

100 Years



Happy



Birthday, Harbor!

■ **The Harbor throws itself a grand party.**

On Dec. 9, the Port of L.A. celebrated its great achievements with a big, public party that culminated in a major fireworks show.

On the following pages, enjoy some photos from the event, plus read about the Port's history of leadership.



Port of Los Angeles: Timeline

Courtesy the Harbor Dept.

1542: Juan Rodriguez Cabrillo discovered the "Bay of Smokes." Little did he know that the desolate tidal flats would be transformed into one of the largest, busiest and most successful manmade harbors in the world. Tidal flats and marshes remained pristine for more than 200 years largely because Europe was concentrating its New World colonization on America's East Coast.

1771: Spanish explorers established a mission 40 miles inland from San Pedro. Mission monks were first traders to use the harbor. The Spanish prohibited settlers from conducting business with other countries, restricting their trade to two ships a year carrying goods from Spain's House of Trades. Despite restrictions, San Pedro prospered.

1805: The Leila Byrd was the first American trading ship to call at San Pedro, bringing sugar, textiles and household goods in exchange for other pelts and provisions.

1822: Independent Mexican government lifted oppressive restrictions. San Pedro became a robust commercial center and an attractive home for new settlers.

1848: California under American control. Business at San Pedro harbor booms. It's evident that the harbor needed to be expanded to accommodate increasing cargo volume for a growing Los Angeles population.

1850: Phineas Banning began the first of a lifetime of ventures that earned him the name, "Father of Los Angeles Harbor." Ventures included a freight and passenger transportation business and the founding of Wilmington, adjacent to the wharf he built to serve his business empire.

1869: Los Angeles and San Pedro Railroad began service between the bay and Los Angeles. This 21-mile stretch of track was the first railroad in Southern California and marked the beginning of a new era of development for the harbor area.

1871: The main channel is dredged to minus-10 feet. A breakwater is built between Rattlesnake Island (now Terminal Island) and Deadman's Island (formerly located near Terminal Island).

1885: Commerce in San Pedro skyrockets. Port handles 500,000 tons of import and export cargo annually.

1897: The great free-harbor fight is settled. Rear Admiral John C. Walker recommended that port development continue in San Pedro, dashing plans for port development further up the coast and setting the stage for the modern era of the Port of Los Angeles.

1906: City of Los Angeles annexes a 16-mile strip of land on the outskirts of San Pedro and Wilmington — towns that three years later would join the City of Los Angeles.

1907: Port of Los Angeles is officially founded with the creation of the Los Angeles Board of Harbor Commissioners.

1911-12: The first 8,500-foot section of the breakwater is completed. The main channel is widened to 800 feet and dredged to minus-30 feet. Southern Pacific Railroad completes its first major wharf in San Pedro.

1914: Panama Canal opens. As the nearest major American port northwest of the Panama Canal, the Port of Los Angeles became the natural port-of-call for most transpacific and coastal users.

1920s: Dynamic growth comes to the Port, marked by a boom in petroleum, lumber and citrus trade. For the first time in history, Los Angeles surpassed San Francisco as the West Coast's busiest seaport and ranked second only to New York in foreign export tonnage.

1937: Construction of the 18,500-foot-long extension of the middle breakwater is completed. World War II: Shipbuilding quickly became the Port's prime economic activity, with shipyards collectively employing more than 90,000 workers. Post World War II: Cargo containers adopted into commercial use, changing the industry forever.

1959: Matson Navigation Company's Hawaiian Merchant made its first shipment of 20 cargo containers, marking the beginning of the containerized cargo revolution. Car carriers also became common during this period.

1960s: It becomes financially infeasible, and in many cases impossible, for large ships to pass through the Panama Canal. One solution was the creation of a "land bridge" from the Port of Los Angeles to destinations throughout the U.S. via trucks and trains.

1983: Port completes dredging of the Main Channel to minus-45 feet.

1985: Port handles one million containers in a year for the first time. Four years later, container traffic exceeded two million containers.

