I. St. Maurice Avenue Wharf Extension .....	325,000*
	\$8,690,000

**Inner Harbor-Navigation Canal and Tidewater Channel Projects**

J. Land Improvement — Inner Harbor-Navigation Canal .....	\$1,000,000 *
K. Terminal Development — Inner Harbor-Navigation Canal.....	45,000,000
L. Proposed Tidewater Ship Channel — (To be financed and constructed by U. S. Government)	
M. Proposed Development along Tidewater Channel .....	(No estimate)
N. Michoud Industrial Facilities.....	125,000 *

\* Indicates projects now under construction.

Accompanying each of the projects outlined herein is a further statement giving detailed information as to construction, dimensions, estimates and other pertinent data.

It is proper to acknowledge that the Board was greatly assisted in the planning of the several wharf projects by the Port Planning Advisory Committee, a voluntary committee consisting of representatives of practically all users of the Port's facilities.

Statements setting forth the justification for additional port facilities and the proposed method of financing same, are contained herein, together with the following charts and statement with respect to yearly tonnages, financial requirements, revenues, operating expense, gains or losses, etc.

*Chart* showing import, export, coastwise, internal and local, and total tonnages handled in the Port of New Orleans for the years 1923 to 1947 inclusive, based on figures compiled by the U. S. Engineers.

*Statement* showing the Board's yearly financial requirements from 1933 to 1978 inclusive, to cover bond servicing, operating costs, and depreciation charges, compared with actual yearly income from 1933 to current year.

*Consolidated Chart* of all Departments, showing annual revenues and expenditures, and the gain or loss.

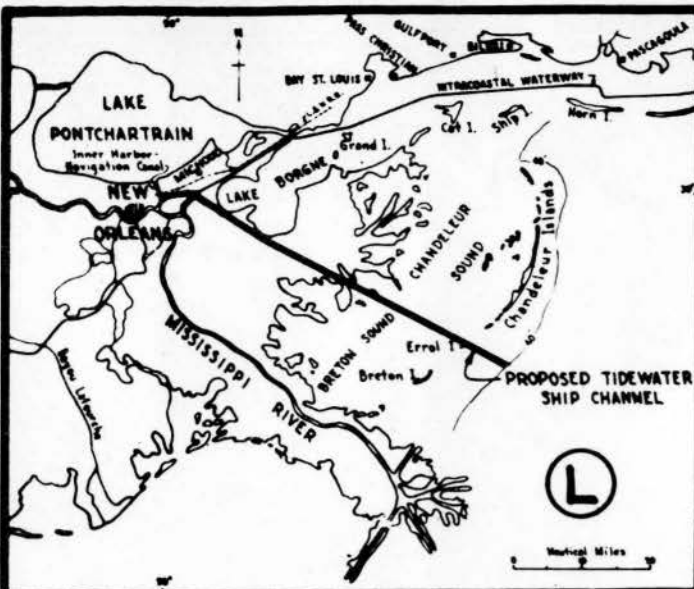
Maps and views showing Port facilities and typical Port operations, together with a statement describing certain distinctive features of the Port, are also included.

This Port holds a most strategic position in the path of maritime trade routes, connecting, as it does, the region of greatest productivity in the United States, the Mississippi Valley, with the markets of the world, particularly those in Latin America and the Orient. Under the continuous administration of the Board since 1901, the Port has kept pace with the rapidly expanding requirements of commerce, until it has come now to be recognized as one of the ranking ports of the world. That the Board will continue to use every means to develop new business and to provide the necessary services and facilities at this Port to attract and handle such commerce, is evidenced by the character and magnitude of the planning that is now under way.

February, 1950

J. A. McNiven,  
*Chief Engineer.*

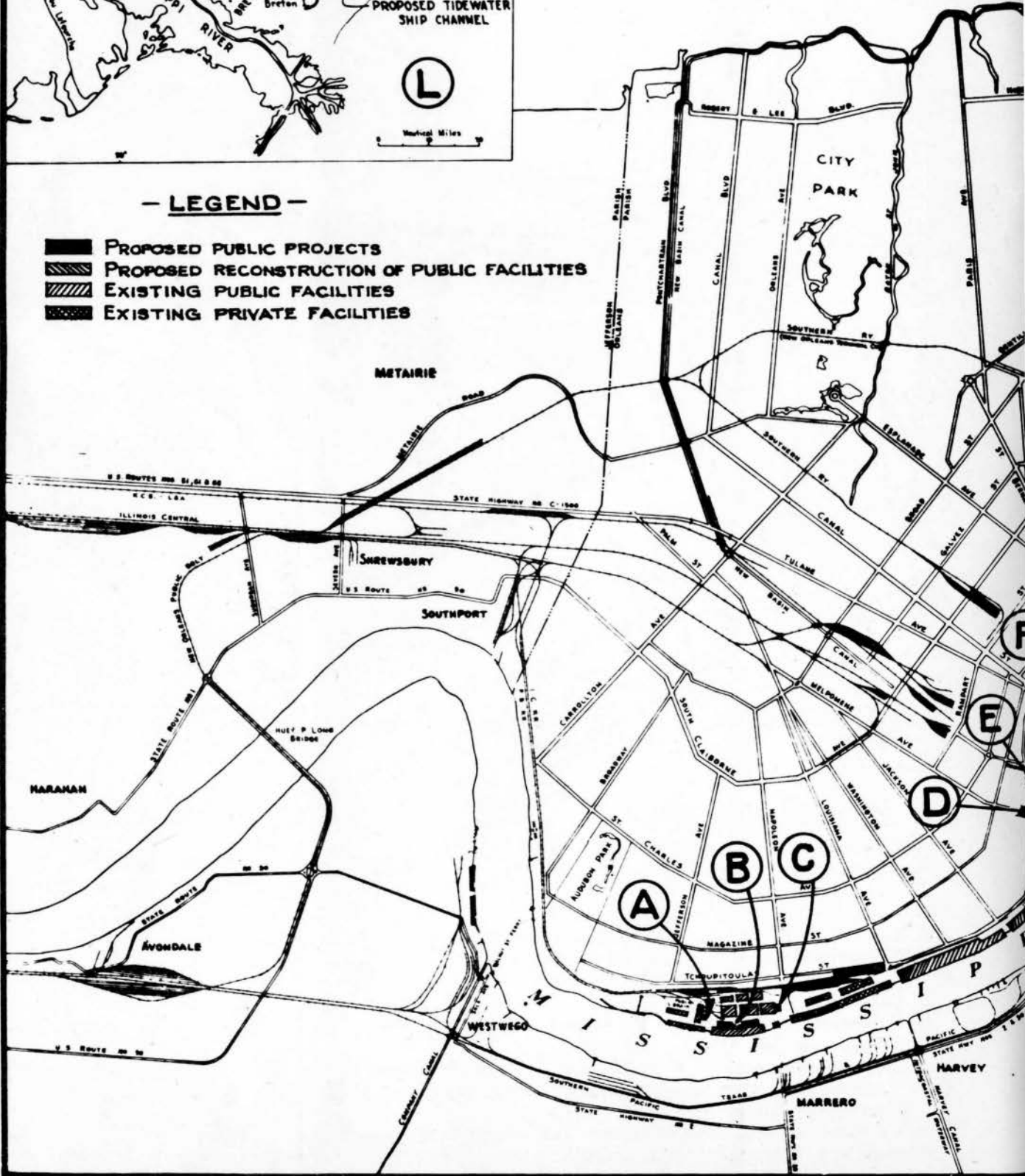


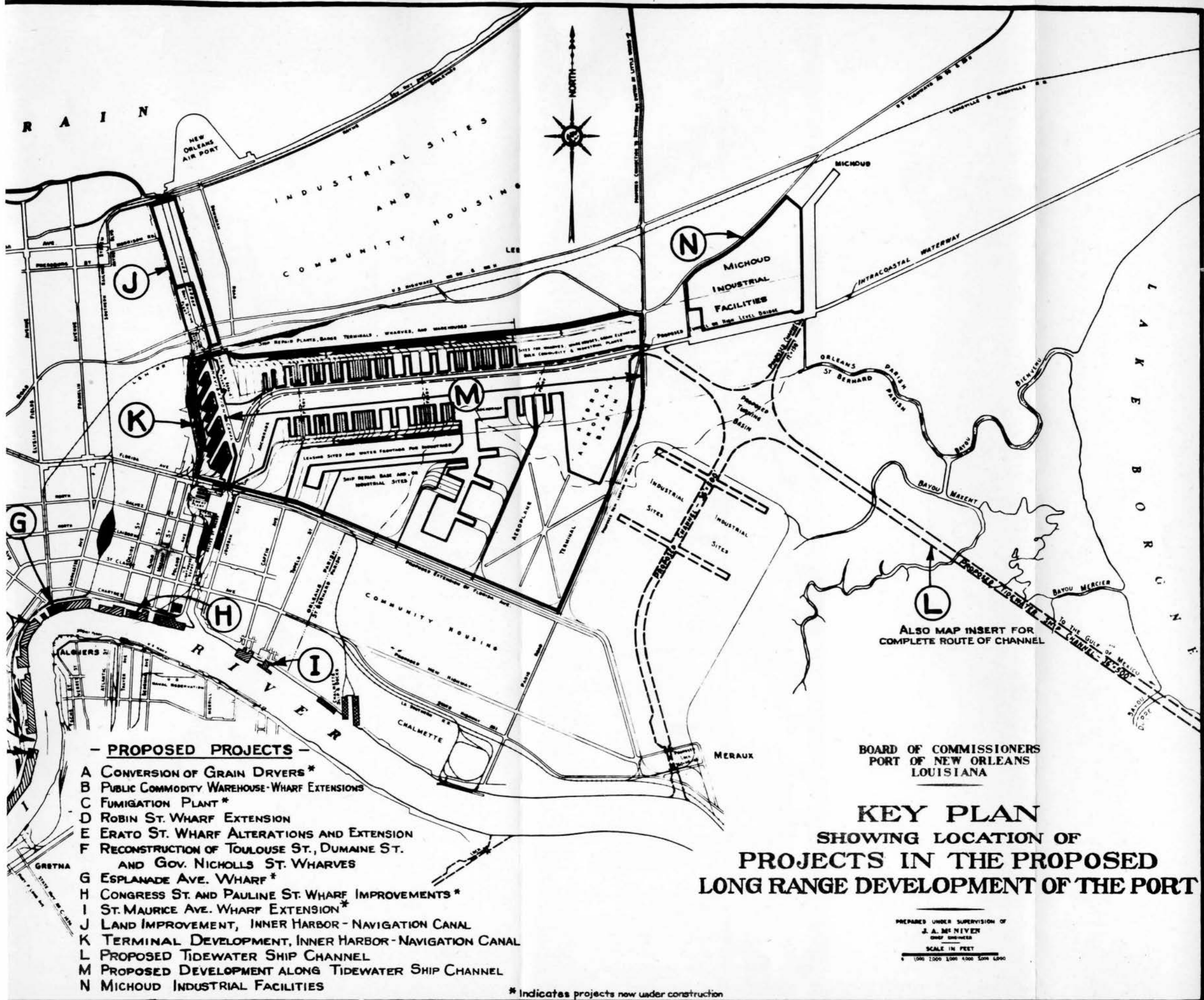


L A K E  
P O N T C H A R T R A I N

**- LEGEND -**

-  PROPOSED PUBLIC PROJECTS
-  PROPOSED RECONSTRUCTION OF PUBLIC FACILITIES
-  EXISTING PUBLIC FACILITIES
-  EXISTING PRIVATE FACILITIES





**Project "A"**  
**Conversion of Grain Dryers**

## **Project "A"**

### **Conversion of Grain Dryers**

At present, two grain dryers at the Public Grain Elevator are heated by fans blowing air through a battery of steam-heated coils, the steam being furnished by two boilers in an adjacent boiler plant. These dryers were constructed in 1916, and since that time grain-drying facilities have been greatly improved by the use of direct heat furnished by gas-fired furnaces. In 1938, two additional dryers of the direct heat type, each having a capacity of 1,000 bushels per hour, were installed and have proved so satisfactory that it was decided to convert the two original steam-heated dryers to direct heat dryers. This work was delayed for a time due to the difficulty in obtaining the electrical heat control instruments, furnace equipment, and metal for the heat ducts, due to the scarcity of materials, but it is now practically complete. All of the work was performed by contract, except the siding and roofing of the steel frame housing, which work was done by the Board's forces. The cost of this project will be about \$30,000.

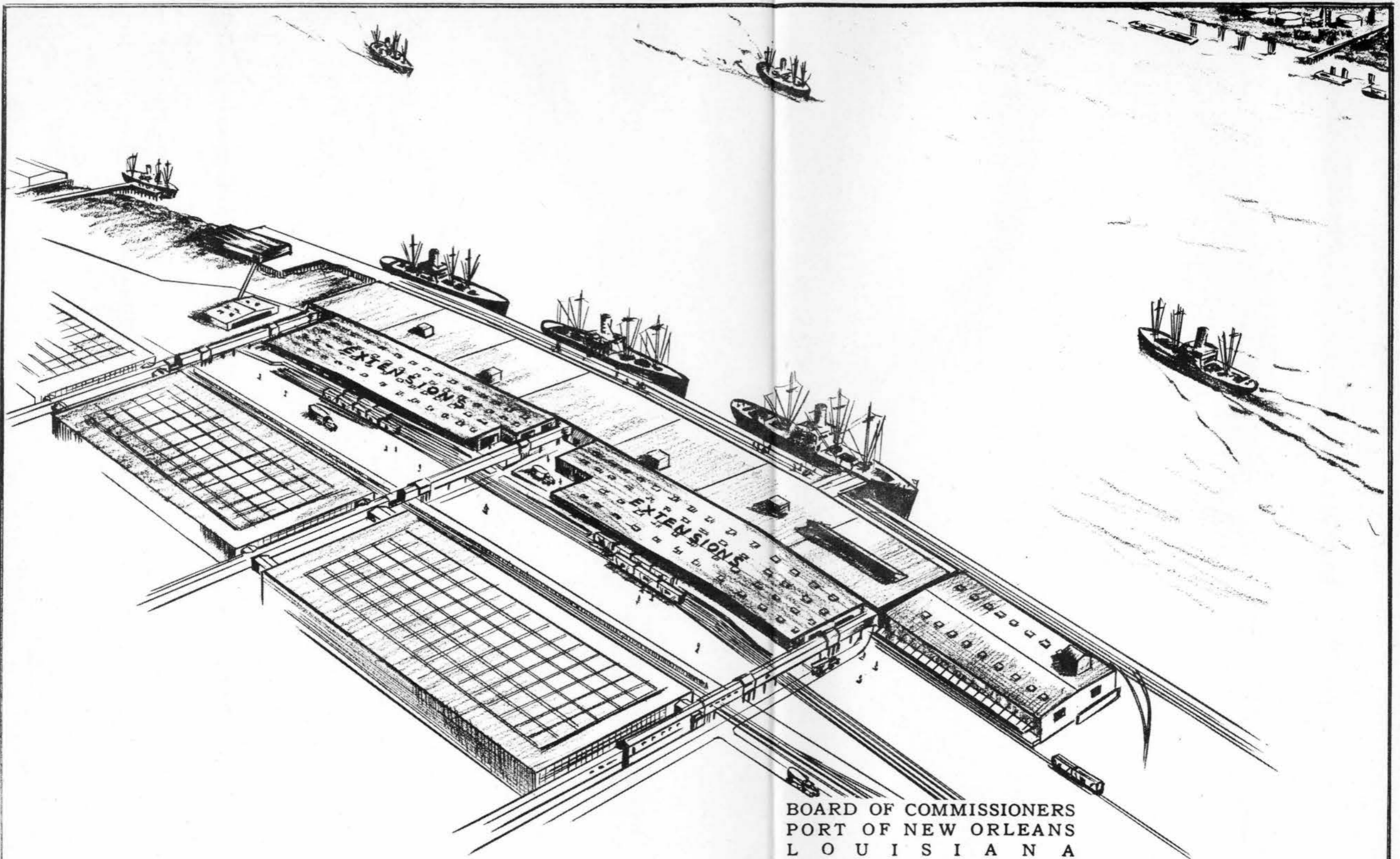


**Project "B"**  
**Public Commodity Warehouse**  
**Wharf Extensions**

**Project "B"**  
**Public Commodity Warehouse**  
**Wharf Extensions**

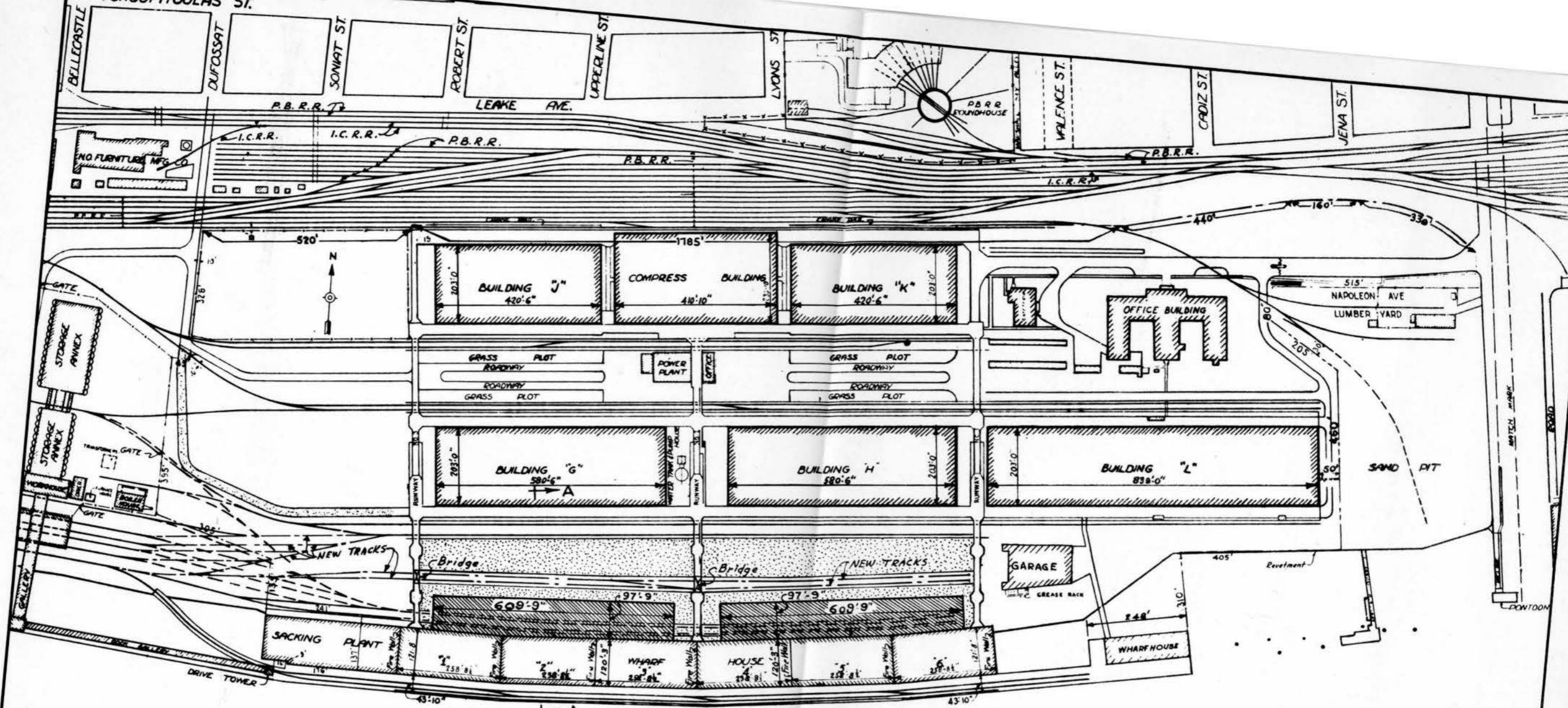
At the Public Commodity Warehouse, located at Napoleon Avenue and the River, it is proposed to provide an additional covered wharf area at the rear of the existing wharfhouse, by the construction of two shed extensions. These shed extensions will be approximately 98 ft. in width each and of such lengths as will provide about 117,000 sq. ft. of additional covered area at first floor level. These extensions will bring the covered area of this wharf to about 295,340 sq. ft. on the 1st floor, and 148,529 sq. ft. on the 2nd floor. By the addition of these shed extensions the total width of covered wharf will be about 218 ft., with a 30 ft. rear apron and a front apron of about 44 ft. in width. In order to construct these shed extensions, the two tracks presently at the rear of the existing wharfhouse will be shifted to the rear of the new extensions. This wharf, therefore, will have two service tracks at the rear, and two shipside tracks on the front apron.

The new shed extensions will be of steel frame construction, supported on piling, with the floor slab being on earth fill. The shed will be enclosed with galvanized corrugated iron, steel rolling doors in alternate bays, and a gravel and tar or asphalt 5-ply composition roof laid on 2-in. wood sheathing. These shed extensions will be equipped with sprinkler systems, standpipe systems, hose lines, and all other modern fire prevention facilities, and will be adequately lighted. Plans for this project are now being prepared, which is estimated to cost \$1,500,000.



BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
LOUISIANA  
PUBLIC COMMODITY WAREHOUSE  
WHARF HOUSE SHED EXTENSIONS  
& ROADWAY

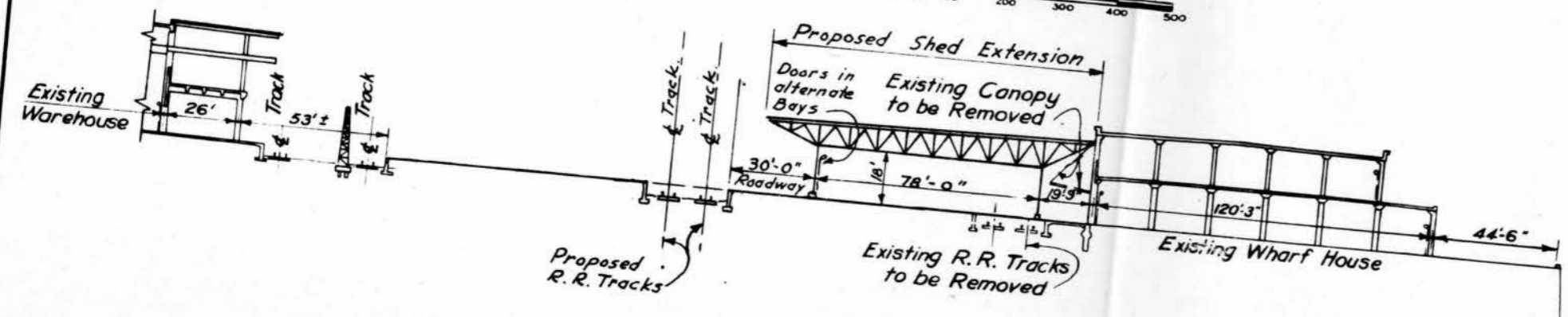




MISSISSIPPI RIVER

- LEGEND**
- Proposed Shed Extension
  - Proposed Roadway
  - Proposed Tracks.
  - Tracks to be removed
  - Walls to be removed

SCALE IN FEET  
0 50 100 200 300 400 500



**SECTION A-A**

**BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
LOUISIANA  
PUBLIC COMMODITY WAREHOUSE  
PROPOSED REAR EXTENSION  
TO WHARF HOUSE**

Scale As Noted Date \_\_\_\_\_  
 Drawn by E.M.H. Traced by E.M.H.  
 Checked by \_\_\_\_\_  
 Recommended \_\_\_\_\_ Approved \_\_\_\_\_  
A.B. Noble Asst. Engineer J. De River Chief Engineer

**Project "C"**  
**Fumigation Plant**

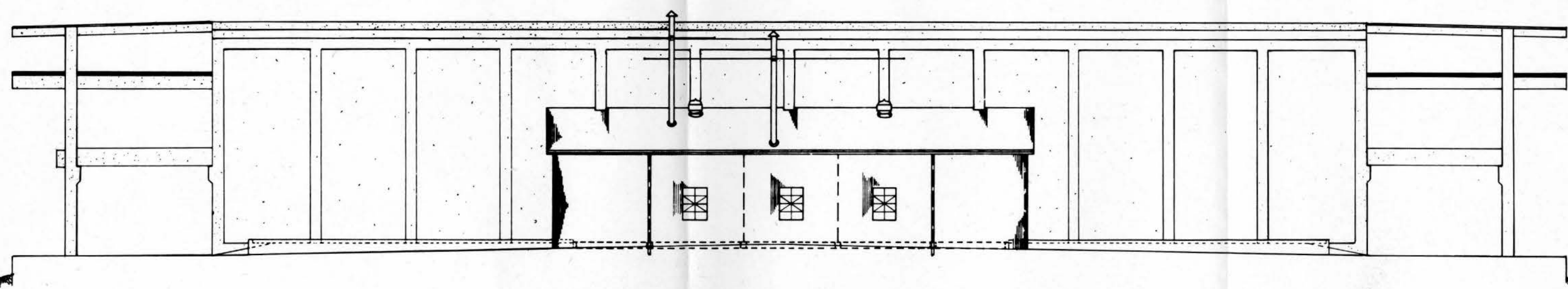
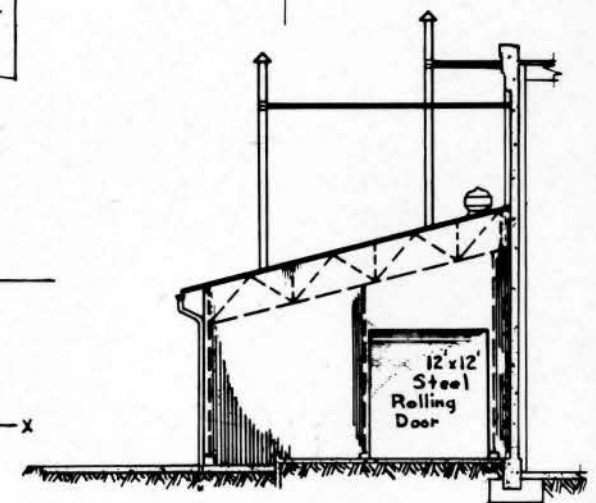
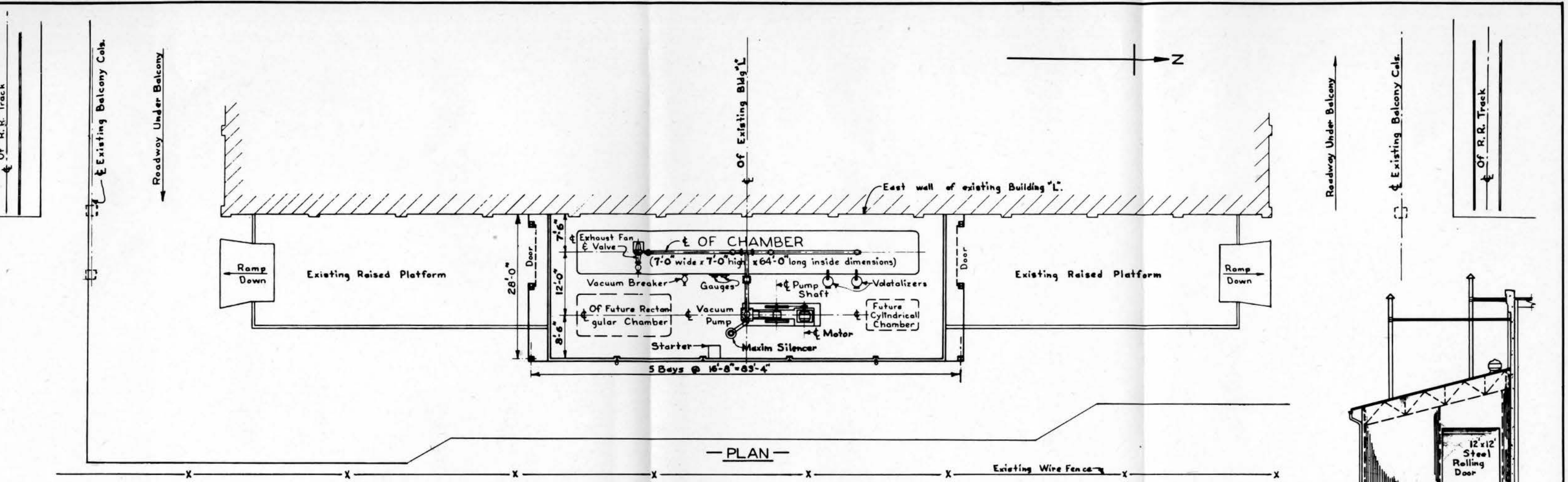
## **Project "C"**

### **Fumigation Plant**

This plant is located at the downstream end of Unit "L" of the Public Commodity Warehouse plant and within the Foreign Trade Zone. It provides, for the present, one vacuum chamber, 7 ft. wide, 7 ft. high and 64 ft. in length, inside dimensions, together with the necessary mechanical equipment consisting of a vacuum pump, motors, starters, exhaust fans, valves, gauges, volatilizers, and integral piping. A vacuum up to 29 in. can be provided in the chamber by this equipment, and the chamber is equipped to use either hydrocyanic acid or methyl bromide as fumigants. This equipment is housed within a steel frame shed enclosed with corrugated asbestos siding and roofing, which structure is of ample size for the installation of additional fumigating chambers should same be required. This plant will be used to fumigate various classes of commodities, such as cotton, linters, tobacco, vetch, broom straw, burlap bagging, etc. Storage space has been provided at one end for the stacking of commodities to be fumigated, and at the other end for the airing of these commodities after fumigation.

The fumigation chamber and mechanical equipment have been delivered and erected, and were recently placed in operation. The shed is now being erected and enclosed. It is expected that this project will be entirely completed in the near future.

The cost is estimated at \$75,000.



BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
LOUISIANA

**FOREIGN TRADE ZONE  
FUMIGATION PLANT**

Scale: 1/8" = 1'-0"

Drawn by: L.H.M. Jr.      Traced by: L.H.M. Jr.

Checked by: *[Signature]*      Approved: *[Signature]*

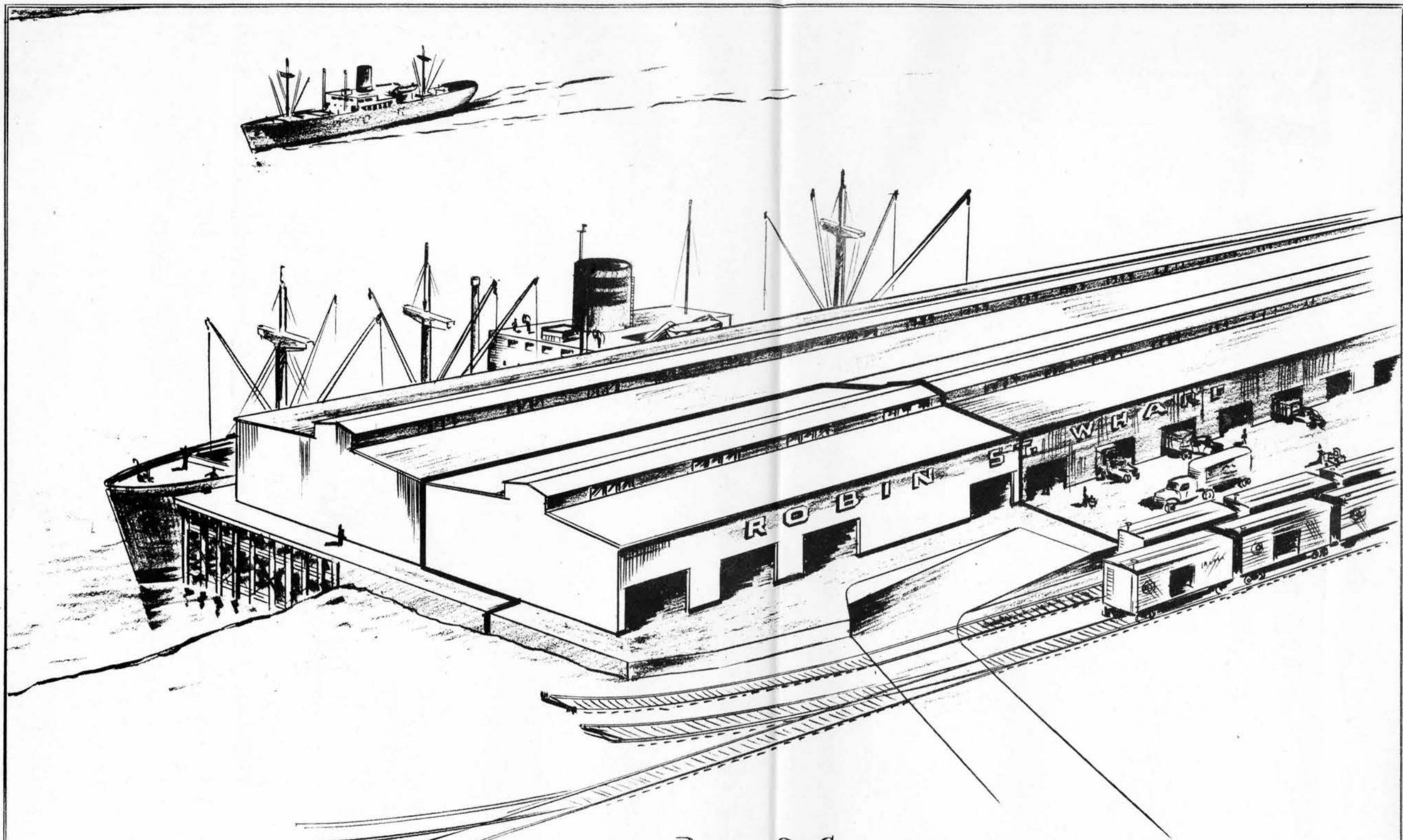
Recommended: *[Signature]*      Chief Engineer

**Project "D"**  
**Robin Street Wharf Extension**

## **Project "D"**

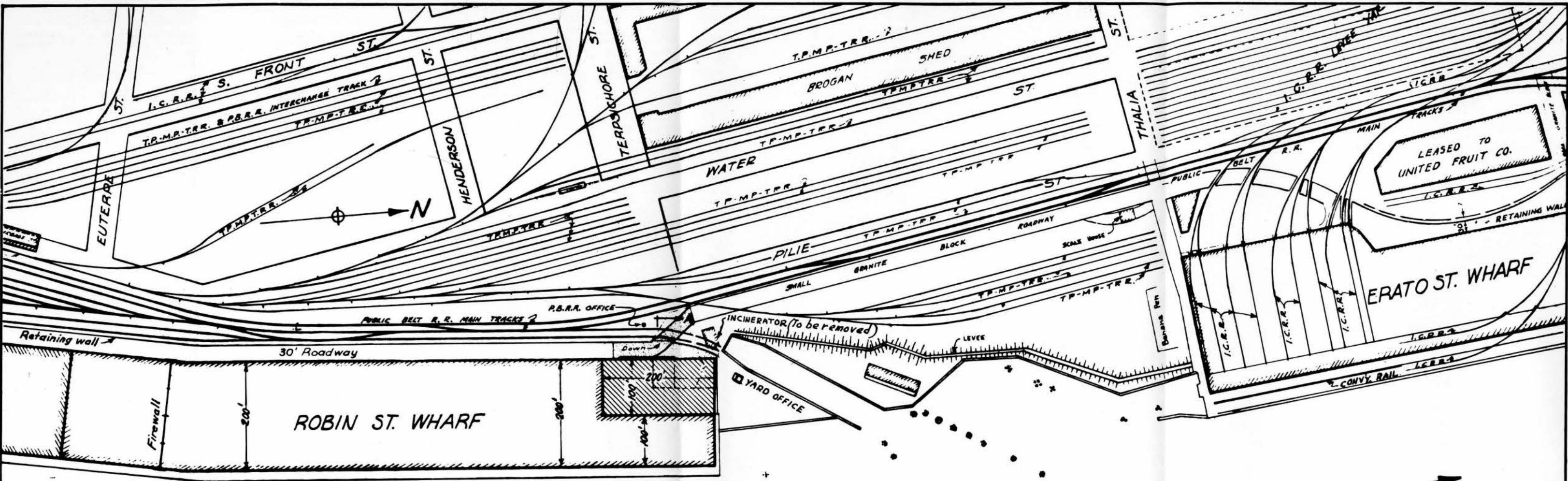
### **Robin Street Wharf Extension**

At the downstream end of the Robin Street Wharf, it is proposed to extend the landside half of the existing shed downstream approximately 200 feet, providing an additional covered area of approximately 20,000 sq. ft. A part of the levee section of the wharf will have to be extended, and a new apron and ramp provided at the rear of the wharf in order to construct the shed extension thereon. This shed will be of steel frame construction enclosed with galvanized corrugated iron, steel rolling doors in alternate bays, a composition roof on wood sheathing, and will be equipped with sprinkler systems, standpipe systems and hose lines, and other necessary fire prevention facilities. This extension will be served by the New Orleans Public Belt Railroad from a service track at the rear of the wharf. The project is estimated to cost approximately \$125,000.



BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS, LA.

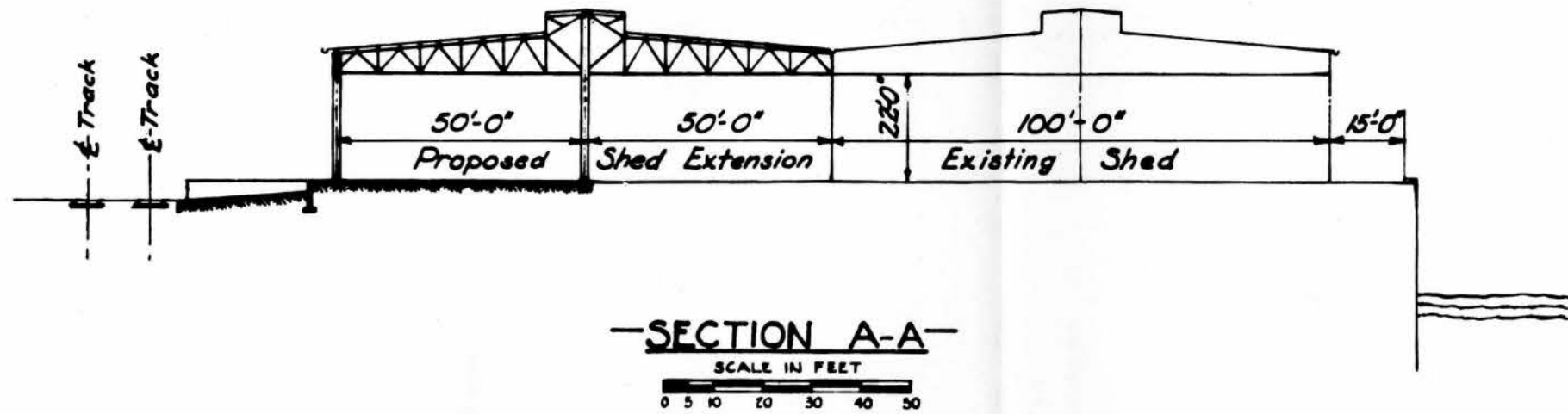
ROBIN ST. WHARF  
DOWN STREAM REAR SHED EXTENSION



M I S S I S S I P P I R I V E R



- LEGEND
- Proposed Shed & Apron
  - Proposed Roadway
  - Proposed Tracks



BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
LOUISIANA

ROBIN ST. WHARF  
PROPOSED SHED  
EXTENSION

Scale As Noted  
 Drawn by AMH  
 Checked by  
 Recommended

Traced by AMH  
 Approved  
 Chief Engr.

A. R. Boella  
Asst. Engr.



**Project "E"**  
**Erato Street Wharf**  
**Alterations and Extension**

## **Project "E"**

### **Erato Street Wharf Alterations and Extension**

The Erato Street Wharf is located on the riverfront between Thalia and Calliope Streets. Negotiations are presently underway with the United Fruit Company for alterations to the banana handling section at the Thalia Street end. These alterations would involve the widening of that portion of the shed and the re-arrangement of the railroad tracks so as to provide more covered track space for cars.

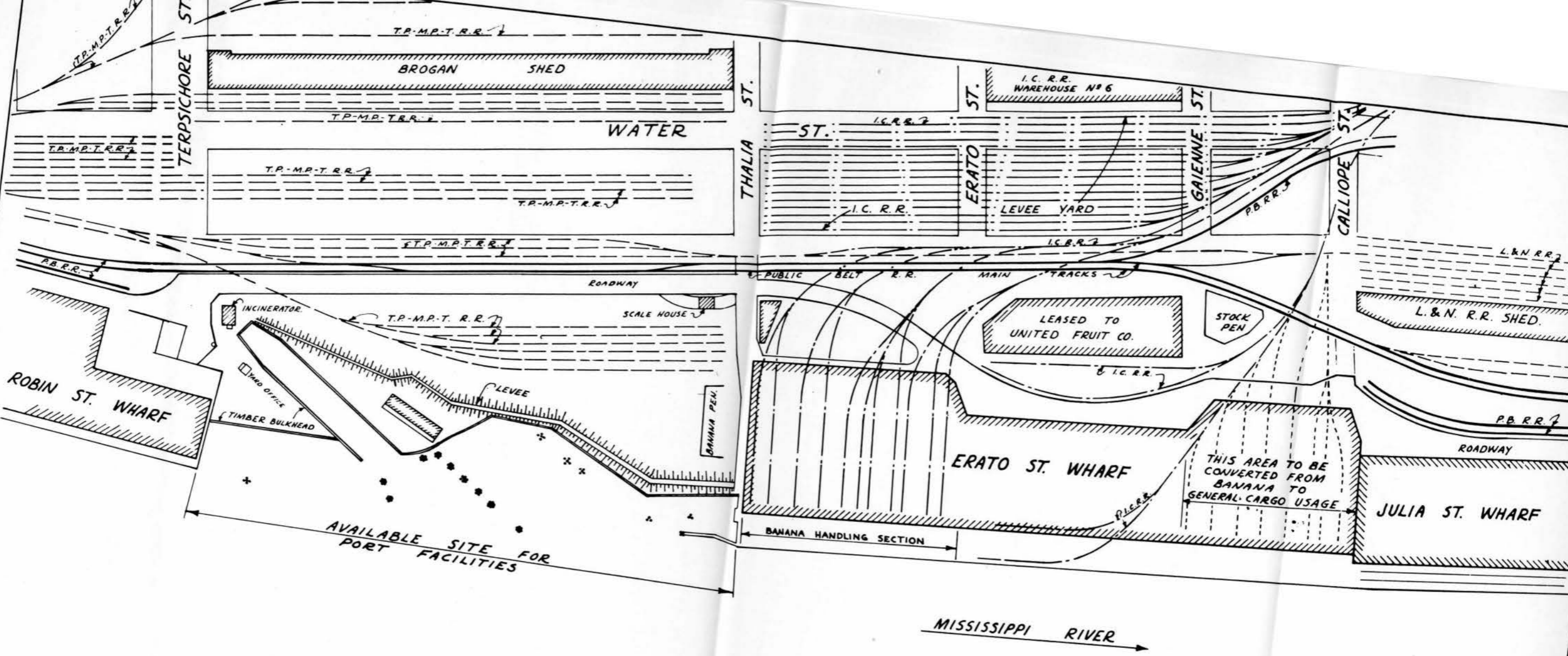
Negotiations are also underway with the Texas Pacific-Missouri Pacific Terminal Railroad Company for the use of the riverfront property between Thalia and Tersichore Streets, which property was formerly used by the Railroad as a landing for its car ferries.

Upon consummation of these negotiations, the space between the Erato Street and Robin Street Wharves will be available for the construction of a new and modern wharf, for which tentative plans are now being prepared.

Upon completion of the alterations to the banana handling section of this wharf at the upstream end, it is planned to alter the downstream end of the Erato Street Wharf between Gaiennie and Calliope Streets, now arranged for banana handling, to make it usable as a general cargo wharf, by removing the elevated platforms and tracks, and re-flooring the entire area at the same level as the adjoining Julia Street Wharf.

The conversion of this section of the wharf from banana to general cargo usage will provide 63,629 sq. ft. additional covered cargo space.

The cost of this last described alteration work is estimated at \$180,000. Pending completion of the negotiations with the United Fruit Company and the Railroad Company, no estimate has been made as to the cost of the shed extension and track re-arrangement at the Thalia Street end of this wharf, nor for the new wharf proposed between Erato Street and Robin Street.



BOARD OF COMMISSIONERS  
 PORT OF NEW ORLEANS  
 LOUISIANA  
**ERATO ST. WHARF  
 ALTERATIONS AND EXTENSION**

Scale 1" = 100'  
 Drawn by J.E.D.  
 Checked by  
 Recommended  
 Date  
 Traced by J.E.D.  
 Approved  
 Engineer

**Project "F"**

**Reconstruction of Toulouse St., Dumaine St. and  
Governor Nicholls St. Wharves**

## **Project "F"**

### **Reconstruction of Toulouse Street, Dumaine Street, and Governor Nicholls Street Wharves**

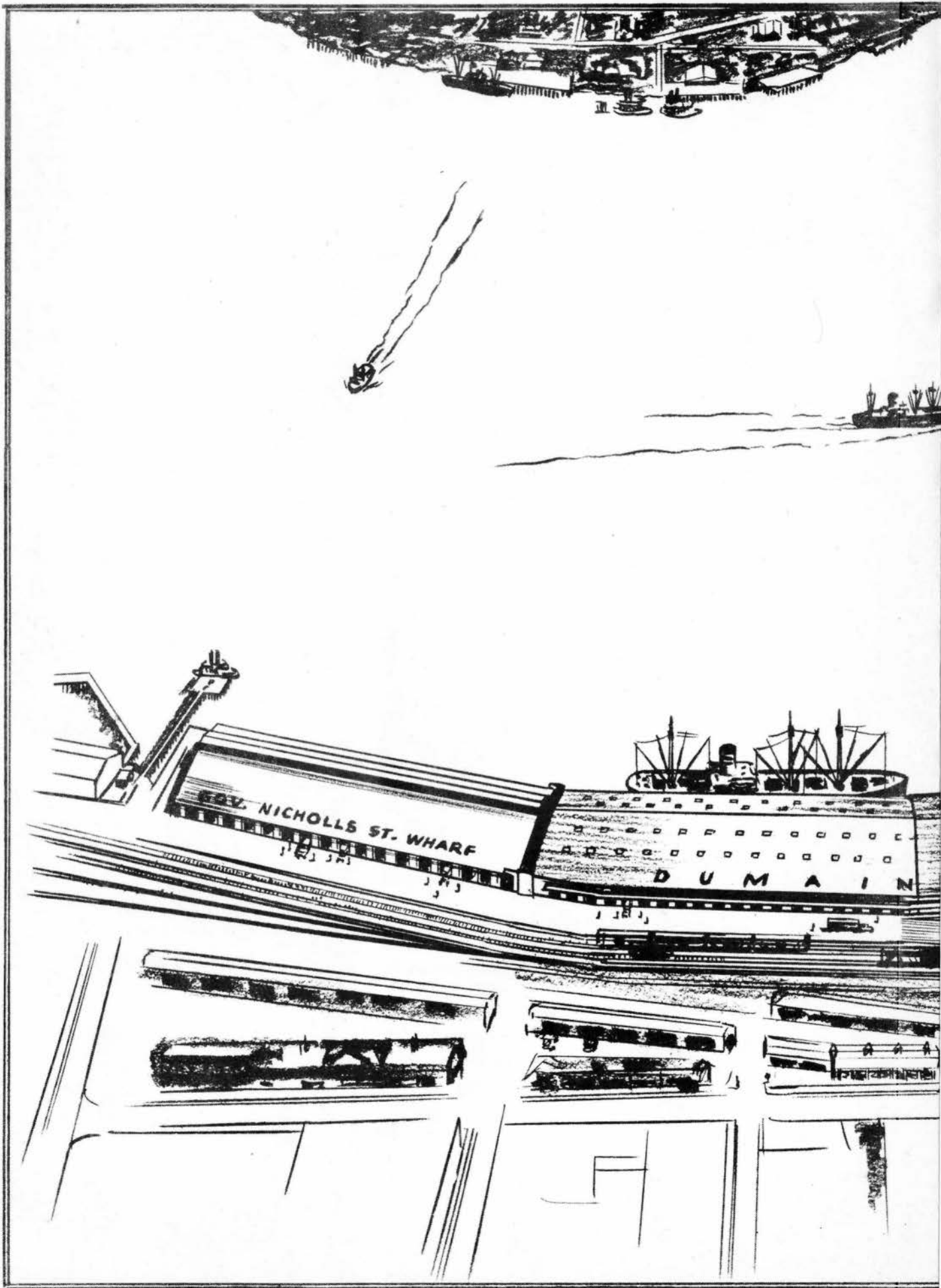
With the reconstruction of these three wharves, all of the publicly-owned wharves in the Port of New Orleans will have been reconstructed or constructed new since 1920. The Governor Nicholls Street and Toulouse Street Wharves are the only two remaining of the type originally built in this Port. As will be noted from the accompanying detail drawing, the existing Governor Nicholls Street Wharf shed is only 72 ft. in width and the Toulouse Street Wharf shed only 64 ft. 2 in. in width. The Dumaine Street Wharf was rebuilt in 1918, but due to unstable bank conditions the middle 1000 ft. section of this wharf has settled and moved riverward to such extent that it now has to be rebuilt. In this section it is planned to drive new and longer piles under the rear half of the wharf and to build up on the existing piles on the river side half to the new required floor level until such time as the bank becomes more stable, and more permanent construction can be provided. This construction is indicated in Section CC of the accompanying drawing.

