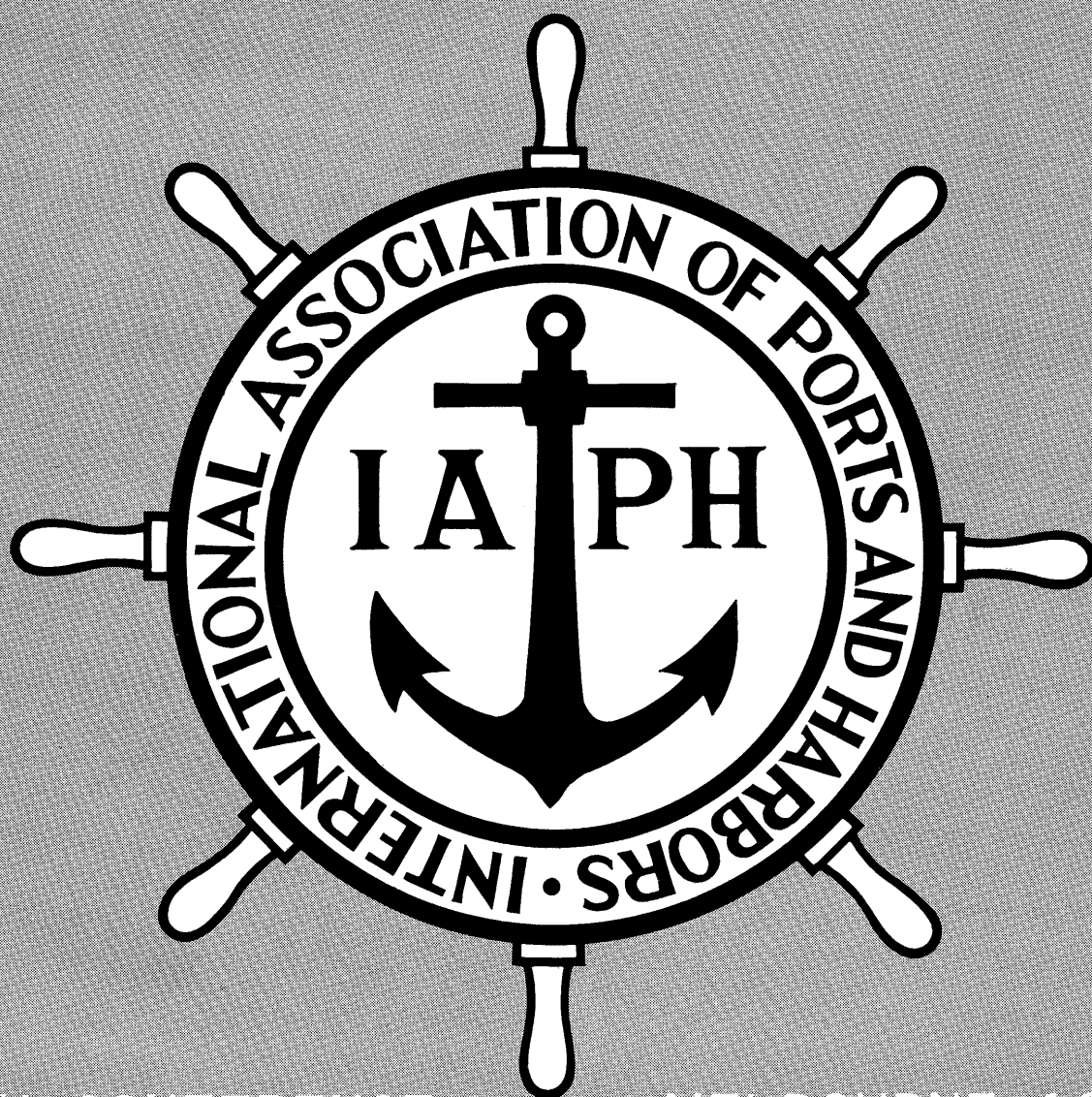


PORTS *and* HARBORS

January, 1968 Vol. 13, No. 1



6TH CONFERENCE

MELBOURNE 1969

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CONTENTS

Page

Forum:

Trade Hurdles Opposed By U.S. Ports

By Clifford B. O'Hara 3

Auditorium:

Port and The Human Challenge

By Howard A. Mann 4

New Bodies for Construction and Management of

Foreign Trade Wharfs in Japan

By Dr. Hajime Sato 7

World-wide Containerization System Predicted

By C.D. Ramsden 10

Emergency Action

By Melbourne Harbor Trust 15

Topics:

Piggyback Terminal—B & O Railroad Co. 11

World Trade Center Association—New Orleans 12

New Lock Opened—Antwerp 13

"Queen Mary"—Long Beach 18

Annual Report Award—Fremantle 20

Orbiter Probe: (International News) 22-35

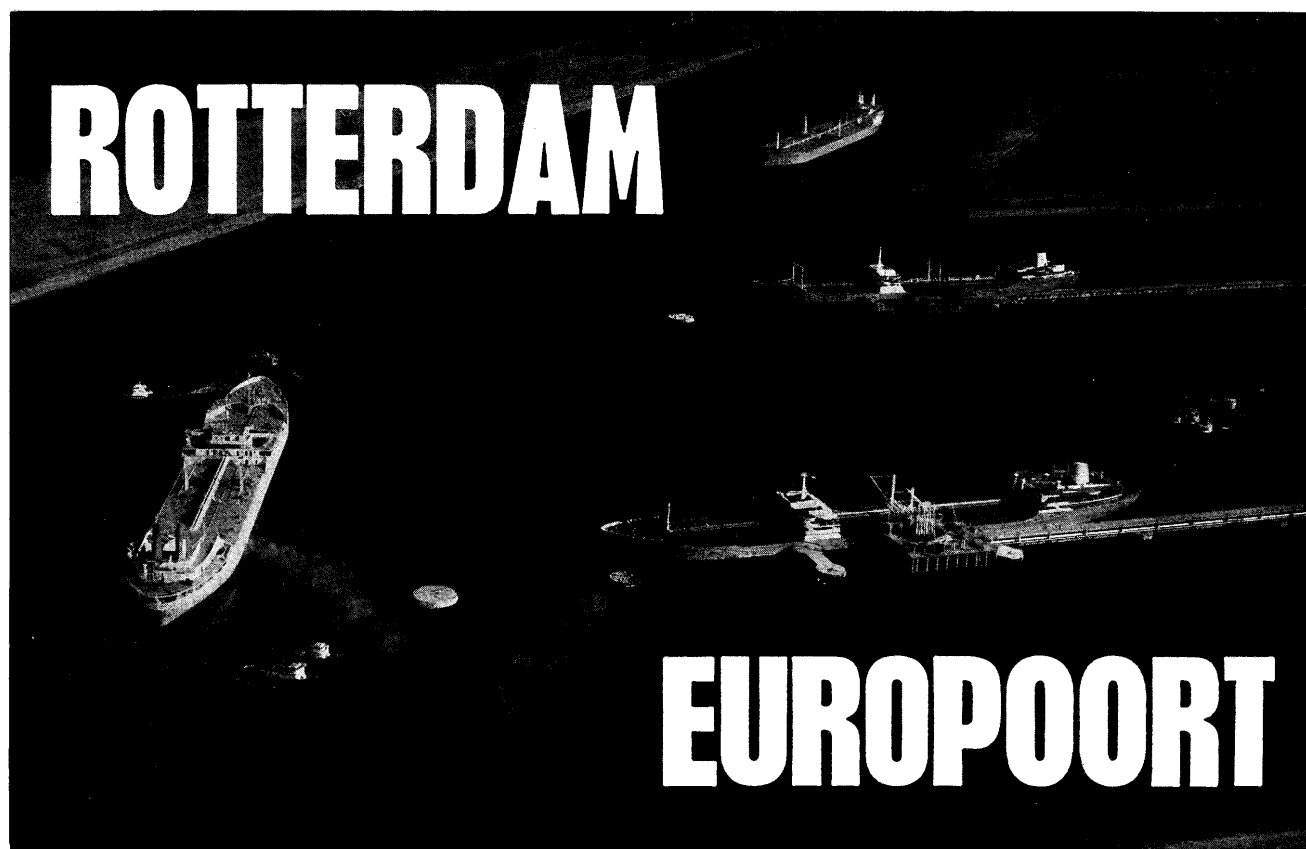
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PORTS *and* HARBORS

FORUM ON PORT PROBLEMS

Trade Hurdles Opposed

By U.S. Ports

By Clifford B. O'Hara

Committee on Finance, United States Senate Chairman,

Committee XII: Foreign Commerce

The American Association of Port Authorities, and

Chairman, Committee on Foreign Commerce and

Government Traffic, The North Atlantic

Port Association

**On behalf of: The American Association of Port
Authorities**

The North Atlantic Port Association

**Re: Committee Hearings on Import Quota Legislation,
October 18—20, 1967**

On behalf of the United States port members of the American Association of Port Authorities and on behalf of the North Atlantic Ports Association, I respectfully submit the following statement on the subject of proposed quotas on the importation of various commodities into the United States which are the subject of these hearings.

The American Association of Port Authorities numbers in its membership all of the major United States ports, and I have been authorized by the Association to present its views in this instance on behalf of its United States port members. Total investment in American ports since 1946 represents a current value in the aggregate exceeding 2 billion dollars.

The North Atlantic Ports Association, most of whose port agency members are also members of the American Association, represents United States ports along the Atlantic coast as far south and including

the ports of Hampton Roads, Virginia. It appears as a separate party here because its port agency and terminal operator members handle a substantial portion of the particular imported commodities which would be affected by the quotas under consideration.

Both the Associations I am representing here are aware that considerable information will be put before this Committee on the advantages and disadvantages of instituting or revising quotas on United States imports. It is our purpose, however, to present to you for your consideration an element which might not otherwise be called to your attention.

The ports of this country are a major factor in the economic well-being of the area in which they are located, and, therefore, import restrictions of any kind or dislocations in the flow of trade have the effect of impairing the economy of the port communities. Past studies have

indicated that as many as one out of every four persons residing in a port area earns his livelihood either directly or indirectly from the port's activities. The income earned by the numerous persons actively engaged in the ports' business, including longshoremen, cargo checkers, clerks, car loaders, truckmen, watchmen, tug boat crews, customs and other government personnel, bank employees, freight forwarders, customs brokers, merchants who supply the vessels with their provisions, ship repairmen and many others, is in turn spent by them in support of non-port related consumer services. The impact of a reduction or dislocation in cargo movements is felt particularly when general cargo commodities are involved, as is the case with a number of the commodities which are presently under review. This is so because general cargo movements generate far greater income for port workers than corresponding volumes of commodities handled in bulk.

