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Front Bay at Crater
ADEN Colony

In spite of the fact that Aden handles one million tons of shipping a month, and that tens of thousands of passengers see the Port during the year, it is surprising that there are so many people who do not seem to have the remotest idea of Aden's geographical position. The Colony, which was the first to be acquired in Queen Victoria's reign in the year 1839, is situated in latitude 12°47 min. N. and longitude 45°10 min. E. about 100 miles east of the straits of Bab el Mandeb, which are the southern entrance to the Red Sea. This small Colony, which consists of a town with two suburbs and one large and several small villages, occupies a rocky peninsula and an equally hilly headland jutting out from the southern coast of Arabia. The bay which lies between the peninsula and the headland forms an extremely fine harbour which is the life of the Colony.
ADEN Colony

In ancient days before the advent of the Christian era the territory which now forms the Colony was under the control of the Himyarite Kings who held the whole of South Western Arabia in subordination. Captured by the Romans in 24 B.C., Aden eventually passed under the control of the Persians 600 years later, but from the middle of the 6th Century to the end of the 15th Century was subordinate to the rulers of the Yemen. The first trace of European connection with the affairs of Aden was in 1513 when Don Alphonso d'Albuquerque, the Portuguese Admiral, laid siege to the town, which he failed to capture. However, the defenders were not so successful twenty-five years later when the town was forced to capitulate to a Turkish expedition after being bombarded, so the records say, by no less than 100 pieces of ordnance. Aden appears to have remained under Turkish authority until 1630 A.D., when on their evacuating the Yemen the Imam once more assumed control.

In 1735 A.D., the Abdali Sultan of Lahej rebelled against his master the Imam, and occupied Aden.

British contact with Aden was first made in 1609 when the East India Company's ship "Ascension" visited the town. There are no records available of any further contact until 1829 when the Board of Directors of the East India Company considered the idea of making Aden a Coaling Station, and in furtherance of this object various ships called at Aden at the beginning of the 19th Century, one of which, under the command of Capt. Haines who was later to become the first Resident, was engaged in 1835 in a survey of the Arabian Coast. In 1839 the East India Company decided that in retaliation for the ill-treatment which had been suffered by the shipwrecked crew of a steamer which was lost off the Arabian Coast, and in order to prevent similar incidents occurring in future, it was desirable for Aden to be occupied and in furtherance of their object despatched H.M.S. "Volage" and H.M.S. "Cruizer" with a force of 300 Europeans and 400 Indian troops to take Aden by assault. This they duly did and the Red Ensign which was planted
on Sira Island by Mr. Mate Rundle, who was later to rise to the rank of Captain in the Royal Navy, is now to be seen in the lounge of Government House. The area of the Colony was extended by purchase and the history of Aden since it came under British control has been one of steady development and political progress. The population has risen from 600 to over 80,000.

In 1932 the Settlement, as the area which now comprises the Colony had by this time come to be called, passed from the control of the Government of Bombay and was created a separate province under a Chief Commissioner who was responsible to the Government of India. In 1937 Aden’s geographical and political dissimilarity with India was recognised, and the Settlement ceased to be a part of British India and became a Crown Colony under a Governor, who is also Commander in Chief, and who is responsible to the Secretary of State for the Colonies.

Just as there have been outstanding developments in the Harbour, so has there been a progressive improvement in social conditions in the Colony, with a consequent demand for a fuller life by the population. It is of interest at this point to note that the population has increased by 70 per cent. during the last fifteen years. The right of their employees to reasonable working conditions is recognised by the major employers of labour, and there are signs that increases in wage rates, which have recently been introduced by many employers to meet the increase in the cost of living figure, will result in more general contentment among labour.

The rapid expansion in the population has given rise to a housing shortage, a universal distemper, and there is still insufficient accommodation in the primary schools both for boys and girls, but in spite of this Aden has much cause for satisfaction with her steady progress. Plans are under consideration for further and greater development in the Social Services than ever before and it is proposed to devote no less than two million pounds sterling during the next eight years to an ambitious, though carefully thought out plan, which will include a 130 per cent. increase in the electric light and power plant, an enlarged and improved Civil Hospital, a technical school for boys—the first in the history of the Colony—a new secondary school for boys which will give more advanced education, a new water scheme to increase the town’s supply and considerable telephone development, to mention only a few of the projects proposed.

Politically the days of absolute rule by officials of foreign Governments, and in this class must be placed the representatives of the East India Company, have gradually given place to the present system whereby the Governor acts only after consultation with his Executive Council in important matters, and there is a nominated Legislative Council on which are represented the various communities who constitute the rather mixed population of the Colony.

The municipal affairs of the main town, which is situated in Crater, are considered and discussed by a Board of Officials and Unofficials which constitutes the Township Authority and the suburbs of Steamer Point—or Tawahi as it is called locally—and Maala come under the jurisdiction of this Authority. A similar body is responsible for the supervision of the large village of Sheikh Othman, which lies on the mainland some ten miles from Steamer Point.

STEAMER POINT

Photo: Cary Bros. & Co., Ltd.
THE PORT OF ADEN

The Harbour

The harbour was originally sited on the eastern side of the peninsula, but towards the middle of the last century the potentialities of the semi-enclosed area on the western side of the peninsula began to be realised. In particular was this so when sites were being examined for the establishment of coal storage grounds. The process of development was gradual in the early stages but the introduction of regular steamship services accelerated the pace and shortly after the establishment of the Port Trust in 1888 a bucket dredger, the "Mermaid," was acquired and the first scheme to deepen and extend what was then little more than a creek with a maximum depth of eighteen feet at low water was undertaken. Dredging projects increased in magnitude as the need for expansion in order to keep pace with world ship-building development was realised and eventually it was found more satisfactory and economical to have these works carried out by contracts, and the "Mermaid" was retired and has never been replaced.

The Inner Harbour as it exists to-day has a "dog leg" entrance channel just under two miles in length with a width of 600 feet and is dredged to a depth of 36 feet at Low Water Indian Spring Tides. The main portion of the Inner Harbour, which extend to 287 acres, is dredged to the same depth. Immediately to the east there is an area 741 acres in extent dredged to 27 feet and still further east approximately 73 acres dredged to 18 feet. The harbour is protected to a considerable extent from the S.W. Monsoon swell by a breakwater extending in a north-westerly direction from Ras Morbut. The northern limits of the harbour are protected by a long rubble mound constructed during the 1939-45 War.

