

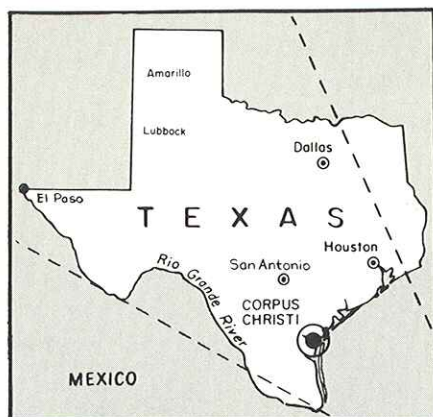


Annual Report

1971

NUECES COUNTY NAVIGATION DISTRICT NUMBER 1

PORT of



CORPUS CHRISTI

LOCATION AND GENERAL DESCRIPTION

The Port of Corpus Christi is situated on the west side of Corpus Christi Bay, in Southwestern Texas. Port facilities at Corpus Christi lie along a 9½-mile stretch of dredged channels and basins about 18 miles from the Aransas Pass entrance at the Gulf of Mexico. Channel Depth: 40 feet; Width: 400 feet.

Corpus Christi's port limits include all of Nueces County, which has been officially designated as the Nueces County Navigation District No. 1. The Corpus Christi turning basin, Avery Point turning

basin, Chemical turning basin, Tule Lake turning basin and the Viola turning basin are interconnected by the Industrial Canal, the Tule Lake Channel and the Viola Channel and constitute the Corpus Christi Main Harbor.

Other Bay points included in the Port of Corpus Christi area are: Harbor Island and the north end of Mustang Island, near the inner end of the Aransas Pass entrance, and Port Ingleside and La Quinta along the route of the dredged deep-water channels on the north side of Corpus Christi Bay.

Administration Of The Port

The Port of Corpus Christi is operated by a Commission of three members who serve without pay, and who are appointed every two years by a joint Board composed of the County Judge and Commissioners of Nueces County, sitting with the Mayor and City Commissioners of Corpus Christi. Under this Navigation Commission the affairs are handled by the Director of the Port.

On August 24, 1971, J. F. Jamison, Jr., was appointed Port Director to succeed Byrd Harris

who was appointed Consultant to the Navigation Commissioners. The Commission's authority extends throughout Nueces County Navigation District No. 1, which includes all of Nueces County. The Commission controls all commercial activities of the Port, also the construction and maintenance of the public Port terminal facilities, and through cooperation with the Federal government, the maintenance and further improvement of the navigable waterways within the district.

PORT COMMISSIONERS

R. E. SALLEE, Chairman STANLEY J. HULTMAN, Vice-Chairman
WILLIAM E. CARL, Secretary

ADMINISTRATIVE STAFF

J. F. JAMISON, JR., Port Director
HARRY G. PLOMARITY, Auditor and Assistant Secretary
DUANE ORR, Director Industrial Development and Planning
DAVID HELPENSTELL, District Engineer
WAYNE C. PAGE, Traffic Manager
M. HARVEY WEIL, Counsel
M. H. BASKIN, Harbormaster
DALE MILLER, Special Representative, Washington, D.C.

OFFICE — 222 POWER STREET, CORPUS CHRISTI, TEXAS 78403

Port of **CORPUS CHRISTI**

NUECES COUNTY NAVIGATION DISTRICT NO. 1
P. O. BOX 1541 • 512-882-5633 • CORPUS CHRISTI, TEXAS 78403

Navigation and Canal Commissioners
Nueces County Navigation District No. 1
222 Power Street
Corpus Christi, Texas

Dear Sirs:

The annual report of Nueces County Navigation District No. 1 is submitted herewith for the year 1971.

Hurricane Celia which struck August 3, 1970 did extensive damage to the Port of Corpus Christi property, and repairs consumed a major part of the time and efforts of our engineering and maintenance staff during 1971. I am happy to report that all repairs have been completed, with the exception of the replacing of the warehouse on Cargo Dock Number 9, and this is well under way.