These two port organizations are, therefore, opposed to artificial barriers, either in the form of import duties or quotas, which have the effect of restricting the free flow of commerce. It has also been the position of our Associations to support the favorable climate of mutual understanding and cooperation which has been evidenced by the Trade Expansion Act of 1962 and the negotiations for tariff reductions which have followed. Most recently, in fact less than a month ago, the American Association of Port Authorities expressed its views in favor of further liberalization of trade, rather than restrictions thereon, in the Resolution attached which was adopted by the membership at the Fifty-Sixth Annual Convention of the Association.

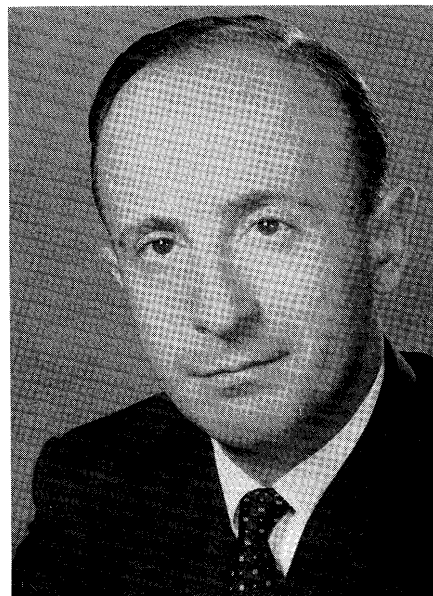
The ports of the United States have flourished and the economic well-being of the port communities has been enhanced through the trend toward more liberalized trade. Most of the major ports in this
(Continued on Next Page Bottom)

Ports and The Human Challenge

By Howard A. Mann

*Chairman, The National Harbours Board
Canada*

*at the 56th Annual Convention of
The American Association of Port Authorities
September 18, 1967
Vancouver, B.C., Canada*



Mr. Howard A. Mann

It gives me great pleasure on behalf of the National Harbours Board to welcome you to Canada in this one hundredth year of our Confederation. Mes collègues et moi-même ainsi que nos Directeurs de Ports et toute notre équipe à travers le Canada étant un groupe d'hommes représentant les deux cultures de notre pays sont très fiers et très

honorés de vous accueillir de nouveau ici. This is the tenth time the AAPA has been in Canada and you have had a fair sampling of our Harbours on the Atlantic Coast, the Great Lakes and now on the Pacific Coast. We are glad to have you with us here in Vancouver, the world's largest wheat exporting Port, which—mark my words—will soon

add a few other firsts to its name. The way we are going here, we immodestly think of this Harbour in terms of *the Pacific Port* and I would like here and now to register for eventual future use, by the Port of Vancouver the name and trademark "Paciport," our Pacific equivalent of "Europort."

1967 is a big year for Canada. Not only do we celebrate an event that is past—that of our becoming a country one hundred years ago

country maintain networks of trade development field offices which stand ready to assist American exporters and manufacturers in reaching foreign markets. Transportation advice and marketing assistance is provided free of charge, supported by local funds and supplement the export expansion programs of the federal government. Through their facility construction developments and their trade promotion programs, our ports have insured that they are ready to provide the instruments to facilitate expanded trade.

The adoption by the United States of more quota restrictions, as proposed here, will certainly be used by other countries to justify their own restrictions against imports from the United States. Thus, the ports of this country will encounter restrictions to the movement of goods caused initially by the quotas themselves, and subsequently by the retaliatory action of other nations. We respectfully submit that the

harmful effect of quotas on the people of the port areas has a direct bearing on the subject at hand and trust that it will be given the weight it deserves in your consideration.

In summary, the ports of the United States feel that any artificial barrier to trade should be discouraged, particularly at a time when all the trading nations of the world are moving toward a lifting of such restrictions. History has shown that a move toward protectionist policies in the long run hurts everyone. This is particularly true of the ports where any restriction or dislocation in the flow of trade always has an immediate and direct impact.

Favoring Additional Legislation for the Further Liberalization of Trade

WHEREAS, the reduction of international trade barriers stimulates the demand for goods; and

WHEREAS, the general challenge of competition is the guarantee of industrial efficiency and productivity; and

WHEREAS, it is essential that the United States, as the world's largest single exporter, establish a realistic and profitable relationship with the international economic community; and

WHEREAS, the successful completion of the Kennedy Round of Tariff Negotiations still leaves remaining additional areas for liberalization of trade, such as non-tariff barriers and trade with the developing nations; and

WHEREAS, additional legislation can be expected furthering the climate of freer trade generated by the Trade Expansion Act of 1962;

NOW, THEREFORE, BE IT RESOLVED, That the American Association of Port Authorities favors the continuation of trade liberalization and supports legislation which implements this goal and strongly recommends support of such legislation both by governmental and private sectors of the United States.

but we enter into our second century as a state with one of the highest living standards in the world, free in our nationhood, blessed with virtually unlimited natural resources, eager to set an example of how two language and cultural groups can successfully unite in tackling the challenge of the North American Continent.

And what a challenge it is! At the moment there are only about twenty million of us in a country which is one of the largest in the world and for which transportation is undoubtedly more important than for practically any other country. Putting this in another way, the combined facts of our territory and our population make us most conscious of the effort and the cost of providing ourselves with a transportation system which we have built and must continue to build.

I am assuming that we in this country will continue to rank well up with other countries of advanced educational levels in having access to technological skills. One is, therefore, not overly worried about falling behind in technical know-how, although we must be sure to provide an adequate climate for research in this area.

On that assumption, therefore, I do not consider that our main challenge in transportation in the future will be a technological one. Rather, it may well be the challenge of properly organizing the activities of man in transportation. Or to put it in another way, to ensure a framework in which our human resources are optimized.

In fact, one might be justified in saying that the increasing speed of our technological development has created a lag in our institutional framework. There is now a difference between the way in which, thanks to technology, we *can* operate and a way in which because of our institutional or societal framework, we *actually* operate.

Let me illustrate this on hand of the "Container Revolution." While it will continue to evolve, the technology of the container movement is now well enough advanced to have proven its feasibility and attractiveness but there are retarding forces which are non-technological and which, for want of a better

term, I call institutional forces. The obvious examples are institutional rigidities in capital and labour, of regulatory agencies and governmental bodies.

There is so very often an instinctively negative attitude to change and innovation by those who have operated successfully over long periods of time. I recently read an interesting capsule comment on this which was as follows: "When a distinguished but elderly practitioner states that something is possible, he is almost certainly right. When he states that something is impossible, he is very probably wrong." The keynote then which I would like to strike in these brief remarks is "Ports and the Human Challenge." This keynote proclaims, I hope rightly, that we in the Ports Industry, one of the major links in the transportation chain, must next come to grips with the human challenge. Perhaps this is an appropriate note to sound in Canada this year when the theme of Expo '67 in Montreal is a humanly orientated one: "Man and his World."

What is this human challenge? Like anything pertaining to man it has infinite varieties but, again like man, it can be classified into relatively few major types. Let me humbly and without pretence to completeness suggest that we must next meet the challenges of defining our objectives as Ports and that we must then be sure that we are constituted properly to meet these objectives.

All this sounds deceptively simple but I stress the word "deceptively." Let us put the magnifying glass on the problem of defining objectives. Most Ports in the world are public enterprises of one kind or another. They may be under the jurisdiction of a national government, a regional government or a municipal government—that is merely a form which does not alter their status as a public enterprise.

What is the role, the objective, of a public enterprise? What is its purpose? I recently attended a lecture at which Professor William A. Robson, a noted British authority on the subject, attempted to show the different roles public enterprise is being asked to play. There were, I believe, six of these roles alto-

gether.

The first was that of a revenue producer such as the State monopolies on tobacco still common in Europe. The second was one of being a pathfinder or precursor of private enterprise. One of the outstanding examples in this category is the Volkswagen enterprise in Germany. A third role of public enterprise is that of being a salvager of private enterprise. What comes to mind here immediately is the British Coal Board or, to take a more recent example, the British Steel Industry which has just been nationalized.

Next there is the role which Professor Robson describes as one of being a pacesetter or competitor for private enterprise. For an example I can look to our own country with its publicly-owned railway competing with the private railway or this publicly-owned hotel vying for your trade with privately owned hostleries in this City. The fifth role which may be assigned to public enterprise is one of supporting other industries such as where a publicly-owned airline buys domestically built planes which may be more expensive than those built abroad. And lastly there is the role of public enterprise as an instrument of social and economic development. The Tennessee Valley Authority in the United States might serve as an example of this type.

What then—Ports being public enterprises—is the role they are expected to play? Which one of these roles would you apply to your Port? I suppose we can say with some certainty that we are not primarily designed purely as revenue producers in the sense of the tobacco monopolies I have mentioned. Nor are we really precursors or pathfinders for private enterprise anxious to establish ports or competitors of privately-owned ports. Many of us were originally assigned the role of salvaging private port enterprises; some of us are, perhaps, being thought of as support elements for other industries, and it is quite common to look at ports as instruments of social and economic development.

These are somewhat disturbing questions but they are fundamental ones. It is—and I say this with no disparagement to the operational and engineering talents among us—

much easier to build a marine terminal than to drill deeply into the bedrock question of *why* you are building it in the first place. And yet we must know—and must know more clearly than we do now—why we are building it. We must know this because we can then better meet the human challenge of making our decisions as objectively, rationally and consistently as possible.

Can we do that now? Let me quote from a paper given at the 1966 Annual Meeting of the Transportation Research Forum in San Francisco:

“Officials of a public enterprise often lack a clear mandate from government as to the objectives of the organization. Profit maximization is obviously inappropriate for a publicly-owned enterprise (presumably its inappropriateness dictated government ownership in the first place) and goals, such as ‘rendering good service’ or ‘promoting economy and efficiency’ are so subjective and vague as to defy operational definition or evaluation.”

Would it be presumptuous to suggest that the American Association of Port Authorities have the appropriate committee ponder the question of defining the objective of a port in order to see whether there is consensus on what role this public enterprise called a port is expected to fulfil?

And that brings me to the next challenge. If we have defined—and clearly defined—our objectives, are we properly constituted to reach them? We are increasingly pre-occupied with the thought that we are dealing with “transportation systems” or “distribution systems” of which the port is only a part. We must, therefore, even more intensively than ever before concern ourselves with what goes on in the other components of these systems. Foreland and hinterland, both as to their economic composition and their transport routes, are powerful factors for us in the ports industry. National and regional policy and planning impinges on us and makes it impossible for a port to work and plan in isolation. And this is occurring at a time when the increasing pace of technological development calls much of our existing invest-

ment into question and forces us at the same time to undertake costly new investment.

We in Canada have taken steps which, perhaps, make it easier for us to meet this human challenge. We have always regarded our Ports as part of a transport chain and, while we are far from having arrived at all the answers, we have at least organized ourselves in the direction of optimizing our development. In the transport industry generally we will be as of very soon in a position of unifying all our transport regulation under one body. This body, the Canadian Transport Commission will work under the new National Transportation Act which defines the basic objectives of National policy as an economic, efficient and adequate transportation system, making the best use of available modes of transportation at the lowest total cost.