Berths

The position to-day is that there are 16 first-class berths, at 14 of which vessels drawing up to 34 feet can be accommodated; 6 second-class berths for vessels drawing up to 25 feet, and 4 third-class berths for vessels whose draft does not exceed 16 feet. In addition to these designated berths there is ample room to accommodate vessels of light draft in the 18 feet dredged area.

By using suitable tides vessels drawing more than 34 feet can be safely berthed. The largest vessel to be berthed to date is the "Ile de France" of 43,450 tons, a length of 790 feet and a draft of 34 feet 4 inches. A new berthing scheme in process of implementation as mooring material becomes available includes the lengthening of existing berths, the provision of additional berths and the replacement of some of the existing moorings by more modern equipment of a heavier type.

Except for the lighterage wharves where very small ships can go alongside on the tide, there are no "alongside" berthing facilities. In consequence there has grown up a berthing system based on the use of mooring buoys and "breast" buoys. In cargo berths a ship is moored ahead by both of her bower anchors and astern by lines to a mooring buoy. This procedure is varied in the oiling berths where

PICTURES OPPOSITE: (Top Left) Painting a local Coaster. (Below) Electric Welding. (Top Right) Harbour works. (Below) Gear Cutting.
a ship is moored ahead by one of her bower anchors leading to the stream and at the stern by lines to a mooring buoy. Lines are then run fore and aft to subsidiary buoys called "breast buoys" which are positioned slightly in-shore. By means of these buoys of which there are at least two to each berth, the vessel is gradually "breasted in" near the bank until a suitable position relative to the oil terminal has been obtained.

The system is a flexible one and is particularly suitable for a port with only limited cargo handling. It has the additional merit of being less expensive to install and maintain than many other systems, an important consideration in these days of high costs and shortage of material.

Ships berthed in the cargo berths discharge their cargo into lighters and those requiring coal bunkers are coaled from lighters by coolies using special sets of staging. The coal is man-handed from one stage to the next until delivered to the bunkers and a rate of intake of 100 tons an hour is frequently attained.

**Pilotage**

Pilotage is compulsory for all vessels of over 200 tons on entering and leaving the port, with the exception of warships not proceeding to an oil berth. The vessel is met at the outer limit of the entrance channel and taken to her allotted berth, where she will be berthed after being turned should she be entering a "head-out" berth. Should she be allotted a "head-in" berth she will be turned by the pilot immediately prior to being taken out. The Port Trust maintain two powerful tugs, the "Sir Bernard Reilly" (1,000 h.p.) and the "Shamsan" (750 h.p.) to assist the pilots in their work and the Peninsula & Oriental S.N. Company have their own tug, the "Lahej" (1,000 h.p.) to service their own ships, which is available for Port Trust work by arrangement with the owners. In normal circumstances pilotage presents no special difficulties, but during the S.W. Monsoon dust-storms occur and when they do then the pilot needs his knowledge of the harbour and experience in handling ships, for their occurrence is sudden and violent though no longer unpredictable, thanks to the meteorological facilities available. Owing to the
increase in the number of ships using the port it became necessary recently to add to the number of pilots on the staff. The Port is open day and night and every endeavour is made to eliminate delay to ships.

Maintenance

The maintenance of the depth of water in any port is of primary importance, and Aden is fortunate in this regard in that the rate of siltage is low, in fact so low that the maintenance of a bucket or suction type dredger capable of deep dredging would be uneconomical. However, dredging alongside wharves is still necessary and use is made of the Port Trust 25-ton floating crane for this purpose. The Port Trust have under construction in the United Kingdom a grab-dredger specially designed for this work which will replace the crane.

Hydrographical survey work has grown in magnitude with the various harbour extensions, and it is no longer practicable to use the old-fashioned line and lead method. Accordingly a special survey-launch has been designed and constructed in the Port Trust Workshop and the latest type of "echo-sounding" apparatus therein installed.

Lights and Marks

The Entrance Channel buoys are of the acetylene-gas type with flashing characteristics and colours appropriate to their position for use after dark. The Inner Harbour mark buoys are now illuminated by Cera wax lamps, but electric flashing mechanism will be installed in several buoys as a trial measure in the near future.

The Port Trust man and maintain the two lighthouses in Aden, one on Ras Marshag and the other on the Elephant's Back promontory. In addition they are also responsible for the High Light and Baliff Point lighthouses on Perim island at the southern entrance to the Red Sea.

Communication between ship and shore while the ship is approaching is by visual signal to the signal station whose towering steel mast and yard is an outstanding feature. Consideration is now being given to the use of ultra short wave radio for harbour communication and the provision of radio telephone for vessels berthed in the Inner Harbour or at anchor in the Outer Harbours.

Wharves

The public wharves, which are situated in the suburb of Maala and which cover an area of 11 acres, are owned by the Port Trust. The cargo capacity of the transit and storage sheds constructed thereon is approximately two and a quarter (2 1/4) million cubic feet. These wharves are furnished with electric and steam cranes for cargo handling. In addition to the Maala Wharves there are a number of wharves which have been leased by the Port Trust to private owners. The general policy is that all new constructions shall be carried out by the Port Trust and the new area rented on a percentage of the capital cost basis to the occupier. Extensions to existing wharves are now in course of construction using pre-cast 15-ton concrete blocks set by divers on a prepared rubble foundation with a stone masonry superstructure for the outer walls. Steel work is liable to excessive corrosion and the question of cathodic protection is being investigated in connection with certain new works incorporating steel sheet piling in the design.

Conclusion

The foregoing is a sketch to enable the reader to form an idea of that essential and necessary part of all ports—the place where the ships come to anchor. Possibly too full of facts, but so little seems to be known about Aden and her harbour that in this first edition of the "Annual" it has been thought proper to deal with the subject with some thoroughness.
Very few visitors to Aden can visualise what lies behind the heat haze which during the long summer months obscures all view beyond the Salt Works which stand up prominently at the Eastern end of the Harbour. It is only those who are fortunate enough to enter the Harbour during the cool clear winter days who can see the panorama of hills rising in the far distance over the villages of Sheikh Othman and Ahmad, and even they probably do not realise that Aden, important though it is geographically, politically and financially, is one of the smallest Crown Colonies, and has behind it the Protectorate extending for 112,000 square miles.