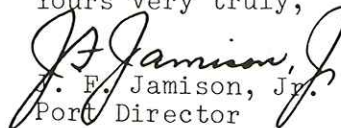
The Navigation District purchased the Aransas Cotton Compress, after its owners decided not to repair damages caused by Hurricane Celia. Revenue bonds were sold, buildings and facilities repaired and a board of trustees appointed to operate the Compress. The facility was opened and ready for business at the beginning of the 1971 harvest.

The Port of Corpus Christi shipped 27,860,235 tons of cargo in 1971 compared to 31,689,792 tons in 1970, a decrease of 12 percent. There has been a general decline in the petroleum business during 1971, however, the most significant cause for the decline is due to the loss of Amerada Hess, whose plant was so badly damaged by Hurricane Celia, closed and ceased shipping during 1971. Howell Refining Company also closed and there were no shipments from this refinery during 1971.

Plans were completed for widening and deepening the La Quinta channel and the Main channel from La Quinta to the Gulf. Of the funds approved by Congress, \$670,000 is available to commence work on the project that would cost an estimated \$20,682,000. In addition to the available funds, President Nixon, in his budget message, recommended that an additional \$4,700,000 be appropriated for fiscal year 1973.

I wish to commend the officers and employees of the Navigation District for their loyal and faithful services during the past year.

Yours very truly,


J. F. Jamison, Jr.
Port Director

NAVIGATION COMMISSIONERS

R. E. SALLEE
Chairman

STANLEY J. HULTMAN
Vice-Chairman

WILLIAM E. CARL
Secretary

RICHARD KING
Chairman Emeritus

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J. F. JAMISON, JR.
Port Director

HARRY G. PLOMARITY
Assistant Secretary
Auditor

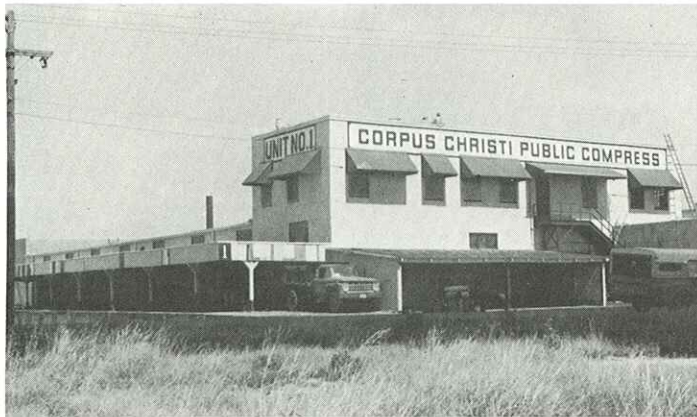
DUANE ORR
Director of Industrial
Development and Planning

WILLIAM D. HELPENSTELL
District Engineer

WAYNE C. PAGE
Traffic Manager

M. HARVEY WEIL
Counsel

MORRIS H. BASKIN
Harbormaster



Aransas Compress, bought and repaired

Compress Bought and Repaired

A major accomplishment of the Navigation District has been the purchase and reconstruction of Aransas Compress.

Aransas Compress was severely damaged by Hurricane Celia, so badly that its owners decided not to restore it. Loss of the compress would have been a hardship and handicap to agricultural interests in the Coastal Bend.

The Navigation District bought the compress buildings and facilities that are on land owned by the District.

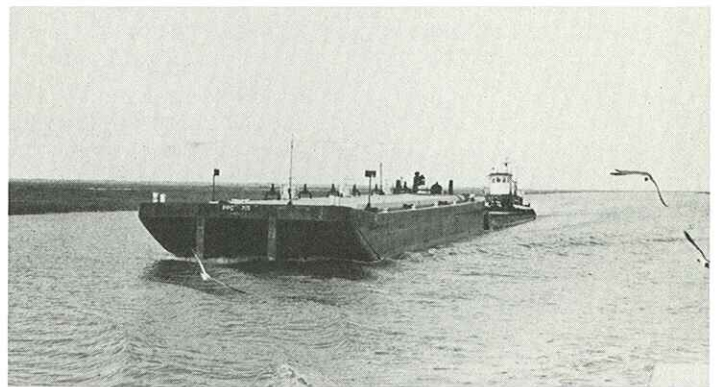
The compress has now been completely restored. Its name has been changed to Corpus Christi Public Compress. It is now being operated by a board of trustees.