I must again stress the thought that technological development seems to have outpaced our institutional framework and that we must meet the challenge which this poses. At this very moment the “Container Revolution” (if I may refer to it once more) has raised the fear of duplicate investment in Container Terminals when it should, perhaps, have raised the question of whether our institutional framework in the Ports industry is designed to avoid or minimize such duplicate wasteful investment. Can we really afford—even on this rich North American Continent—to fritter away resources of great magnitude such as Port investments made in good faith but imprudently?

Competition between Ports is useful but how do we avoid wasteful competition? The problem has been with us for a long time. Here is one approach that has been suggested:

“That, in connection with the development of new additional inland and seaboard ports which are now being proposed and others that may be proposed in the future, this committee recommends that such competitive port development be approved if these conditions are satisfied.

(a) That the harbor project is sound from a physical and engineering standpoint.

(b) That the local community will supply such proportion of the finances necessary for the harbor improvement as shall be required by the federal government, including the entire financing of adequate marine terminal facilities in order that the port may operate on a successful basis.

(c) That it be definitely established, as the result of an economic survey, that the annual savings, in transportation charges, to the shippers using the port at the end of five years will be equivalent to or in excess of the total carrying charges of the entire investment in the proposed port development, including federal money expended.

(d) That it be definitely established, as the result of an economic survey, that the transportation costs of the commodities to be shipped through the new port from origin to destination, plus the carrying charges of the entire investment in the proposed port development, including federal money expended, would be equivalent to or lower than transportation costs plus the carrying charges of existing ports estimated on a similar basis as stated above.

(e) That the Association officially approve future port projects if they meet the above conditions and officially disapprove such projects that do not meet these conditions.”

What I have quoted is from the Report of the Committee on Port Development and Construction given to the Twenty-Seventh Annual Meeting of the Association held in Saint John and Halifax in 1938. I don’t know what happened to that recommendation but it seems that these disturbing fundamental questions always come up when you meet in Canada. The challenge is still there and it is becoming greater than ever. I ask again: Are we adequately constituted as Port Authorities to meet it or should we again look at ourselves in this respect?
(Continued on Next Page Bottom)

New Bodies for Construction and Management of Foreign Trade Wharfs in Japan

By Dr. Hajime Sato

*Director General
Japan Port and Harbor Association*



Dr. Hajime Sato

In July last year the Diet passed a Bill on Foreign Trade Wharf Corporation which was introduced by the Government. Pursuant to this Law, Keihin (Tokyo Bay) Port Development Authority and Hanshin Port Development Authority were established on October 20th. "Keihin" is an abbreviated designation in Japanese of the combined metropolitan areas of Tokyo and Yokohama and "Hanshin" is that of Osaka and Kobe. These areas are the two largest industrial and business centers of our country and their ports have played, and are expected

to play continuously in the future, an active role as the doors of foreign trade of Japan.

Taking into consideration the recent trends toward an increase of foreign trade and a new situation occasioned by the containerization of cargo transport, the Government resolved to establish new organizations with a view to expediting the construction of foreign trade wharfs and to ensuring an effective utilization of wharfs of the ports and harbors of the aforementioned two industrial centers.

To take Keihin Port Develop-

ment Authority as an example, it represents, as in the case of Hanshin Port Development Authority, the establishment of a new body by the Government charged with the construction and management of foreign trade wharfs right in the nerve center of port areas of Yokohama and Tokyo which are now run respectively by the city governments of Yokohama and Tokyo. This is an epoch-making undertaking, which might even be called a daring venture. How can we justify the establishment of such organizations? And what are their characteristics

Will voluntary constraint avoid waste or is it necessary to have government control over Port investment?

Again I come back to my keynote of "Ports and the Human Challenge" and ask further: Have we the proper administrative environment to do what is expected of us? Can we all at each Port provide ourselves properly with the kind of skills which we need to meet the demands made on us by the fast moving technology? Or are these skills only really available to the very largest ports in the world?

One might start asking questions right at the policy level. Is a policy group consisting entirely of part-time people acting on the advice of full-time day to day operational and administrative staff the best group to judge the questions now facing us? Or would it be preferable to have a mix of part-time and full-time policy makers?

And at the staff level, are we providing sufficient stimuli in the new managerial environment which requires high degrees of professionalisation? Indeed, can a single Port Authority—unless it administers an extremely large port—provide these stimuli? Should we in this new managerial environment, where routine administrative functions can be replaced by machines, think of providing career opportunities which are portable over the entire Ports industry of a country or at least over a significant Port grouping?

These are urgent problems particularly when we find ourselves more and more going into research studies which provide us with the signals for decision. We are facing them in the National Harbours Board in the research we must undertake.

Like most Port authorities we frequently use the services of outside consultants and the results have

on the whole been pretty satisfactory. We find ourselves in a dilemma, however. When you use a consultant you get his report. What you do not get, however, is participation in the thought and research processes which underlie this report. The experience remains outside your grasp—you get the distillate of that experience only. This does not necessarily lead to the conclusion that you should do all research "in house" but it does suggest at least that we might be well advised to attach a staff man to many research studies undertaken for us by outside consultants.

I have within the time available only been able to touch on these matters. Obviously they require thorough treatment. You have been patient and I must not presume on you any longer other than to say once more that the next challenge before us is a human one and that this challenge is here now.

and their programmes? These are the compelling questions and the author will try in the following pages to give an outline.

Why and how these new bodies came about?

The per capita Gross National Product of Japan in 1966 was about \$1,000 which, compared with that of \$300 in 1956, represents a 3.3-fold increase in a space of ten years. The volume of cargoes handled by the ports of Japan during the same period likewise increased 3.3 times. The increase in the volume of cargoes handled by the ports of these two industrial centers during the period under review has been marked as, for instance, 4.4 times for Tokyo Bay and 3.7 times for Osaka Bay.

During the course of the recent economic upswing of Japan, the equipment and plant investments by private sector have been very active whereas the investments by public sector in social capital have lagged behind. With the increase in the number of ships calling at Japanese ports, the shortage of berths at major ports has become acute, culminating in heavy congestion of ships around the end of 1961. At that time, fourteen per cent of the ships calling at Yokohama had to wait for berth for an average of sixty hours per ship. The situation at Kobe port was even worse where, in some months, more than thirty per cent of the ships had to wait for berth.

In order to alleviate such a congestion, a number of projects for the construction of new wharfs were rushed, which put a heavy strain on the finance of port and harbor administration authorities. Owing to the multiplication of such projects, the expenditures of the eight major ports (Tokyo, Kawasaki, Yokohama, Nagoya, Osaka, Kobe and Moji area of the Northern Kyushu port) for the construction of port and harbor facilities increased to 232, basing that of 1959 as 100. Thirty per cent of the cost was met by funds allocated from the general account of local governments which are responsible for the administration of ports, thirty-six per cent by public bonds, fourteen per cent by the revenue of wharfages and port charges, and the remainder

by the subsidy of the National Treasury and dues paid by beneficiaries. The increase in the funds allocated from the general account and public bonds directly added burdens to the finance of local autonomous bodies.

Why, one may ask, are the revenues of wharfages and port charges so small? This is due to the fact that the port and harbor facilities of our country are not run for profits. Rather, they are offered for public use as a part of administrative function of local autonomous bodies. This concept is derived from a long-established tradition as in the case of public road. Under this concept, no consideration is given in assessing the wharfages and port charges to the amortization of the cost, hence the unjustifiably low charges.

This kind of port administration system can at best be relevant to such a moderate case where the increase of revenues of a local government keeps pace with the growth of activities of the port and harbor under its jurisdiction. However, it becomes inadequate to a port when its scale and scope of activities become too large for the financial capacity of the administering local government to cope with, and when the nature and volume of transactions handled by the port becomes complex. Seen from the viewpoint of the user of port facilities, he is not so much interested in a mere cheapness of port charges as in the efficiency of port facilities, adequate enough to meet the transport requirements and capable of handling the cargo effectively and safely which in the final analysis contribute to lowering transport cost.

It was in 1950 that the basic law on port administration was enacted. The salient points of this law are:

- 1) that it governs the administration of public facilities;
- 2) that it delegates the power to local autonomous bodies (prefectural and city governments and township offices) of designating or instituting an administrative body of port and harbor;
- 3) that it provides that the National Government shall subsidize a part of the cost for the construction or improvement projects of port and harbor facilities which are to

be offered for public use; and

- 4) that it prohibits the administrative authorities of ports and harbors from being engaged in such business activities as marine transport and warehousing businesses, and other types of transport and warehousing in competition with private businesses. The point which aroused the liveliest concern during the course of deliberation of this Law was the question as to whom the administrative authority of ports and harbors should be vested in. Under the provisions of this Law, the administrative authority lies, in principle, with a harbor board, a nonprofit public corporation, established under the articles of association adopted by a local autonomous body singly or in concert with another. In case such a harbor board is not instituted, the local autonomous body itself can assume the responsibility of administering the port under its jurisdiction. However, in actuality, there is only one port (the port of Niihama) which was established in accordance with this principle, and in other cases, the local autonomous bodies themselves have assumed the responsibility singly or in concert with others.

These facts show that the ports and harbors have been maintained to support the prosperity of a city or an area as a part of administrative functions of the city or local government, and this has been, and will continue to be in the years to come, a system appropriate to most ports and harbors in Japan.

However, in such large ports and harbors as those of Tokyo and Osaka Bays, things are vastly complicated, and the matters related to these large harbors have become unmanageable by a local government as a part of its administrative function. Thus a transition to a new administrative system is necessitated.

The Minister of Transport referred to the Council of Ports and Harbors in August 1964 the question of "measures for improving the finance and management of ports and harbors." In response to this inquiry, the Administration Commission of the Council considered the matter for more than a year under the chairmanship of Commissioner Toru Akiyama and submitted in October 1965 the first installment of its report, entitled:

"Measures to be urgently carried out for strengthening the financial basis of the ports and harbors administration and for ensuring an effective utilization of their facilities," which recommends the following points:

I. Strengthening the financial basis of port administrators:

(1) Adoption of business accounting system.

(2) Establishment of a basic guiding principle for the management of ports and harbors.

(3) Rationalization of dues and port charges and re-examination of the existing system of assessing port charges.

(4) Easing conditions of public bonds and liberalization of limits on the floating of bonds.

II. Measures for an effective utilization of wharfs:

(1) Allocation of wharfs according to trade routes, and promotion of priority system of use according to types of cargo.

(2) Improved coordination of port transport enterprises.

III. Special measures for the construction and management of foreign trade wharfs for liners at major ports.

Item III suggests an establishment of a new organization and recommends the following measures to be taken in order to facilitate the construction and management of foreign trade wharfs for liners at major ports:

(a) The National Government and local governments should jointly invest funds for the establishment of a new body.

(b) Long-term, low-interest financial funds should be raised to finance the construction of wharfs.

(c) To facilitate an effective utilization of wharfs by leasing them to marine transport companies.