The Aden Protectorate is divided politically into two Administrative Divisions, the Eastern and the Western. The Eastern Division comprises the Qu'aiti and Kathiri States and is largely composed of desert and barren ground intercepted by fertile waddis or valleys in which are important and well constructed towns. The Western Division falls naturally into three topographical divisions, a coastal belt behind which are the maritime ranges rising to a height of from 2,000 ft. to 3,000 ft. and further back still is the highland plateau, which in some parts reaches a height of 8,000 ft. The result of this variation in height is climatic variation which makes possible the cultivation of a wide range of grains throughout the year.

Politically the Western Division is composed of a series of tribal districts, the Chiefs of which are in protective treaty relations with His Majesty's Government, and whose interests are watched over by a small cadre of British Political Officers with Arab assistants under the general control of a British Agent whose headquarters are in Aden.

The history of the Protectorate differs little from that of the Colony, and after our occupation of Aden in 1839, the neighbouring Chiefs gradually entered into their protective treaty relations with His Majesty's Government. The last to do so, strangely enough, being one of the more progressive rulers, the "Audhali Sultan," who did not come into direct political relations until as late as 1914. There is no doubt that originally the great incentive to the Chiefs of the Protectorate to seek our protection was the fundamental difference in religion between themselves and their tribesmen and the Rulers of the Yemen. The inhabitants of the Protectorate are almost all of the Shafa'i persuasion of the Sunni division of Islam, while the Imam of the Yemen and his staunch supporters are of the Seidi persuasion of the Shia division of Islam.
The Main Street in Mukalla

Mosque at Mukalla
The latest political development was in 1937 and 1939 when the Qu’aiti and Kathiri Sultans signed treaties undertaking to accept the advice of a British Resident Adviser in all matters except those concerning Islam and Custom. The British Resident Adviser has his Headquarters at Mukalla, a port some 300 miles East of Aden having close trading connection with Singapore and the Far East. These trading connections have been brought about by the business activities of the Hadramies, who are the inhabitants of the Wadi Du‘an in the Hadramaut in the territory of the Kathiri Sultan. These enterprising people have long been interested in business in the Far East and many of them have established business houses and accumulated personal fortunes which would compare favourably with similar establishments in the West.

The Protectorate is almost completely undeveloped, and it is possible that when plans now in course of examination are put into operation it may have considerable influence on the future of the Port of Aden. Geographical surveys are to be carried out with a view to obtaining information with regard to the mineral resources of the area, and the sum of £300,000 has been set aside from the Protectorate allotment from the Colonial Development Fund for the extension of a considerable agricultural project approximately 30 miles from Aden in the Abyan section of the Fadhli and the Lower Yofai tribal areas. In addition a start has been made to encourage the growing of fruit and vegetables, for which there is a ready market in Aden, on the tableland some 100 miles to the N.E. of the Colony. A weekly air service has been inaugurated to the market-garden area, and a passenger service is being developed by this route between Aden and the Yemen by the B.O.A.C., who are operating these flights.

One of the great difficulties which will have to be faced before any attempt at development on a large scale can be successful is that of transport. At present there are in fact no roads which would be so designated in any civilised country. There is a track running from Aden to Taiz in the Yemen which is motorable, and it is possible to motor to the Eastern portion of the Western Aden Protectorate, and by some miraculous means a lorry service is maintained with the Audhali Sultan’s capital at Loder. This service was rendered possible by the systematic construction of a road from the coast through the foothills during the latter stages of World War II for the purpose of maintaining the supply of fresh vegetables to the troops in Aden. Realising how important communication must be whatever may be the future of the Protectorate, the Development Committee, which made their first report in 1947, recommended the allocation of £100,000 from the joint allotment from the Colonial Development Fund for the improvement of existing tracks and the construction of new roads. The total sum allotted jointly to the Colony and the Protectorate from the Colonial Development Fund amounted to £800,000, of which with great long-sightedness the members of the Development Committee—only one of whom was connected with the Protectorate—advised that £500,000 should be allotted to the Protectorate and only £300,000 to the Colony. It is impossible at this stage to forecast what developments can and will take place in this vast area, but whatever they are they will have great influence on Port development at Aden, and it is possible that the passage of time will see the transformation of what is now primarily a transhipment port into a major terminal port.
Realising the importance of Aden as a port of call for shipping, the Anglo-Persian Oil Co., Ltd., decided in 1918 to install facilities at this traditional bunkering port. An 8,000 ton capacity tank was erected and pumping plant with a delivery rate of only 250 tons an hour was installed. The growth at Aden of the installation of the Anglo-Iranian Oil Co. (Aden), Ltd., as the local branch is now designated, has followed closely the tremendous increase in the use of oil fuel in merchant ships. In 1914 approximately 89 per cent. of the world’s shipping was coal fired, 3 per cent. oil fired, and the remainder propelled by sail or by towage. To-day no less than 73 per cent. of the world’s shipping is oil fired, with coal now only 26 per cent. and sail reduced to 1 per cent.

At Aden the A.I.O. Co. (Aden), Ltd., have now seven (7) submarine pipe lines serving bunkering berths on the south side of the Harbour, while Caltex Oil (Aden), Ltd., whose installation was erected in 1946, have three (3) submarine pipe lines serving bunkering berths on the north side of the Harbour. In the first full year of bunkering operations, which was 1920, deliveries were made to only 98 vessels, but last year—1947—vessels bunkered by the A.I.O. Co. (Aden), Ltd., amounted to 1,453 merchant vessels and 87 tankers were discharged, while Caltex Oil (Aden), Ltd., bunkered 205 vessels and discharged 15 tankers.

Stocks of furnace, diesel and gas oil are maintained and the storage capacity has increased by over four-fold since 1918, and the speed of delivery, the most important factor in oil bunkering, has been increased by the introduction of modern pumping plant, so that up to 700 tons of oil an hour can be delivered.

One of the commonest sights in Aden is to see oil tankers discharging at the terminals on both the north and south sides of the harbour. These tankers are of many nationalities flying an interesting selection of house-flags, but ships of the British Tanker Company, whose fleet number some 120 tankers, are more frequently seen than the tankers of other companies.

The bunkering services at Aden are available for twenty-four hours of each day and for 365 days in the year, and by close co-operation between the officials of the Oil Companies and the Port Trust Authorities, delay has been reduced to a minimum, and it is safe to say that no other port in the Eastern Hemisphere handles so many tons of furnace and diesel oil bunkers with less delay to shipping than does Aden.

To maintain the high efficiency of their bunkering installations the A.I.O. Co. (Aden), Ltd., are understood to be installing additional pumping plant and replacing pipe lines, as well as providing additional small craft for the work of their organisation, while Caltex Oil (Aden), Ltd., are bringing a fourth oil terminal into operation.
The Peninsular and Oriental Steam Navigation Company has been connected with Aden for nearly as long as Aden has been a British Colony.