Intracoastal Canal To Be Realigned

Congress has appropriated a sum of \$200,000 to extend the Rockport-Aransas Pass Cut-Off Channel of the Gulf Intracoastal Waterway in a southerly direction through the spoil bank south of the Corpus Christi Ship Channel into Corpus Christi Bay.

Bids for this work are scheduled to be received by the U. S. Army Corps of Engineers on May 31.

This realignment will reduce the distance between New Orleans and Mexico by 1.8 miles, and will permit barge tows to continue in a southerly direction through the spoil bank south of the Corpus Christi Ship Channel into Corpus Christi Bay rather than turn westward along the Corpus Christi Ship Channel to the Encinal Channel before turning south into the Bay.



Barge tow on Intracoastal Canal



Benelite Plant in Rincon Park

First Unit of Rincon Completed

Construction of the first phase of the marine-oriented Rincon Industrial Park was completed last November.

Phase One included raising the level of 191 acres of land to a usable elevation by depositing the spoil obtained in the dredging of 12-foot parallel canals along the east and west sides of the park and the 12 x 300 foot slip along the section of the park fronting on Nueces Bay.

This dredging makes more than two miles of water frontage available for development.

A paved road and railroad track have been built through the center of the park and all utilities have been provided.

A concrete bulkhead, 4,000 feet in length with a concrete cap, has been built along the east side of the park separating it from the canal.

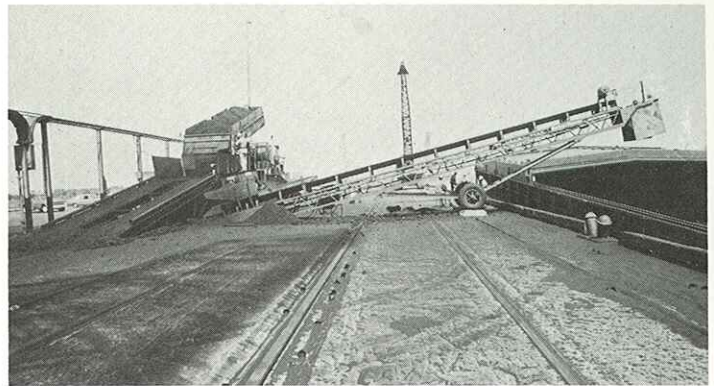
The Benelite Corporation has built a plant in the Park and Nueces Shipyard Company is presently locating a shipyard here. Other sites to satisfy the needs of prospective tenants are available for lease.

Petroleum Coke being Shipped through Port

The shipping of petroleum coke in bulk through the Port of Corpus Christi began in 1971.

In order to promote the movement of coke by water, the Navigation District leased a tract of 10 acres of land to Republic Carbon Products Company (now AMAX Carbon Products, Inc.) for storage and stockpiling of coke as it is produced. Portable belt loading equipment was installed by the Navigation District in order to facilitate the outbound loading of coke to barges.

This brings an important new item of commerce to the port bringing additional ships as well as barges into the main harbor.



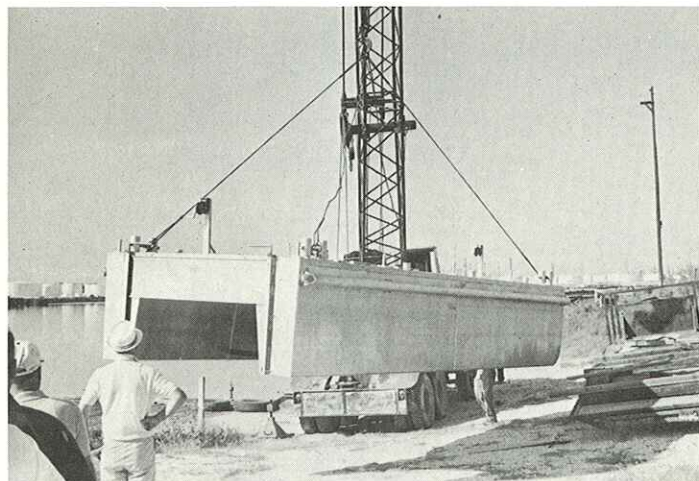
Loading petroleum coke on barge

District Aids Oil Spill Cleanup Effort

For years the Navigation District has been engaged actively in the prevention of oil spills in the port, and in the enforcement of regulations against pollution of harbor waters.