For the Toulouse Street and Governor Nicholls Street Wharves, and at each end of the Dumaine Street Wharf beyond the unstable bank section, it is planned to provide wharves of non-combustible permanent construction, as shown in Sections AA, BB and EE. This type of construction consists of wood piling cut off at low water elevation, with continuous concrete footings and pedestals constructed thereon, and with longitudinal concrete struts at intervals to tie the footings together. On the concrete pedestals will be provided a structural steel substructure with concrete floor thereon. A 30 ft. concrete roadway will be provided along the rear of the wharves and a 20 ft. apron will be provided along the riverside. The river bank adjacent to the roadway, and also the footings thereon, will be constructed at a slope of 3 ft. horizontal to 1 ft. vertical to the low water level.

The transit sheds on these wharves will be one-story steel frame structures enclosed with galvanized corrugated iron siding, with steel rolling doors in alternate bays, which are at 20 ft. spacings, and will be covered with a 5-ply gravel and asphalt or tar composition roof laid on 2 in. wood sheathing. Sprinkler and stand pipe systems

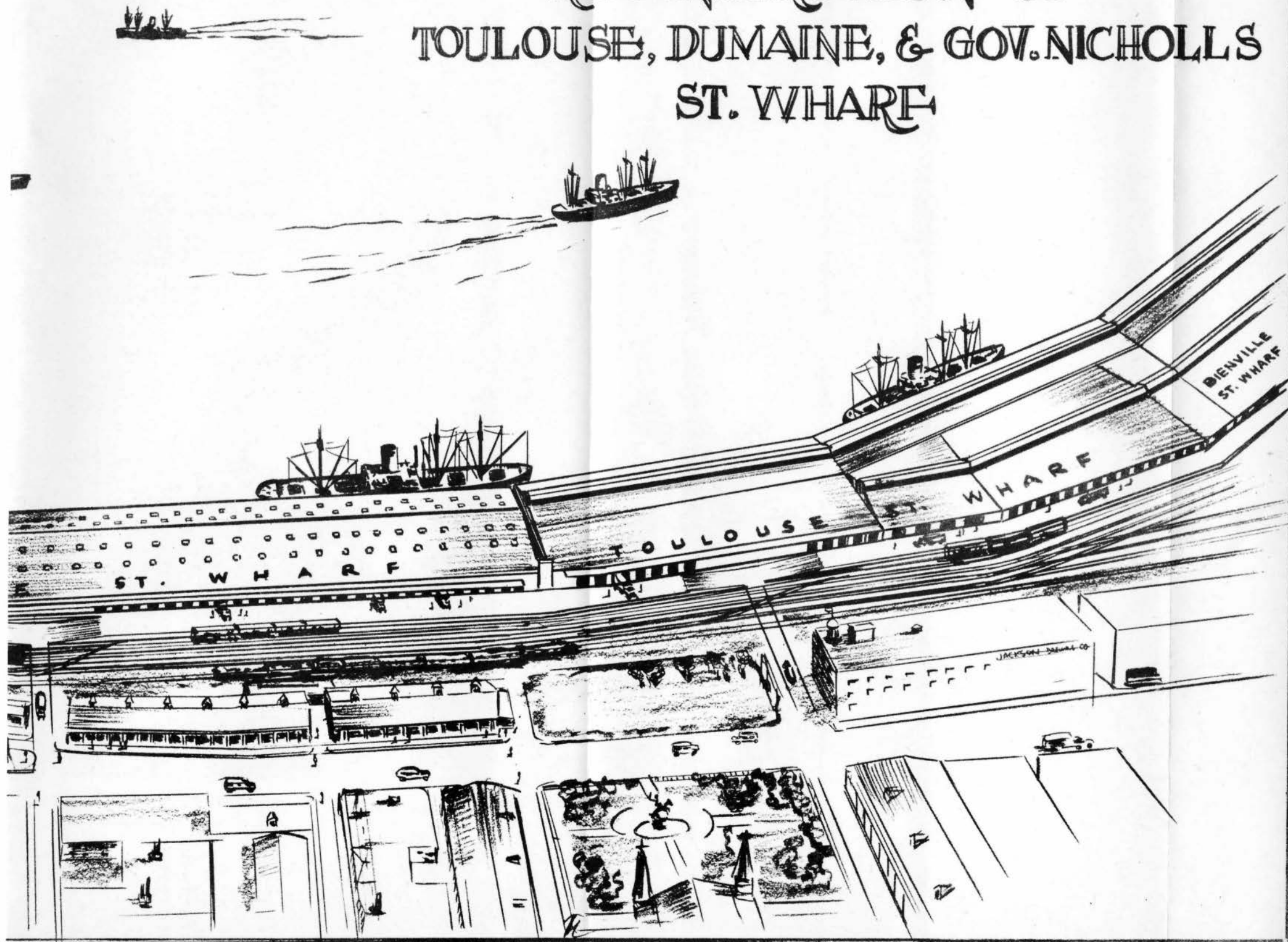
with hose connections will be provided within the sheds, and water lines for ship service will also be provided where necessary. Fire walls will be constructed as shown on the accompanying drawing, extending from the wharf floor to 5 ft. above the roof. Fire doors with rate-of-rise release equipment will be provided at two openings in each fire wall. City and American District Telegraph alarm boxes will also be installed. These fire prevention installations will provide full fire protection for wharf and for the cargo contained therein. The shed, roadway and apron will be adequately lighted.

In connection with this project, it also will be necessary to shift the railroad tracks at the rear of the wharves, since the levee will have to be moved back on more stable ground. The track arrangement shown has been approved by all of the railroads involved, and the City of New Orleans has approved the layout with respect to the area adjacent to the French Market and North Peters Street, which also is affected. At the present time negotiations are underway between the Orleans Levee Board and the United States Engineers with respect to the levee reconstruction and, therefore, commencement of work on these wharves is being deferred until such time as these negotiations will have been concluded, and arrangements can be made to carry out the levee construction, the shifting of the tracks and the street work simultaneously with the wharf work. When completed, the covered area will be about 3,600,000 square feet, and the cost of the Board's portion of the project is estimated at \$4,500,000.



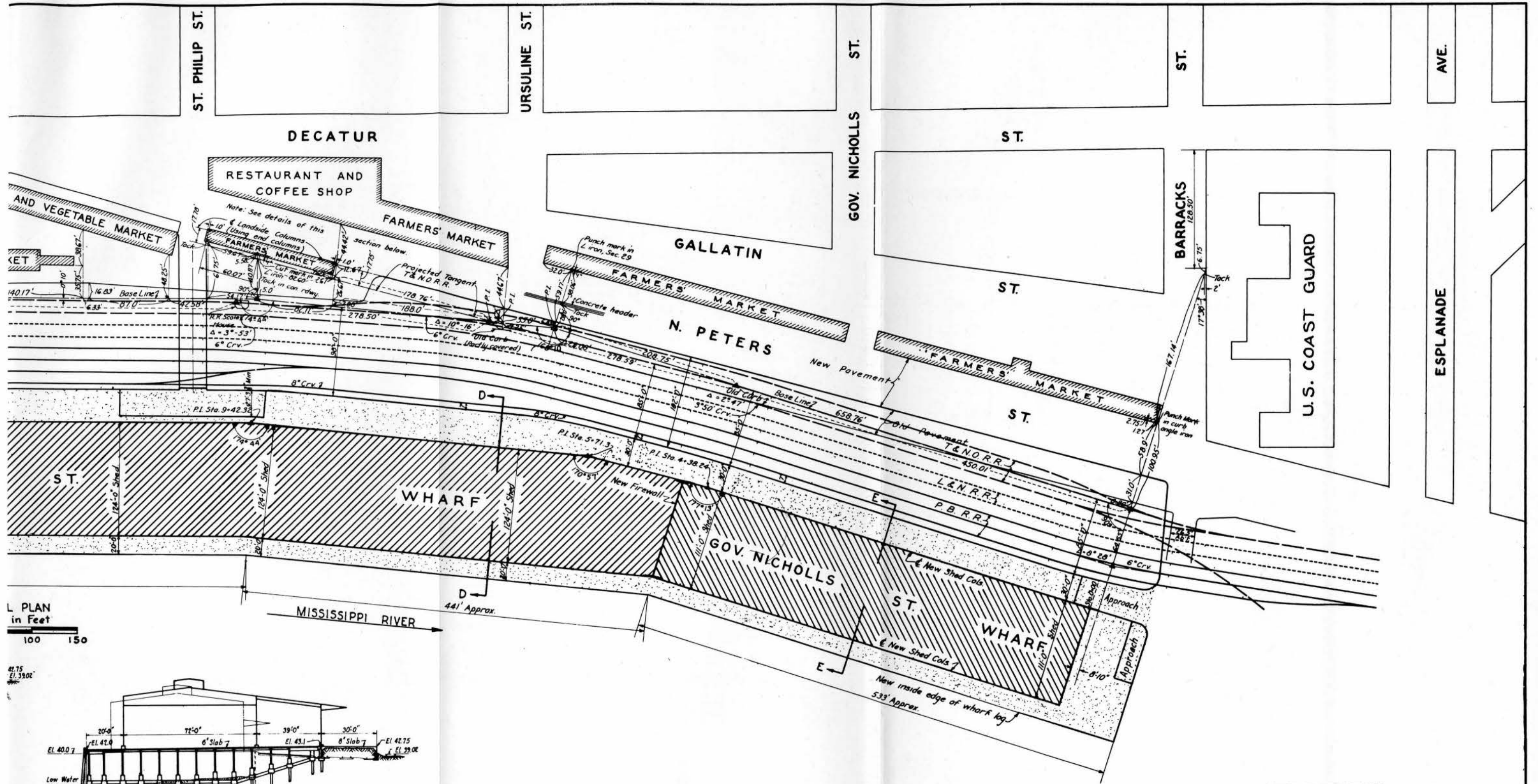
BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
LOUISIANA

RECONSTRUCTION OF  
TOULOUSE, DUMAINE, & GOV. NICHOLLS  
ST. WHARF

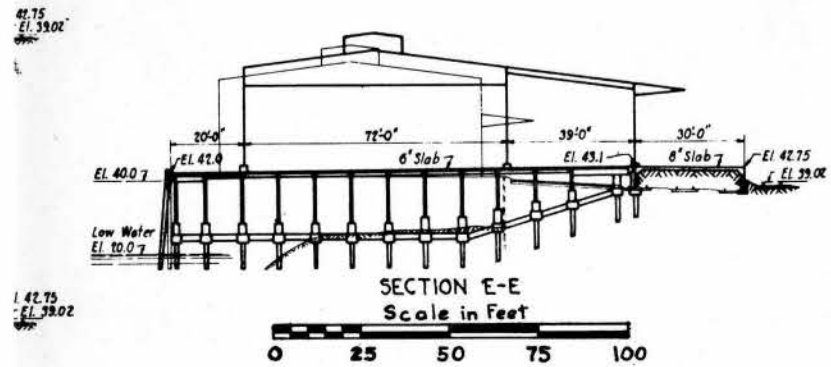








L PLAN  
in Feet  
100 150



1.42.75  
EL 39.02

BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
LOUISIANA

**RECONSTRUCTION OF TOULOUSE,  
DUMAINE & GOV. NICHOLLS ST. WHARVES**

Scale - As Noted  
Drawn by: H.A.F. Checked by: G.L.J.  
Recommended by: *W.J. Hays* Approved by: *James C. Brown*  
Printed by: *W.J. Hays* Chief Engineer

**Project "G"**  
**Esplanade Avenue Wharf**

## **Project "G"**

### **Esplanade Avenue Wharf**

The Esplanade Avenue Wharf is located on the east bank of the Mississippi River at Esplanade Avenue. When completed, it will connect with the upstream end of the Mandeville Street Wharf and will extend 600 ft. upstream therefrom. The wharf portion will be 180 ft. in width at the downstream end, and will gradually widen to 220 ft. at a point about 160 ft. upstream from the Mandeville Street Wharf and will then continue at the same width to the upstream end. Allowance is made for a shipside apron 20 ft. in width and a roadway 30 ft. in width at the rear, and a wharf shed will be provided on the remaining area which will be 130 ft. in width at the Mandeville Street end, widening to 170 ft. at the point 160 ft. upstream therefrom, and continuing at a width of 170 ft. to the upstream end, providing a covered area of 100,000 sq. ft. The layout of this wharf is arranged to tie in with the plans for the reconstruction of the Governor Nicholls Street, Dumaine Street and Toulouse Street Wharves, when that work is undertaken. This wharf will be serviced by two Public Belt Railroad tracks along the rear of the wharf, which tracks are also arranged to tie in with the track layout to be provided in connection with the reconstruction of the said wharves.

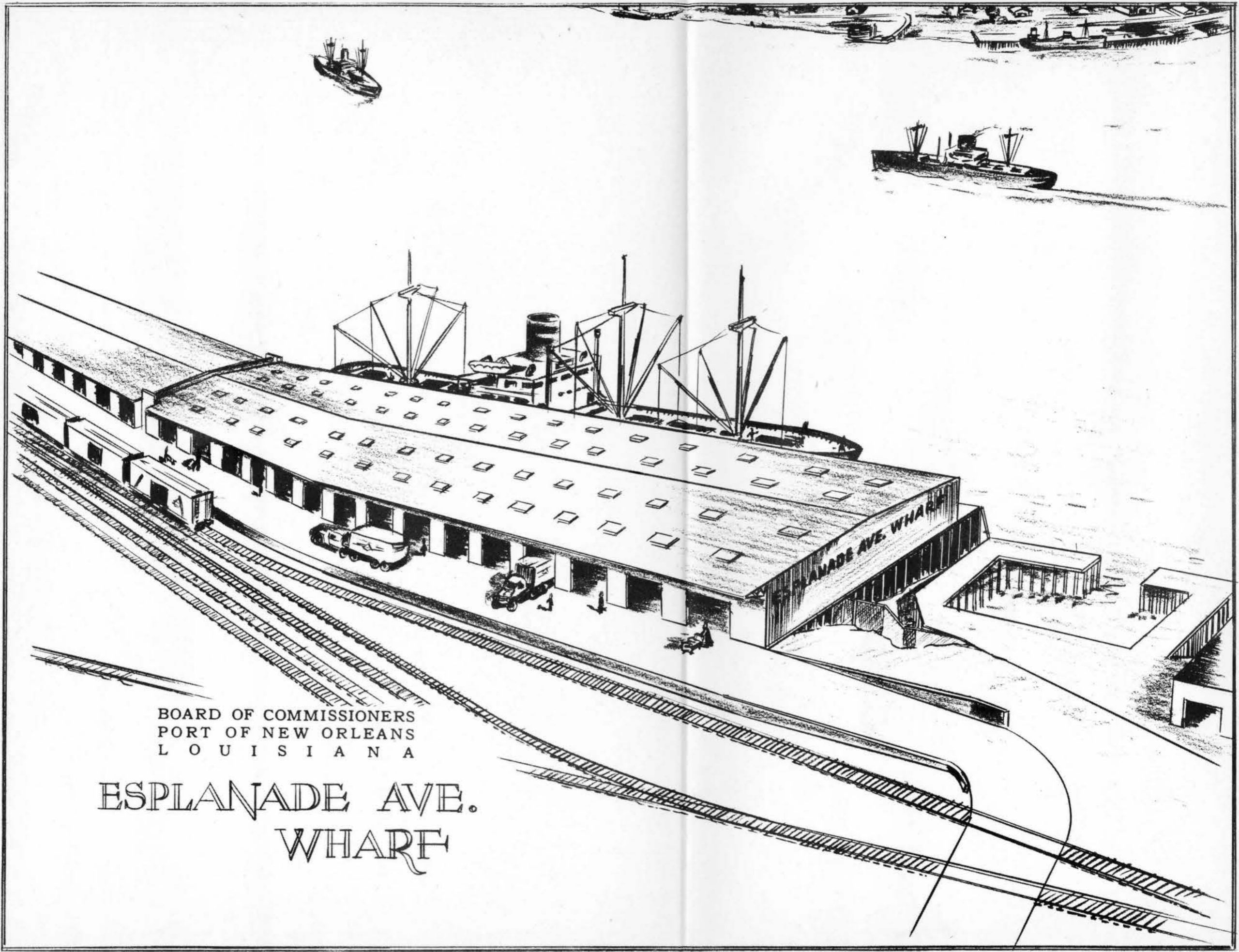
This wharf (Esplanade Avenue) will be of noncombustible construction, the substructure being of structural steel framing supported on concrete foundations which, in turn, are supported on wood piling, which have a cutoff at low water level except on the levee section where the cutoff conforms to the levee slope. The wharf floor on the structural steel substructure will be of concrete, with 1 in. trap rock finish. The rear roadway will also be of concrete, with 2 in. trap rock finish. The rear roadway at this location forms a box levee for flood protection, and consists of a retaining wall on each side with the space between filled with earth, and the concrete roadway paving placed on the fill. The levee slopes riverward from the top of the riverside retaining wall of the roadway at a slope of 3 ft. horizontal to 1 ft. vertical to low water level, and then horizontally to a point where the natural slope of the river bank occurs.

The wharf transit shed will be a one-story steel frame structure enclosed with galvanized corrugated iron siding with steel rolling doors in alternate bays, which

are at 20 ft. spacings, and will be covered with a 5-ply gravel and asphalt or tar composition roof laid on 2 in. wood sheathing. Sprinkler and standpipe systems with hose connections will be provided within the shed, and water lines for ship service will also be provided where necessary. A fire wall will be constructed at the downstream end between this wharf and the Mandeville Street Wharf, extending from the wharf floor to 5 ft. above the roof. Fire doors with rate-of-rise release equipment will be provided at two openings in this fire wall. American District Telegraph alarm and City fire alarm boxes will also be installed. These installations will provide full fire protection for the wharf and for the cargo contained therein. The shed, roadway and apron will be adequately lighted.

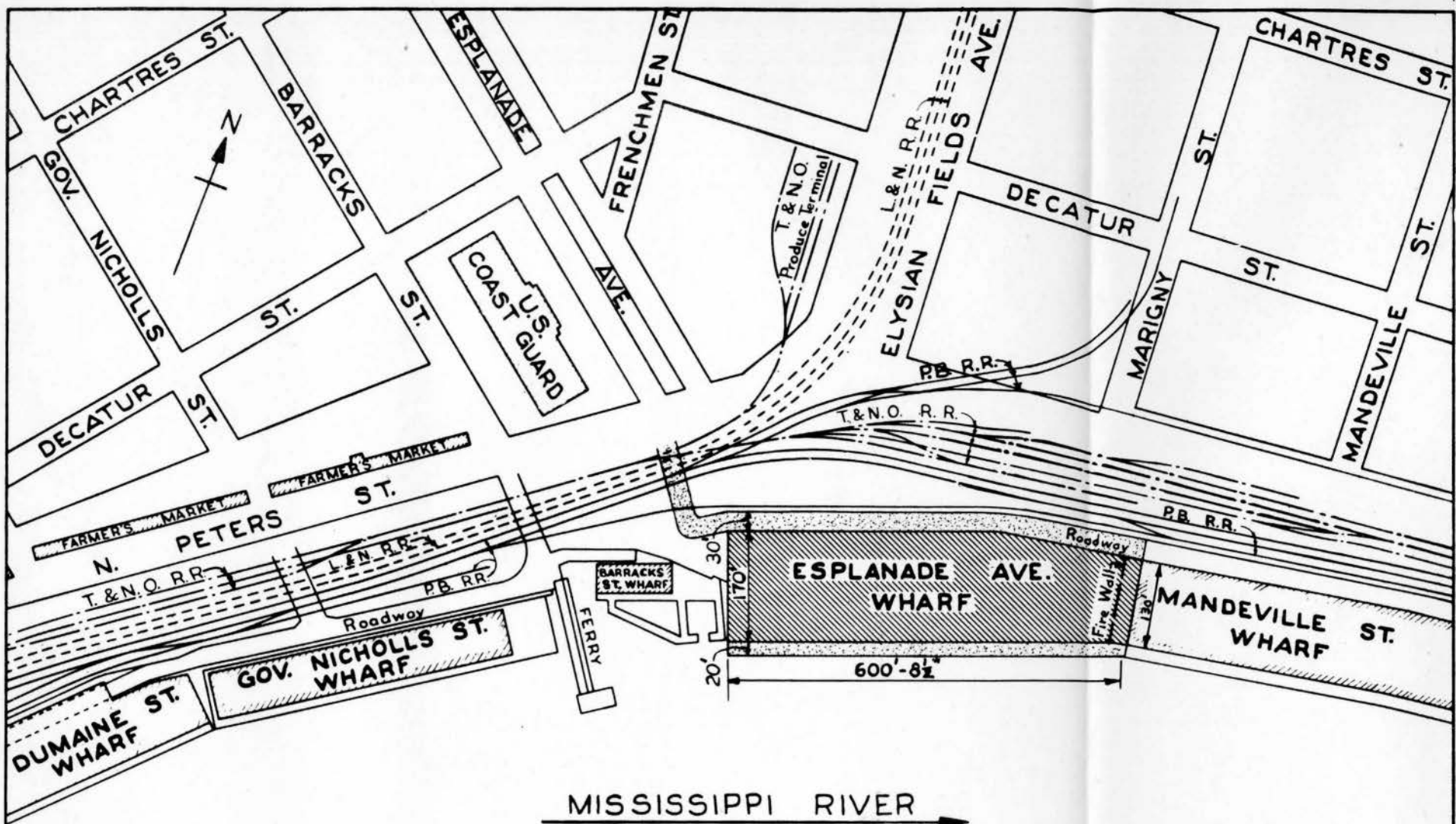
Work was started on this project on June 15, 1948 by the Board's own forces in removing the then existing structures from the site, which was formerly that of the Southern Pacific Railroad ferry landing. After the removal of these structures, the levee bank was excavated to the grade and slope necessary for the construction of the low water and bank slope footings. This work was completed about August 1st. During this time, plans and specifications had been prepared for the foundations, piles were ordered, and the contract for driving piles and the construction of concrete footings was awarded. A slight rise in the river occurred at this time, which prevented the starting of the foundation work until August 15th, but with the co-operation of the pile suppliers and the construction contractor, this work was completed on December 8th, only several hours ahead of the starting of a rise in the river which continued until it reached the flood stage of 18.5 ft. above the Carrollton gauge. During this rise, work was continued on the construction of the rear roadway, and its construction was so arranged that it served its purpose as a protection levee during the high water period.

