

**Gary C Worrell**

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**From:** Gary C Worrell [gcw@igx.net]  
**Sent:** 14 November, 2007 21:51  
**To:** gcw@igx.net  
**Subject:** Postcard  
**Attachments:** LALBHanjinTerminal.jpg; RailCars.jpg

Where Los Angeles and Long Beach California meet at the Pacific Coast is the largest commercial sea port in the United States.

The Port of Los Angeles / Port of Long Beach is larger than the next 9 largest US commercial ports combined. It handles containers, bulk cargo, cruise ships, and just about anything else that travels by sea.

While riding on the surrounding highways you can see mountains of sulfur, salt and gypsum, dozens of fuel storage tanks, and stacks upon stacks of containers. Most of the shipping is imports because the US has a staggering trade deficit.

There is so much cargo coming and going, a 20 mile rail system, called the [Alameda Corridor](#), was built to get cargo to and from the port and reduce the road traffic around the piers. There are an average of 50 trains per day on the corridor, each with hundreds of cars.

Today a US Customs and Border Protection officer took a group of us on board a Chinese container vessel, the "[Xin Xia Men](#)" for a quick look-see. A huge ship, but not nearly the largest.

The pier where I was working was a flurry of activity, so much that you always had to be conscious of where you were and what was around you, lest you become road kill.

I didn't have my camera with me while we toured today, but I did get some pictures while we worked yesterday. The Xin Xia Men was tied up to the pier in front of the cranes in the attached photo when we arrived this morning. Typically, they will unload imports and load exports/empty containers and return to sea within three days.

Cheers,  
G.