When in January, 1839, the guns of H.M.S. "Volage" and her consorts were ushering in the era of British rule at Seerah Bay, the Peninsular Steam Navigation Company had already established a reputation for the regularity of its Mail Services between London, Lisbon and Gibraltar, and in 1840 the Directors were already planning the "Oriental Extension" which was to create for the Company the title eventually to become so well known to generations of travellers as the "P. and O."

Within two years the Calcutta-Suez service had been inaugurated by the s.s. "Hindostan," the first P. and O. liner to enter the Indian Ocean. She sailed from Southampton on September 24th, 1842—so great was the public interest in her departure that the Press treated it as an event of national importance—reached Calcutta via the Cape on Christmas Eve, and called at Aden for the first time on her regular sailings to Suez in February, 1843. A vessel of 2,017 tons and 520 h.p., she, with her sister ship the "Bentinck" (1,974 tons and 520 h.p.), were designed with great care specially for the run, and were regarded as "revolutionary" because for the first time passenger accommodation opened on to alleyways instead of directly on to a saloon amidships. They each carried 102 passengers in 60 cabins, 20 of them single-berth rooms—a sensational innovation—and since everything possible had been done to make them similar, the regular passengers soon settled down happily in familiar surroundings. Although they were wooden paddlers, their numerous iron bulkheads and special fire-extinguishers, together with their ability to carry four heavy guns and two light pivots,
impressed the Navy with their suitability as reserve cruisers, while their two large funnels, 40 feet apart, doubtless had an awe-inspiring effect upon the natives.

The "Precursor," a slightly inferior ship of 1,817 tons, joined them in 1844 on the Indian service, and by 1847 intending passengers for Aden had a choice of two sailings monthly from Southampton—on the 3rd and 20th of the month—while one homeward bound ship each month was scheduled to call at the port.

This service, meagre as it may seem to-day, had not been established without tremendous advance preparations. At Aden, for instance, stocks of coal had to be brought out in sailing vessels round the Cape, stores of provisions had to be accumulated, and a Condenser Plant to produce condensed water for the ships was set up on a piece of land acquired by the Company at Ras Morbut in 1842. Fresh drinking water was then scarce in Aden, the residents having to be content with the rather brackish water from the wells at Crater augmented by a spasmodic supply of rainwater from the Tanks, until the supply of condensed water was assured.

However, these difficulties were eventually overcome, and in 1852 the Company was able to wrest from the failing grasp of the H.E.I.C. the Bombay Service, which it had been anxious to secure for some time.

The "Honourable John Company" had clung on like grim death to this, almost the last of its ancient monopolies, although for years public opinion had been extremely dissatisfied with the unreliable service and slow, antiquated ships, which had little room for either passengers or merchandise when carrying the Mails. The final blow fell on the fatal occasion when, having no available steamer, the mail was sent on from Aden in a dhow, which was never heard of again. After this any pretence to be running a "fast, efficient steamship service" on this route was obviously absurd, and the P. and O. was henceforth to carry the Bombay Mails.

The Company was now firmly established, being under contract to the Government for a bi-monthly service to Calcutta, a monthly service to China via Bombay and a monthly service to China via Calcutta, as well as a projected extension between Singapore and Australia which did not directly affect Aden.

In 1856 we find the Company's agent of that day—a certain Captain Luke Thomas, whose name was to become well-known in Aden in another connection—writing to his Managing Directors apropos the difficulties of coaling, that "all the Company's Steamers come in at once, or nearly so," and also "a few days ago what with Steamer and Coal vessels (all belonging to this Company) there did not appear room in the anchorage for as many more."

There is an authentic and human touch in the unofficial plea with which his letter ends: "I wish you would send us out some more Screws. The 'Aden' would do better on this line than the 'Pekin' or any of the Paddlers, and they are the only Vessels for the Monsoon between Bombay and this. They have all been pretty well tried this Season, and we know what they can do."

The 20,000 ton turbo-electric liner VICEROY OF INDIA sunk by enemy action in the North African invasion in 1942.
The "Aden" of which Captain Luke Thomas thought so well was only a small ship of 812 tons, but she was built of iron and her engines were designed for very economical running. But his plea was heard, for in the year 1858 such vessels as the "Nubia" and the "Alma," giants of 2,096 and 2,164 tons respectively, with oscillating geared engines developing over 1,400 I.H.P., were calling regularly at Aden.

A contemporary diary of a voyage to India at this time in the "Nubia" records a seven-day run down the Red Sea from Suez and a two-day visit to Aden while the ship coaled. The diarist is at a loss for words to describe the extreme aridity and desolation of Aden, or to convey the impression of human beings living among a series of extinct volcanoes which remind him of the ash-heaps of the Cyclopean forges. The passengers were obliged to spend the night ashore while the ship coaled. The writer dilates on the peculiarities of the Aden soda-water, the horrors of the Aden brandy, and the indescribability of the Aden food, on which they dined at sundown before setting off, on donkeys, to the wonderful basin among the volcano tops where the garrison is stationed, noting en route the considerable new fortifications, forts and tunnels in the surrounding hills. After a maddeningly uncomfortable night in the only hotel they are off again next day, leaving behind them "fattened mosquitoes and enriched natives"—like many another traveller.

Progress and improvement, nevertheless, were the order of the day. For the better provisioning of their vessels, the Company started a Sheep and Poultry farm, acquiring land for this purpose on September 1st, 1862. "The ground in question," says the title deed, "is situated in the Valley lying due East of the Burial Ground, halfway between it and the head of the Valley, and half a mile due South-East of the Company's Bungalow"—that is to say, in Cemetery Valley. As Barrack and Chapel Hills became more built upon, the residents doubtless found the proximity of the Sheep and Poultry Farm a little trying, for it was later moved to a site at Hedief and was ultimately given up in 1891.

Few people who travel the Red Sea today realise how difficult its navigation must have been before its isolated rocks and islands were marked by lights. The Company, however, recognised the dangers at an early stage, and in 1857 arranged for the erection of lighthouses at Zaffarina, Ashrafi and Daedalus. These were staffed and managed by the P. and O. until 1863, when the Egyptian Government took over their control.