1986: Port opens the Intermodal Container Transfer Facility, providing for the rapid transfer of containers from the Port's marine terminals to trains.

1994: Dredging for Pier 300/400 begins, the largest capital improvement undertaking of any U.S. seaport and the Port's most ambitious development project since its founding.

1996: The Los Angeles City Council designated the Vincent Thomas Bridge as the City's Official Welcoming Monument.

1997: APL Limited's Global Gateway South opens, considered to be one of the world's largest and most technologically advanced ocean and rail container terminals. The Terminal Island Container Transfer Facility is also completed, responding to the needs of Evergreen and NYK Line for on-dock intermodal capability.

1999: The world's largest shipping line, Maersk Sealand, commits to be the Port's first customer at Pier 400. The new partnership is estimated to bring the Port \$2 billion over a 25-year lease. APM Terminals (a division of Maersk) is currently the only Port tenant located on Pier 400.

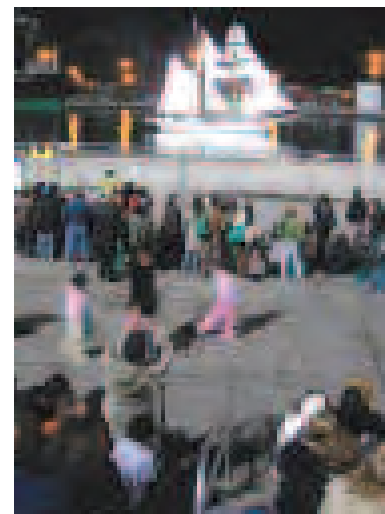
2000: The Port completes Pier 400 dredging and landfill program, the largest such project in America, a significant milestone in positioning the Port to accommodate the tremendous growth in international trade well into the 21st century.

2006: Ports of Los Angeles and Long Beach jointly release the San Pedro Bay Ports Clean Air Action Plan. This historical plan aims to reduce emissions by 50 percent over the next five years. The Port of Los Angeles set itself as an environmental steward and model for ports around the globe.

2007: The Port of Los Angeles celebrates its Centennial Celebration.



The LAFD fireboats show their power – simultaneously.



The crowd enjoys the display of tall ships.



The Evergreen Symphony Orchestra from China made their North American debut at the celebration, playing Tchaikovsky's 1812 Overture.



Making his appearance at the event was Mayor Antonio Villaraigosa.

The Harbor: 100 Years of Leadership

■ Here's a brief look at the present and the history of the Port of Los Angeles.

Courtesy the Harbor Dept.

HARBOR — The Port of Los Angeles, Southern California's gateway to international commerce, is in San Pedro Bay, just 20 miles south of downtown Los Angeles.

This booming seaport not only sustains its competitive edge with record-setting cargo operations, but is also known for its groundbreaking environmental initiatives, progressive security measures and diverse recreational and educational facilities.

The Port of Los Angeles is a department of the City of Los Angeles and is often referred to as the Los Angeles Harbor Department. The Port is operated and managed under a State Tideland

Trust that grants local municipalities jurisdiction over ports and stipulates that activities must be related to commerce, navigation and fisheries. A five-member Board of Harbor Commissioners are appointed by the Mayor and confirmed by the Los Angeles City Council to provide direction and create policy for the Port.

As a proprietary and self-supporting department, the Port is not supported by taxes. Instead, revenue is derived from fees for shipping services such as dockage, wharfage, pilotage, storage, property rentals, royalties and other Port services. Considered a landlord port, the Port of Los Angeles leases its property to tenants who then, in turn, operate their own facilities.



Happy Birthday, Harbor!



Students from Harbor High School present their artwork to Geraldine Knatz, Executive Director, Port of L.A.



Councilwoman and Club Member Janice Hahn presents a City Council resolution to Geraldine Knatz, Executive Director, Port of L.A.



The crowds first gathered in the cavernous Cruise Ship rigid tent facility for displays, food and the official ceremonies.



Crowds gather to watch the tallship display as part of the Harbor's 100th birthday celebration.



