

A man wearing a white cap, glasses, and a yellow short-sleeved shirt is leaning on a large, weathered wooden beam. He is smiling and looking towards the camera. The background shows a building with white siding and a window with a gold-colored frame. A white car is visible in the distance.

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PORT RECORD

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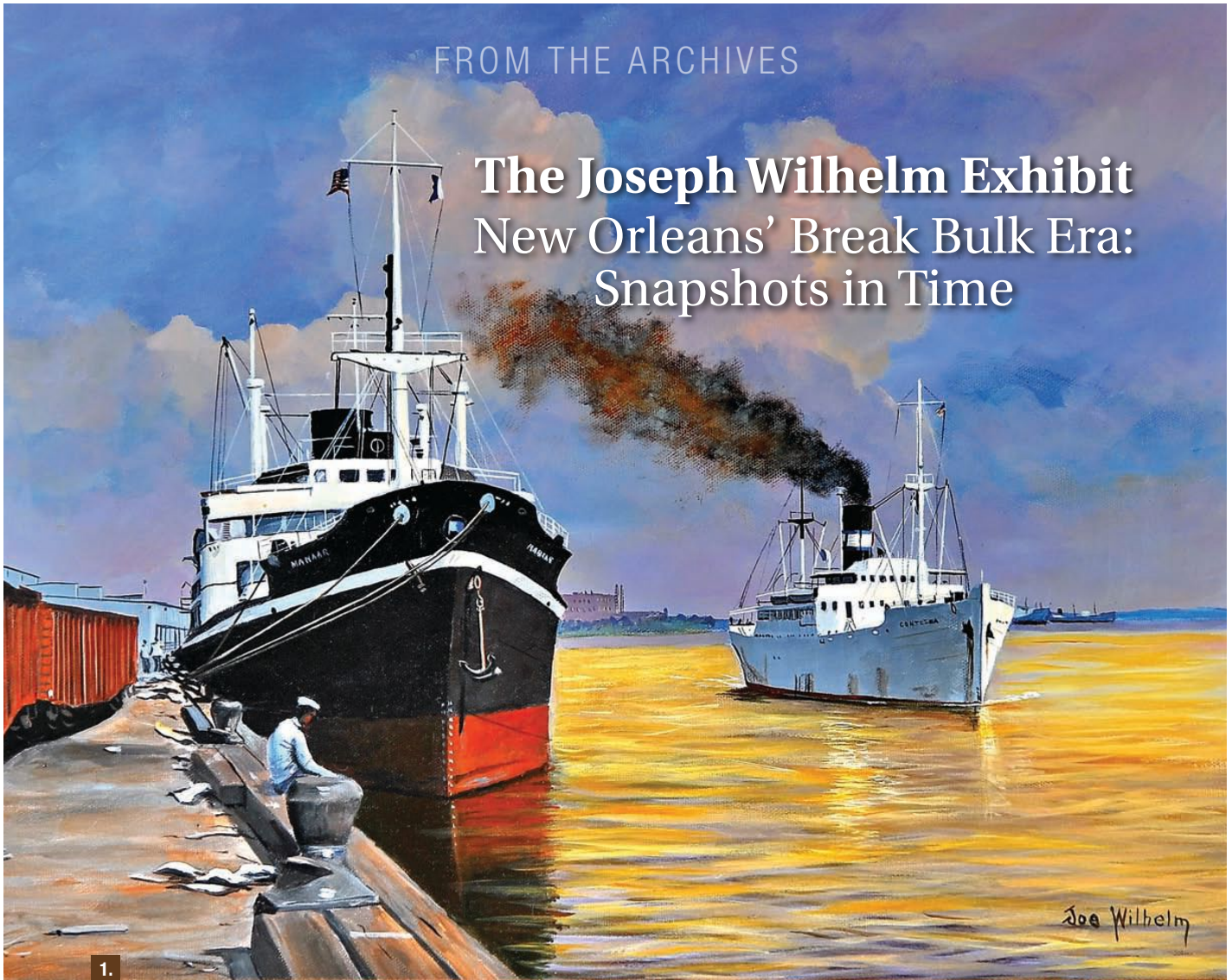
Architecture Takes Cues
From Mississippi River