The river remained at a high stage until about April 1st when it started to recede, and the erection of the steel substructure was started on May 19, 1949 and completed on August 8th. Work on the concrete floor was started on July 11th and will be followed by the erection of the shed steel, siding, roofing, doors, utilities, etc., all of which work will be performed by contract. It is expected that the project will be completed the early part of 1950. The cost of this wharf is estimated at \$1,500,000.



BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
LOUISIANA

ESPLANADE AVE.  
WHARF

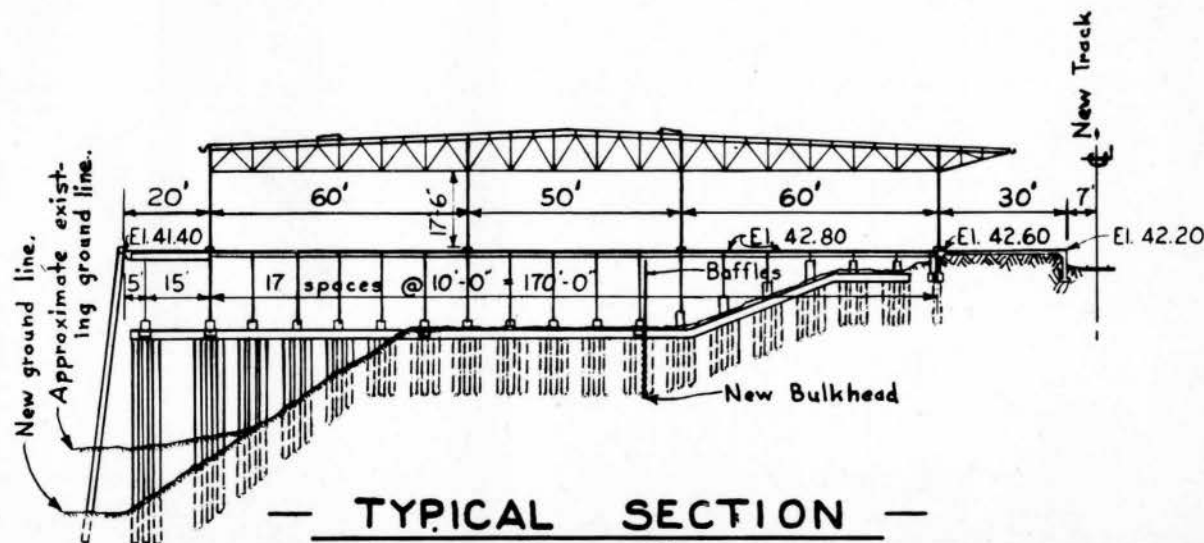


MISSISSIPPI RIVER



— LEGEND —

New Shed  
 Apron & Roadway } Under Construction



— TYPICAL SECTION —



BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
LOUISIANA

ESPLANADE AVE. WHARF

Scale As Noted Date  
 Drawn by L.H.M. Jr. Traced by L.H.M. Jr.  
 Checked by *Allen Reynolds* Engineer  
 Recommended *A.H. Baillie* Asst. Engineer Approved *J.P. Madison* Chief. Engineer

Project "H"  
Congress Street and Pauline Street  
Wharf Improvements



## Project "H"

### Congress Street and Pauline Street Wharf Improvements

This project involves (1) the rehabilitation of the existing Pauline Street Open Wharf, (2) the construction of an extension at the rear of this wharf 75 ft. wide by 446 ft. long, (3) the construction of an extension to the existing Congress Street transit shed 164 ft. wide by 200 ft. long, and (4) the construction of an extension to the existing Pauline Street transit shed 164 ft. wide by 253 ft. long. By these constructions the covered area of the Congress Street Wharf will be increased by 32,800 sq. ft., and the Pauline Street Wharf covered area will be increased by 41,500 sq. ft.

The existing wharf is constructed of creosoted piles, creosoted timber bracing, caps, stringers, and flooring, and, therefore, the same class of materials is being used in the construction of the wharf extension and in the rehabilitation of the existing wharf, except that the floor on both the new and existing wharves will be of concrete, placed directly on the wharf stringers, in lieu of the wood floor. For fire protection, sprinkler systems will be installed beneath the new wharf extension and connected into the sprinkler systems under the existing wharf.

The shed extensions will be one-story steel frame structures enclosed with galvanized corrugated iron, steel rolling doors in alternate bays, which have 20 ft. spacings, and a 5-ply composition gravel and tar or asphalt roof on 2 in. wood sheathing, and will be equipped with sprinkler systems, standpipe systems, hose lines, ship service lines, City and American District Telegraph fire alarm boxes and other necessary fire prevention facilities.

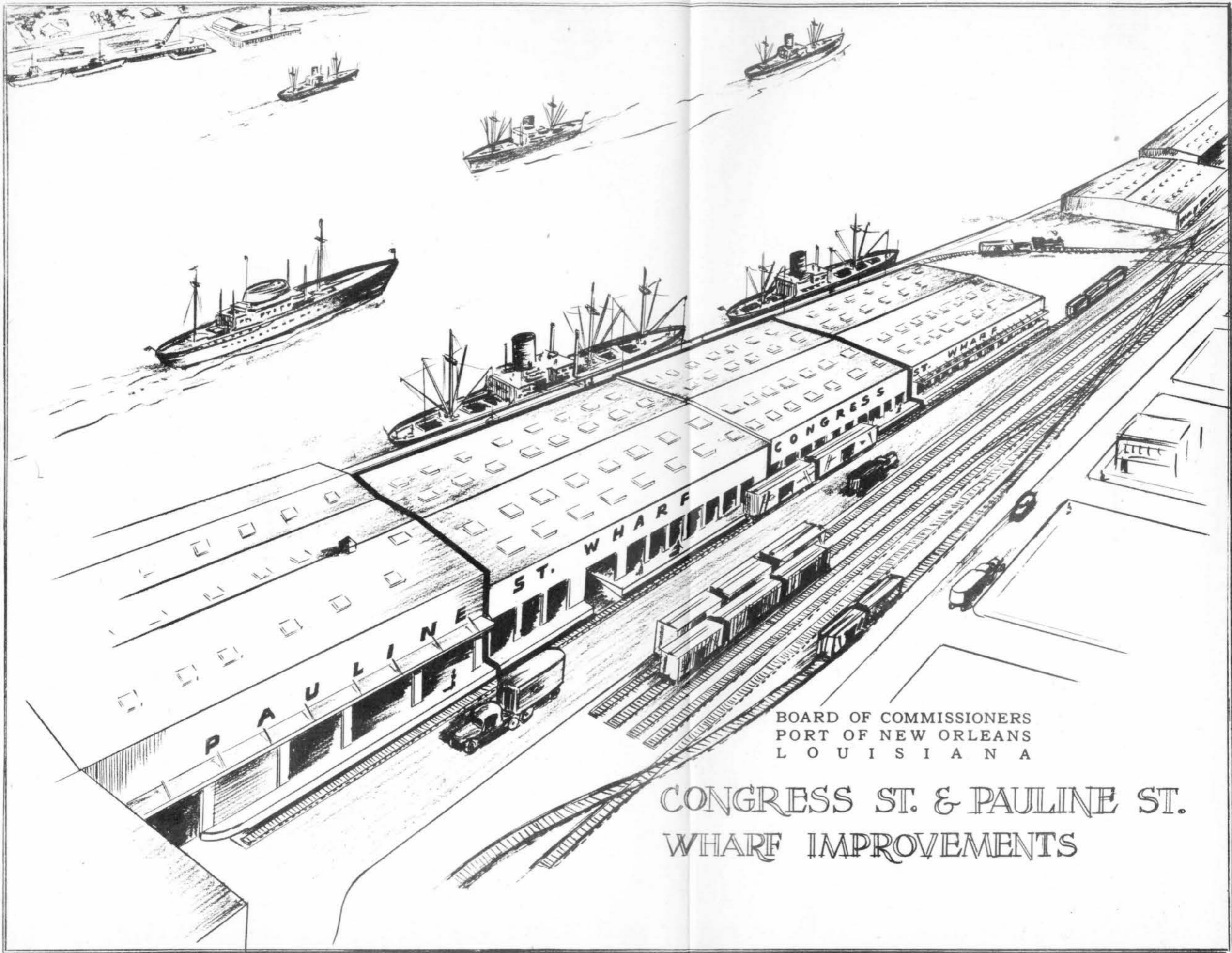
Skylights will be provided on the roofs for day-time lighting, and electric lights will be installed in the sheds and along their sides for night lighting.

The newly shedded areas will be serviced by the Public Belt Railroad from a service track at the rear and by the two existing shipside tracks on the front apron.

The wharf work on this project was started in the fall of 1948, the Board's forces performing the pile and timber construction in connection with both the rehabilitation and new wharf work. The work of driving the piles and installing the low water timbers was completed prior to the rise in the river in December 1948, and the

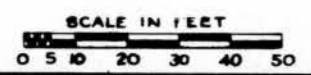
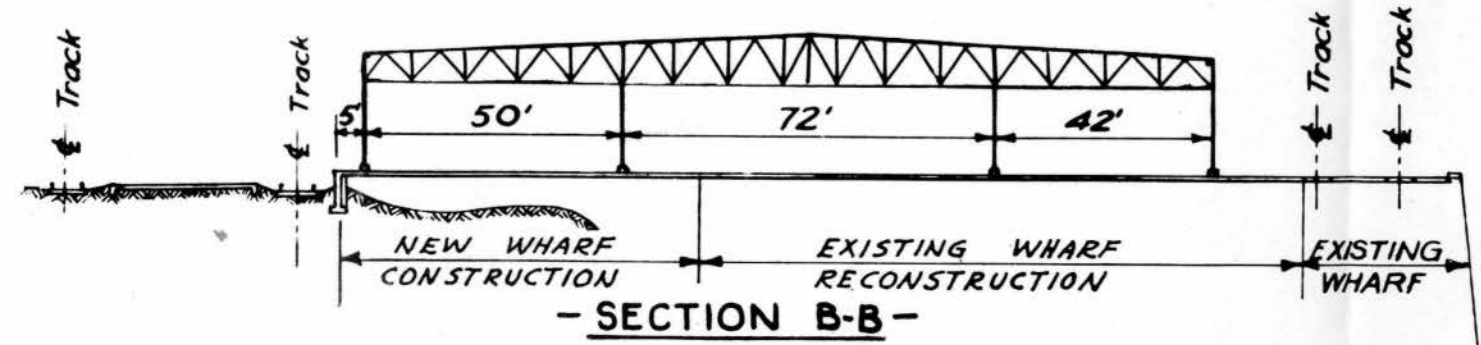
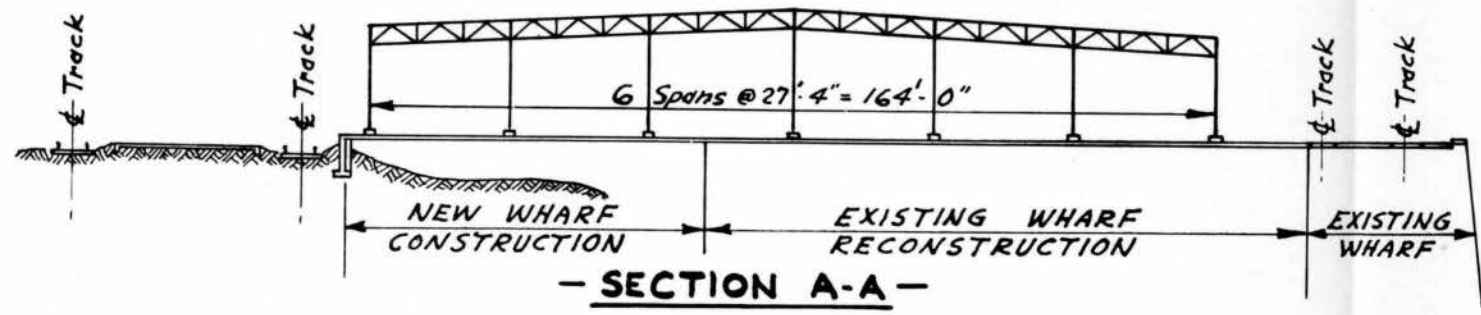
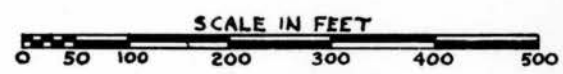
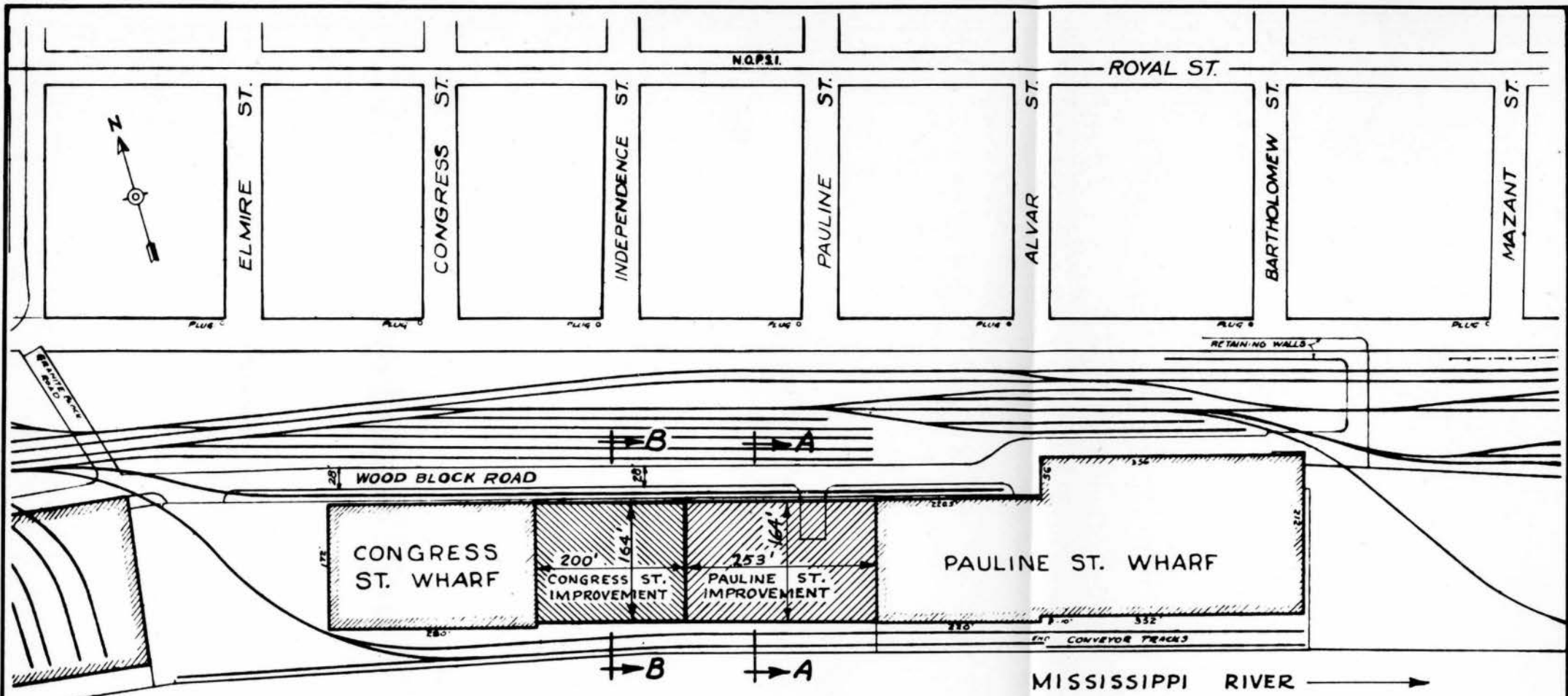
above-water work, such as the placing of collars, caps, and floor stringers and concrete floor slab was completed in July 1949. The contracts for the structural steel framing for the shed extensions and for the siding, roofing, and trim work, have been awarded and the plans and specifications for electrical, sprinkler and standpipe installations are now being prepared.

The cost of rehabilitating the wharf and constructing the addition thereto is estimated at \$350,000, the Congress Street Shed extension at \$145,000, and the Pauline Street Shed extension at \$140,000, making a total of \$635,000 as the estimated cost of this project.



BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
LOUISIANA

# CONGRESS ST. & PAULINE ST. WHARF IMPROVEMENTS



BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
LOUISIANA

CONGRESS ST. AND  
PAULINE ST. WHARF  
IMPROVEMENTS

Scale As Noted Date \_\_\_\_\_  
 Drawn by F.M.H. Traced by F.M.H.  
 Checked by \_\_\_\_\_ Allen J. Maguire Engineer  
 Recommended \_\_\_\_\_ Approved \_\_\_\_\_  
Asst. Engineer Chief Engineer

**Project "I"**  
**St. Maurice Avenue Wharf Extension**

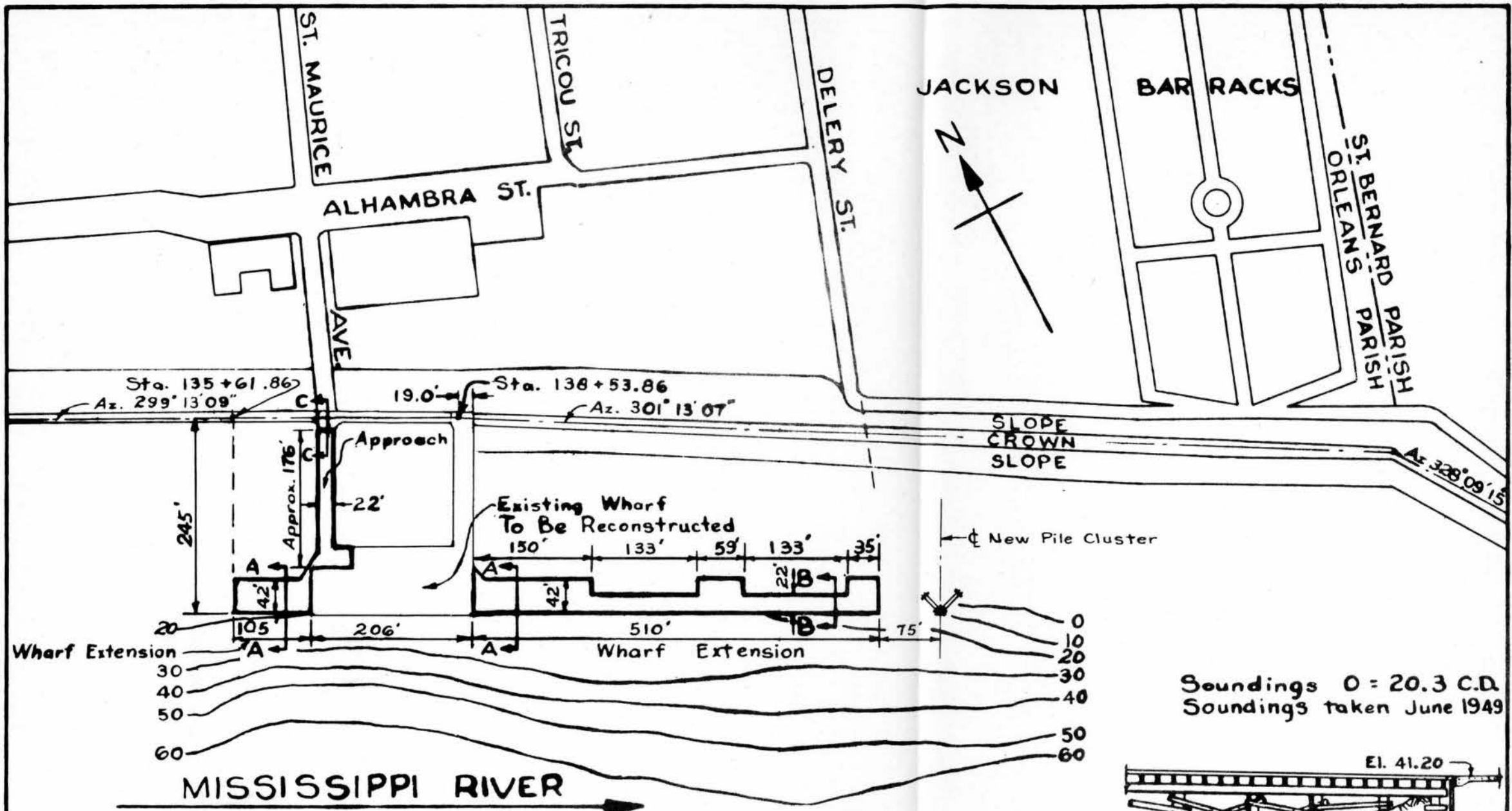
## **Project "I"**

### **St. Maurice Avenue Wharf Extension**

This project involves (1) the rehabilitation of the existing St. Maurice Avenue Open Wharf, which is located at St. Maurice Avenue and the river and is approximately 206 ft. long x 80 ft. wide, (2) the construction of an extension at the upstream end of the existing wharf about 105 ft. in length by 42 ft. in width, (3) the construction of an extension at the downstream end of the existing wharf about 150 ft. in length by 42 ft. in width and (4) the construction of a further downstream extension 360 ft. in length by 22 ft. in width. This wharf will be used as a combination cargo and repair wharf.

These extensions will be of creosoted pile and timber construction, the same as the existing wharf. Sprinkler systems will be installed beneath the entire wharf area, and it will also be equipped with a standpipe system, hose lines, ship service lines, American District Telegraph fire alarm boxes and other necessary fire prevention facilities.

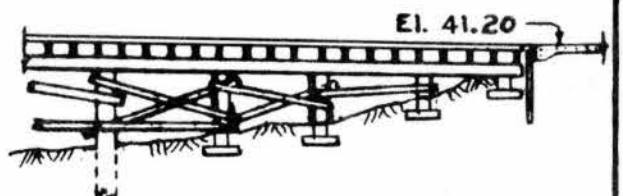
Construction work on this project was started on September 19, 1949 and is estimated to cost \$325,000.