Securing the event were, from left: Christopher Flanagan, Cadet, Airport Police, 1 year of service; Edward Olvera, Airport Police Cadet, 4 months of service; and Christine Piña, Airport Police Sr. Cadet, two years of service.

Port Turns 100

■ Port celebrates its 100th birthday with big party and fireworks.

Photos by Club staff and courtesy Port of L.A.

HARBOR — With a major party capped off by fireworks that rocked Harbor City, the Port of Los Angeles celebrated its 100th birthday with a bang Dec. 9.

The event featured a free community celebration that culminated in a boat and fireworks show in the Main Channel just south of the Vincent Thomas Bridge. The festivities began at 4 p.m. along the water at First Street and Harbor Boulevards in San Pedro, and fireworks began shortly after 7 p.m.

This family-friendly birthday bash also included: activities; historical displays; videotaped stories of "how it was" from those who lived, visited or worked in and around the Port; carnival-style refreshments; official congratulatory presentations; a first-ever North American performance by Taiwan's Evergreen Symphony Orchestra; and tallship, fireboat and light shows in the Main Channel.

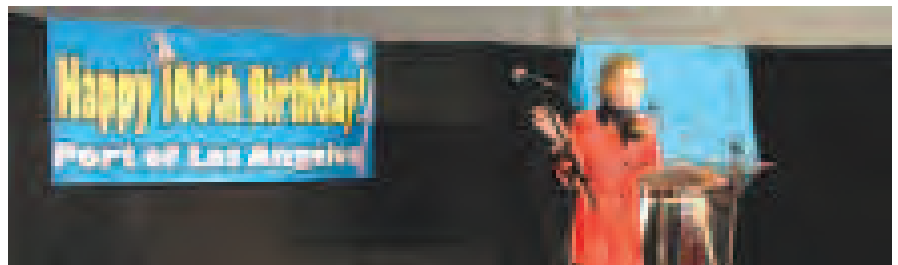
Congratulations to all who produced this excellent event! ■



On the Cycle Detail are (from left) Byron Culbertson, Senior Lead Officer, Airport Police, 2 years of service; and Sgt. Robert Myers, 19 years of service.



From left: Lt. Michael Kettelkamp, Airport Police, 25 years of service; and Rosario Ferrara, Senior Lead Officer, Airport Police, 5 years of service.



Port Executive Director Geraldine Knatz welcomes the crowd.

The Port encompasses 7500 acres, 43 miles of waterfront and features 27 cargo terminals, including dry and liquid bulk, container, break-bulk, automobile and omni facilities. Combined, these terminals handle almost 190 million metric revenue tons of cargo annually. In 2006, the Port moved an impressive 8.5 million TEUs, establishing a new national container record once again. The Port is also home to the nation's most secure cruise passenger complex, the World Cruise Center.

The harbor was an active shipping center in 1897 when a federal panel selected San Pedro Bay over other coastal communities as the site for development of a major port. Construction of the breakwater began in 1899. In 1906, the City of Los Angeles annexed a 16-mile strip of unincorporated land from its southern border to a waterfront tract in San Pedro Bay, which was christened Harbor City.

On Dec. 9, 1907, the Los Angeles City Council created the Los Angeles Board of Harbor Commissioners, marking the official

founding of the Port of Los Angeles.

In the early part of the 20th Century, the Port bustled with longshore gangs unloading millions of board feet of lumber for local construction projects. Thousands of commercial fishermen and workers in a dozen canneries were involved in catching and processing tuna. More than 20,000 ship builders were working in four yards on various cargo and tanker vessels. Busy and colorful commercial areas sprang up adjacent to the Port to accommodate these workers as well as the ship crews that would be in port of up to 10 days at a time.

The Port today may seem almost serene by comparison, yet it is part of the largest container complex in the United States, handling 3000 vessel arrivals a year, some of which transport as many as 5,000 cargo containers each voyage. A gateway for international commerce and an economic engine for the region, the Port supports one out of every 24 jobs in Southern California. ■



The Harbor, seen here in a vintage photo, is the nation's largest.