Coal—the all-important factor in Aden's early development as a port of call—played a prominent part in the Company's affairs until the turn of the century, their main preoccupation being to acquire sufficient storage space for their needs. At one time they occupied—apparently without official sanction—a "small bay opposite Flint Island," where they erected a "substantial Pier," and from which they were rather unceremoniously ejected by the Military Authorities in 1855, after a somewhat testy interchange of letters, in which the Company's Agent declares that the reason for their expulsion is "personal pique" rather than military necessity, while the Political Resident of the day requests him to "dissociate his mind for a moment from his Company's interests."

The moribund H.E.I.C. had abandoned their Coal-grounds at Aden, and had been obliged to have their ships coaled by the rival Company for some years, when in February, 1859, the P. and O. signed an agreement with the Bombay Government to coal the ships and transports of Her Majesty's Indian Navy at Aden. Heavy pressure on their existing coal-space was fortuitously relieved by the simultaneous purchase of a Coal-ground belonging to the Australian Company, a new shipping concern only formed in 1856, which, after unsuccessfully trying conclusions with the P. and O. over the Australian Mail Contract, had gone bankrupt and lost over three-quarters of a million sterling for its unfortunate shareholders.

By 1867 the Company's policy of steady expansion was plainly successful. In that year the schedules show a weekly steamer from Suez to Bombay and back, with a call at Aden in both directions, and a fortnightly service from Suez to Calcutta calling at Aden, Point de Galle and Madras. In 1869 we find the Managing Directors inditing a stately
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admonition to Captain Goodfellow, the Acting Political Resident, regarding a proposal which fills them with "surprise and concern" to discontinue the Company's monopoly of mooring buoys which the P. and O. had put down for their own use.

"The Company send to Aden between 150 and 200 ships every year," he is informed severely; "these Steamers do not call at Aden for the sake of profit, and the value of the traffic with it amounts to only a few hundred pounds annually, while on the other hand the Company already pay port dues for their own steamers and coal ships to the amount of £5,000 per annum, in addition to £30,000 per annum spent on employment of labour and stores supplied. This heavy tax upon their business certainly entitles their ships to a berth free of charge in a place absolutely devoid of trade, and where in fact half these Ships would not be obliged to call for the purpose of coaling were it not to give Aden the benefit of a regular Mail Communication."

This, apparently, the Company continued to do; and generation after generation of Aden residents became familiar with P. and O. ships of increasing size and improved appearance. In 1869, too, the wonderful new Suez Canal was opened; one could get all the way home to England in the same vessel, and the horrors and hardships of "the Overland Route" were soon consigned to oblivion.

How eagerly those who were due for leave must have looked for the arrival at the Anchorage of such ships as the remarkable "Jubilee" class of 1887—"Victoria," "Oceana," "Britannia" and "Arcadia"; the "Pretty Sisters"—the little yacht-like "Peninsular" and "Oriental"; the wonderful "Australia" and "Himalaya" of 1892—7,000 tons in size—capable of 18 knots, and the talk of the East with their magnificent saloons and up-to-date bathrooms; the beautiful "Caledonia" with her four lofty well placed masts and two powerful funnels, followed, in 1896, by the famous five—"India," "Egypt," "Arabia," "Persia" and "China."

This last was a name long to be remembered in Aden. The "China" left the port homeward bound at 2 p.m. on March 24th, 1898, and at 8.30 that night, in slightly hazy weather, she grounded on Azalia Point, Perim Island. There was no panic; every passenger was safely transhipped to the "Carthage" and only their baggage suffered a little damage by sea-water. The ship was got off and continued to serve the Company well for another thirty years, being always a favourite with passengers, in spite of the persistent popular fallacy that, as a result of the stranding, she was cracked from truck to keelson! An Inquiry was opened at the Courthouse, Tawahi, on May 7th—it must have provided a welcome topic at Aden dinner-tables for many weeks—and the Master was found responsible "in that he set and proceeded on an improper course." So commendable was his handling of the situation, however, that his Certificate was only suspended for six months.

Two of the most beautiful ships ever to sail under the P. and O. flag had a special connection with Aden, since they were expressly designed for the "Shuttle Service" which met the Australian mail-steamers at Aden and took the mails and passengers on to Bombay. They were the "Salsette," built in 1908, of 5,842 tons, whose lovely lines, set off by her white paint and yellow funnels, must have given her the appearance of a yacht as she rounded Ras Morbut at speed; and the "Razmak," 10,000 tons, built to succeed her in 1925, and of whom it used to be said that, during the South-West monsoon, she would dive in at Aden and come up for air off the Prongs, Bombay! When the new schedules were arranged on the introduction of the "Strath" class in 1931, the "shuttle" was abolished, and since then all mail-ships have included the Bombay call on their normal run.

Two major wars have passed over the "barren rock" of Aden, and P. and O. ships have been seen there in strange disguises and fulfilling strange functions. The Company suffered tragic and heavy losses, and it will be long before such names are forgotten as, among many others, the heroic "Rawalpindi," the splendid "Strathallan," and the famous and much-loved "Viceroy of India."

In the 106 years since the first P. and O. liner came to Aden, nothing has changed so much as the ships themselves. Coal-grounds are no longer all-important, and the unsightly
structure, known locally as “The Aviary”—which stood for years, like a gigantic Victorian dove-cot, on the patio of P. and O. House at Steamer Point, and housed in varying degrees of discomfort the transhipment passengers for the “Shuttle Ship”—was removed in 1919 as redundant. The P. and O. condenser plant and workshop at Ras Morbut, which began so modestly in 1842 and expanded to include repair shops, store rooms, ice-plant and slipway, was finally handed over to the Trustees of the Port on May 1st, 1941.

Yet, if Captain Luke Thomas were to return to Aden, he would find much that he could recognise. P. and O. House, for instance, bought in 1850 for the Company by his predecessor Captain Steinson from a Captain Stuart of the Bombay Engineers, would be familiar, in spite of additions, and the old Conductor’s Bungalow opposite the Abkari Pier he might recall that the Resident had once ordered its removal on the grounds that it was “gradually extending and is apparently used as a Canteen and House of Entertainment.”