MISSISSIPPI RIVER

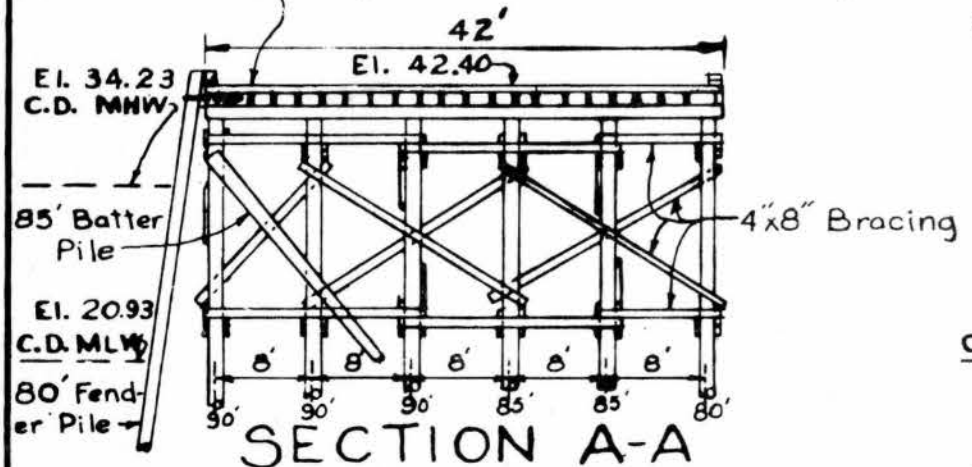
**PLAN**

Scale  $\approx 1" = 200'$

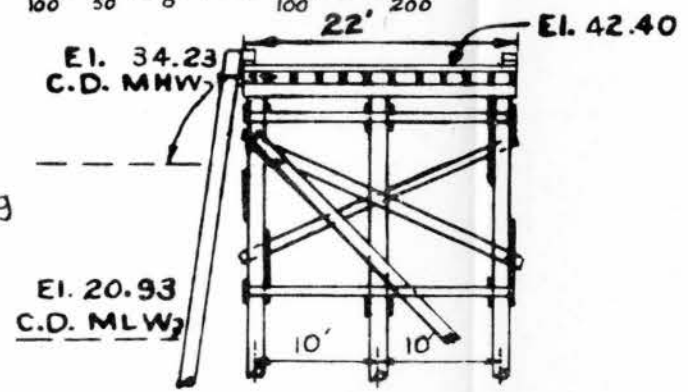


**SECTION C-C**

4"x8" Decking on 4"x12" Stringers, 2'-0" O.C., on 4-3"x12" Laminated Caps.



**SECTION A-A**



**SECTION B-B**

Scale  $\approx 1" = 20'$

BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
LOUISIANA  
ST. MAURICE AVE. WHARF  
RECONSTRUCTION  
AND EXTENSIONS

Scale: As Shown  
Drawn by: L. H. M. Jr.

Project "J"  
Land Improvement  
Inner Harbor Navigation Canal



## **Project "J"**

### **Land Improvement—Inner Harbor-Navigation Canal**

The Inner Harbor-Navigation Canal connects the Mississippi River with Lake Pontchartrain. It is about 5½ miles in length and 30 feet in depth, and is being dredged from time to time to a bottom width of 500 feet. Five bascule bridges span the Canal, their locations, beginning at the river end, are at St. Claude Avenue, Florida Avenue, Gentilly, U. S. Highway 90 and Seabrook, respectively. On the north side of the bridge at St. Claude Avenue, there is a lock having a useable length of 640 feet, a width of 75 feet and a depth of 31.5 feet over the lock sills at mean low water stage.

This Canal is intended to provide the Port with an inner harbor in which the commercial wharf system could be extended with the advantage of constant water level, and to also provide deep water for industrial development.

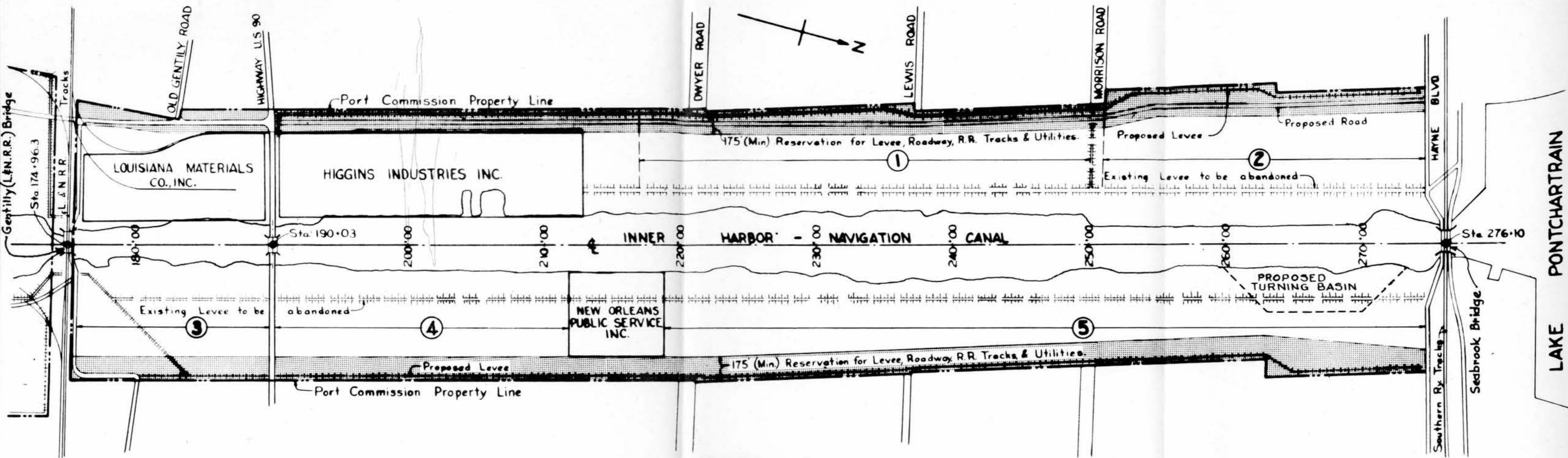
Project "J", in general, involves the filling of the Board's property on the west side of the Inner Harbor-Navigation Canal between the north end of the Higgins Industries and Hayne Boulevard at Seabrook bridge, and on the east side of the Canal from Gentilly (L. & N. Ry.) bridge to Hayne Boulevard.

It is proposed to build protection levees at the rear of the property, along the boundary lines on the east and west sides of the Canal, and to hydraulically fill the land between these levees and the existing levees located 400 ft. on each side of the center line of the Canal, to elevation plus 28.0 C.D. at the rear levees and sloping to elevation plus 26.0 C. D. at the existing levees. A reservation 175 ft. in width will be provided parallel to the new protection levees on each side of the Canal for the levee, a vehicular roadway, railroad tracks and utilities.

At present, the protection levee along the west property line between the site of Higgins Industries and Morrison Road has been completed, and the filling of the area between this levee and the existing levee along the Canal in this stretch is now about 90 per cent complete. This area is indicated as No. 1 on the accompanying plan, and comprises about 60 acres. It is planned to continue the levee and filling work on the other areas in the order indicated by the number shown on the plan,

utilizing the Board's dredge to do the filling work during periods when it is not required for operations along the river front. As very little more fill material can be dredged from the Canal channel, it is proposed to dredge a turning basin as indicated on the accompanying plan, and to dredge slips as future requirements may warrant, using the materials dredged from these sources for filling the properties to the proposed elevations. When completed, the Canal will be approximately 500 ft. in width and will have a depth in excess of 30 ft. When filled, the areas on both sides of the Canal will provide approximately 270 acres for industries requiring constant level deep water frontage.

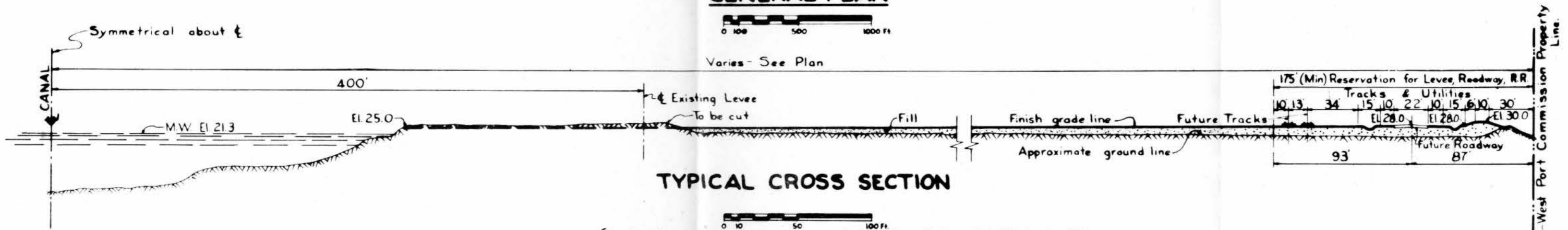
The total cost of this project is estimated at approximately \$1,000,000.



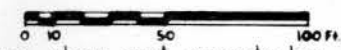
**GENERAL PLAN**



Varies - See Plan



**TYPICAL CROSS SECTION**



Completed { Grading & main levee, along west property line, from Highway U.S. 90 to sta. 210  
Main levee along west property line from sta 210 to sta 250

**- LEGEND -**

- Hydraulic Fill
- Reservation

BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
LOUISIANA  
**INNER HARBOR - NAVIGATION CANAL  
PROPOSED DEVELOPMENT  
L. & N. R. R. TO LAKE**  
Prepared by L.H.M. Jr.  
Checked by  
Approved by  
J.H. [Signature]

**Project "K"**  
**Terminal Development**  
**Inner Harbor Navigation Canal**

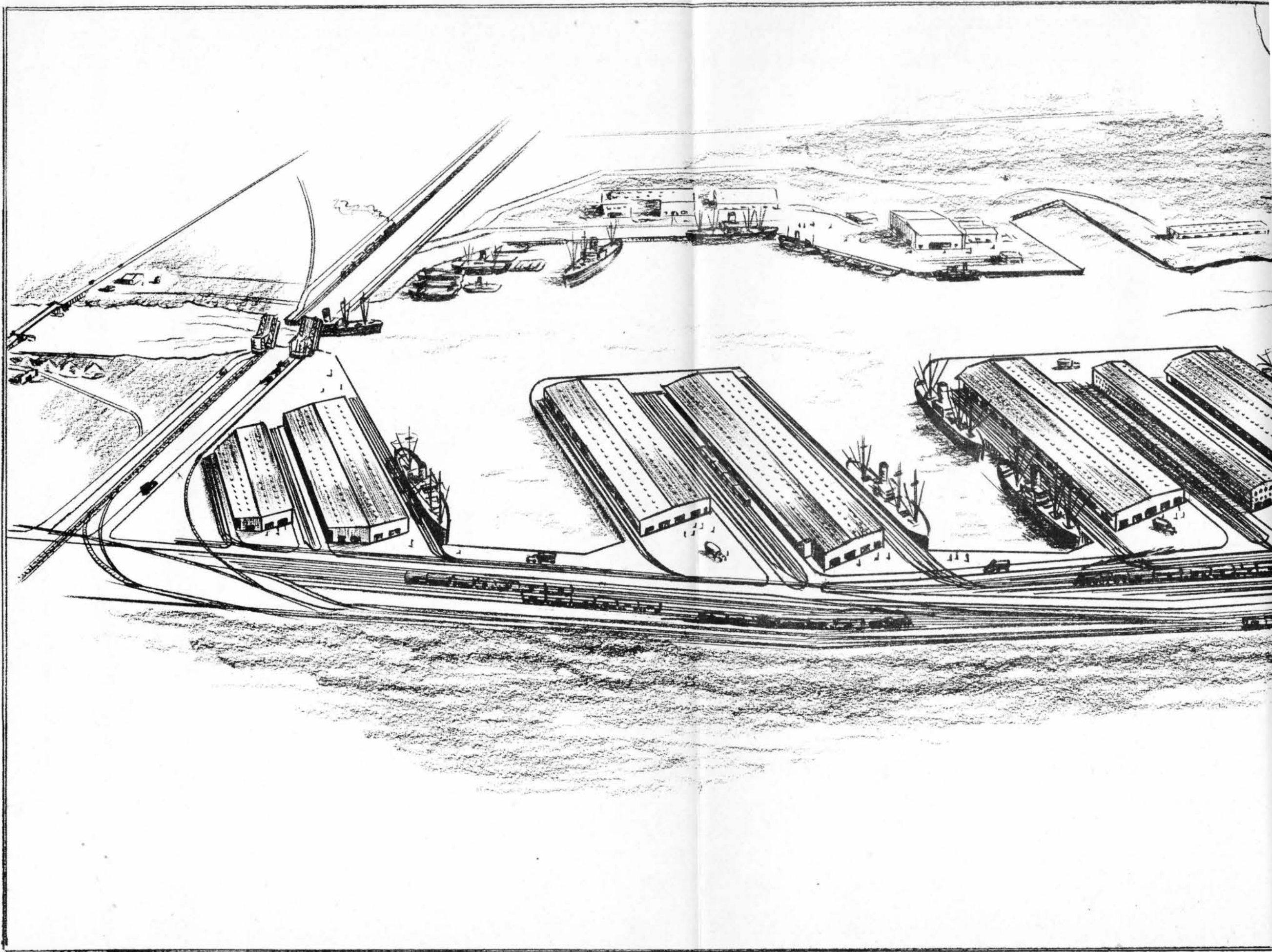
## Project "K"

### Terminal Development—Inner Harbor-Navigation Canal

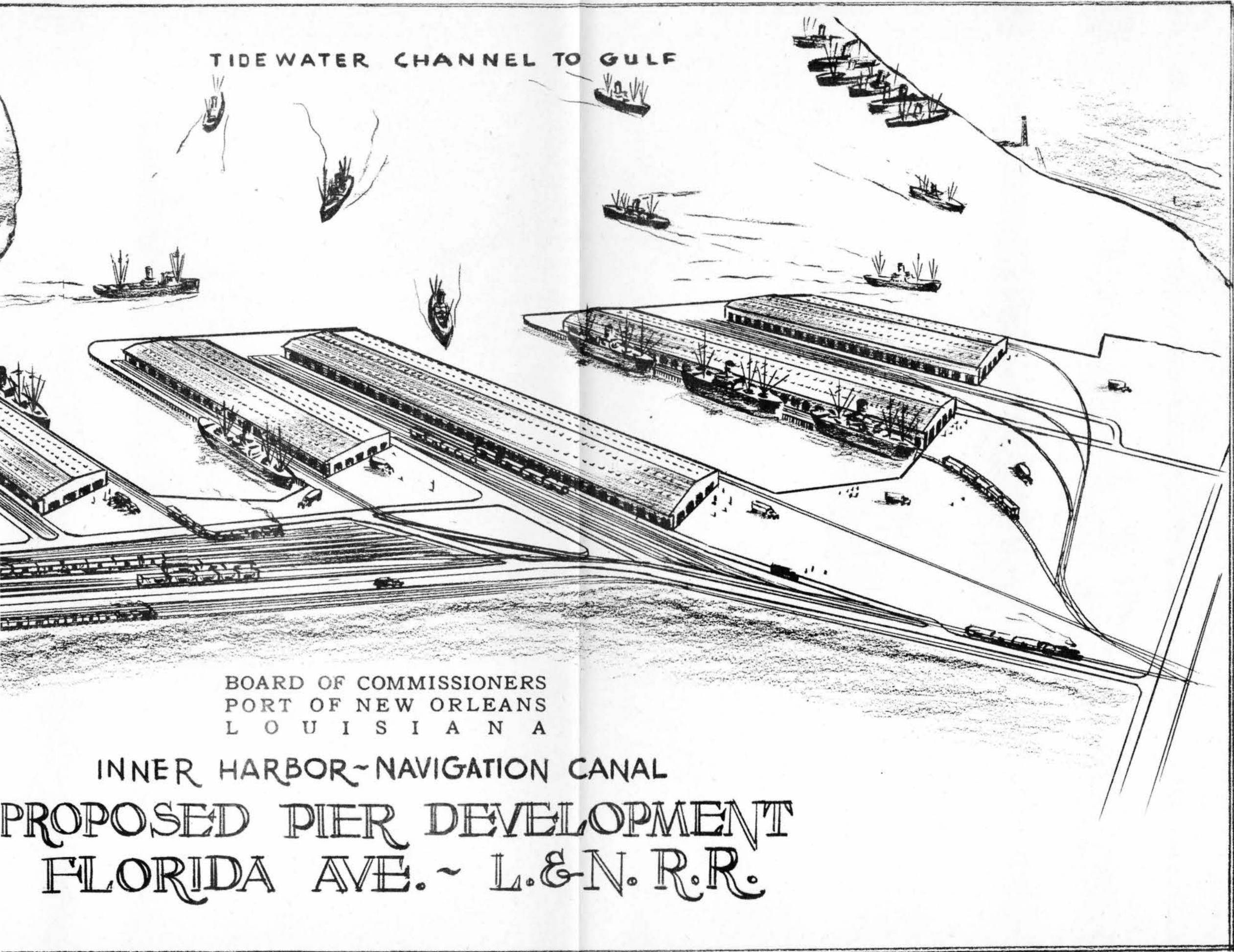
Along the west side of the Inner Harbor-Navigation Canal between the Florida Avenue and Gentilly Bridges, area is available for the development of a modern, constant water-level terminal and inner harbor which could be developed progressively as additional port facilities are required. With this terminal located at the point where the proposed Tidewater Ship Channel (See Project "L") would connect with the Inner Harbor-Navigation Canal, seagoing vessels of any size or draft could enter and depart from this terminal without passing through any bridges or lock. Looking to the development of this Tidewater Terminal, preliminary plans have already been prepared for the construction of slips and piers, as shown on the accompanying drawing.

On these piers it is proposed to provide wharves and transit sheds of the most modern and efficient type, with wide aprons, shipside railroad tracks, cargo handling equipment, etc., together with roadways, parking space, railroad storage tracks, interchange and classification yards, and all other facilities necessary for a compact and efficient terminal. Four slips have already been partially dredged at this location, and in the dredging of these slips and in the widening and deepening of the Inner Harbor-Navigation Canal, this area has been filled to the elevation necessary for the construction thereon of the proposed facilities. Also, a concrete roadway has been provided along the rear of this site, extending from Florida Avenue to U. S. Highway 90.

Railroad connections and public utilities are presently available, and good streets and highways lead from this area to the City's industrial, commercial and financial centers. It is estimated that about 3,000,000 sq. ft. of covered cargo handling space would be provided by the construction of the proposed wharves alongside the slips, and while no detailed estimate has been made, it is considered that the ultimate cost would be from \$35,000,000 to \$45,000,000, depending upon the extent of the work involved. Undoubtedly, this plan will require modification from time to time to meet changing conditions and circumstances, but it illustrates the terminal arrangement contemplated at this location.



TIDE WATER CHANNEL TO GULF



BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
LOUISIANA

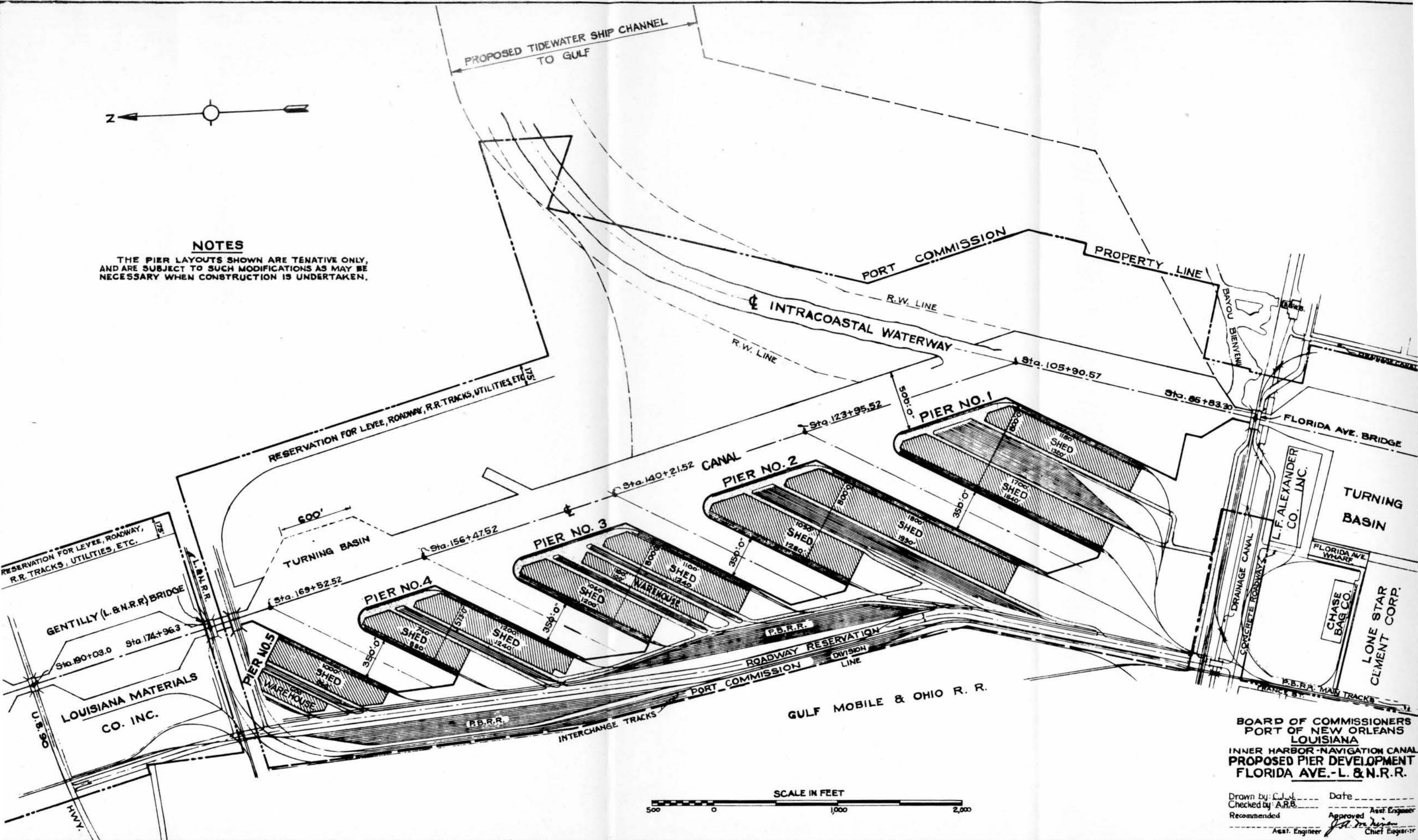
INNER HARBOR-NAVIGATION CANAL

PROPOSED PIER DEVELOPMENT  
FLORIDA AVE. ~ L. & N. R. R.



**NOTES**

THE PIER LAYOUTS SHOWN ARE TENTATIVE ONLY, AND ARE SUBJECT TO SUCH MODIFICATIONS AS MAY BE NECESSARY WHEN CONSTRUCTION IS UNDERTAKEN.



BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
LOUISIANA  
INNER HARBOR - NAVIGATION CANAL  
PROPOSED PIER DEVELOPMENT  
FLORIDA AVE. - L. & N.R.R.