The District helped to organize and finance the Corpus Christi Area Oil Spill Control Association which includes in its membership fifteen oil producing and refining companies, the Navigation District, municipal and county government bodies located in Nueces, San Patricio and Aransas Counties as well as the State of Texas and the Federal Government. A total of \$212,843.00 has been raised to carry out this work.

The Association is now in operation and soon will have the full equipment and capability to deal with any oil spills on the waters of Corpus Christi, Nueces, Aransas and Copano Bays.

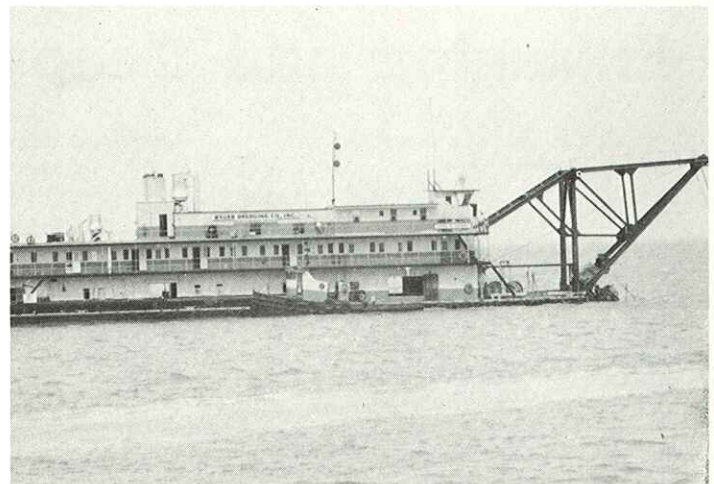


Putting oil skimmer in water

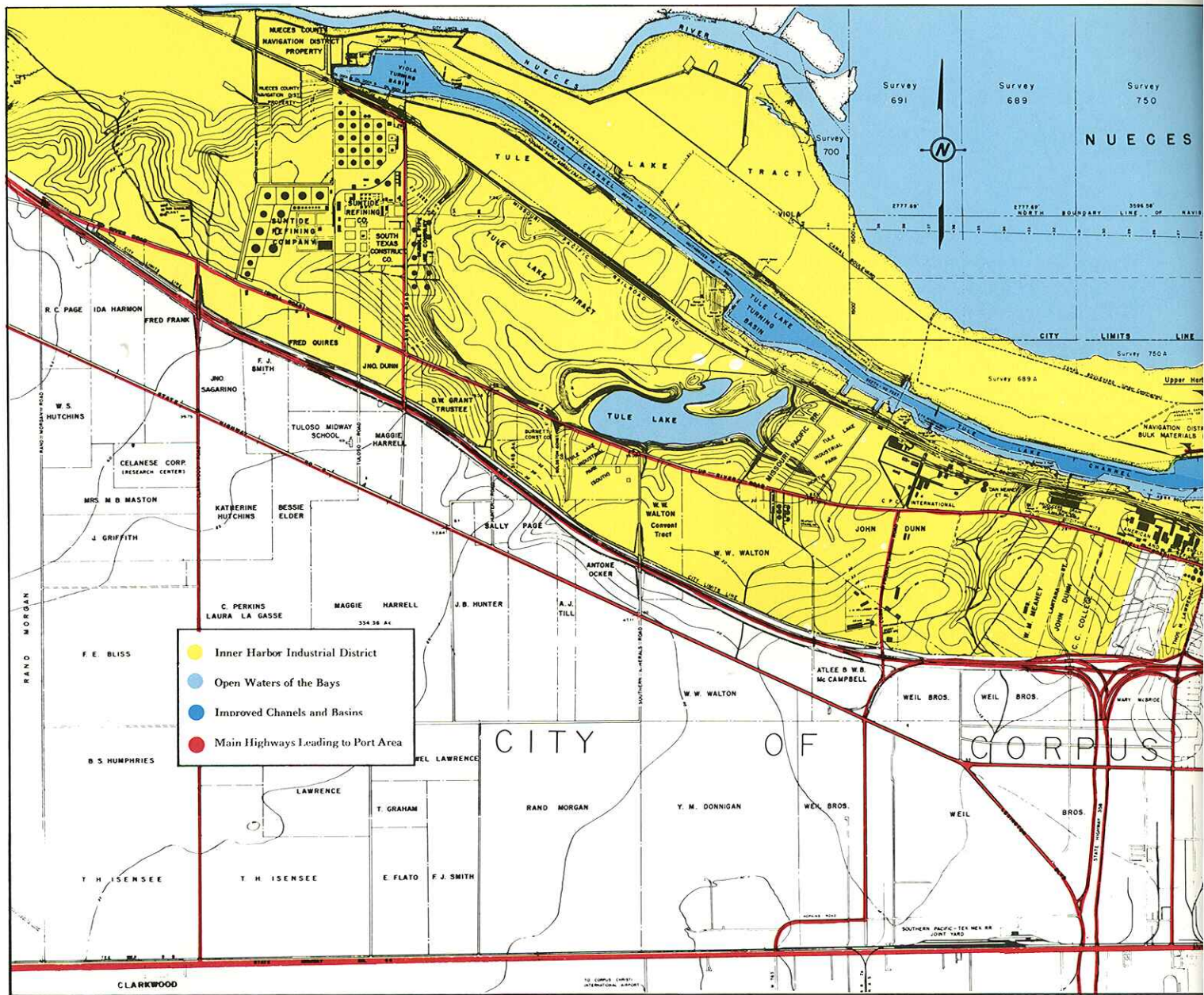
Ship Channel Maintenance Dredging

A contract for maintenance dredging let by the Corps of Engineers in March, 1971 resulted in the removal of 6,535,430 cubic yards of silt from the Corpus Christi Ship Channel in an area beginning at its junction with the La Quinta Channel and extending westward to include the easterly two-thirds of the main turning basin.

Between May 1 and July 25, the Government's hopper dredge worked in the jetty and bar channels near Aransas Pass and removed 854,221 cubic yards of silt.



Dredge doing maintenance work in ship channel



Enlarging and Deepening the Ship Channel

Plans are complete for widening and deepening the La Quinta Channel and the Main Channel from La Quinta to the Gulf. Of the funds approved by Congress, \$670,000 is available to commence work on the project that would cost an estimated \$20,682,000. Work has not been started previously because the Office of Budget and Management had not released appropriated funds. In addition to the available funds, the President in his budget message recommended that an additional \$4,700,000 be appropriated for FY73.

