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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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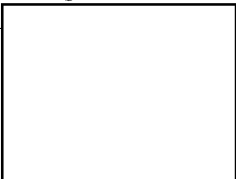
COUNTRY Chile

REPORT NO.

SUBJECT Ports of Arica/Iquique/Tocopilla/Mejillones/Antofagasta/
Port Facilities/Water and Fuel Supply/Cargo Handling/
Stevedoring

RESPONSIVE TO	
1	2
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ORR NO.	
DAS NO.	
OCI NO.	

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SUPP. TO REPORT NO. 25X1

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I. Arica

As of November 1953

- Port Facilities: There are seven tugs, and 54 lighters with a total capacity of 3210 tons. Cargo is discharged only by lighter. There are four cranes with a three-ton capacity, three cranes with a two-ton capacity, and one heavy lift crane with a two-ton capacity. The Fiscal Mole is 118 meters long and 16 meters wide.
- Cargo Handling: Fourteen gangs, with 11 men per gang, load and unload as follows:

<u>Tons Per Gang Hour</u>	
<u>Loading</u>	<u>Unloading</u>
General 12 tons	General 11 tons
Minerals 35 tons	Lumber 8 tons
Hides 12 tons	

In 24 hours, 810 tons of ore can be loaded.

No stevedore gear is available except slings for bulk and bagged ores. Heavy lifts must be discharged by ship's gear to lighters. There are no bunkering facilities.

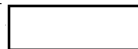
As of November 1947

- Fresh Water: Available only in a serious emergency, and there are no facilities for handling it.

ONI review(s) completed.



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4. Stevedoring:

<u>Time</u>	<u>Ordinary Days</u>	<u>Sundays & Holidays</u>
0700-1100	-	100%
1100-1300	\$26.80 (2 meal hrs) plus 8.10 v/of meal	\$53.60 (2 meal hrs) plus 8.10 v/of meal
1300-1700	-	100%
1700-1900	\$53.60 (2 meal hrs) plus 8.10 v/of meal	\$107.20 (2 meal hrs) plus 8.10 v/of meal
1900-2400	100%	200%
2400-0600	200%	300%

On surf days, an extra 50% is added. On days of heavy surf, no work is done. These percentages apply only to the ship gangs and not to the lightermen or laborers on the male. It is understood, however, that the overtime for both lightermen and shore labor follow somewhat the same percentage scale.

II. IquiqueAs of January 1948

5. Port Facilities: There are 80 lighters with a total capacity of 3,239 tons, and 13 tugs and towing launches. Berth 5 is for large ships and has three cranes each with a four-ton capacity; berths 6 and 7 are for large ships and have five cranes each with a three-ton capacity; berths 1, 2, 3 and 4 are for lighters only and have one 2 $\frac{1}{2}$ -ton, one 5-ton, and six 3-ton cranes. There are eight chutes at berths 1, 2, and 3. At the end of the breakwater, there is one 65-ton crane which can only be used for discharging or loading lighters.
6. Cargo Handling: There are 24 gangs available. The various discharging and loading rates are as follows:

<u>Cargo</u>	<u>Men/Gang</u>	<u>Tons/Gang/Hour</u>		<u>Tons/Gang/Day</u>	
		<u>Dis.</u>	<u>Load</u>	<u>Std. Time</u>	<u>Incl. Overtime</u>
General	7	12	12	90	204
Nitrate					
Bags	7		25	190	425
Bulk	6		38	285	646
Minerals					
Bags	7		18	135	306
Bulk	8		18	135	306
Coal	9	18		135	306
Lumber	unk	20		150	340

7. Construction: A mechanical nitrate loading plant and two warehouses for storing 80 thousand tons of nitrate are being built alongside berths 6 and 7 by the Chilean government's Nitrate Sales Corporation. This plant will be able to load 400/500 tons of bulk nitrate per hour or 250 tons of bagged nitrate per hour.

As of November 19478. Stevedoring:

<u>Time</u>	<u>Ordinary Days</u>	<u>Sundays & Holidays</u>
0800-1200	-	100%
1200-1400	\$28 per man	\$56 per man
1400-1800	-	100%
1800-1900	\$46 per man	\$92 per man
1900-2400	100%	200%
2400-0600	200%	300%

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The charge for surf days is an extra 50% or 100%. These percentages apply only to the ship gangs and not to the lightermen or laborers on the mole. It is understood, however, that the overtime for both lightermen and shore labor follow somewhat the same percentage scale.

9. Fresh Water: Any quantity is available if a berth at the dock is available. Water to ships is supplied by the Tarapacá Water Works (a UK company), whose sources are six underground springs and one underground artesian bore. The water is of good quality for drinking as well as for boilers. The water is available only at the dock. There are water hydrants at regular intervals along the length of the dock and are about one meter from the edge of the water. The docks have all the necessary equipment. Hoses, which are three inches, are hired at the rate of 50 pesos per meter per day. The average quantity per hour is 15 tons. Charges - \$8.00 per ton plus the following surcharges:

<u>Ordinary Days</u>		<u>Sundays and Feast Days</u>	
1800-2400	\$25.00 per hour	0600-1600	\$25.00 per hour
2400-0600	\$31.50 per hour	1600-0600	\$31.50 per hour

Plus a surcharge of 35 pesos.