INSIDE:

Steel Shipment Breaks Port Records

FROM THE ARCHIVES

The Joseph Wilhelm Exhibit New Orleans' Break Bulk Era: Snapshots in Time



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It was a leisurely afternoon last August when David Schulingkamp wandered into the By the Bay Nautical Gallery in Harbor Springs, Mich., near his summer home on Walloon Lake. As president of New Orleans-based worldwide shipping company, M.G. Maher & Company, Inc., and sister companies, MBLX, Inc. and MCLX, Inc., Mr. Schulingkamp has more than a passing interest in nautical art. Nevertheless, more than 1,200 miles from home in a town with a population not much bigger than the geographical distance, he never expected to make such a serendipitous discovery.

“Amongst the ship models and framed maps, I noticed a painting of a break bulk cargo ship from the late 1950s docking in what I knew was New Orleans because of the distinctive architecture of the wharfs and also by identifying the tower of the old Hibernia Bank Building in the background,” said Mr. Schulingkamp. “When I asked the owner about it, I was floored to find out that he had another 20 oil paintings of ships in the Port of New Orleans and also that the artist, Joseph Wilhelm, was a native son of New Orleans.”

Mr. Schulingkamp negotiated and purchased all of the oil paintings, 10 of which will be on exhibit in the first-floor lobby of the Administration Building of the Port of New Orleans from October 13-28 from 9 a.m. to 6 p.m. Monday through Friday.

Joseph Wilhelm's snapshots in time

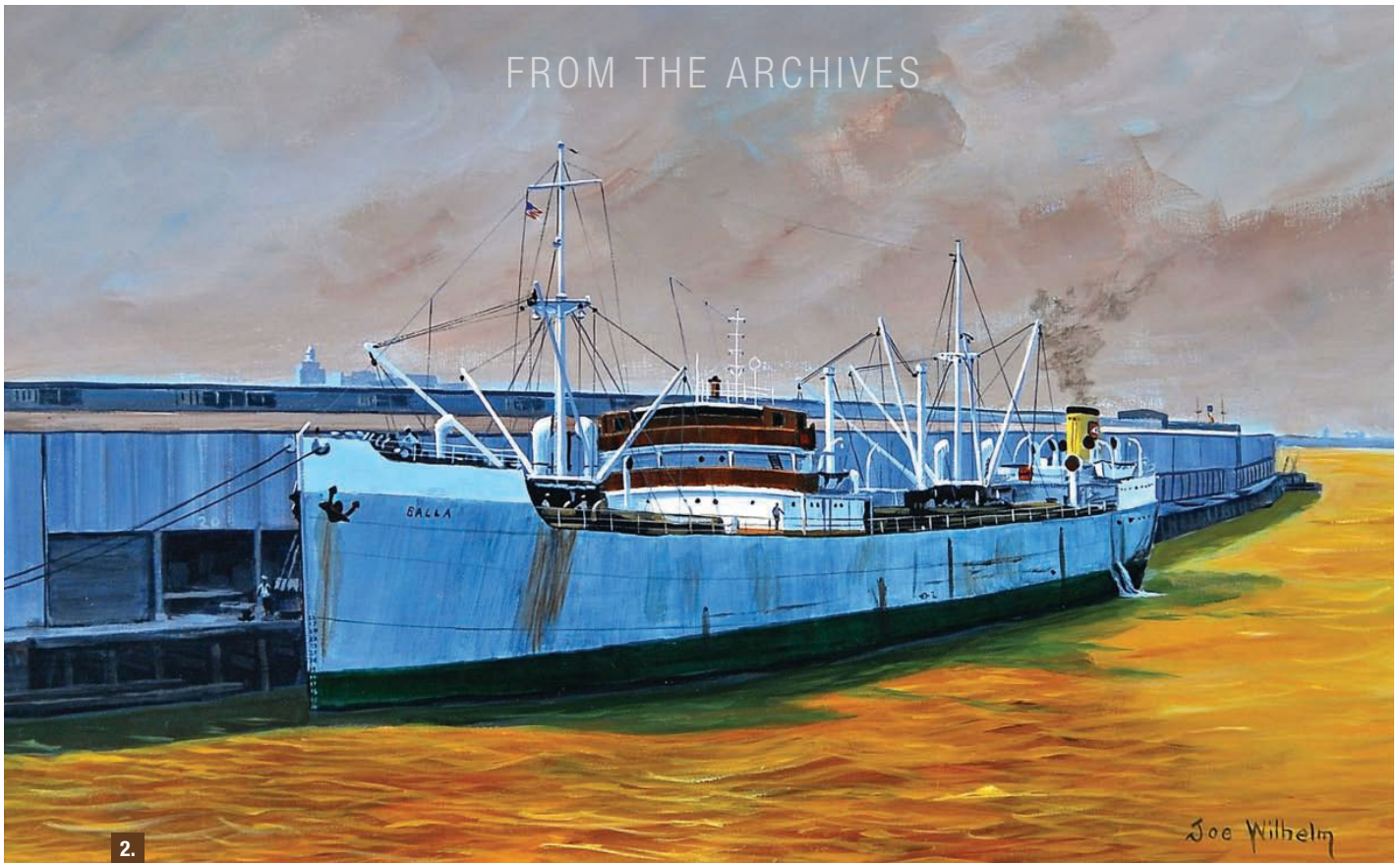
Joseph Wilhelm is widely hailed as one of the premier maritime artists of his time, painting cruise ships, cargo ships and tugboats, as well as building model ships. Over the decades, he documented his lifelong love affair with the Port of New Orleans by photographing the ships bringing in and taking out cargo from around the world, which he would later paint.