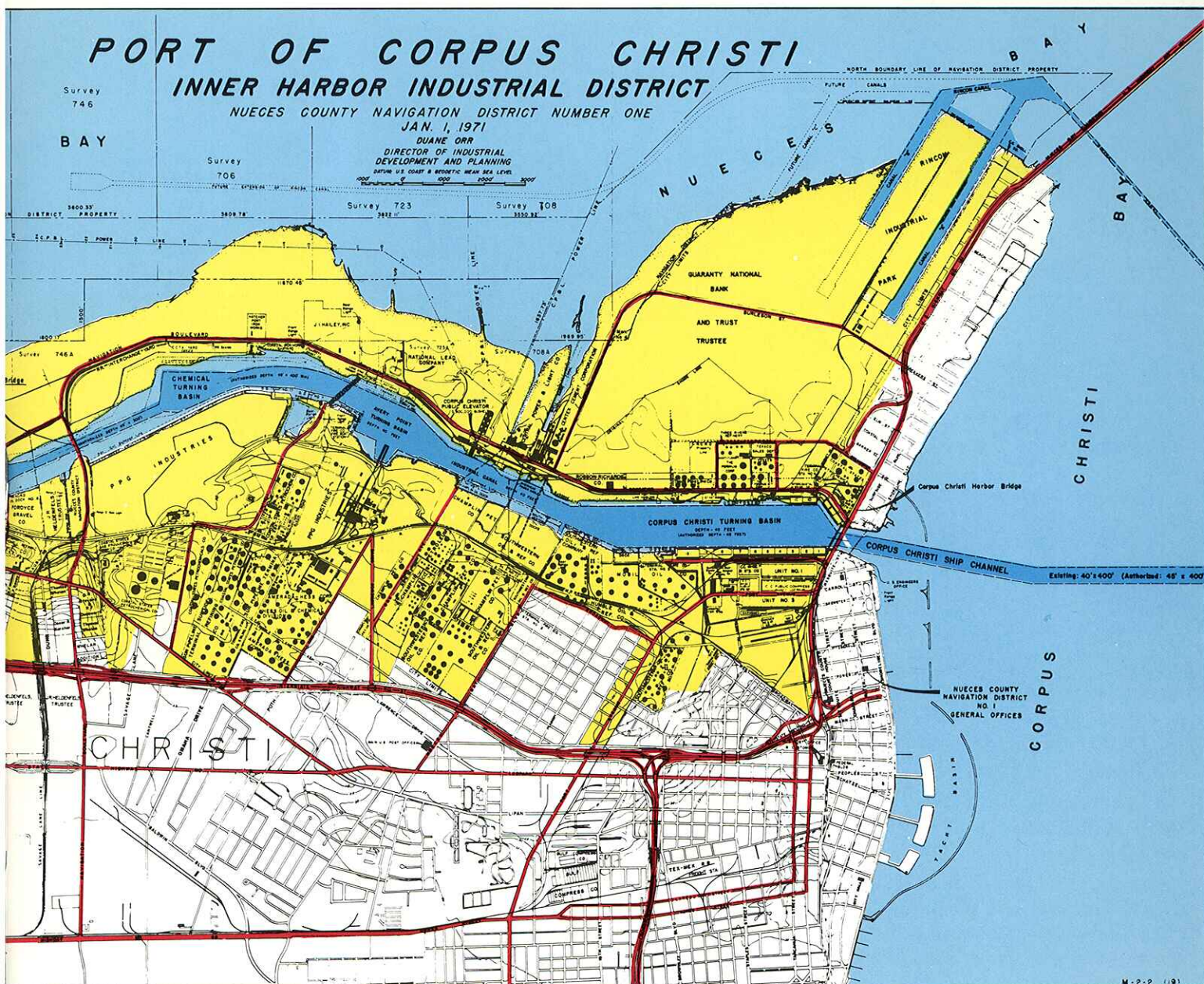
First phase of the work includes deepening the La Quinta Channel from 36 to 40 feet, widening the existing La Quinta channel 200 feet to 300 feet, and widening the existing La Quinta turning basin 200 feet. Dredging a new turning basin at the junction of the main

Corpus Christi Ship Channel and the La Quinta Channel is also included.

To the extent that time and funds are available, the Government's hopper dredge will deepen the jetty and bar channels from 42 feet to the authorized 47 foot depth.

Following completion of the first phase, the Humble Basin will be widened from 400 to 600 feet, and the main channel between Port Aransas and the La Quinta Channel junction will be widened from 400 to 500 feet, and deepened to 45 feet.

Later, the main channel from the La Quinta Junction across Corpus Christi Bay to the Inner Harbor will be deepened to 45 feet as will all channels in the Inner Harbor. The channel width through the Corpus Christi



Harbor Bridge will be reduced from 400 to 300 feet. The Tule Lake and Viola Channels will be widened to a minimum of 300 feet with additional widening on the curves and approaches to the turning basins. The Avery Point Turning Basin will be widened 25 feet, and the Chemical Turning Basin enlarged to a width of 1,500 feet. The Tule Lake and Viola Turning basins will be widened from 1,000 to 1,200 feet.