(d) Funds should be revolved in operation.

Respecting the judicious recommendations, the Government persistently strived for the realization of the recommendations, but it took a year for the Government and the administrative authority of ports and harbors, the local governments, for ironing out the differences of viewpoints with regard to the establishment of a new body.

In view of the fact that the local governments which had devoted

their efforts over a long period of time in the past to fostering the ports and harbors under their jurisdiction as a part of their administrative function, it is only too natural for them to insist on an unitary management of ports and harbors by themselves, even though they are painfully aware of the conflict of interests inherent in the existing administrative system of ports and harbors. From the viewpoint of the national Government, on the other hand, the promotion of foreign trade is a matter of crucial and urgent importance and it would also naturally feel uneasy and impatient about delegating the management of foreign trade ports to a local government, especially when there is no assurance of improvements of port and harbor facilities. While the discussions were being protracted between the conflicting views a new situation occasioned by the containerization of cargoes came into the picture which served to remind both sides that there is no time to lose in constructing new and efficient wharfs and brought them to a speedy agreement—a case where the force of reality overruled an idealism.

Characteristics of the new body:

The new bodies are designated as Keihin Port Development Authority and Hanshin Port Development Authority with their main offices in Tokyo and Kobe respectively. These Authorities are government agencies, like Japan Highway Corporation, The Water Resources Corporation, The Railway Construction Corporation, established for the purpose of implementing specific projects of the Government.

The capital of Keihin Port Development Authority is made up of the funds contributed by the Government and those by Tokyo Metropolitan and Yokohama City governments. The capital of Hanshin Port Development Authority is likewise made up of the funds contributed by the Government and the city governments concerned.

Within each Authority a Board of Directors composed of five members will be appointed, one of whom to be nominated by the heads of the sponsoring city governments. The Board is a governing body charged with deliberating and re-

solving policy matters related to the business programme of the Corporation, budget, programme of funds and settlements of accounts.

The basic programme of business of these Authorities will be decided and instructed to them by the Minister of Transport. In deciding the basic programme of business, the Minister must consult with the administrators of ports and harbors concerned. The Authorities will be exempted from, or given reductions of, the following taxes:

(1) income tax, (2) corporation tax, (3) revenue stamp duty, (4) registration and licence tax, (5) enterprise tax, (6) real estate acquisition tax, and (7) fixed property tax.

Programme of Business:

- i. Programme years: 1967-1974
- ii. Number of berths to be constructed and their cost:

Keihin Port Development Authority

Tokyo Port: container wharf, 8 berths

conventional cargo wharf, 26 berths

cost—¥37,700 million

Yokohama Port: container wharf, 3 berths

cost—¥5,200 million

Total

37 berths, ¥42,900 million
(US\$119 million)

Hanshin Port Development Authority

Kobe Port: container wharf, 6 berths

conventional cargo wharf, 26 berths

cost—¥31,600 million

Osaka Port: container wharf, 5 berths

cost—¥10,200 million

Total

37 berths, ¥41,800 million
(US\$117 million)

- iii. How to raise the funds:

(a) The Government and the local autonomous bodies which are port administrators will contribute funds equivalent to 20% of the business expenses (including the interest) of each year throughout the period of construction, the rate of their contributions to be 1:1.

(b) A long-term loan of financial fund guaranteed by the Government
(Continued on Next Page Bottom)



Mr. C. D. Ramsden

New Orleans, La.:—An international authority on containerization today predicted a world-wide container system in which combinations of shipping companies will utilize high speed container ships running over relatively short major trade routes between a few 'World Marshalling Ports.'

This comment on the future of containerized sea cargo was made here by C.D. Ramsden, president of Paceco of Alameda, Calif., and chairman of Paceco-Vickers Ltd., London, in an address to the Open Fall Meeting of the Bulk Packaging and Containerization Institute, Inc.

"Such a world-wide system will have to shatter a lot of world ship-

ping traditions to be successful," said Ramsden, "and it will probably grow in piecemeal fashion and without an overall plan. But within a decade such a system will exist."

Ramsden said the concept has been used by railroads in major countries for years. "In Chicago, for example, marshalling yards receive trains with cars destined for many cities . . . split them up and reassemble them . . . so that several feeder lines carry the cars to their ultimate destinations."

"Today a ship," according to Ramsden, "starts out from Yokohama, for example, and delivers its own originally-loaded cargo to each of six or eight ports in the United States and Europe for which the cargo was originally consigned."

But under the world-wide plan outlined by Ramsden, a container will go in and out of a ship several

times en route to its final destination. He described one system, already in practice in the United States, which could one day be a part of the world-wide system he forecasted. Sea-Land Service, Inc., a pioneer in the concept of containerization, moves cargo from the West Coast through Panama to San Juan, Puerto Rico. At San Juan it is all unloaded onto dock storage areas. The ship from the West Coast then loads a full ship of cargo which may have originated in a dozen ports from Rotterdam to Houston, and sails back through the Panama Canal to California, Oregon, Washington and Alaska.

"The cargo off-loaded from the West Coast ship in San Juan is picked up by either coastal ships which call on Gulf or East Coast ports, or by the larger ships which go directly to New Jersey as a final

will be introduced to cover 40% of the yearly business expenses at an annual interest rate of 7.3%, payable in 30 years.

(c) The remaining 40% will be borrowed from shipping companies and others.

iv. Operation of facilities:

(a) In the case of a container wharf, the pier and its backup container yard, cranes, freight station and other facilities, and in the case of an ordinary wharf for conventional cargoes, the wharf and its storage buildings, shall be leased as an integral unit to an ocean liner shipping company or a port forwarding agent and will be offered for an exclusive use by the lessee.

(b) The per annum hire per berth.

Container wharf—

app. ¥200,000,000

(US\$560,000)

Conventional wharf—

app. ¥40,000,000

(US\$110,000)

The Japan-Pacific Coast of the U.S. run by container ships was launched in September this year by the Matson Navigation Company of the United States. One of the Japanese shipping companies is scheduled to commence the service of container ships this summer. The advent of a fully equipped container wharf in Japan must await the construction by the newly established Corporations. Until then, container ships should temporarily use the existing facilities at Tokyo and Kobe ports. Such a situation of necessity calls for a stepped-up effort of the Corporations to expedite the construction projects.

As pointed out earlier, the establishment of said Authorities represents a new tack designed to launch the management of ports and harbors on a commercial viability basis. Drawing on this experience, the representative ports of Japan may undergo a thorough revamping in order to modernize their management as an independent body covering wider areas.

It must be regrettably admitted that government agencies of Japan have encountered in the past a considerable criticism against their inefficiency. Therefore, it is to be hoped that the new Authorities will improve their administrative efficiency and make every effort to serve the best interests of users by expediting the construction of more efficient wharves at less cost.

destination . . . or for trans-shipment to Europe.

"In this operation," said Ramsden, "we see the principle of the Marshalling-Distributing Port actually established."

Ramsden described a similar system definitely planned for late 1968 in Australia. Containerized cargo will be carried from the United Kingdom to Australia on high speed inter-continental ships built specifically to handle containers. The containers are off-loaded in what Ramsden called a "Principal Continental Port." The special ships reload with cargo destined for the United Kingdom, and disembark. Small ships making up a feeder system pick up the incoming containers at the Principal Continental Port and move the containerized cargo to many other ports on the Australian Continent.

Ramsden pointed out that this revolution of international trade will inevitably have such implications as national pride, interchange of cargo between shipping companies and between various ships of different flags.

He referred specifically to what the system might mean to the Gulf States: "It would appear geographically and tonnage-wise that one or more principal continental or area ports could be expected in the Gulf South," he said. "We doubt that the Gulf South would have one of the world marshalling ports because we see these ports to be astride major trade routes somewhere between the sources and destinations of heavy cargo tonnages."

Paceco, a leading manufacturer of container handling cranes, has a network of company representatives in about 20 countries through the world as well as manufacturing facilities on four continents. Through this worldwide involvement in containerization, said Ramsden, "we have the opportunity to get a broad spectrum of the opinion on the present world containerization program and conjectures for the future."

Piggyback Terminal

B & O Railroad Company

Baltimore, Md.

U. S. A.

Baltimore, Md., October 5, 1967: —The Baltimore and Ohio Railroad today announced that it is constructing a \$3.5 million high-speed piggyback terminal to serve the Chicago area.

Due for completion in the late fall, the scientifically-designed piggyback facility will be the most modern in the nation, its builders say. It will also be the largest on the Baltimore and Ohio system.

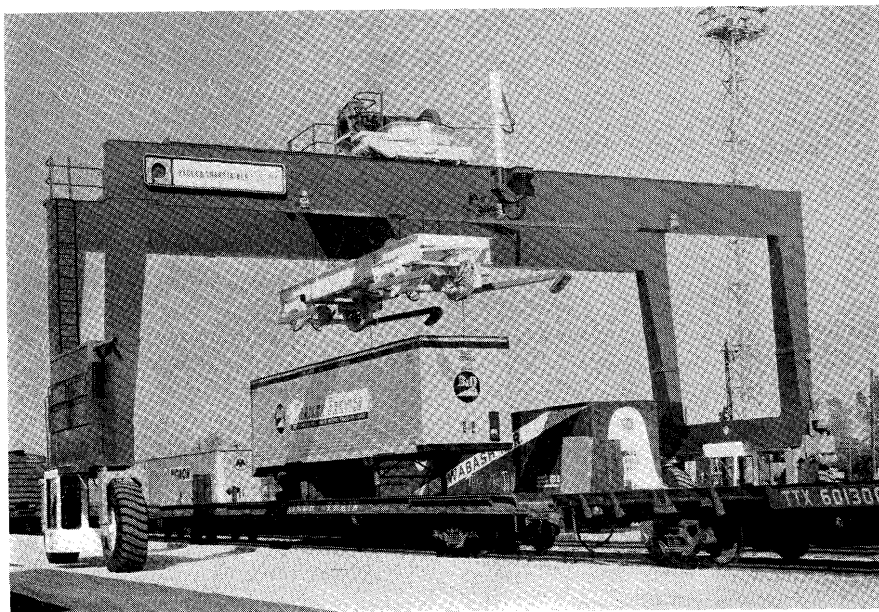
Located on a 45-acre tract on Chicago's South Side at Forest Hill, the new yard will extend from 75th to 79th streets and from B&O's main line, paralleling Damen Avenue, to Western Avenue.

Freight moving over B&O lines between Chicago, New York, Philadelphia, Baltimore, Washington, Pittsburgh and other eastern mar-

keting centers will be greatly expedited as a result of faster services provided at the new Forest Hill yard. Freight moving through western connections beyond Chicago will also receive faster handling in the new terminal.

"The growth of our piggyback business in Chicago made it imperative that we expand our facilities to meet shippers' demands," said E. W. Wright, vice president for B&O's trailer operations. Mr. Wright said that Chicago generates more piggyback traffic, both inbound and outbound, than any other city on the railroad. He noted that, in 1966, B&O piggyback operations, system-wide, showed a 27 per cent increase over the previous year.