In Mr. Schulingkamp's collection, Wilhelm's oils capture the height of the break bulk shipping era in New Orleans in the 1950s and '60s, when cargo was still moved by crates, casks, boxes and bales, and thousands of longshoremen loaded and unloaded cargo to and from the ships, barges, trains, and trucks. From rust stains running down a hull to a yellow, aka “muddy,” Mississippi, Wilhelm's meticulous approach to detail gives these paintings a photo-realistic quality, creating snapshots in time.

Break Bulk shipping - then and now

After starting his career as a teenager working on the wharfs during the break bulk era depicted in the paintings, it reminds Mr. Schulingkamp that these days represented the height of labor and stevedoring on the docks. “Our company grew through containerization and other advances

FROM THE ARCHIVES



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in the shipping industry, and break bulk still has an important role in international transportation. But for those of us in New Orleans' shipping, recalling those days is important. It is a good lesson on how transportation seeks the lowest level costs and efficiency."

Mr. Schulingkamp's company continues to handle much of the same cargo that formerly arrived in New Orleans on ships like the one in the painting, NGL ANAALT of the NGL & Hapag Line, and was then distributed to the heartland. Break bulk ships continue to play a key role in the delivery or lifting of cargos moved to and from the Port of New Orleans via barge as well as project or other cargos. ⚓

1. *MANAAR*, Brocklebanks Line, Britain. Desire Street Wharf in New Orleans in 1958 with *Contessa*, a "Standard Fruits" reefer vessel, coming to dock. Looking down the Mississippi River, to the left is the east bank and to right the west bank (Algiers) with ships at anchor at Algiers point. 2. *M/S Balla*, T. Brøvig Line, Norway. New Orleans in 1960s with a yellow, "muddy," Mississippi and the distinctive tower of the Hibernia Bank Building in the background. 3. NGL ANAALT, NGL & Hapag Line, Germany. St. Andrew Street Wharf in New Orleans around 1935. Direct discharge from vessel to barge is still an important advantage in intermodal transport via the Port of New Orleans. NGL & Hapag is now Hapag-Lloyd. 4. *S.S. Dalesman*, T & J Harrison Line, Britain. New Orleans in the 1950s; Mississippi River noticeably low. According to Clydebuilt Ship's database, her notable history includes being bombed and sunk three times during WW II, before being returned to her owners in 1946.