Other improvements include dredging a mooring area by widening the channel near Ingleside, and the construction of mooring caissons to berth vessels. The mooring area will serve as a storm haven and will eliminate the necessity for vessels to wait at sea until a berth is available.

These improvements, authorized by Congress, represent the most significant construction that the Govern-

ment has made for improvement of the Port since its opening in 1926.

The added depth and width of the channels and basins, and other authorized improvements, are considered necessary because of the Port's continued growth and the burgeoning size of vessels using the channels.

When completed, the enlarged waterway will result in substantial savings in transportation costs, a saving estimated at 29 cents a ton on liquid cargoes moving to the East Coast beyond Cape Hatteras. It is estimated that grain will be transported to Europe for 63 cents per ton less, and petroleum and petro-chemicals to England and Europe at a saving of 59 cents per ton over present shipping costs using smaller vessels from shallower draft ports.



Port Aransas Breakwater

A stone breakwater between the Corpus Christi Ship Channel and the Port Aransas Marina is to be constructed at a cost of \$615,000 with funds previously appropriated by Congress and funds recommended in the President's budget for FY73.

This project has been in the planning stage for several years. It will reduce wave action and surge in the Port Aransas Marina caused by deep draft vessels and northers pushing water into the marina.

ANNUAL REPORT 1971

Engineering and Maintenance Department

The Engineering and Maintenance Department was engaged full time during 1971 in the engineering, maintenance, and new construction for the port facilities. The major items of work were accomplished by the maintenance forces in addition to general maintenance:

1. Construction of Guard House at Dock 10
2. Repaired leaking roofs in Sheds 1 thru 6, 8 and 10
3. Began extensive cleanup of all port facilities
4. Began repainting of warehouses
5. Began extensive equipment maintenance program to return equipment to operational condition
6. Accomplish major repairs of restrooms in several sheds
7. Accomplished major repairs to Corpus Christi Public Compress
8. Performed modifications to Coke Loading Facilities bringing its capacity up to 350 tons per hour
9. Filled area south of Shed 15

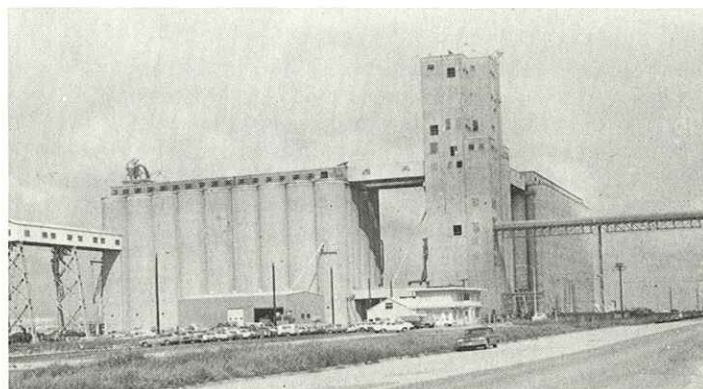
The following items of work were accomplished by contract:

1. Maintenance dredging of Oil Dock 1
2. Began construction of new shed for Dock 9
3. Performed major repairs to railroad trestle at Dock 9
4. Repaired damages to Bulk Materials Dock.
5. Completed pile guard maintenance program for Docks 1 thru 6 as authorized by letter of July 29, 1970

The following equipment was purchased:

1. New tractor with mower
2. Two new pickups for maintenance use

The work load for routine maintenance will continue to be high for some time as most maintenance work was suspended for several months after Hurricane Celia.





ACCOUNTING Annual Report for 1971

As a step to improve efficiency in accounting procedures, the Navigation District, in April of 1971, purchased and installed a Friden 5610 Computyper Data Processor. The 5610 is a desk size electronic billing and accounting center. Controlled by a single typist, it can handle the simple and most complex billing applications plus payroll, government reports, accounts payable and receivable and other important data processing tasks.