But he would recognise with difficulty the 24,000 ton “Stratheden” or even the 15,000 ton “Canton” as heirs and successors to the little wooden “Pekin,” paddling away for dear life against the monsoon seas, or the 2,000 ton “Nubia” with all her “desirable and commodious improvements.” He would dismiss as almost beyond belief the organisation of the port which enables a “Strath” to enter, take in oil and water, disembark and re-embark the majority of her thousand passengers, and sail again within four hours. And yet he would be witnessing nothing more nor less than the most up-to-date example of that spirit of co-operation and achievement which, as the Directors of the P. and O. Company informed him proudly over ninety years ago, “permits nothing to impair the Punctuality and good order of the entire Service in which Aden is a connecting Link.”
INCENSE and the PORT of ADEN

Probably one of the earliest memories of our childhood is the story of the Three Wise Men who came to the cradle at Bethlehem bearing their gifts of gold and frankincense and myrrh. Long, however, before the Infant Christ was born, frankincense was used in religious and mystic ceremonies, and had been a sacred commodity for many thousands of years. It was, we understand, only to be found on what was called the “Aromatic Coast” which extends from Kishn past Mukalla (Shehr) for about a hundred miles.

In those far-off days, that part of the country, as well as the whole of Arabia up to the Indus River, was under the domination of the Himyaritic Kings whose capital was at Shabwa. Shabwa, west of Seyoun Terim, is to-day submerged in sand, and it is said, though proper excavations have not been made, to have numbers of huge temples and large palaces.

Frankincense (incense or olibanum as it is called commercially) is a gum resin obtained from a certain type of tree of the acacia family. It is a small tree bearing practically no leaves and, at certain times of the year, the Bedouins prepare the incense by incising the trunk and stripping off the bark below the incision. The milk-like juice seeps out and trickles down the trunk where it hardens by exposure to the atmosphere and, having attained the required consistency, is ready for gathering, normally between May and the first rains in September.

In the days of which we have spoken above, the inhabitants used to bring the incense to the chiefs who, in turn, brought it to Shabwa. Nobody, on pain of death, dared withhold as much as a single ounce. Then, once a year from Shabwa, a caravan consisting of thousands of camels left for Egypt with its precious load.
It is interesting to speculate on the route which those caravans took and, one day, when sufficient excavations and research have been made, the story may possibly be fully told. It is believed that the probable halts were at Behan, Ma'arab and Petra. When the incense reached Egypt it was taken over by the priests who had a complete monopoly over it and obtained from it a large income. It had its place in every religious ceremony. Nobody married or died, no great religious festival was held unaccompanied by the pungent fragrance of frankincense.

It was probably within the last hundred years that incense-producing trees were brought to Somaliland and planted there, though even to-day the incense which they give has not exactly the same perfume as that of the Aromatic Coast. For some reason, too, the Bedouins take less interest nowadays in the gathering of the incense in the Hadramaut, and the work is done by Somalis who come yearly from the Somali coast, pay a royalty to the local chieftains, and export the produce to either Bombay or Aden.

It is worth noting here that trade between Bombay and the Arabian coast must date back for centuries and is based on the monsoon. Dhows loaded with incense leave Kishn and other ports with the south-east monsoon in August, reach Bombay where the incense finds ready buyers, load again with cotton goods, spices and food-stuffs, and return with the north-west monsoon in October.

It is, however, to Aden that the greater part of the Somaliland incense comes. Packed in attals weighing about a hundredweight, the incense is what is known as the raw state, that is, as it is gathered from the tree, is brought by dhow to Aden where it is auctioned on the wharf to the Aden merchants. The purchase of incense is likely to be a somewhat complex affair for the novice, and one, be it said, not unfraught with considerable pitfalls. Not only does the intending buyer have to contend with the wiles of the Somali, but it is almost inevitable that the joint ownership of a parcel of incense is enjoyed by a large number of coastal traders, all of whom must share in the pleasurable bargaining before the goods finally change hands. To the newcomer to the business, the transaction is partly an ordeal, partly a pleasure.

Fantastic prices are demanded by the Somali owners. Equally fantastic bids are made by the Aden brokers. Mysterious conversations in deaf and dumb language take place beneath the arches where the Somali and the Adenite are never without. The owner protests loudly that he has been offered prices twelve as high. All the participants in the sale scream their views. Intensity and excitement reign. Both sides retire only to be drawn back into the fray and, finally, the probability is that no sale will be concluded until the market has been thoroughly explored by the multitudinous owners of the goods. Let it ever be said that more than one gullible newcomer has returned to take possession of the goods at the conclusion of what he thought to be a definite purchase only to find that, meanwhile, they had been sold to a higher bidder.

From the wharf the incense is transported to the warehouse where, with a skill born of heredity and long years of practice, the local Somali women clean and grade it into its various types which range from the tear-like almost colourless globule with a greenish tinge to the siftings and the black and woody gum with all its impurities sold mainly on the local market. Seated on their haunches, their arms and faces smeared with grease as a protection against the dust that rises continually from the gum, laughing and chattering and singing in truly schoolgirl fashion, the cleaners present an amusing and colourful spectacle. A primitive type of machine is first used to grade the raw incense into sizes, but the real work is done by the deft fingers of the Somali woman, armed with her inevitable cleaning tray. It is notorious that, as with coffee, skins and other types of produce sold and selected in Aden, scarcely anything is wasted.

It is, of course, the higher grades which command the best market overseas and, for the purpose of export, the goods must be satisfactorily packed to withstand frequent handling and rough treatment on their thousands of miles of sea and inland travel. Most of the better grades of incense are packed in stout wooden boxes bound with iron hoops. Packing is either in one hundredweight or two hundred-weight cases which can be easily handled. Siftings, however, and certain of the poorer grades are packed in gunnies
generally weighing one and a half hundredweights each. The black gum and what is known as woody gum, are, for the most part, sold on the local market, or elsewhere in the Red Sea. Its uses are both religious and medicinal, and it is a pleasant if not a particularly efficacious fumigating agent against infection.

Yearly, upwards of two thousand tons of gum, largely olibanum, are exported from Aden. Considerable quantities go to London and, as part of London's entrepot trade, are transhipped to various parts of the Continent. Many tons go direct to the Roman Catholic countries of Europe, and big shipments earn dollars from the United States. It is difficult to say where the use of incense begins and ends, but it is believed that the larger part of the exports from Aden is put ultimately to religious uses. It is true, of course, that Bombay vies with Aden in this trade, but it can be well understood that the Roman Catholic Church alone absorbs enormous quantities of frankincense. In addition to that, it is used in medicinal compounds, in such articles as medical plasters, and in the manufacture of perfume. Compared with textiles, skins and coffee, the gum trade in Aden is a small one, but one, nevertheless, which has its due importance in the economy of the Colony and the surrounding countries.