Drawn by: C.J.L. Date: \_\_\_\_\_  
Checked by: A.R.B. \_\_\_\_\_  
Recommended: \_\_\_\_\_ Approved: \_\_\_\_\_  
Asst. Engineer: \_\_\_\_\_ Chief Engineer: \_\_\_\_\_



**Project "L"**  
**Proposed Tidewater Ship Channel**

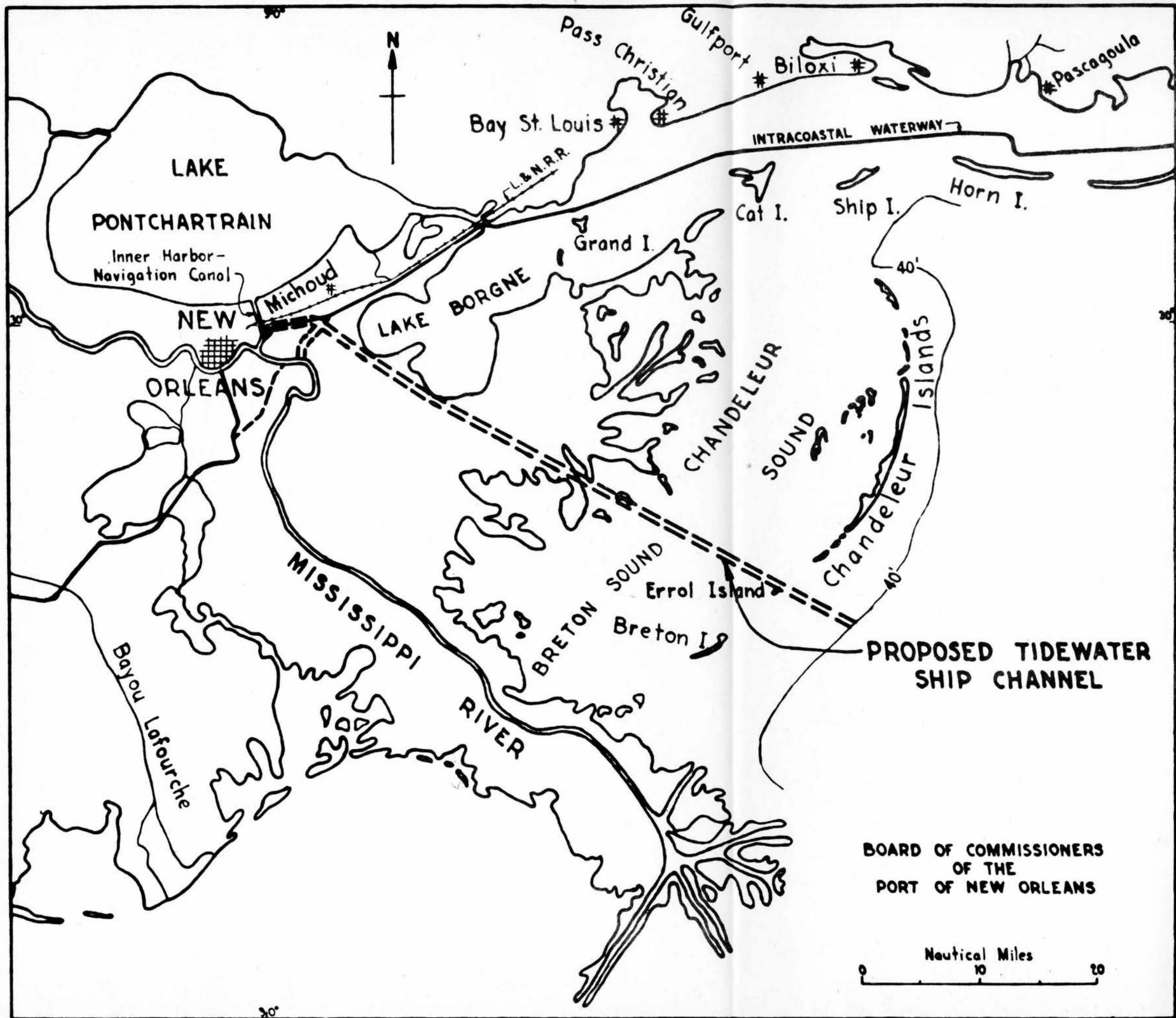
## **Project 'L'**

### **Proposed Tidewater Ship Channel**

When the plans for the Inner Harbor-Navigation Canal were first projected, the Board foresaw that the proper commercial development of the Port would eventually require a direct channel from this Canal to the Gulf of Mexico. It, therefore, provided in its plans at that time for the connection of such a channel at the same point on the Canal that is now planned as the connection of the Tidewater Ship Channel proposed under this project. As this Channel will be necessary as an outlet for the proposed Inner Harbor (Project "K") and for the further developments contemplated on the Canal, the Board petitioned the United States Government to provide same, and the project was approved by the Chief of Engineers, Department of the Army, United States Government, in May 1948.

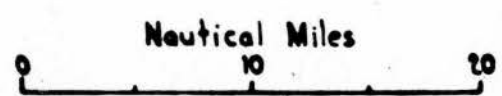
This Channel, as recommended by the U. S. Engineers, would begin at approximately the same point where the Intracoastal Waterway now connects with the Inner Harbor-Navigation Canal, and would follow along the present route of the Intracoastal Waterway to a point near Paris Road, thence in a south easterly direction through land and water areas to the Gulf of Mexico, passing near Errol Island. The Channel, from the Inner Harbor-Navigation Canal to the point near Errol Island, would be 500 ft. wide and 36 ft. deep and then increasing gradually to 600 ft. in width and 38 ft. in depth beyond that point, with protection jetties at the entrance and a permanent retention dyke through Chandeleur Sound and a wing dyke along the island, as required, to the Gulf of Mexico. This Channel would be approximately 64 miles in length and would permit the largest vessels afloat to enter the Port by a relatively straight route and through currentless water.

The cost of this project, as estimated by the United States Engineers, would be approximately \$67,000,000, exclusive of aides to navigation.



**PROPOSED TIDEWATER  
SHIP CHANNEL**

**BOARD OF COMMISSIONERS  
OF THE  
PORT OF NEW ORLEANS**



**Project "M"**  
**Proposed Development Along**  
**Tidewater Ship Channel**

## **Project "M"**

### **Proposed Development Along Tidewater Ship Channel**

Undoubtedly, port and harbor facilities in addition to those now projected will become necessary from time to time as the Port continues to develop. A logical location for such development would be along the proposed Tidewater Ship Channel, where there would be ample room for the construction of economical and efficient terminals of all kinds needed in a modern port. Such areas would also provide adequate space for barge, railroad, highway and air traffic, warehouses, and for all service facilities required for shipping operations. In this area there would also be room for reservations as may be required by the armed forces in connection with the construction, repairing and servicing of war ships and other vessels. Seaplane and landplane bases for the armed forces could also be provided, as well as commercial airfields. Facilities for customs and quarantine and all other necessary services could also be provided, and tidewater sites would be available for industrial and manufacturing industries, bulk commodity storage and other purposes. No estimate has been made as to the probable cost of such installations and works as, undoubtedly, this plan will also require modification from time to time in order to conform to changing requirements, but it illustrates the long range planning of the Board for the future development of the Port, as and when warranted.



**Project "N"**  
**Michoud Industrial Facilities**

## **Project "N"**

### **Michoud Industrial Facilities**

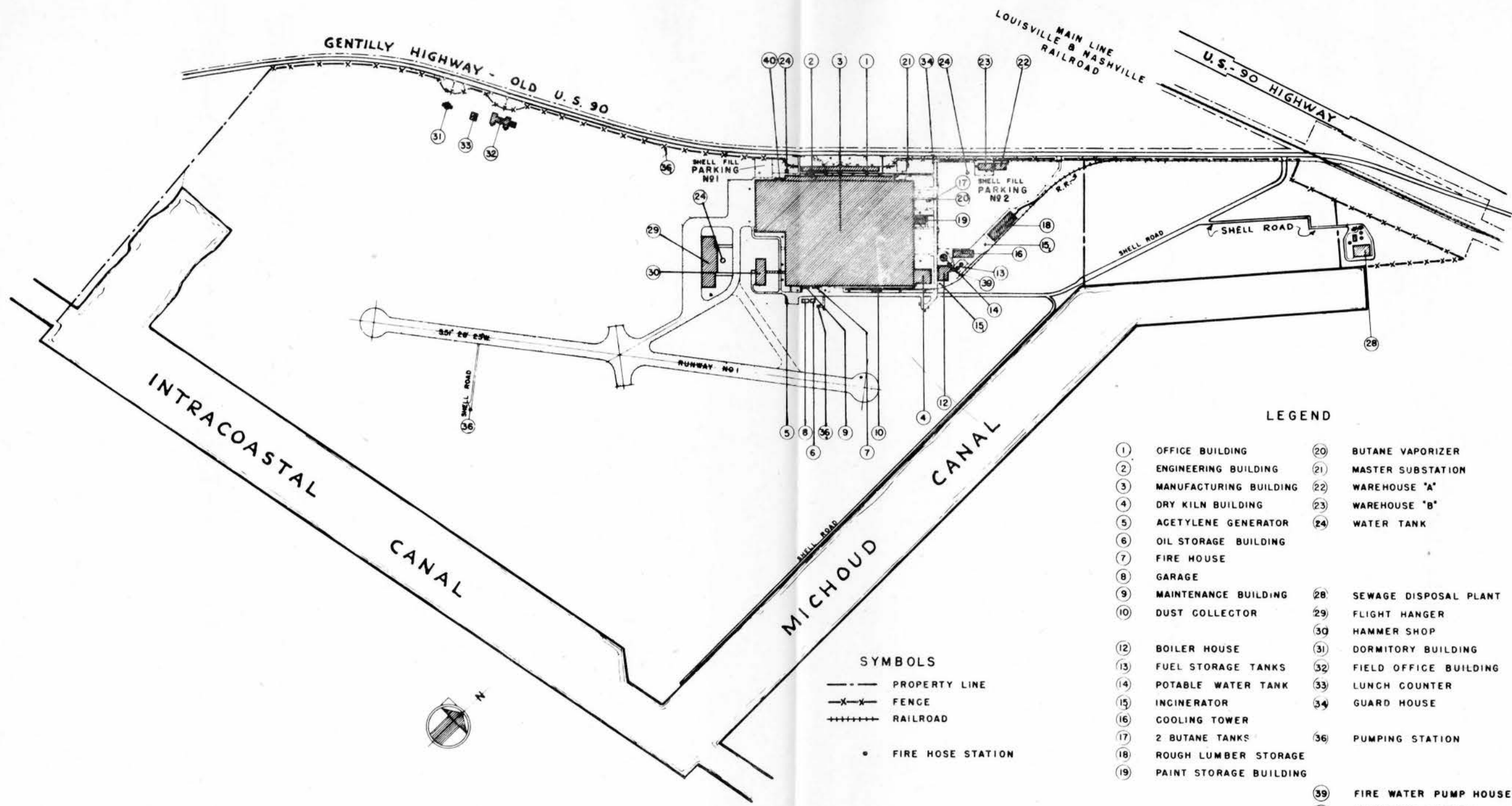
The Michoud Industrial Facilities were constructed during the recent war for the manufacturing of airplanes, and were acquired by this Port from the United States Government in November 1947. They comprise 19 buildings having a total covered area of 2,225,000 sq. ft., 1, 934,200 sq. ft. of which constitute buildings of structural steel framing with concrete floors.

Work is now in progress putting these structures and the installations therein in condition for use by industries. This work is estimated to cost about \$125,000. Provided in these buildings are 440 volt, 3 phase electric power, sprinklers and mercury vapor lighting. The main manufacturing building has a covered area of 46 acres and is equipped throughout with monorails to accommodate 5½ ton electric cranes. There is a car level loading platform on one side 842 ft. in length, with switch track alongside. Other service tracks are located throughout the area. City water is available in quantities of 1,000,000 gallons per day. Electric power is available from a 110,000 volt, 3 phase power line.

All the major buildings are accessible to large trucks and vans and are serviced by railroad tracks, and are equipped with convenient restrooms, water coolers, and comfortable air change systems.

This entire area, comprising 1,052 acres, abuts on U. S. Highway 90 and the L. & N. Railroad on the north, and the Intracoastal Canal and the Michoud Canal on the other three sides. Ample area is available for the construction of industrial plants. To date, some 300,000 sq. ft. of space has been leased to 20 firms which are producing a variety of metal products and several types of wood products.





**LEGEND**

- |                          |                          |
|--------------------------|--------------------------|
| ① OFFICE BUILDING        | ②① BUTANE VAPORIZER      |
| ② ENGINEERING BUILDING   | ②② MASTER SUBSTATION     |
| ③ MANUFACTURING BUILDING | ②③ WAREHOUSE "A"         |
| ④ DRY KILN BUILDING      | ②④ WAREHOUSE "B"         |
| ⑤ ACETYLENE GENERATOR    | ②⑤ WATER TANK            |
| ⑥ OIL STORAGE BUILDING   |                          |
| ⑦ FIRE HOUSE             |                          |
| ⑧ GARAGE                 |                          |
| ⑨ MAINTENANCE BUILDING   | ②⑧ SEWAGE DISPOSAL PLANT |
| ⑩ DUST COLLECTOR         | ②⑨ FLIGHT HANGER         |
|                          | ③① HAMMER SHOP           |
| ⑫ BOILER HOUSE           | ③② DORMITORY BUILDING    |
| ⑬ FUEL STORAGE TANKS     | ③③ FIELD OFFICE BUILDING |
| ⑭ POTABLE WATER TANK     | ③④ LUNCH COUNTER         |
| ⑮ INCINERATOR            | ③⑤ GUARD HOUSE           |
| ⑯ COOLING TOWER          |                          |
| ⑰ 2 BUTANE TANKS         | ③⑥ PUMPING STATION       |
| ⑱ ROUGH LUMBER STORAGE   |                          |
| ⑲ PAINT STORAGE BUILDING | ③⑨ FIRE WATER PUMP HOUSE |
|                          | ④① EXECUTIVE GARAGE      |

**SYMBOLS**

- PROPERTY LINE
- x-x- FENCE
- ++++ RAILROAD
- FIRE HOSE STATION

**SITE PLAN**  
SCALE 0 500 1000 FEET

**MICHLOUD INDUSTRIAL FACILITIES**  
NEW ORLEANS, LA.

**Statement of Need  
For Additional Port Facilities**

## **Statement of Need For Additional Port Facilities**

An analysis of the cargo tonnage handled by the Port of New Orleans emphasizes the fact that the volume of such tonnage necessarily fluctuates with changing economical conditions throughout the world. As an example, during the period of the worldwide business depression, cargo tonnage decreased from 16,248,172 tons in 1928 to 11,900,733 tons in 1934. Since 1934, however, the cargo tonnage has increased annually, reaching the all-time high volume of 29,712,300 tons in 1947.

It is anticipated that the European Recovery Plan will continue to create commerce through the Port until the economic conditions of certain European countries have materially improved, at least until the people of these countries become self-sustaining and American dollars are available to them on the basis of free trade, without the necessity of further American subsidy. Also, the cooperative effort of the City of New Orleans, New Orleans Chamber of Commerce, International House, International Trade Mart and other local, State, National and international organizations, with the Board of Commissioners of the Port of New Orleans, should continue to develop and direct more of the Mississippi Valley's and world commerce generally through this Port.

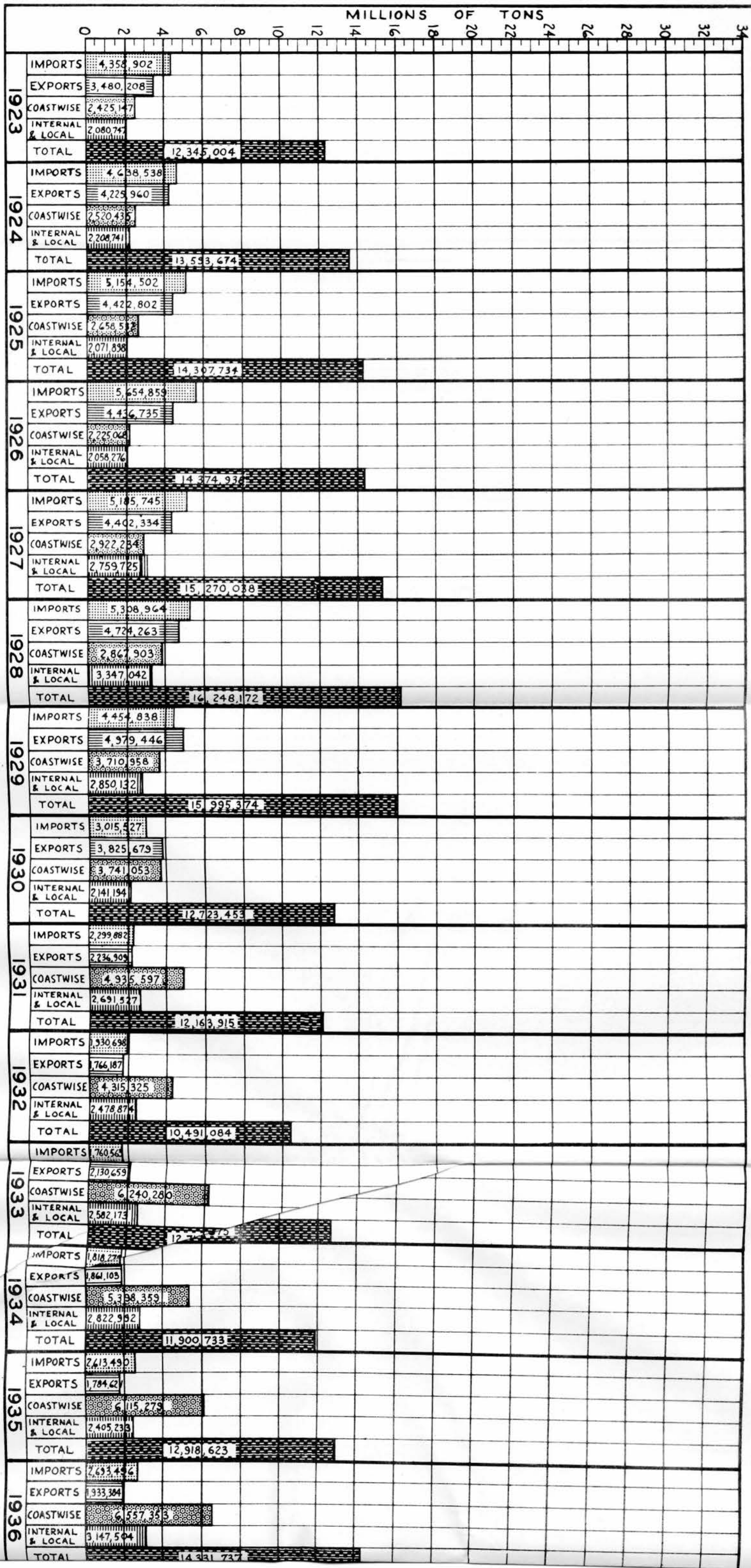
During the period from 1940 to the present time, the cargo tonnage handled over the public wharves was in excess of the average intensity of usage, based on the tonnage handled per square foot of transit shed area. The excess exceeded the average intensity of use by approximately 32% in 1948.

The cargo tonnage figures quoted above were compiled by the United States Engineers. Tonnage figures for 1948 are not yet available.

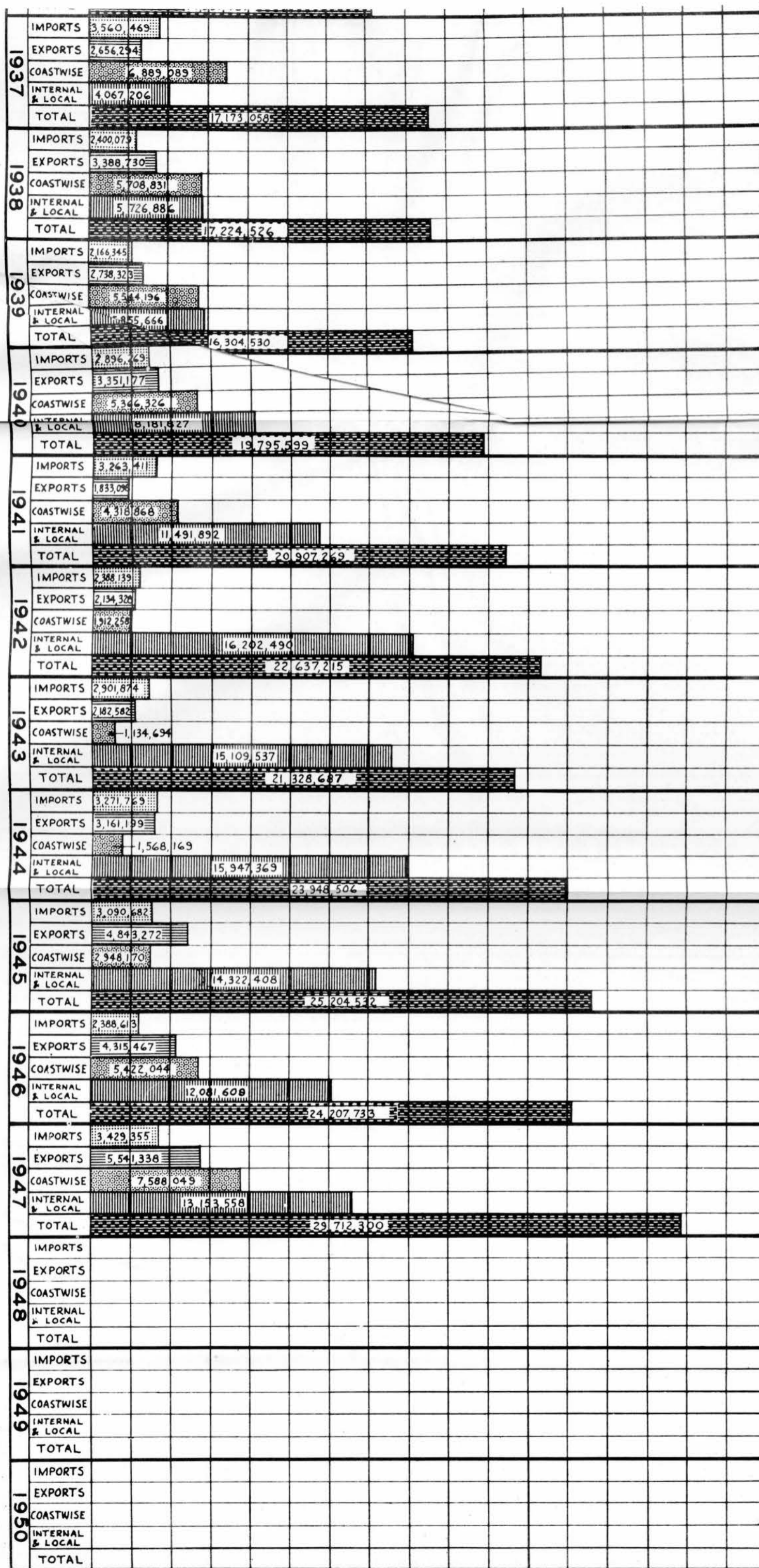
It is realized, therefore, that if the Port is to continue to keep pace with the increasing commerce, additional wharf and transit shed facilities must be provided as required to adequately handle the Port's business. The additional port facilities now being projected, together with the proposed future improvements and developments illustrated and described herein, outline the pattern of the Board's planning for the present and future needs of the Port.

Methods of handling cargo, and the adequacy of wharf and transit shed areas and facilities, are under continual observation for the purpose of ascertaining where improvements may be made and what additional facilities are needed for the betterment of the Port. The need for the projects proposed by this improvement program is borne out by the data shown on the accompanying chart, titled: "CHART SHOWING THE TONNAGE HANDLED IN THE PORT."

BOARD OF COMMISSIONERS OF THE  
 CHART SHOWING TONNAGE H  
 BASED ON FIGURES COMPILED



THE PORT OF NEW ORLEANS  
 HANDLED IN THE PORT  
 BY U. S. ENGINEERS



**Financing**  
**of**  
**The Proposed Projects**

## **Financing of the Proposed Projects**

The financial position of the Port Commission has materially improved in recent years, as evidenced by the data given in the accompanying statement titled: "STATEMENT SHOWING YEARLY FINANCIAL REQUIREMENTS FROM 1933 TO 1978 TO COVER BOND REQUIREMENTS, OPERATING COSTS AND DEPRECIATION CHARGES, COMPARED WITH ACTUAL YEARLY INCOME TO CURRENT YEAR," as well as by the accompanying graph titled: "CONSOLIDATED CHART OF ALL DEPARTMENTS SHOWING ANNUAL REVENUE AND EXPENSE AND CASH GAIN OR LOSS."