Initially, the 5610 was used to prepare the payrolls, not only for the Navigation District, but for the Corpus Christi Public Compress as well. Later the data processor was used to prepare all billings, post the accounts receivable and prepare the revenue register. And as the year ended the 5610 was being programmed to handle accounts payable. It is expected that in the future the system will be expanded continually as needed to meet the District's requirements.

In addition to the purchase of the small scale data processor, financial statements issued monthly by the Accounting Department were completely revised and expanded to include current month and year-to-year data comparisons between this year and last year. Also the accounting system was modified to accumulate revenue and expense by facility to provide valuable management data contribution by facility.

During the coming year the Accounting Department will continue to implement improved accounting procedures with the object of achieving greater efficiency and providing management with more meaningful reports.

Page Handles Traffic and Sales

Wayne C. Page was employed by the Navigation District early in 1971 as traffic and sales manager.

As traffic manager he has maintained constant surveillance for any changes or developments that might affect the Port of Corpus Christi.

He attended six rate hearings during the year to present arguments and data in opposition to any rate change that could affect the port adversely.

For the sake of the port's export traffic it is important that railroad freight rates to Corpus Christi are no higher than to other Texas ports.

As sales manager he has maintained contact by mail and telephone with shippers and prospective shippers through the port and has made calls in Dallas, Minneapolis, Kansas City, Houston, New York and Monterrey, Mexico soliciting traffic for the port.



Pipe lines at oil docks to load ships and barges

Cargo Report For Calendar Year 1971

TONS OF 2,000 POUNDS

MAIN HARBOR

Coastwise Inbound	138,292
Coastwise Outbound	7,704,690
Intracoastal Canal Inbound	1,778,889
Intracoastal Canal Outbound	3,489,306
Intercoastal Outbound (West Coast)	52,212
Import	1,754,140
Export	2,052,167
Total for Main Harbor	16,969,696

HARBOR ISLAND

Import & Coastwise	4,722,321
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INGLESIDE

Coastwise	1,527,840
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LA QUINTA NORTHSORE

Intracoastal Canal Inbound	231,809
Intracoastal Canal Outbound	33,420
Coastwise Outbound (West Coast)	268,240
Import	3,753,937
Export	352,972

Total for La Quinta	4,640,378
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Grand Total: Main Harbor, Harbor Island Ingleside & La Quinta	27,860,235
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Description of Port Commerce

FOR YEAR 1971

IN TONS OF 2,000 POUNDS

MAIN HARBOR

Bulk Petroleum Products	12,817,119
Chemical (Liquids & Dry)	1,546,832
Cotton & Linters	51,382
Grain	1,487,352
Grain Products	48,240
General Cargo	128,240
Iron & Steel Articles	91,020
Metals & Ore	328,400
Molasses	41,682
Oyster Shells	362,514
Coke	66,915

Total for Main Harbor	16,969,696
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OTHER TERMINALS

HARBOR ISLAND

Bulk Petroleum	4,722,321
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INGLESIDE

Bulk Petroleum	1,527,840
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LA QUINTA NORTHSORE

Bulk Petroleum	78,848
Dry Cargo	4,561,530

Grand Total: Main Harbor, Harbor Island, Ingleside & La Quinta	27,860,235
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NUECES COUNTY NAVIGATION DISTRICT NO. 1

Condensed Statement OPERATING REVENUES AND EXPENSES

CALENDAR YEAR ENDED DECEMBER 31, 1971

OPERATING REVENUES:

Port Services - Dockage.....	\$187,688.56
Port Services - Wharfage.....	901,912.81
Port Services - Freight Handling.....	110,349.31
Port Services - Other.....	56,281.03
Property and Building Rental.....	124,442.97
Other Income.....	14,510.56
Total Operating Income.....	\$1,395,185.24

OPERATING EXPENSES:

Administrative Expenses.....	\$504,313.70
Operation of Wharves.....	229,305.70
Maintenance and Repair of Docks and Machinery.....	365,158.55
Interest on Revenue Bonds.....	121,807.51
TOTAL OPERATING EXPENSES.....	\$1,220,585.46
NET OPERATING INCOME FOR THE YEAR, NOT ALLOWING FOR DEPRECIATION.....	\$ 174,599.78