"Our new Forest Hill yard was designed to operate more like a



PIGGYBACKER — This self-contained mobile gantry crane, the Paceco "Transtainer," is one of a pair just delivered to the B&O/C&O Railroad's modern Forest Hills Yard. Between the 6.5-ft. rubber tires (lower left) is one of the crane's control cabs, which enable the operator to work from either side of the tracks. With its 60-ft. clear span, the crane will span any two tracks and two parking strips in the yard's 12-track piggyback area. (PACECO)

trucking terminal than the traditional railroad yard," Mr. Wright explained. "This was done to provide greater speed and flexibility in moving the highway trailer vans we handle in this service." The trailers are transported to and from Chicago on rail flat cars and are then operated as trucks for door-to-door service to shippers and receivers.

When completed, B&O's Forest Hill yard will have 12 loading tracks with a capacity for 202 flat cars, more than four times the previous capability. Adjoining parking areas will provide storage space for 800 trailers—or more than double the former capacity. The extensive length of some of the tracks will permit long trains to be run all the way in, on one track, speeding loading and handling of equipment.

"In the new yard, we will reduce the ten minutes time presently required to unload a trailer from a rail flat car to a record-setting limit of 90 seconds per trailer, Mr. Wright said.

Key to the speed-up will be the two huge cranes which B&O will use for loading and unloading trailers. Especially designed for this operation, they are said to be among the largest and most modern used in the rail piggyback business. Highly-maneuverable, and measuring 60 feet wide, the giant cranes are capable of straddling two tracks of piggyback trains. In overhead unloading operations, the cranes can rapidly pick up trailers from the rail flat cars and set them in any desired position for highway tractors to speed delivery to shippers. For loading, the reverse procedure is followed. The cranes, with a lifting capacity of 40 tons, were built by Paceco of Alameda, California.

This faster "overhead method" of handling trailers, as opposed to the traditional, on-the-ground method involving switching, etc., will mean faster delivery to Chicago piggyback receivers and much earlier availability of equipment in the yard for shippers picking up their own freight. For example: All trailers on B&O's all-piggyback train, the "Chicago Jet," arriving in Chicago at 5:00 a.m., from New York and other eastern market centers, will be unloaded and ready for pickup and delivery by 7:00 a.m.

World Trade Center Association

International House

New Orleans, La.

U. S. A.

New Orleans—More than 40 leading port cities in this hemisphere, Europe and Asia will be represented at the first annual meeting of the World Trade Centers Association in New Orleans this year.

Coordinated by International House (New Orleans)—the oldest such private center in the world—the meetings will be held April 17-19, and are expected to bring together about 150 executives of organizations dedicated to the promotion of international trade.

Formed in Tokyo in April, 1967, the WTCA decided to hold its first professional meeting in New Orleans in 1968, coinciding with the 25th anniversary of International House. The 1969 annual conference will be held in Montreal, Canada, and in 1970 the association executives will gather in Japan.

The program for the association

Previously, the unloading might not have been completed before noon.

A new office building for the housing of personnel will be erected in the yard. There will be no interruption to B&O's present piggyback service while yard construction is under way.

Mr. Wright said Forest Hill was carefully chosen for the piggyback terminal expansion because of its strategic location in the heart of Chicago's largest industrial area. The yard's proximity to the city's highway network will also provide fast access to major distribution centers. He said the new yard will increase B&O's capability for handling containers, used increasingly for export shipments, and that piggyback service for connection with other rail lines will also be improved.

includes the development of specialized buildings to serve world traders, reference library services offered by these centers and coordinated promotional programs. Gaku Matsumoto, president of the World Trade Center of Japan, will deliver the opening report.

"We are particularly gratified that our first meeting will be held in New Orleans, a city which has demonstrated its leadership in the promotion of free international commerce and where the first private organization dedicated to world trade, peace and understanding was born," Matsumoto said in Tokyo while announcing that he will lead a large Japanese delegation to the 1968 conference here.

The meetings of the WTCA will be held at International House and will include discussions on subjects such as membership services offered by the various organizations, exchange of trade information among them, joint publications, and coordination of trade missions originated by the various centers. While the headquarters for the three-day conference will be at International House, the trade executives will stay at the Jung Hotel while in New Orleans.

Other subjects on the WTCA agenda include international exhibits, reciprocity in club memberships, improved communications on trade leads, staff exchanges and the establishment of scholarships for future international business executives.

Visits by the group in the New Orleans area will include the port facilities, the industrial complex along the Mississippi River, the Rivergate exhibition center, the International Trade Mart and the Foreign Trade Zone.

Cities which will be represented

New Lock, Dock, and Bridge Opened at Antwerp

*Assiport, Antwerp
Belgium*

at the 1968 meetings are Montreal, Canada; Amsterdam and Rotterdam, Holland; Antwerp, Belgium; Naples, Italy; Shannon, Ireland; London, England; and Sydney, Canberra and Melbourne, Australia.

The Japanese delegation is coming from Tokyo, Osaka, Kobe and other commercial centers. Also expected to send representatives to the New Orleans conference are Hong Kong; Auckland, New Zealand; Bangkok, Thailand; Vienna, Austria; Hamburg and Berlin, Germany; and Istanbul, Turkey. Representatives from Uruguay, Argentina and Berlin have also expressed interest in the conference.

United States cities and ports to be in attendance are Mobile, San Pedro, Oakland, Los Angeles, Long Beach, San Francisco, San Diego, Alameda, Miami, Chicago, Springfield, Baltimore, Boston, New York City, Buffalo, Portland, Houston, Seattle, Washington, Little Rock, Ann Arbor, Honolulu, Milwaukee, Harrisburg, Philadelphia, Savannah, Kansas City and Phoenix.

In addition to J.W. Amoss, director of the Port of New Orleans, who with International House managing director, Paul A. Fabry, took leading parts in organizing the WTCA, leaders of the other two Louisiana world ports, Baton Rouge and Lake Charles will attend the meetings.

On Tuesday 3rd October 1967 H.M. King Baudouin officially inaugurated the Zandvliet Lock, as well as the Canal-Dock B1/B2/B3 and the new bridge across the Canal-Dock B1/B2.

During the ceremony speeches were made by Messrs. J. De Saeger, Minister of Public Works, P. Van den Boeynants, Prime Minister and L. Craeybeckx, Burgomaster of Antwerp. The inauguration extended into a merited homage to all those who played a part in the fulfilment of these works, which not only retrained the admiration of all engineers and technicians, but opened up new possibilities for the users of the port: saving of time on arrival and departure of ships, a higher degree of safety on the Scheldt (access to the port is now 11 km nearer to the sea), fresh berthing space (especially in the Canal-Dock, and the new harbour-docks such as the Churchill dock, where the first container terminal was put into service on 10th September 1967), increased storage ca-

capacity and modernized equipment.

The completed works are the result of the so-called "Ten-year Plan" for the extension and modernization of the port of Antwerp, which was unanimously approved by Parliament in 1956.

Later on this plan was supplemented by the law of 1958 which provided for the construction of the Zandvliet Lock and other works executed in harmonious co-operation between the Ministry of Public Works, the Municipal Authorities and the private sector of the port of Antwerp.

The whole of the works led to staggering results for the port: the wet area of the docks grew from 462 Ha to 1282 Ha and the total port area was increased from 5.340 Ha to about 10.000 Ha.

The total length of berthing space now covers 95 km.

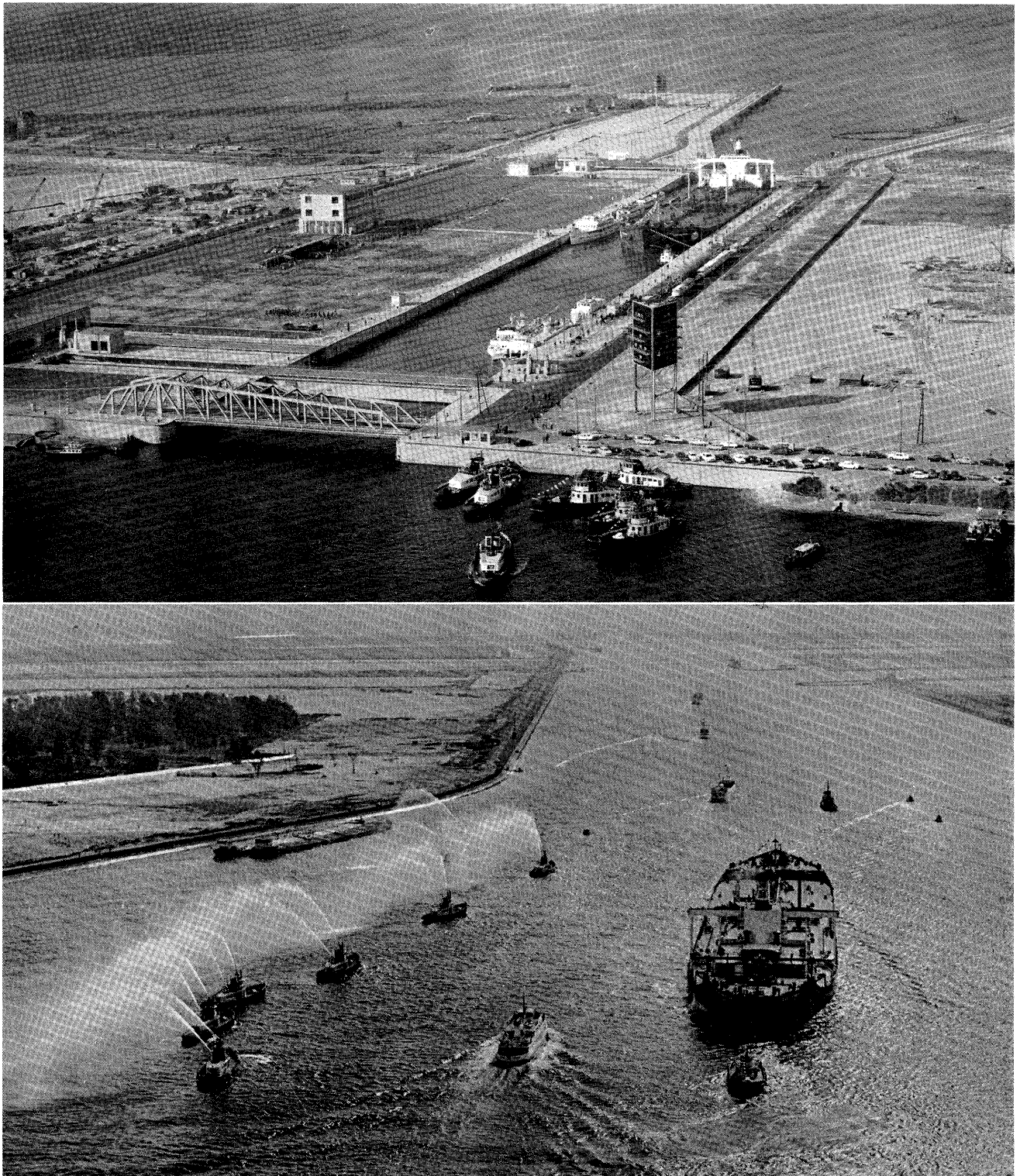
In the field of civil engineering and electro-mechanics, the Zandvliet Lock and its bridge form the principal technical achievement of the Ten-year plan. The lock increases

Correction

In the article "Shipping—The next 100 Years" quoted from The PLA Monthly, June 1967 in the July-September 1967 issue on page 66, the figure 800,000 in the last line but two on the second column should have stood 80,000 instead. With apologies to the PLA Monthly who pointed out the error.—Ed.