The Port's present financial condition is such that it is contemplated that all proposed projects included in this program for immediate development will be financed from the accumulated cash reserves set up for that purpose. Major developments, such as the proposed terminals on the Inner Harbor-Navigation Canal and on the Tide Water Ship Channel (Projects "L" and "M") will, probably, require outside financing. However, if such harbor developments are undertaken progressively as the need demands, and business continues at its present level, or better, it is within the realm of possibility that even some of these major developments may be financed out of accumulated cash gains.

When the construction of the proposed Tidewater Ship Channel to the Gulf of Mexico is started, as approved by the Chief of Engineers, U. S. Engineer Corps, and recommended by him to Congress for construction, the acquisition of additional land may be required for the development of harbor facilities, industrial sites and other collateral purposes. It is anticipated that the cost of such land acquisitions and developments will greatly exceed the Port's accumulated cash gain and, in that event, outside financing undoubtedly will be required for this purpose.

STATEMENT SHOWING YEARLY FINANCIAL REQUIREMENTS FROM 1933 to 1978  
TO COVER BOND REQUIREMENTS, OPERATING COSTS AND DEPRECIATION CHARGES  
COMPARED WITH ACTUAL YEARLY INCOME TO CURRENT YEAR

Year Ending June 30	Redemption to Date	Bonds Outstanding	Bond Requirements per Year			Operating Expenses (Note A)	Total of 5 and 6	Gross Income			Cash Loss or Gain 10 - 7 (Note B)	Depreciation Charges
			Principal	Interest	Total			From Operations	Other Sources	Total		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
1933	3,480,000	39,270,000	653,000	1,932,600	2,585,600	2,165,380	4,750,980	2,760,440	1,681,330	4,441,770	-309,210	581,614
1934	4,185,000	38,565,000	705,000	1,898,720	2,603,720	2,435,940	5,039,560	2,649,020	1,739,980	4,389,000	-650,560	586,418
1935	4,917,000	37,833,000	732,000	1,870,680	2,602,680	2,306,650	4,909,330	2,660,760	1,782,840	4,443,600	-465,730	579,245
1936	5,673,000	37,077,000	756,000	1,825,890	2,581,890	2,451,910	5,033,800	2,636,530	1,836,870	4,473,400	-560,400	577,763
Issued July 1, 1936		1,304,000										
1937	6,466,000	37,588,000	793,000	1,838,190	2,631,190	2,291,130	4,922,320	2,742,480	1,941,960	4,684,440	-237,880	581,791
1938	7,356,000	36,698,000	890,000	1,795,680	2,685,680	2,592,440	5,278,120	3,277,820	2,007,670	5,285,490	* 7,370	589,156
1939	8,273,000	35,781,000	917,000	1,750,980	2,667,980	2,604,600	5,272,580	2,844,520	2,036,110	4,880,630	-391,950	577,692
Issued July 1, 1939		658,000										
1940	9,251,000	35,461,000	978,000	1,725,450	2,703,450	2,597,830	5,301,280	3,140,070	2,103,970	5,244,040	- 57,240	573,682
1941	10,277,000	34,435,000	1,026,000	1,675,850	2,701,850	1,522,950	4,224,800	2,308,780	2,208,270	4,517,050	*292,250	517,947
1942	11,357,000	33,355,000	1,080,000	1,624,240	2,704,240	1,610,270	4,314,510	2,480,150	2,340,140	4,820,290	*505,780	517,947
1943	12,492,000	32,220,000	1,135,000	1,570,190	2,705,190	1,565,190	4,270,380	2,607,970	2,090,240	4,698,210	*427,830	504,444
1944	13,677,000	31,035,000	1,185,000	1,513,270	2,698,270	1,589,130	4,287,400	2,899,070	2,065,810	4,964,880	*677,480	510,829
1945	14,896,000	29,816,000	1,219,000	1,454,420	2,673,420	1,743,960	4,417,380	3,444,200	2,096,740	5,540,940	*1,123,560	678,616
1946	16,185,000	28,527,000	1,289,000	1,392,620	2,681,620	1,917,500	4,599,120	3,934,559	2,245,207	6,179,770	*1,580,650	649,727
1947	17,518,000	27,194,000	1,333,000	1,328,350	2,661,350	2,456,970	5,118,320	4,729,720	2,530,500	7,260,220	*2,111,900	672,858
1948	18,913,000	25,799,000	1,395,000	1,261,560	2,656,560	2,847,870	5,504,430	5,178,150	2,745,540	7,923,690	*2,119,260	687,366
1949	20,382,000	24,330,000	1,469,000	1,191,410	2,660,410	3,243,540	5,903,950	6,243,807	2,845,680	9,089,487	*3,185,537	695,883
1950	21,915,000	22,797,000	1,533,000	1,117,910	2,650,910							
1951	23,523,000	21,189,000	1,608,000	1,040,950	2,648,950							
1952	25,213,000	19,499,000	1,690,000	959,930	2,649,930							
1953	26,972,000	17,740,000	1,759,000	875,540	2,634,540							
1954	28,808,000	15,904,000	1,836,000	787,170	2,623,170							
1955	30,538,000	14,174,000	1,730,000	697,540	2,427,540							
1956	32,270,000	12,442,000	1,732,000	610,850	2,342,850							
1957	34,070,000	10,642,000	1,800,000	524,240	2,324,240							
1958	35,722,000	8,990,000	1,652,000	437,170	2,089,170							
1959	37,445,000	7,267,000	1,723,000	353,290	2,076,290							
1960	38,642,000	6,070,000	1,197,000	292,090	1,489,090							
1961	39,467,000	5,245,000	825,000	252,470	1,077,470							
1962	39,832,000	4,880,000	365,000	235,720	600,720							
1963	40,132,000	4,580,000	300,000	221,580	521,580							
1964	40,447,000	4,265,000	315,000	206,730	521,730							
1965	40,777,000	3,935,000	330,000	191,230	521,230							
1966	41,122,000	3,590,000	345,000	174,920	519,920							
1967	41,482,000	3,230,000	360,000	157,900	517,900							
1968	41,862,000	2,850,000	380,000	140,030	520,030							
1969	42,257,000	2,455,000	395,000	121,340	516,340							
1970	42,672,000	2,040,000	415,000	101,800	516,800							
1971	43,112,000	1,600,000	440,000	81,130	521,130							
1972	43,567,000	1,145,000	455,000	59,570	514,570							
1973	43,842,000	870,000	275,000	42,990	317,990							
1974	44,132,000	580,000	290,000	29,760	319,760							
1975	44,267,000	445,000	135,000	20,330	155,530							
1976	44,407,000	305,000	140,000	14,250	154,250							
1977	44,557,000	155,000	150,000	7,535	157,535							
1978	44,712,000	---	155,000	580	155,580							
Bond requirements July 1, 1932 and thereafter			\$41,885,000	\$37,406,845	\$79,291,845							
Bond requirements prior to July 1, 1932			\$ 2,827,000	\$27,594,790	\$30,421,790							
Total Bond requirements			\$44,712,000	\$65,001,635	\$109,713,635							

**NOTES:**

(A) Operating Expenses are exclusive of Bond Interest and Depreciation Charges.

(B) Cash Loss or Gain is before deduction for Depreciation Charges.

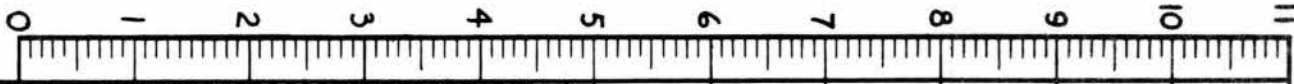
- Loss  
\* Gain

Engineering Department

March 1, 1945, with subsequent data added.



MILLIONS OF DOLLARS



1933	REVENUE	\$ 4,441,770.		\$ 309,210.
	EXPENSE	653,000	1,932,600.	2,165,380.
1934	REVENUE	4,369,000		650,560.
	EXPENSE	705,000	1,898,720	2,435,840.
1935	REVENUE	4,443,600.		465,730.
	EXPENSE	732,000	1,870,650	2,306,650.
1936	REVENUE	4,473,400.		560,400.
	EXPENSE	756,000	1,825,890.	2,451,910.
1937	REVENUE	4,684,440.		237,880.
	EXPENSE	795,000	1,838,190.	2,291,130.
1938	REVENUE	5,285,490.		7,370.
	EXPENSE	890,000	1,795,680.	2,592,440.
1939	REVENUE	4,880,630.		391,950.
	EXPENSE	917,000	1,750,980.	2,604,600.
1940	REVENUE	5,244,040.		57,240.
	EXPENSE	578,000	1,725,450.	2,597,830.
1941	REVENUE	4,517,050.		
	EXPENSE	1,026,000	1,675,850.	1,522,950.
1942	REVENUE	4,820,290.		292,250.
	EXPENSE	1,080,000	1,624,240.	1,610,270.
1943	REVENUE	4,698,210.		505,780.
	EXPENSE	1,135,000	1,570,190.	1,565,190.
1944	REVENUE	4,964,880.		427,830.
	EXPENSE	1,185,000	1,513,270.	1,589,130.
1945	REVENUE	5,540,940.		677,480.
	EXPENSE	1,219,000	1,454,420.	1,743,960.
1946	REVENUE	6,179,770.		1,123,560.
	EXPENSE	1,289,000	1,992,620.	1,917,500.
1947	REVENUE	7,260,220.		1,580,650.
	EXPENSE	1,333,000	1,328,350.	2,456,970.
1948	REVENUE	7,923,690.		2,141,900.
	EXPENSE	1,395,000	1,261,560.	2,847,870.
1949	REVENUE	9,089,487.		2,419,260.
	EXPENSE	1,469,000	1,191,410.	3,243,540.
1950	REVENUE			3,185,537.
	EXPENSE	1,533,000	1,117,910.	
1951	REVENUE			
	EXPENSE	1,608,000	1,040,950.	
1952	REVENUE			
	EXPENSE	1,690,000	959,930.	
1953	REVENUE			
	EXPENSE	1,759,000	875,540.	
1954	REVENUE			
	EXPENSE	1,836,000	787,170.	
1955	REVENUE			
	EXPENSE			

**LEGEND**

- Indicates Gross Revenue (Exclusive of Revenue from Gasoline Tax)
- Indicates Operating Expense (Excluding Depreciation.)
- Indicates Bond Redemption.
- Indicates Bond Interest.
- Indicates Cash Gain after Bond Servicing and before Depreciation.
- Indicates Loss after Bond Servicing and before Depreciation.

**BOARD OF COMMISSIONERS**  
**CONSOLIDATED CH**  
**SHOWING ANNUAL REVENUE AN**  
 For

**INCOME STATEMENTS OF THE PORT OF NEW ORLEANS  
PART OF ALL DEPARTMENTS  
NET EXPENSE AND CASH GAIN OR LOSS**

Fiscal Years Ending June 30<sup>th</sup>

Year	Type	Amount	Gain/Loss
1955	EXPENSE	1,730,000.	697,540.
	REVENUE		
1956	EXPENSE	1,732,000.	610,850.
	REVENUE		
1957	EXPENSE	1,800,000.	524,240.
	REVENUE		
1958	EXPENSE	1,652,000.	437,170.
	REVENUE		
1959	EXPENSE	1,723,000.	353,290.
	REVENUE		
1960	EXPENSE	1,197,000.	292,090.
	REVENUE		
1961	EXPENSE	825,000.	252,470.
	REVENUE		
1962	EXPENSE	235,720.	365,000.
	REVENUE		
1963	EXPENSE	221,580.	300,000.
	REVENUE		
1964	EXPENSE	206,730.	315,000.
	REVENUE		
1965	EXPENSE	191,230.	330,000.
	REVENUE		
1966	EXPENSE	174,920.	345,000.
	REVENUE		
1967	EXPENSE	157,300.	360,000.
	REVENUE		
1968	EXPENSE	140,030.	380,000.
	REVENUE		
1969	EXPENSE	121,340.	395,000.
	REVENUE		
1970	EXPENSE	101,800.	415,000.
	REVENUE		
1971	EXPENSE	81,130.	440,000.
	REVENUE		
1972	EXPENSE	59,570.	455,000.
	REVENUE		
1973	EXPENSE	42,930.	275,000.
	REVENUE		
1974	EXPENSE	29,760.	290,000.
	REVENUE		
1975	EXPENSE	20,330.	135,000.
	REVENUE		
1976	EXPENSE	14,250.	140,000.
	REVENUE		
1977	EXPENSE	7,535.	150,000.
	REVENUE		
1978	EXPENSE	580.	155,000.
	REVENUE		

**Maps, Views and Distinctive Features  
Of the Port**

## **Maps, Views and Distinctive Features of the Port**

The limits of the Port of New Orleans are shown on Map No. 1.

The existing facilities of the Port are shown on Map No. 2.

The accompanying views show the City and Port, industrial areas, port facilities and some of the numerous port operations.

A noteworthy characteristic of this Port is the extensive longitudinal wharf system on the east bank or New Orleans side of the river, where the wharves form almost a continuous quay for nearly 9 miles. Approximately 7 miles of these wharves, the grain elevator, commodity warehouses, and other auxiliary facilities, as shown in red on Map No. 2, are publicly-owned and are operated by the Board.

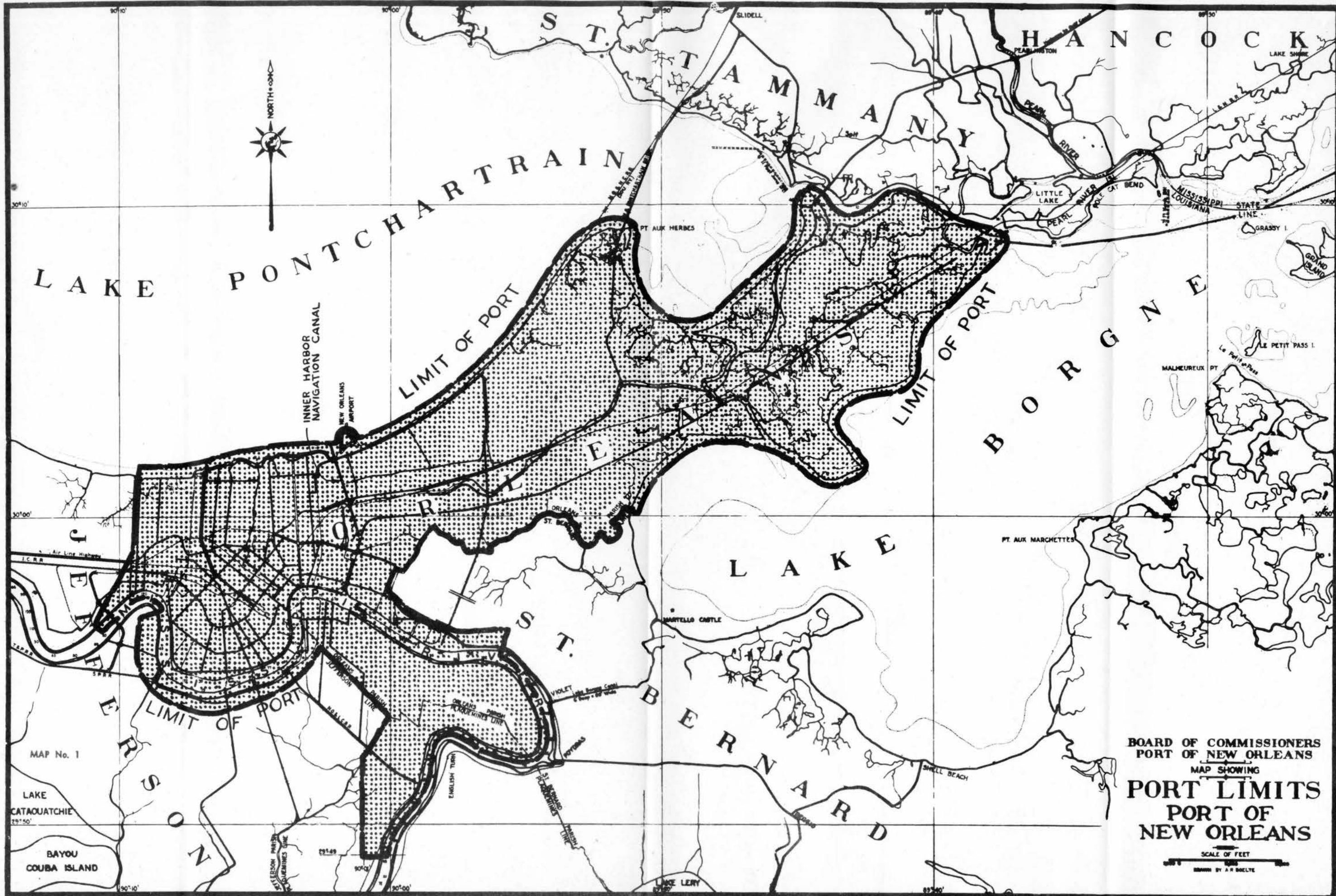
In addition to the publicly-owned facilities in the Port, there are a number of privately-owned facilities, such as the Stuyvesant Docks, owned by the Illinois Central System; the Westwego docks, owned by the Missouri Pacific Railroad; the Chalmette docks, owned by the Southern Railroad; and a considerable number of wharves and landings along the west bank of the river. (See Map No. 2).

A most important feature of this Port is its fire prevention facilities. The publicly-owned wharves are protected against fire by sprinkler systems, standpipe systems, and by American District Telegraph and City fire alarm systems, fire walls, etc. Every wharf of combustible construction is fully sprinklered beneath the wharf floor and all of the wharf sheds are sprinklered. The sprinkler installations are wet systems of the standard automatic type, with quartz-bulb type heads which fuse at 135° Fahrenheit, and all sprinkler valves are A. D. T. supervised to prevent unauthorized closure. These sprinkler installations involve about 133,840 sprinkler heads and 303 miles of piping.

Under the wharves of combustible construction, fire-stops extending from the wharf floor to the low water line for the full width of the wharves, are also provided at intervals of about 350 feet. These fire-stops are equipped with a "Deluge" system on each side, operated by heat actuated devices. Standpipe systems are provided in all sheds, each of the 600 outlets having a 50 ft. length of 1½ inch fire hose attached. The sheds are also equipped with draft stops of corrugated iron, extending from the

roof to the bottom of the roof trusses, between each wet system of about 800 heads.

Fire walls are located along the wharves at about 1000 ft. intervals, except where open areas separate the wharves. American District Telegraph and City fire alarm boxes are located along the wharves at required intervals and a fire alarm sent in from one of these boxes is transmitted simultaneously to the New Orleans Fire Department and to the Board's Firetug "DELUGE". This vessel has a pumping capacity of 10,400 gallons of water per minute and is equipped also with a short wave radio for two way communication with the Board's Harbor Patrol office, which furnishes 24 hour service daily.



LAKE PONTCHARTRAIN

S T. TAMMANY HANCOCK

LAKE

LIMIT OF PORT

LIMIT OF PORT

BORGNE

LAKE

LIMIT OF PORT

ST. BERNARD

BOARD OF COMMISSIONERS  
PORT OF NEW ORLEANS  
MAP SHOWING  
PORT LIMITS  
PORT OF  
NEW ORLEANS

SCALE OF FEET  
1000 500 0 500 1000

MAP No. 1

LAKE  
CATAOUATCHIE

BAYOU  
COUBA ISLAND



GRASSY I.

LE PETIT PASS I.

MALMEUREUX PT.

PT. AUX MARCHETTES

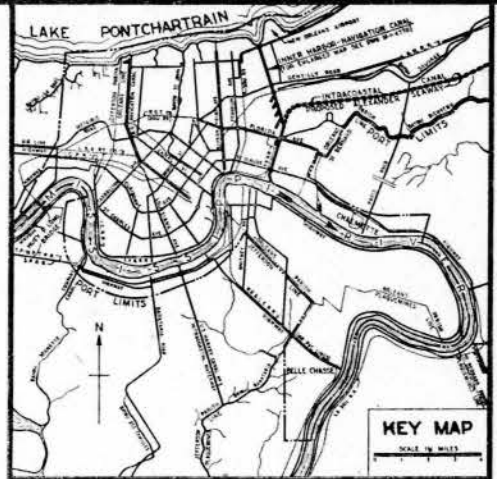
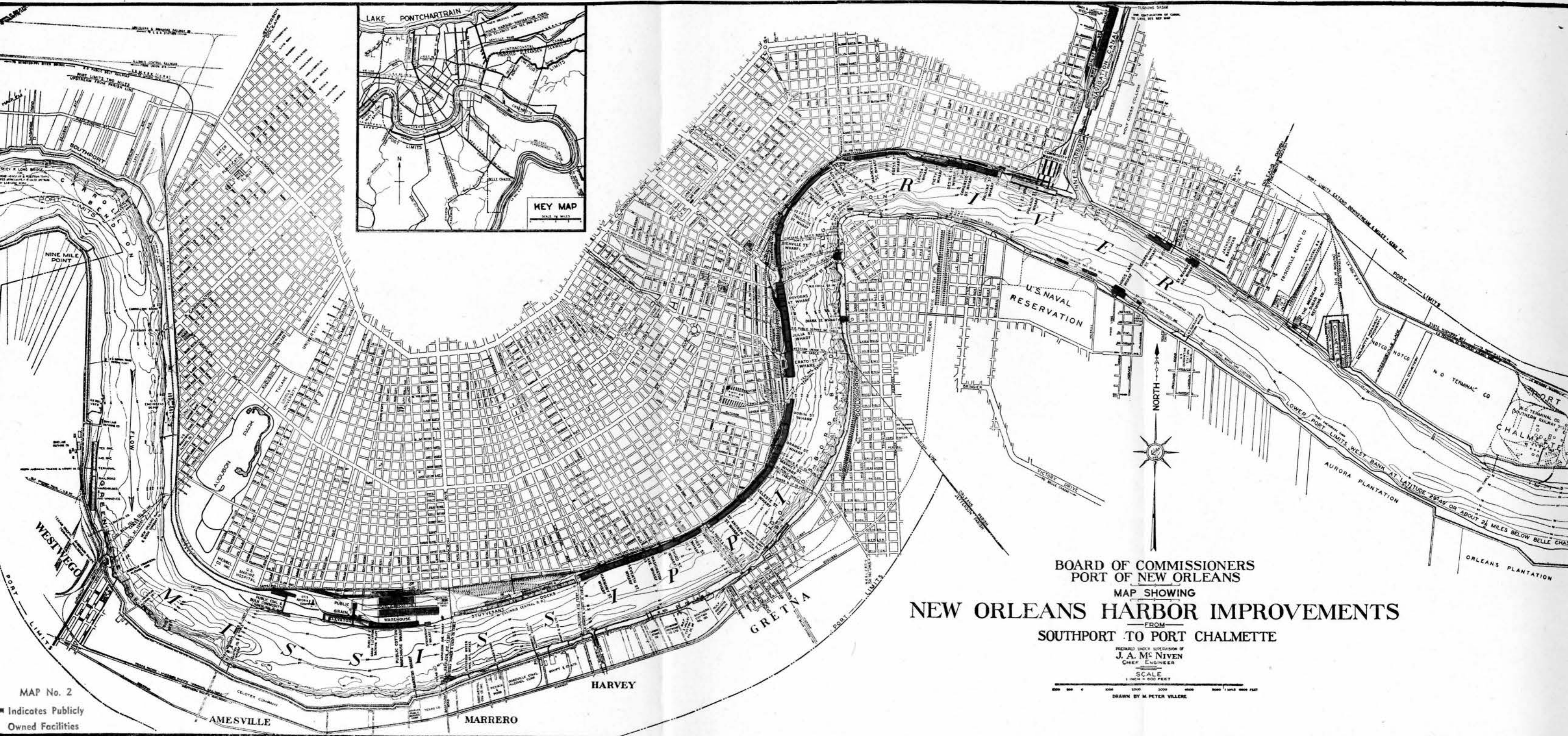
MARTELLO CASTLE

VIOLET

ENGLISH TURN

SHELL BEACH

LAKE LERY



BOARD OF COMMISSIONERS  
 PORT OF NEW ORLEANS  
 MAP SHOWING  
**NEW ORLEANS HARBOR IMPROVEMENTS**  
 FROM  
 SOUTHPORT TO PORT CHALMETTE  
 PREPARED UNDER SUPERVISION OF  
 J. A. Mc NIVEN  
 CHIEF ENGINEER  
 SCALE  
 1 INCH = 500 FEET  
 DRAWN BY M. PETER VILLENE

MAP No. 2

■ Indicates Publicly Owned Facilities

AMESVILLE

MARRERO

HARVEY

GREYNA

ORLEANS PLANTATION  
 AURORA PLANTATION  
 N. O. TERMINAL CO.  
 CHALMETTE

U.S. NAVAL RESERVATION



NINE MILE POINT

WESTwego

SOUTHPORT  
 PORT LIMITS  
 WEST BANK  
 EAST BANK  
 CLOVER COUNTRY

PORT LIMITS  
 EAST BANK  
 PORT CHALMETTE  
 PORT LIMITS  
 WEST BANK  
 PORT CHALMETTE



The City and Port of New Orleans are located on the Mississippi River 110 miles from the Gulf of Mexico.