III. Tocopilla

As of November 1953

10. Port Facilities: There are 19 tugs, and 107 lighters with a total capacity of 4060 tons. Cargo is discharged only by lighter. The following cranes are available: four with a two-ton capacity; two with a 2.5-ton capacity; and two with a three-ton capacity. There is one heavy lift crane with a capacity of 60 tons. Heavy lifts must be discharged by ship's gear into lighters. There are bunkering facilities only for emergency cases.
11. Cargo Handling: There are 40 gangs. It is unknown how many men there are per gang. Tons per Gang Hour - as follows:

<u>Loading</u>		<u>Discharging</u>	
Bulk Nitrate	25 tons	General	7 tons
Sacked Nitrate	22 tons		
Ores	21 tons		

12. Fresh Water: The water supply is limited only by the number of ships requesting water at the same time and also by the occasional breakdowns in the lighter's pumping machinery. The water comes from the foothills of the Andes by pipeline and is suitable for drinking. Most engineers consider it suitable for boilers though it averages around three grains. The water is delivered by a lighter which carries hoses and standard connections for all ships. There is one lighter with a 30-ton capacity with a delivery rate of 15 tons per hour. If the round trip time for the lighter is included, the delivery rate is six tons per hour. The cost is 675 Chilean pesos per lighter of 30 tons. There is a surcharge of 80.50 Chilean pesos per hour for each hour that the lighter is in operation, either filling up alongside the dock or discharging the water to vessels.

As of November 1947

13. Stevedoring:

<u>Time</u>	<u>Ordinary Days</u>	<u>Sundays & Holidays</u>
0700-1100	-	100%
1100-1300	100% plus v/of meal	200% plus v/of meal
1300-1700	-	100%
1700-1900	100% plus v/of meal	200% plus v/of meal
1900-2400	100%	200%
2400-0700	200%	300%

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On surf days and rainy days, the overtime rate is 50%. These percentages apply only to the ship gangs and not to the lightermen or laborers on the mole. It is understood, however, that the overtime for both lightermen and shore labor follow somewhat the same percentage scale.

As of April 1948

14. Reception and Dispatch: Ships will be received or dispatched at any hour of the day or night. Nitrate is loaded only between 0700 and 2030, and general cargo and minerals can be worked around the clock.

IV. Mejillones

As of January 1948

15. Port Facilities: There is one tug, and there are 25 lighters with a total capacity of 1,200 tons. There is one mole owned by Gibbs, Williamson, which has two chutes. There are two cranes each with a capacity of two tons. The maximum heavy lift in the port is five tons.

16. Cargo Handling: Nine gangs are available. The various discharging and loading rates are as follows:

Cargo	Men/Gang	Dis Load		Tons/Gang/Day	
		Tons/Gang	Hour	std. Time	Incl. Overtime
General	7	13		100	300
Lumber	7	13		100	300
Bagged Ores	7		18	144	400

V. Antofagasta

As of November 1953

17. Port Facilities: There are five tugs, and there are 63 lighters with a total capacity of 3400 tons. Cargo is discharged either by lighter or directly onto the wharf. There are four berths - 2, 3, 4 and 5 - for large ships with a total length of 720 meters. The depth of water is 10 meters. Vessels dock port side to and must provide their own docking fenders. Cranes are located as follows: Berth 1 - one 3-ton, one 2-ton one 12-ton; Berths 2 and 3 - five 3-ton, three 4-ton; Berths 4 and 5 - six 3-ton. The floating crane "PATANA" is available for discharging lifts up to 60 metric tons. This crane can discharge smaller pieces from a ship's holds, but large pieces must be stowed on deck on the starboard side. Explosives must be discharged at La Chimba approximately six miles north of the Fiscal Port Basin

Navy's interviewing officer's comment: Other information [redacted] indicates there are the following cranes at this port: Five 5-ton capacity; five 3-ton; two 2-ton; and two 2.5-ton. The correct number of cranes cannot be determined from information available.

18. Fuel Oil and Water: Fuel oil may be obtained in limited quantities subject to 48-hour notice to the fueling companies. No water will be available until further notice. A new pipe line is being laid, but will take several years to complete.

As of November 1947

19. Stevedoring:

0700-1100	-	100%
1100-1300	\$10 plus time worked	\$10 plus double pay time worked
1300-1700	-	100%
1700-1800	\$10 plus time worked	\$10 plus double pay time worked
1800-2400	100%	300%
2400-0700	200%	500%

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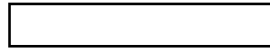
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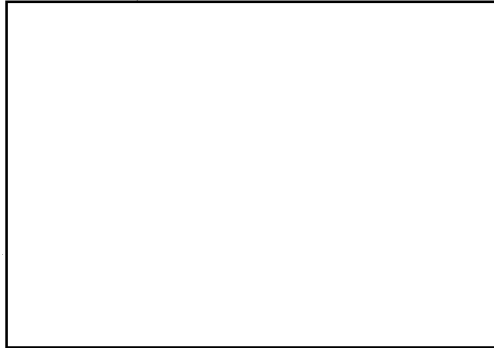
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These percentages apply only to the ship gangs and not to the lightermen or laborers on the mole. It is understood, however, that the overtime for both lightermen and shore labor follow somewhat the same percentage scale.

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