Centuries ago, the ancient port of Mocha lent its name to the finest quality of coffee that the world has known. Mocha as a port has long passed into obscurity, but its name remains, and will always remain, associated with those coffees from the Red Sea area, and chiefly from the Yemen, which are admired by connoisseurs above all others. This admiration is not without grounds, for the taste of Mocha coffee has something essentially its own, and without it no blend of coffee can be perfect. It is used, in small proportion it is true, to give the final aroma and taste to all the best known coffees.

Coffee, which now grows in innumerable countries, was first cultivated in the Yemen alone, and the very English word "coffee" is derived from the Arabic "kahwa." From the Yemen it was taken into Abyssinia where, to this day, first-class quality coffees are grown and vie in importance with the true Mocha of the Yemen. The first mention of the word coffee is known to have been made in Abyssinia in the 15th Century, and this record states that coffee had been used there for untold years. The qualities of coffee were not entirely understood and, while its stimulating powers were used to effect, it was believed by the early Mohammedans that the drinking of coffee resulted in intoxication and early Mohammedan prejudice went so far as to forbid its use as
CLEANING ROOM

WEIGHING AND FILLING

GRADING ROOM

STITCHING BAGS

SAMPLES

GRADER FEMALE
being contrary to the principles of the Koran. Nowadays, we know that coffee has no such intoxicating effect, but the property which it has of maintaining wakefulness is well known both in tropical heat and arctic cold.

As far as Europe is concerned, the introduction of coffee took place some time in the 17th Century via Constantinople, through Venice to London. The Turks have always had a high reputation for their coffee, and have even given their name to a certain well-known method of preparing the drink. The Turks were, as connoisseurs, extremely particular about the type of bean they used, and traders from Turkey, right up to a short time ago, used to interest themselves in the export of Yemen Coffee to Constantinople.

The first coffee-house in England was in St. Michael’s Alley, Cornhill, and dates back to 1652. Readers of Dr. Johnson and contemporaneous writers will be familiar with the coffee-houses of the age, and their importance in acting as social centres for poets, dramatists and essayists, who met together then, much as they do now in the London and Provincial Clubs, and discussed subjects of topical and literary interest.

At this time, and right up to the end of the century, all the world’s production of coffee was centred in the Yemen. As would naturally be supposed, however, once the article became a commercial proposition, its growth was developed in many other parts of the world. Java first started its cultivation, and again it is interesting to note that here we now obtain the famous Blue Mountain Coffee which is cherished by some connoisseurs even more than the best Mataris from the Yemen. From there, the spread to Jamaica, the West Indies and South America rapidly took place, and nowadays, of course, the world’s staple supplies come from South America.

While this is not the place to digress on the cultivation of coffee, it should nevertheless be mentioned that it grows best at a high altitude in country with a fairly dry climate but where, nevertheless, the ground is well watered and where the young plant can obtain shelter from sun and wind. In artificial coffee plantations, protection is afforded by trees which are planted on the outskirts. The finest coffee from the whole of the Red Sea area comes from a district high up in the mountains south-east of Sana, the Yemen capital. It is the Mataris coffee mentioned previously.

Before the war, very large quantities of coffee arrived in Aden in the raw state, and it was here that the bulk of the cleaning took place. Nowadays, however, a good deal more of the cleaning takes place in the Yemen itself and in Ethiopia or Djibouti. This does not mean that coffee cleaning is not frequently carried out in Aden, but certainly it is not to the extent that it was prior to the war years. The coffee bean, when gathered, is contained in a cherry-like husk. In this state, it is known as being “in the berry.” Frequent handling often causes the berry to break and to free the two beans which nestle together inside. When this does not happen, however, the husk has to be broken artificially, and this is the first process in the cleaning of the coffee. It is carried out by grinding the berries between two horizontal mill-stones, the top one being rotated by hand fairly rapidly while, with his other hand, the operator feeds the berries between the mill-stones and dampens them by frequent splashes of water in order to prevent the breaking of the coffee beans into small pieces. This work is usually done by men, but all the other processes through which coffee passes, up to the time when it is weighed and bagged for shipment, are carried out by women whose skill is the result of long experience.

When the bean has been removed from the husk, the resulting coffee is a mixture of black beans, white beans, good beans, husk (which is known as “mabourah”), stones and other impurities. In order to obtain coffee which is marketable overseas, all the impurities and the discoloured beans must be extracted, and the only method of doing this is by hand. So all the coffee is picked over by hand, and the white beans, the black beans and the various impurities are all separated. These extractions are not wasted, for the white beans and the black beans all have their market value, and not only locally. It should be noted too that the husk and what is known as the “jaffal” have considerable value.
Aden and Protectorate Types
in Aden itself and in the surrounding countries. Out of them the Arab concocts a liquid known as “kisbur” which is, of course, not only a good deal cheaper, but which is preferred to real coffee. The liquid is naturally lighter in colour than coffee and is served with or without sugar and frequently with an admixture of ginger.

When the coffee has been cleaned, there may still be much to do before it is finally despatched overseas. If you take a handful of coffee beans from which all impurities have been removed, you will note that, not only do the beans vary considerably in size, but in shape too they differ greatly from one another. Some are large, some are small, some are flat and some are round, and there are markets that prefer the round or “pearly” bean, others which prefer the large, others the small bean. By a simple process of sifting which is done on a machine, all these different sizes can be separated. This system of dividing the various types is, however, not always used, and the coffee is frequently shipped as it comes from the cleaning process. To see coffee being packed for export is, indeed, a most interesting experience, the speed with which the work is done being astonishing. Most of the big Aden coffee merchants have their own mixtures which, in the course of years, have become popular under a certain name in different world markets. These may consist of a blend of coffees from various areas, perhaps including the large beans or the small beans alone, and obviously a mixing of these coffees must be thoroughly carried out according to the established formula. Prior to bagging such types of coffee, it is necessary to form what is known as a “sabbah” or mixture, and this is done by piling the coffee on the warehouse floor in huge mounds and stirring it thoroughly with wooden spades which mix the coffee without breaking the beans, which would be the result if iron shovels were used. The rapidity with which these huge mounds of coffee dis-

appear as it is weighed off into bags is almost unbelievable; as on one side the mound diminishes so on the other the pile of packed coffee grows visibly.

To facilitate the filling of the sacks, themselves specially designed for the carrying of Mocha coffee, a special scale is used, by the aid of which the coffee is shot inside the bag or “garrera.” This latter is made of a special type of rush matting which is obtained from the Yemen. When sewn up, it is encased in an outer sack of jute, the whole being stoutly stitched with a similar type of rush known as “Shookar,” which also comes from the Yemen. The skill of the workers, armed with their large sewing needles—something like that used by a cobbler—is remarkable, and the compactness and solidity of the packing is such that it can stand up to considerable rough handling on its voyage to the other side of the world.