H. M. King Baudouin seated on the dais at center



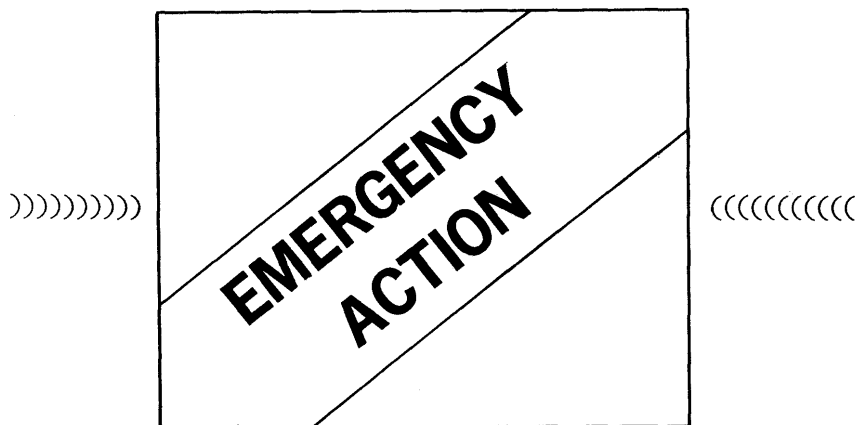
the sluicing capacity of Antwerp by 75%. Possessing the following characteristics: 500 m long, 57 m wide and 13,50 deep (level of the sill) it is the largest in the world. Four ships each of 210 m length and 25 m width and measuring 30.000 dwt can be locked simultaneously in the lock-chamber. On 24th September 1967 the M/S "Nuolja" laden with 70.000 tons of ore was

able to reach its berthing place via the Zandvliet Lock without any difficulty.

The ceremony of 3rd October 1967 was expressly organised for the Belgian official personalities, as well as for the International Transport Press. In effect, it would have been quite impossible to include the whole of the clientele of the Port in the various manifestations, due

to the great number of invitations to be made.

The Municipal Authorities of Antwerp and the Professional Associations have, however, already decided to arrange important events in the course of 1968, and which will give the opportunity to the clientele of the Port to appreciate at first hand the extent of the favourable results of the works of the Ten-year plan.



Melbourne Harbor Trust

—Is the name of a 16-page, pocket-size booklet issued by the Melbourne Harbor Trust. The entire contents are reproduced here for the readers reference in editing such materials as well as in reviewing their own preparedness. Many headings and markers are printed in red ink, which we could not reproduce. The introduction below was specially provided for this publication by courtesy of the Trust.

Introduction To Booklet ***“EMERGENCY ACTION”***

Concentrated in 10½ square miles of the Port Melbourne on any one day is a capital investment estimated at approximately \$300,000,000 which represents the ships and cargoes of the world, the port installations and the equipment needed for the exchange of goods and materials.

The care and safety of such an enormous investment is the responsibility of the Port Authority—the Melbourne Harbor Trust Commissioners who, in the discharge of this responsibility, maintain an emergency and safety service known as the Port Emergency Service which throws a protective cover over the whole area.

Behind its trained personnel stand the great security forces of the City of Melbourne itself—the full resources of the Victoria Police, the Melbourne and

Metropolitan Fire Brigade, the Victoria Civil Ambulance Service, the facilities of the great metropolitan hospitals, all of which work in close co-operation with the Port Emergency Service and assist in the task of dealing with any emergency which grows beyond the capabilities of the service.

The Port Emergency Service was started during the World War II when the security of the port and safety of capital investment in ships and cargo was of vital importance.

With the City's own security forces suffering from manpower shortage, the formation of the port's own emergency and safety service was of utmost necessity. Today th's service is fully equipped with the latest equipment to deal with any marine emergency either on or below water and land.

IN ALL

EMERGENCIES

24 HOURS A DAY

- Telephone - - - - 62 7042
- Ship Radio (V.H.F.) "Melbourne Port Emergency"
- Trust Radio - "Port Emergency"

FIRE

RESCUE

FIRST AID TO INJURED

SALVAGE SERVICES

SPILLAGE OF —

Oil, Petrol, Acids, Dangerous Substances



The port Emergency Service is in direct communication with the Police and Metropolitan Fire Brigade.

- For All General Business 62 7221
62 7222

To Save Delay

When reporting a fire or other emergency it is helpful to give:

Address of premises

or

Name and berth of vessel

and in addition:

FIRE — what is burning and where

Number of Persons in danger

Location of such persons

Suspected injuries

Essential Information

Port Regulations, and the Victorian Navigable Waters (Oil Pollution) Act require the Port Emergency Service to be notified of all fires, accidents, and oil spillages.

The Service has interpreters in Norwegian, Dutch and German. Trust officers in uniform or carrying authority cards have the power under Port Regulations to take charge of areas, direct people and

traffic anywhere in the Port.

Fire Extinguishers

Located in all offices throughout the port area, and in all transit sheds.

BLUE extinguishers for oil and other inflammable liquids only.

BRASS C.T.C. extinguishers for electrical fires only.

RED extinguishers for all other fires.

FIRE HYDRANTS must not be covered or obstructed.

Lifebuoys

A Lifebuoy is placed at each berth.

Emergency Equipment

The Port Emergency Service is specially trained and equipped to deal with all emergencies, whether ashore or afloat.

The Equipment includes:

For Fires:

- Fire tenders pumping up to 1,000 gallons of water or 4,800 gallons of foam per minute.
- Trailer pumps 500 gallons water or 3,200 gallons foam per minute.
- Mobile Foam Monitor 5,000 gallons per minute.
- Specially-equipped tugs each pumping 2,500 gallons water or 6,400 gallons foam per minute.

For Rescue:

- Emergency tenders with hydraulic release gear.
- Portable oxy-acetylene cutting gear.
- Special rescue harness.
- 20 trained frogmen and equipment.

For Contaminated Air, Poisonous and Radio-active Substances, Acids:

- Breathing apparatus and protective clothing.
- Decontamination equipment.
- Radiation detection apparatus.

For Injuries:

- Mobile treatment and dressing stations.
- Personnel trained to St. John's Ambulance Bronze Medallion Standard and Home Nursing.
- Portable oxygen resuscitation equipment.
- Rescue stretchers.

For Salvage:

- Portable petrol, diesel, steam and compressed air pumps, up to 1,500 gallons per minute.

- Tugs with in-built pumps to 2,500 gallons per minute.

- Underwater and conventional oxy-acetylene gear.

- Underwater explosive fastening tools.

- Trained salvage frogmen.

- Line-throwing rockets.

- 3-ton mobile crane—30 m.p.h. road speed.

For Oil Pollution:

- Portable oil booms.

Personnel:

Chief Officer 7 Junior Officers

Second Officer 50 Other Ranks

Third Officer First Aid Officer

Medical Officer (retained)

All personnel are on full-time service except Medical Officer (retained).

All senior officers are professional fire service officers with wide fire service experience prior to service with the Trust; except Medical Officer and First Aid Officer.

Precautions

Before Handling or

Working . . .

- **Hazardous Cargo**
- **Radio-active Cargo**
- **Inflammable Liquids**
- **Oil Bunkering**

Before . . .

- **Lighting any fires**
- **Welding or burning**

Check

with the Port Emergency Service.

Telephone—62 7221, 62 7222

Permits are required under Port Regulation.

The Service

Functions and Activities

To deal with any emergency in Port, using own personnel and equipment.

To bring into operation for emergency purposes, personnel and equipment of other Trust departments should the necessity arise. To organise co-operation of other services, such as Police, Metropolitan Fire Brigade, Civil Ambulance, as and when required to meet Port emergencies.

To plan and put into effect fire prevention and other safety measures throughout the Port.

To police Trust regulations regard-

ing fire prevention, safety and handling of hazardous cargo.

To give advice on safe handling of hazardous cargo.

To provide medical first aid to all persons within the Port area.

To act as co-ordination centre for the Port and Marine Section of the State Disaster Plan, designed to meet major shipping and sea-port disasters.

Fire and Safety

Precautions —

Trust Regulations

The Trust, through its Emergency Service, enforces strict fire and safety regulations, particularly in respect to the handling of dangerous goods including inflammable and injurious liquids and oil in bulk.

Shipping companies, masters, agents and oil companies should be familiar with the appropriate regulations.

This booklet is intended only as a guide to Trust Regulations and if any doubt exists in these matters the Emergency Service should be consulted.

Dangerous Goods

Dangerous Goods or the term most often used, Hazardous Cargo, means all goods of a dangerous nature and includes all goods classified as such in the Classified List of Dangerous Goods under the Commonwealth Navigation Act 1912-61.

The quantity and degree of hazard determine the manner in which dangerous goods may be stowed or handled and the time allowed to remain on any wharf or pier or in a cargo shed.

Dangerous Goods Lists are required to be forwarded to the Harbor Master 48 hours before berthing. (24 hours in the case of tank-ships.) The Port Emergency Service, acting for the Harbor Master, checks and marks the lists according to the degree of hazard and indicates the appropriate action in the event of fire or spillage. A copy of the list is also forwarded to the respective

Assistant Traffic Managers in the area in which the goods are to be handled. According to classification, a time limit is set in which dangerous goods are allowed to remain on any wharf or pier or in any cargo shed. Unless permission is granted the handling or working in the vicinity of dangerous goods after sunset is prohibited.

Trust Regulations strictly prohibit, within 50 feet of any inflammable goods, any fire, naked flash, spark or flame and only electric light, electrical wiring or electrical equipment complying with the safe requirements of Trust Regulations is permitted.

Smoking is strictly prohibited, and during the handling of inflammable goods, Watchmen and "No Smoking" notices to be positioned as required.

(See also Fire Prevention.)

Liquid Dangerous Goods and Oils In Bulk

GENERAL CARGO VESSELS:

Deep tanks must be vented and outlets covered with the **correct wire gauze**. Discharge hose and fittings must be gastight.

PORTABLE SEALED TANKS are not to exceed 9,000 gallons capacity, and only two are permitted to be carried on the one vessel. If it is desired to load or discharge the contents only, then the same conditions shall apply as for deep tanks in respect to venting, hose, and fittings.