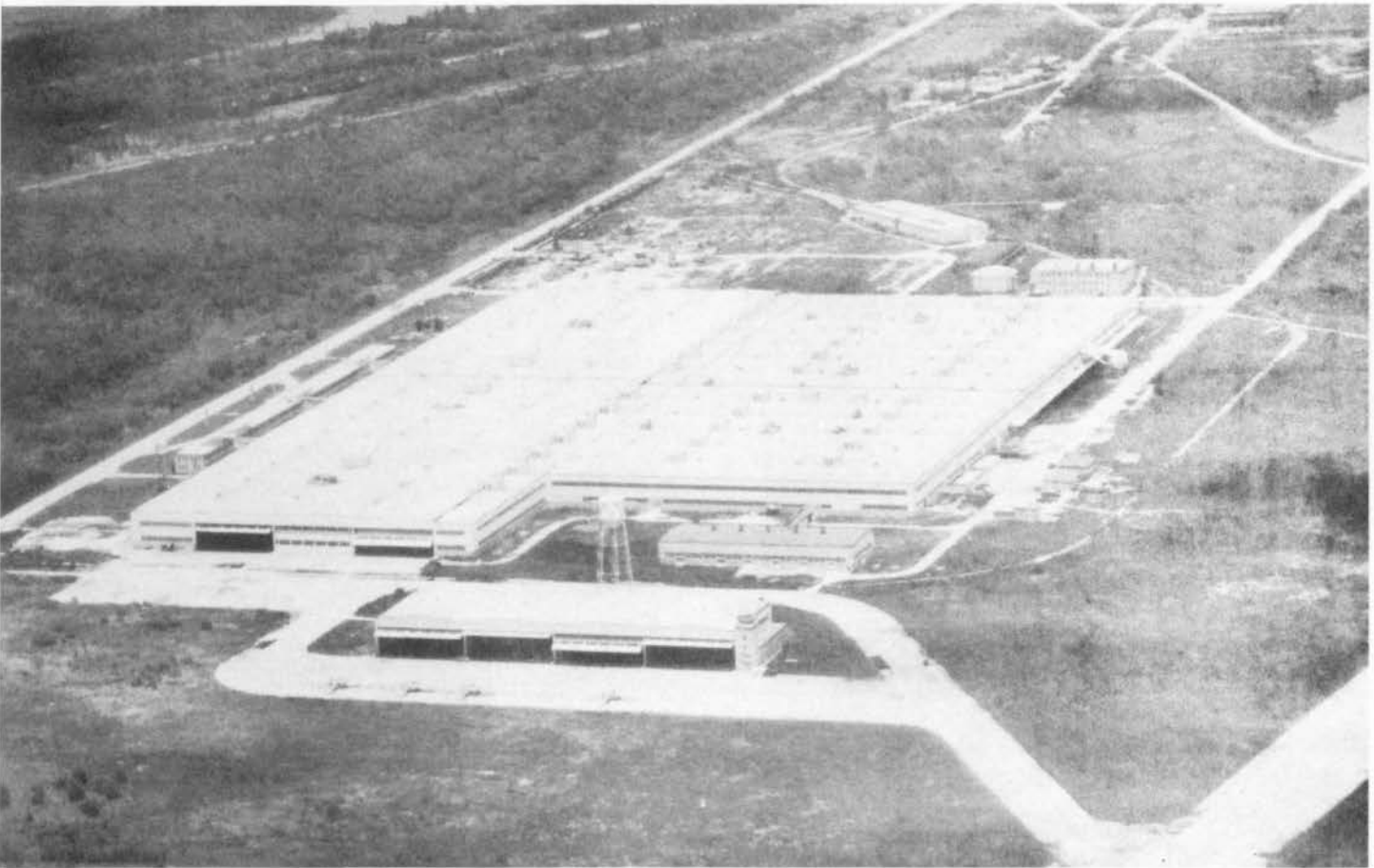
New Orleans Public Grain Elevator. This elevator is equipped to unload grain from, or load into, ocean-going vessels, barges or railroad cars. It is also well equipped for sacking grain and has a storage capacity of 2,622,000 bushels.



New Orleans Public Commodity Warehouses are equipped for the storage and handling of various commodities. A portion of this plant (within white line) is utilized as the New Orleans Foreign Trade Zone. Here stock-piling, transshipment, processing, and other manipulations of foreign commodities is permissible without customs duties or taxes on goods that do not enter U. S. Commerce.



The Industrial Canal, a 5-mile link between Lake Pontchartrain and the Mississippi River at New Orleans, provides wharf space near the business district and space for new industries requiring deep water frontage. The Intracoastal Waterway leads to the right from the Canal.



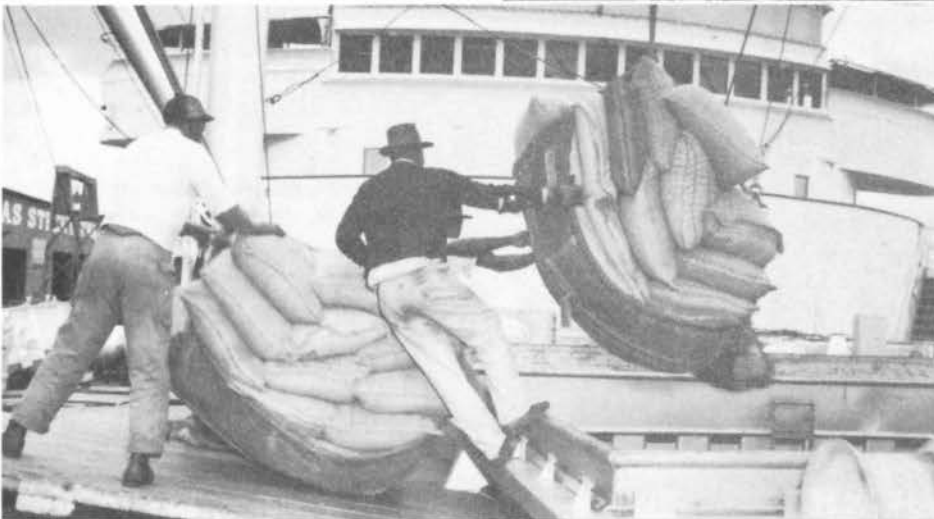
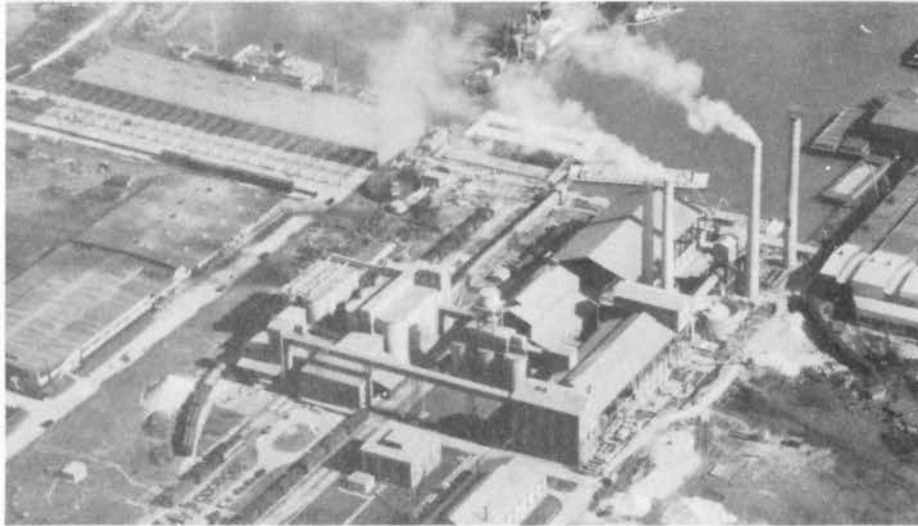
Michoud Industrial Facilities offers space for leasing to industries.

New Orleans financial and commercial center is close to the waterfront. A passenger liner and an excursion boat are moored at the foot of world-famous Canal Street.



A small segment of the Port's waterfront.

A Cement Plant on the Inner Harbor-Navigation Canal.



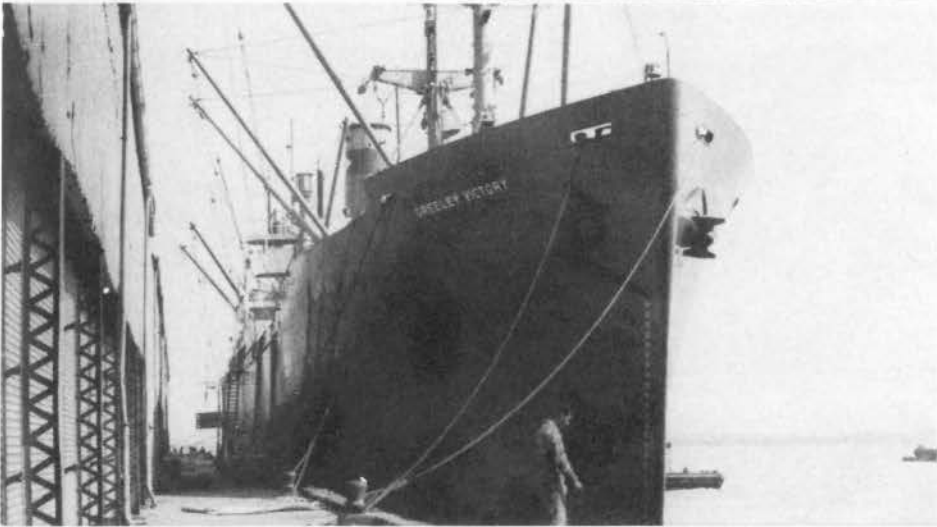
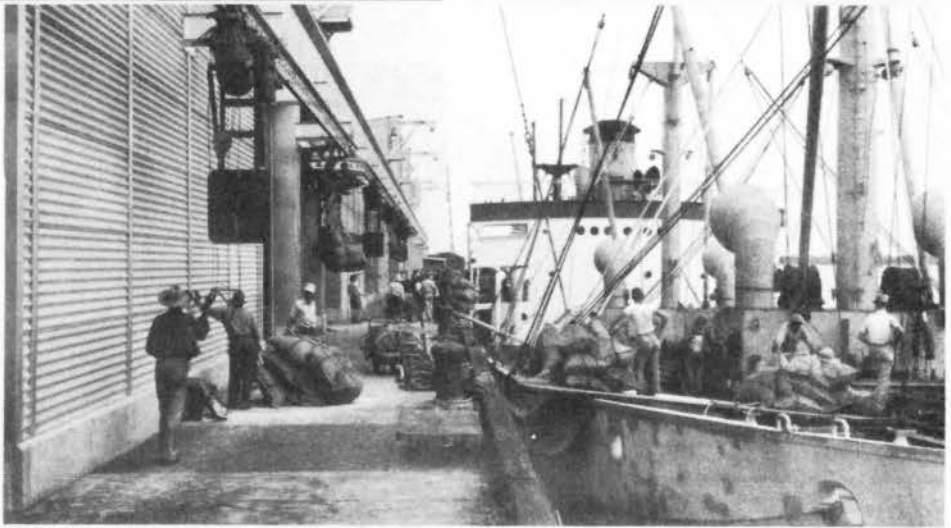
Coffee unloading—New Orleans is second port in nation in coffee imports.

Cotton unloaded from a truck to await export from wharves.



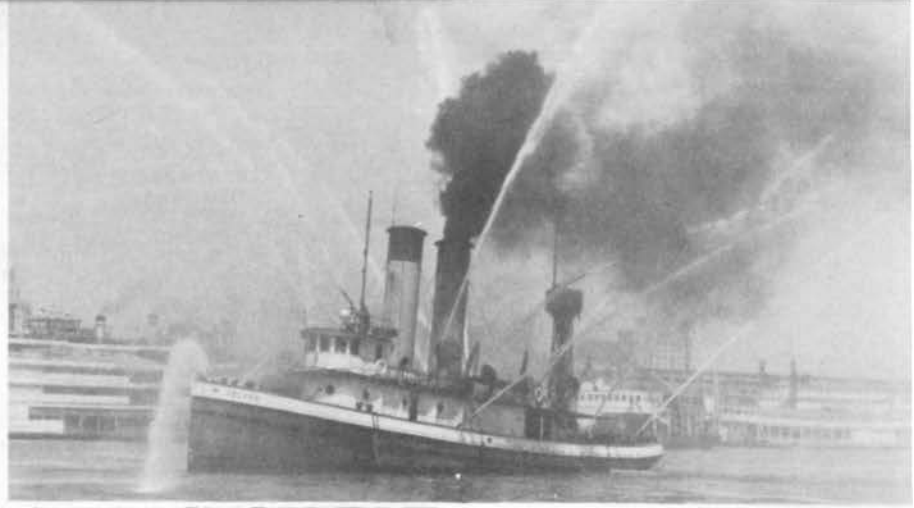
Banana unloading on a special conveyor. New Orleans is first banana port in nation.

Sugar being unloaded at the wharf of the American Sugar Refinery.



A typical Victory ship, produced in World War II, engaged in coastwise trade.

The Port's fireboat "Deluge".



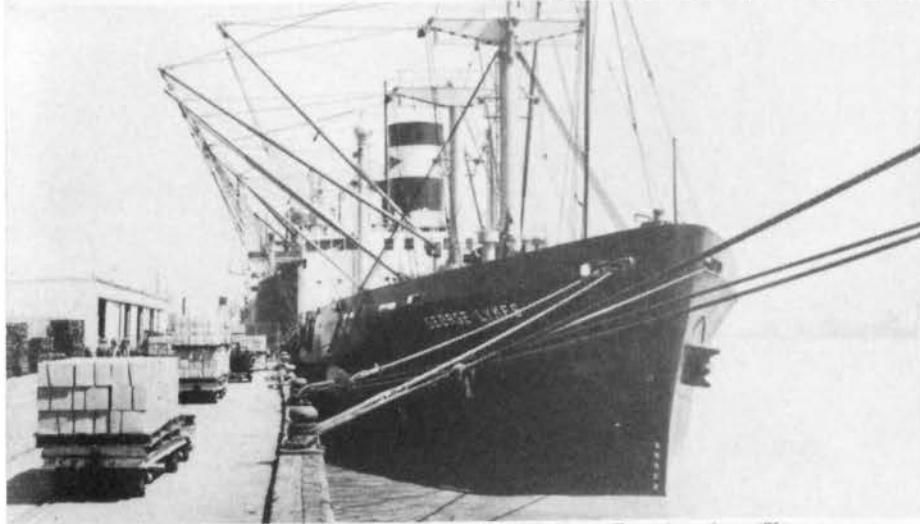
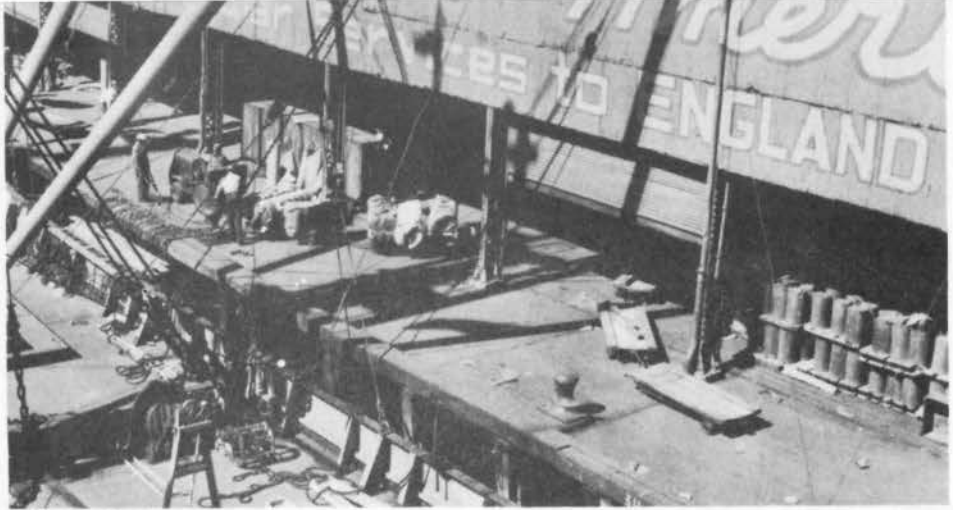
Unloading newsprint imported from France.

Farm machinery being lowered into the hold of a ship destined for India.

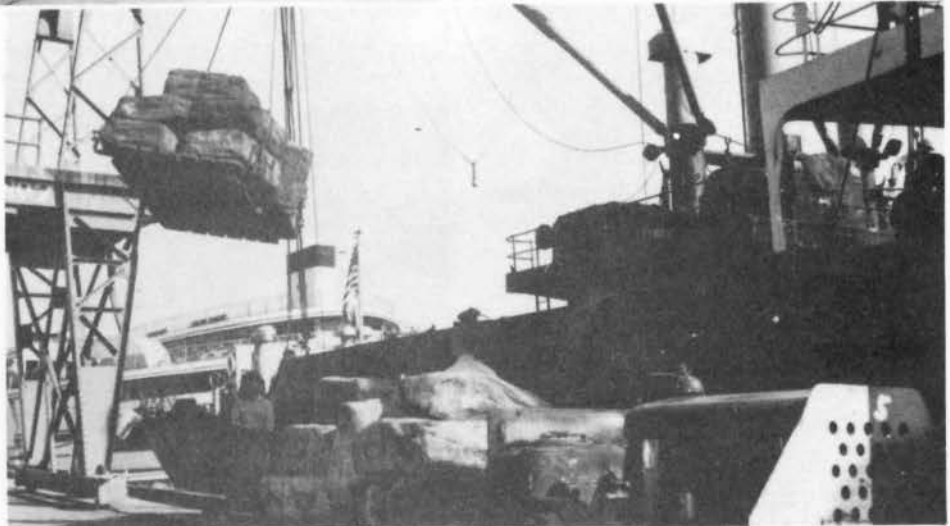


Coffee being unloaded at the Poydras Street Wharf.

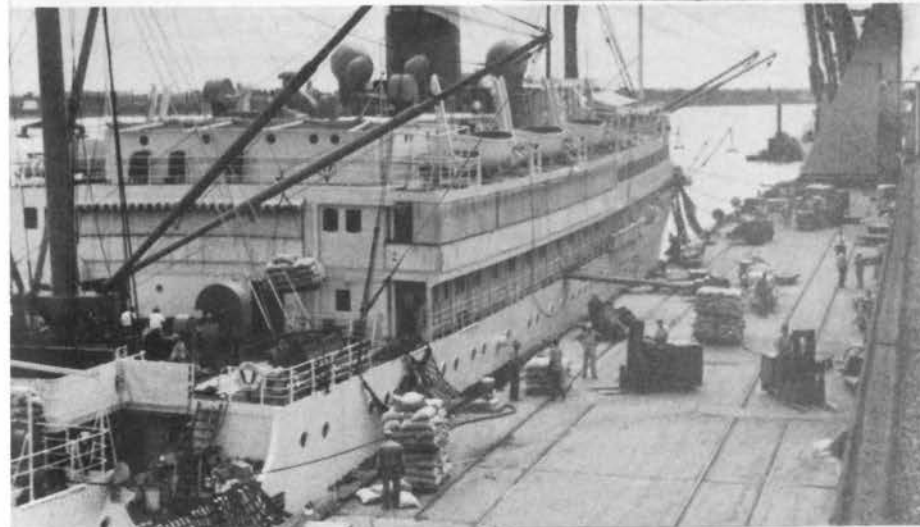
Loading bales of cotton for export.



Canned foodstuffs to be loaded on vessel.



Rubber from the Far East being unloaded at Poydras Street Wharf.



Rice being loaded for shipment to Central America.

Olives from Spain being unloaded from vessel.



Cement being loaded aboard a Liberty ship at New Orleans' Public Commodity Warehouse.

A cargo passenger liner at New Orleans readies for a cruise.



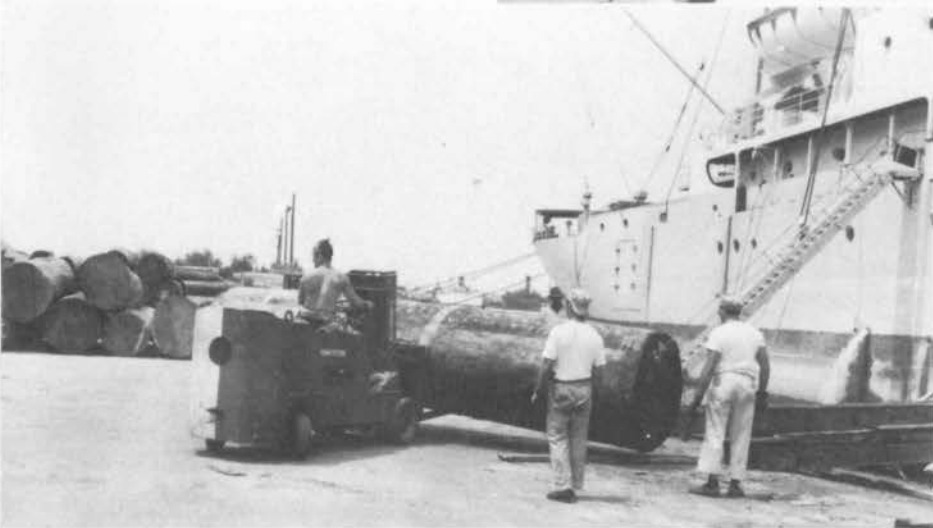
A Liberty ship, now in Greek hands, moves upstream to its new berth to receive cargo for an outgoing trip.



The Port's harbor inspection yacht  
"Good Neighbor."



Brazil nuts being unloaded for stor-  
age in the Foreign Trade Zone.



Mahogany unloading—New Orleans  
is the second port in nation in importa-  
tion of wood and sawmill products.



End view of the Port's Vacuum Fumi-  
gation Plant. Vetch seed being fumi-  
gated.