When the packing is completed, the shipping marks and sometimes a special trade mark to denote the type of coffee are stencilled on the outside of the bag, together with the country of origin and the port of destination. In a well-organised warehouse, where the system is something on the lines of a car factory engaged on mass production, hundreds of bags of coffee can be prepared for shipment in a few hours.

From Aden each year thousands of tons of coffee are sent to the United Kingdom, to Switzerland, to Italy and, above all, to America. The Scandinavian countries too have a great liking for Mocha coffee, invariably choosing Ethiopian growths. Switzerland, on the other hand, prefers the Yemeni types, but America absorbs all qualities. It is safe to say that, in America, almost all the best types of coffee blends contain a certain proportion of Mocha coffee. It is largely a question of price (for Yemeni and Ethiopian coffees are far more expensive than the ordinary Brazilian type) that prevents it becoming even more popular.
TOTAL VALUE of IMPORTS and EXPORTS excluding land trade
from AUGUST 1947 to JULY 1948

<table>
<thead>
<tr>
<th>MONTH</th>
<th>IMPORTS</th>
<th>EXPORTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>August, 1947</td>
<td>Rs.3,62,89,968</td>
<td>Rs.1,18,43,126</td>
</tr>
<tr>
<td>September</td>
<td>2,15,58,239</td>
<td>1,48,64,591</td>
</tr>
<tr>
<td>October</td>
<td>2,55,52,851</td>
<td>1,56,46,607</td>
</tr>
<tr>
<td>November</td>
<td>1,89,50,926</td>
<td>1,48,17,524</td>
</tr>
<tr>
<td>December</td>
<td>3,96,73,445</td>
<td>1,78,91,204</td>
</tr>
<tr>
<td>January, 1948</td>
<td>3,56,86,691</td>
<td>1,36,98,371</td>
</tr>
<tr>
<td>February</td>
<td>2,94,94,416</td>
<td>1,54,13,694</td>
</tr>
<tr>
<td>March</td>
<td>2,46,75,695</td>
<td>1,28,42,452</td>
</tr>
<tr>
<td>April</td>
<td>2,85,13,036</td>
<td>1,39,90,327</td>
</tr>
<tr>
<td>May</td>
<td>3,07,79,201</td>
<td>1,34,70,392</td>
</tr>
<tr>
<td>June</td>
<td>2,74,90,721</td>
<td>1,40,23,361</td>
</tr>
<tr>
<td>July</td>
<td>3,36,52,517</td>
<td>1,15,38,011</td>
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<tr>
<td>TOTAL</td>
<td>35,23,17,706</td>
<td>17,00,39,660</td>
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## Number of Vessels Using the Port during the Months of November 1947 to October 1948

<table>
<thead>
<tr>
<th>Month</th>
<th>No. of Vessels</th>
<th>Tonnage</th>
</tr>
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<tbody>
<tr>
<td>November, 1947</td>
<td>307</td>
<td>1,278,190</td>
</tr>
<tr>
<td>December</td>
<td>279</td>
<td>1,172,076</td>
</tr>
<tr>
<td>January, 1948</td>
<td>241</td>
<td>977,243</td>
</tr>
<tr>
<td>February</td>
<td>230</td>
<td>948,054</td>
</tr>
<tr>
<td>March</td>
<td>233</td>
<td>886,259</td>
</tr>
<tr>
<td>April</td>
<td>251</td>
<td>1,035,329</td>
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<tr>
<td>May</td>
<td>286</td>
<td>1,124,929</td>
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<tr>
<td>June</td>
<td>250</td>
<td>1,096,399</td>
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<tr>
<td>July</td>
<td>321</td>
<td>1,310,573</td>
</tr>
<tr>
<td>August</td>
<td>275</td>
<td>1,087,033</td>
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<tr>
<td>September</td>
<td>295</td>
<td>1,160,886</td>
</tr>
<tr>
<td>October</td>
<td>325</td>
<td>1,282,952</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>3,293</strong></td>
<td><strong>13,359,923</strong></td>
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## Number of Packages of Transhipment Cargo from August 1947 to July 1948

<table>
<thead>
<tr>
<th>Month</th>
<th>Packages</th>
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<tbody>
<tr>
<td>August, 1947</td>
<td>29,680</td>
</tr>
<tr>
<td>September</td>
<td>55,487</td>
</tr>
<tr>
<td>October</td>
<td>13,620</td>
</tr>
<tr>
<td>November</td>
<td>51,085</td>
</tr>
<tr>
<td>December</td>
<td>48,983</td>
</tr>
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<td>January, 1948</td>
<td>36,719</td>
</tr>
<tr>
<td>February</td>
<td>24,879</td>
</tr>
<tr>
<td>March</td>
<td>23,141</td>
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<tr>
<td>April</td>
<td>42,357</td>
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<tr>
<td>May</td>
<td>27,332</td>
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<tr>
<td>June</td>
<td>23,386</td>
</tr>
<tr>
<td>July</td>
<td>18,255</td>
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<tr>
<td><strong>Total Packages</strong></td>
<td><strong>394,924</strong></td>
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<tr>
<td>A. Besse &amp; Co. (Aden), Ltd.</td>
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<td>British Overseas Airways Corp.</td>
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<tr>
<td>Thos. &amp; Jno. Brocklebank, Ltd.</td>
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<tr>
<td>Cory Bros. &amp; Co., Ltd., Aden</td>
<td>47</td>
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<tr>
<td>Cory Bros. &amp; Co., Ltd., London</td>
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<td>The Halal Shipping Co., Ltd.</td>
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<tr>
<td>C. Ireland (Aden), Ltd.</td>
<td>Inside Front Cover</td>
</tr>
<tr>
<td>Muncherjee Eduljee Maneckjee</td>
<td>48</td>
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<tr>
<td>Mitchell Cotts &amp; Co. (Middle East), Ltd.</td>
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<td>National Bank of India, Ltd.</td>
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<tr>
<td>P. &amp; O. S. N. Co.</td>
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<tr>
<td>John Player &amp; Sons</td>
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<td>Wm. Sanderson &amp; Son, Ltd.</td>
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<tr>
<td>Luke Thomas &amp; Co., Ltd.</td>
<td>4</td>
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