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Forgotten Books, 2017. Hardback. Condition: New. Language: English . Brand New Book ***** Print on Demand *****.Excerpt from Shipbuilding and Shipping Record, Vol. 6: July 15, 1915 The Board of Commissioners of the port of New Orleans has made public the report of its engineers on the subject of port charges. Discussing port-rate systems, the report considers that a port may be administered with the general public welfare as the first Consideration, or as a State or municipal utility not operated for profit, or as privately-owned terminals controlled by steamship lines and railways. It states the policy of the port of New Orleans as being that such reasonable and equable charges be made against the general users of the port facilities as will return revenues to meet all operating expenses, interest on investment, depreciation, and a reasonable surplus for unforeseen expenses, and such current ordinary improvements in the facilities as conditions may justify. In the past the port charges at New Orleans have been levied entirely against the ship, in the form of wharfage and shed charges based on the tonnage of the vessel. This has caused shipowners to look on this as an expensive port, while yielding a relatively low return to the dock commission. This investigation was undertaken with the view of working out a scientific scheme of harbour charges which, while yielding more revenue, would reduce the direct charge against the vessel. It is now proposed to divide the charges between the three parties at interest in the service rendered at the port, viz. The ship, which must have adequate and safe dockage space in which to berth while loading or discharging or lying idle for repairs; the shipping agent, who must have ample wharf space, with sheds where necessary, on which to collect outward cargo and...

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