BUNKERING OPERATIONS come within the jurisdiction of Trust Regulations in respect to liquids in bulk, and in cases of handling bulk liquid **deck scuppers** shall be **sealed tight** so as to prevent the escape of any liquid spilled on deck.

EMPTY TANKS: All fire and safety regulations pertaining to liquid dangerous goods and oil still apply to any empty tank or space that has contained any of these liquids until such time as the tank or space is certified **gas free**.

Empty tanks or spaces are **not to be entered** by any person until a

gas-free certificate has been obtained.

STEAMING AND WASHING of tanks is only to be carried out with the permission of the Harbor Master and in compliance with the regulations in respect to **apparatus** and **tank venting**. Trust Regulations prescribing **fire** and **safety precautions** are to be strictly observed.

TANKSHIPS—OIL BERTHS: Oil berths are considered Hazardous Areas and as such are required to be free of congestion and fire risk.

Trained Emergency personnel are in attendance to enforce the necessary regulations including the control of vehicles.

Only persons possessing permits recognised by the Trust will be admitted to the compounded area or aboard ship, or persons for whom the Master signs the appropriate "Permit to Board Vessel at Oil Berth." Such persons are to surrender to the Emergency Safetyman on duty, matches, cigarette lighters and any other sources of ignition.

Entry of vehicles is strictly limited at all times. During discharge operations stores vehicles will only be allowed to enter the area for the purpose of loading or unloading goods from a point at the berth indicated by the Emergency Serviceman on duty and only one such vehicle will be permitted at the one time.

When loading of inflammable liquid is taking place vehicles will not be permitted to the oil berth compound.

Private vehicles will not be allowed in the compounded area at any time unless a specified parking area is provided.

In addition to the general requirements covering liquid dangerous goods the following requirements apply to tankships in particular. The Master and his officers are to read the appropriate Trust Regulations handed to the Master by the duty Emergency Serviceman **before opening tanks** and commencement of operations.

Necessary **tank openings** are **air vents** to be covered with the spe-

cified **wire gauze**; **hose**, **valves** and **fittings** are to be **gastight**; **wire hawsers** are to be suspended from the outboard bow and quarter, and **scuppers blocked** so as to prevent the escape of any liquid spilled on deck. The appropriate signals are to be displayed by the ship.

All Trust Fire and Safety Regulations are to be strictly complied with including the provisions prohibiting chipping, hammering, and scraping operations or the dragging of metal objects and drums across steel decks.

LOADING OF INFLAMMABLE LIQUID must be carried out in accordance with the special requirements prescribed in Trust Regulations in respect to—

- (a) Approach of other vessels, loading to cease.
- (b) Closing of all accommodation doors.
- (c) Rate of loading and number of tanks allowed to be loaded at the one time.
- (d) Adjacent sources of ignition to be taken into account.
- (e) Method of venting tanks.
- (f) Loading of stores prohibited.
- (g) Means of communications, remote control between ship and shore terminal.
- (h) Responsible oil company official and ship's officer to stand by.
- (i) Correct signals to be displayed.
- (j) Explosimeter readings to be taken before tugs come alongside.

Fire Prevention

In addition to the regulations covering fire and safety precautions in respect to Dangerous Goods, Trust Regulations prohibit the lighting of fires, naked flame, or the use of oxy-acetylene electric welding or cutting apparatus or any act likely to cause fire or explosion on **any vessel** or on **any** property of the Commissioners unless a permit in writing is obtained from the Emergency Service who acts for the Harbor Master in these matters.

Smoking on a vessel within 20 feet of an open hold is strictly prohibited or smoking on any wharf or in any shed, except in places

approved for such purposes. The Master of every vessel in the Port of Melbourne is responsible for seeing that his vessel is at all times ready and manned to combat any outbreak of fire that may occur. At least one seaman is to be at watch on deck.

Fire extinguishers are to be in good order, well placed and sufficient in number.

In the event of the ship's pumps being out of action, connection is to be made to the shorewater supply.

Responsible crew members and watchmen are to be on duty.

Pipe Line Regulations

The Trust Regulations for Inflammable Liquid, Injurious Liquid and Oil Pipe Lines provide for the Installation, Construction, Maintenance and Operation of such pipe lines on Trust property.

Included in these regulations are requirements for the patrolling and testing of pipe lines and flexible hose, also provisions for bonding and earthing, temperature, pressure and the filling of pipe lines with water after pumping operations are completed.

Vessels Out of Commission, Undergoing Repairs

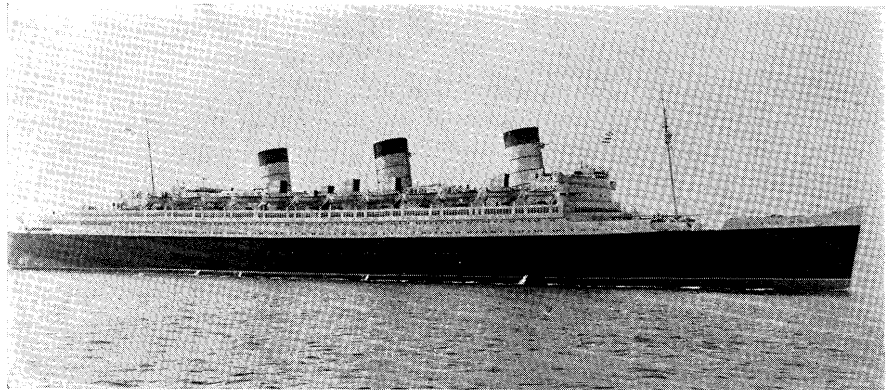
In the case of vessels undergoing repairs which necessitate the vessel being placed out of commission, all Dangerous Goods, Inflammable Liquids and other inflammable material are to be removed from the vessel.

Operations involving the use of fire, naked flame and oxy-acetylene electric cutting or cutting apparatus are to be carried out in strict accordance with the conditions of the permit issued by Emergency and Safety Services, including placement of fire extinguishers and inspections for smouldering material.

Electric cables and wiring are to be kept to a minimum and placed or protected so as to prevent damage to them.

Except during regular working hours on the vessel all fire, gangway and watertight doors, ventilator trunkways, hatchways, port-

“Queen Mary” at Long Beach



Long Beach, Calif.: — The QUEEN MARY will be converted into a unique and striking centre-piece of an aquatic, recreation, and tourist development in Long Beach, Calif. which will rival Disneyland as a tourist attraction.

A team of six consultants made an extensive study of the 81,237-ton ocean liner and reported the QUEEN MARY can be made into a “public attraction” which will bring to her decks more than 2-million visitors each year.

So impressed were these experts, who included museum and tour

consultants, hotel and convention centre specialists and Naval architects and engineers, with the potential space utilization of the QUEEN MARY that they asserted the 31-year-old ship is destined to become “a museum facility unrivaled in the United States, a tourist attraction which will enjoy international attention, and a unique hotel-convention facility.”

Not only will this most memorable vessel retain her visage as “Queen of the Sea,” she will be the home of such an exciting and changing exposition of the lore and

holes, skylights and windows are to be kept closed.

Vessels Laid Up—Not Undergoing Repairs

All vessels laid up, including coal hulks, ballast or other lighters must always have at least one person present on board.

This does not include vessels being broken up, vessels under 200 Gross R.T. and pleasure craft undergoing repairs, unless the Harbor Master makes an order to this effect.

Storage of Inflammable Liquid, Injurious Liquid and Gases in Shore Establishments

There are special requirements for

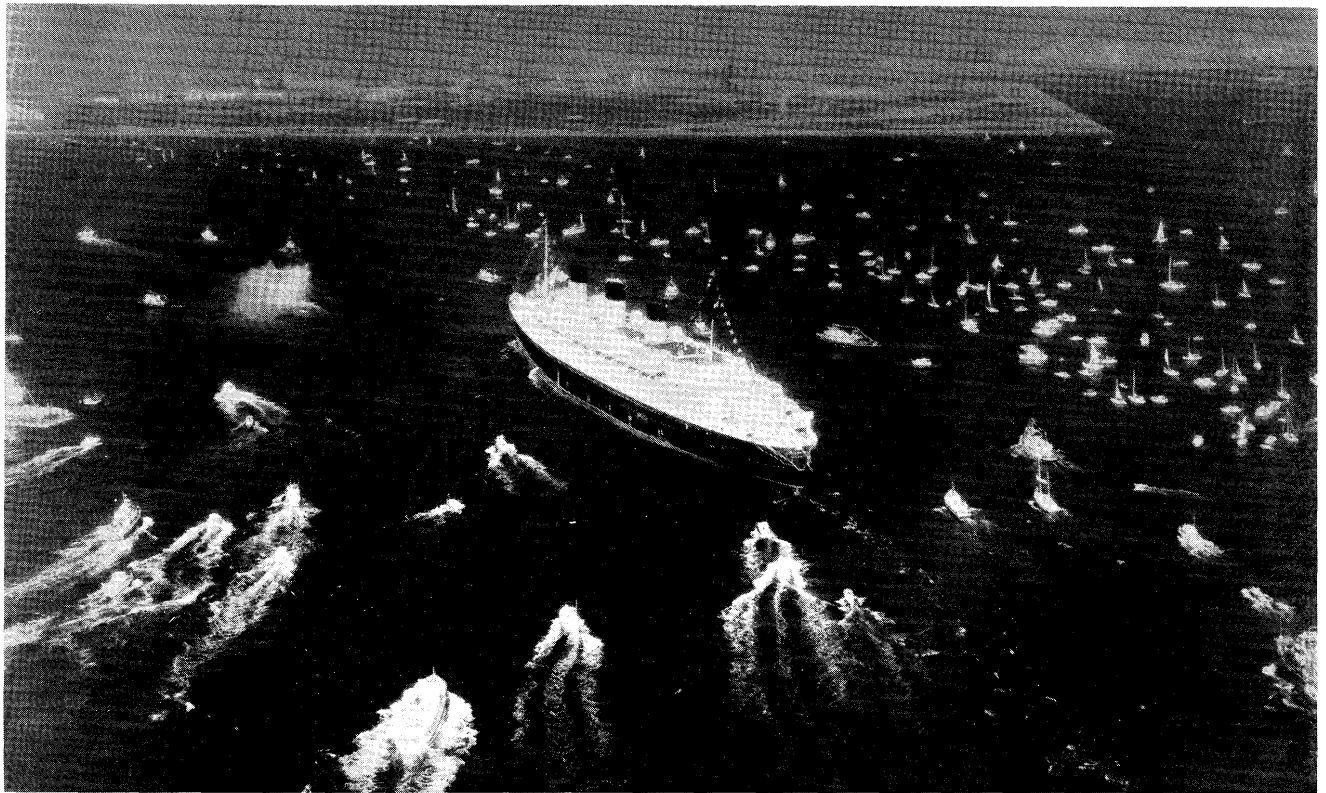
storage of inflammable liquids (i.e., liquid with a flash point of 150° F. and below).

Injurious liquids (i.e., toxic and irritant liquids) and gases.

These requirements apply to all premises ashore and to storage varying from small quantities in portable containers to bulk quantities in large tanks.

Storage of these products is prohibited except by **written permission** of the Commissioners.

Details of the above requirements may be obtained from Port Emergency Service.



science of the sea that the word museum is obsolete.

"A unique opportunity is presented to create a museum of truly contemporary mode . . . of the Expo 67 vein . . . utilizing the latest techniques of idea communication . . ." —reports McFarland, Latham, Tyler, Jensen, Inc. the industrial design firm which has studied the Museum aspects of the project.

The time-hallowed name of Museum is not good enough; the QUEEN MARY will become an "oceanarium."

"Since the planetarium tells the story of the universe and 'aquarium' deals with marine life, 'oceanarium' is, therefore, a logical name for a facility presenting the story of the sea," the experts assert.

Virtually 62 per cent of the QUEEN MARY'S 800,000 square feet will be a marine exposition centre and tour.

The remaining 38 per cent, including some unallocated space will be devoted to a hotel and convention centre, special shops, offices and commercial support areas.

The "oceanarium" key to the MARY'S continuing existence, will be located on the six lower decks of the vessel.

The visitor will reach the

"oceanarium," an expansive, colourful and impressive series of displays, aboard one of three elevator systems.

Visitors to the ship will be able to take guided tours, which will be integrated with the "oceanarium."

They will enter the "oceanarium" from the special elevator gangway into a bright lobby-level elevated area halfway between the floor and ceiling of the Exhibit Deck.

"From this vantage point, one can look into a vast exhibit area substantially larger than a football field," the consultants state.

The imaginative displays will depict sea lore and marine enterprise past, present and future relying upon animated models and audience participation devices to tell the story of the earliest explorers of the ocean to modern atomic submarines and research submersibles.

The exhibits will include a 360-degree motion picture panorama of "underwater scenes dealing largely with marine life." Another chamber, by the means of motion pictures and slide photographs, will present a topographical story of the under-sea terrain beginning with the formation of the sea in prehistoric times.

At every hand there will be displays in which the visitor can

Accompanied by thousands of pleasure craft the QUEEN MARY steams into Long Beach Harbor, her new home. The 81,200-ton ocean liner will be converted into a hotel-convention center and maritime museum. Arriving at Long Beach December 9 following a 15,000-mile, 39-day cruise from Southampton, England via Cape Horn, the huge vessel was greeted by nearly 5,000 small craft and nearly one million viewers.

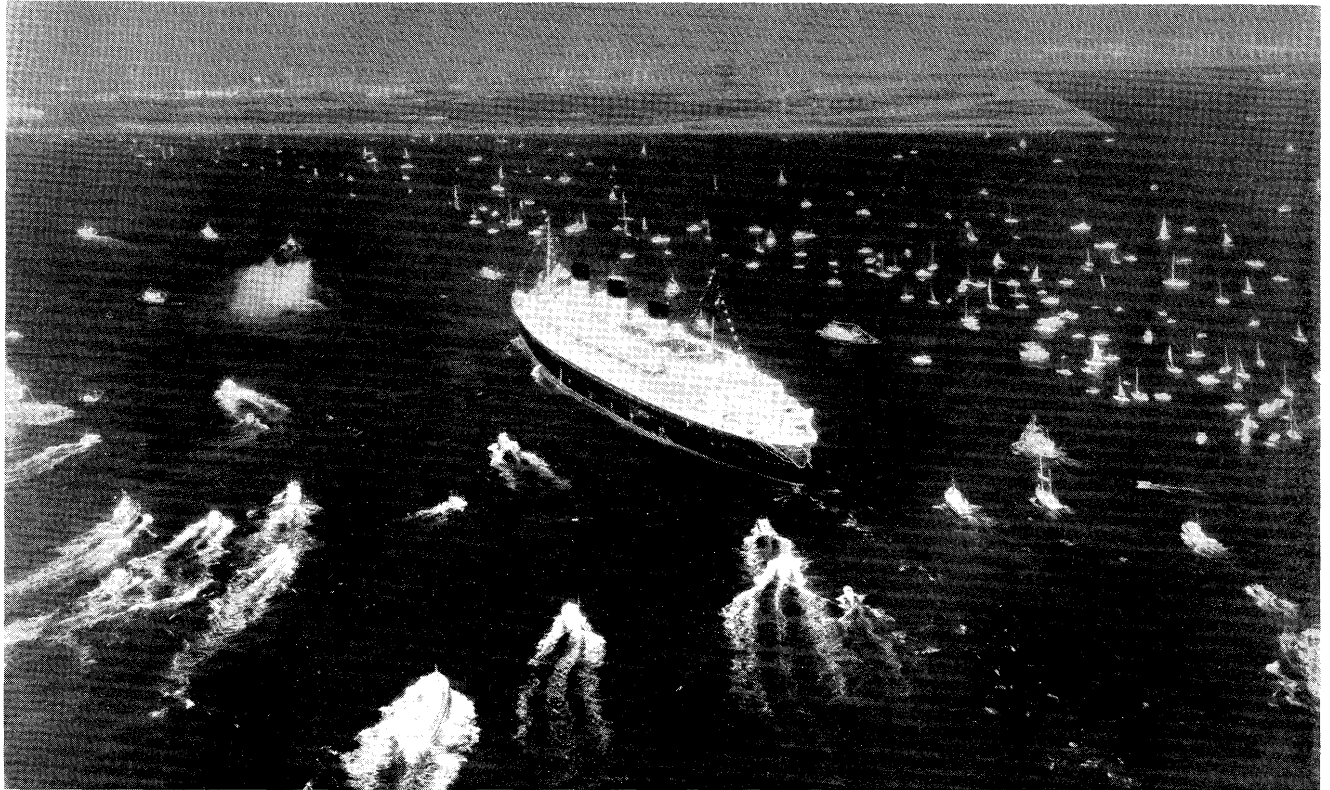
participate.

The tourists will be taken to the bridge, into the Captain's quarters, across the Sports Deck, down to specially preserved first-class state-rooms, along the Promenade Deck and Restaurant Deck, through a room which recreates the several bunk high World War II troop accommodations—and finally a visit to one of the ship's huge engine rooms.

The public tours will end at the Oceanarium Deck where the public will be encouraged to visit the larger and more interesting vistas of the ship and the seas.

That is only a part of the MARY-to-be.

Horwath and Horwath, the hotel
(Continued on Next Page Bottom)



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Horwath and Horwath, the hotel
(Continued on Next Page Bottom)

Fremantle Port Authority Gains Fourth Successive Annual Report Award

*Port of Fremantle
Australia*

The Fremantle Port Authority has gained its fourth successive award in the Australian Institute of Management (Sydney Division) Annual Report Awards for 1965-66.

Awards received by the Port Au-

thority have been:

- 1962-63 Special Award.
- 1963-64 Special Award.
- 1964-65 Merit Award.
- 1965-66 Distinction Award.

The two objectives of the award are:

(1) To encourage the presentation and distribution of adequate financial and other information regarding business enterprises to proprietors, employees and to the public generally in a form which those without business training can readily understand.

(2) To establish better employee-employer relations by making known facts about business enterprises, and the financial results of their activities, and to create employee pride in organisations and in the products and services which they provide.

More than 2,000 annual reports were considered in making this year's awards. When the competition commenced in 1950 less than fifty reports were submitted.

Australia was the first nation in the world to establish an annual report award. Other nations have followed the lead and awards are now established in New Zealand, South Africa, United Kingdom and United States of America. Enquiries about the award have also been received from management bodies in India and Ireland.

Acting upon the recommendation of the adjudicators, a copy of the Port Authority's 1965-66 Annual Report was mailed to the home of every one of its employees. It was the first time that this had ever been done.

Adjudicators' Comments

"Reports Were The Best Yet"

Annual reports of listed companies selected by the stock ex-

change for examination by the panel of adjudicators and those submitted by non-listed organisations were of a higher standard than in any previous year.

Mr. E. S. Owens, who presented the report for the adjudicators, made this comment.

The number of Reports sent for examination was 10 per cent greater than for the 1965 award.

There was a greater number of attractive inexpensive single-sheet half-yearly reports designed for posting to shareholders in a standard 9 x 4 envelope.

However, the great majority of half-yearly reports covered only the minimum of information required by the Stock Exchanges.

They were not designed for circulation to shareholders and others.

For those seeking a half-yearly report as a model to work upon for the future, four reports of different size and presentation which could well be used were Development Underwriting Limited, Kolotex Holdings Limited, Rocla Industries Limited and Winterbottom Holdings Limited.

There were others of similar equally good standard but these four well illustrate four effective yet different approaches to the subject.

As with the annual report there is no right or wrong presentation.

The report must be tailored to suit the Company or organisation concerned.

In last year's adjudicators' report we commented unfavourably upon a tendency of companies, institutions, and organisations generally to spend more upon their reports without improving the message.

This year the tendency to increase cost has been reversed and the reports are the better for it.

Several awards this year are to relatively small companies or organisations which have produced attractive, informative and yet inexpensive reports.

An annual report will always be costly in terms of time of executives involved in its presentation.

But as the institute has stressed since the inception of the award, cost alone is no criterion of a good report.

consultants, state that conversion of the Queen Mary to a convention hotel can be made "without loss of her character, public image and enviable reputation as a queen of the seas, and without major alterations."

Existing facilities and their arrangement will provide for "every guest service that could be desired," the consultants report.

Horwath and Horwath were lavish in their praise of the hotel accommodations.

The consultants recommended the use of 428 cabins, including 20 suites of 48 cabins, 283 two-bed cabins and 97 single-bed cabins.

There will be a ballroom seating 600 persons, the main dining room with a capacity of 825, a 40-seat banquet room, seven private dining rooms with total capacity of 310, two meeting rooms to accommodate 400, a 275-seat night club, a 400-seat coffee shop, a gourmet room seating 190 and three cocktail lounges capable of handling 415 persons.

In addition, portions of the Promenade Deck will be used for shops normally associated with convention hotels.

The huge ship is to be part of a 4,400 boat marina and aquatic centre whose feasibility long ago was proven.

To the QUEEN MARY, Long Beach says:

Long live to QUEEN.
(Port of Long Beach)

Presentation—First Reaction and Public Relations

The first reaction as to appearance is important.

In many cases a report will not be opened unless it encourages examination by its appearance.

This does not mean that the cover need be costly. Enough has already been said above in regard to cost.

Most reports now have attractive covers, but too often the cover itself is too costly and quite often the design is meaningless to the reader.

Activity Clearly Shown, Layout, Type Suitability, Etc.

A number of reports in the award list, as well, as many others, do show by words or representation the activity of the organisation.

The cover of the Royal Alexandra Hospital for Children is an excellent example in this respect.

A contrary example is that of an industrial organisation which had notes and coins on the cover.

This tended to indicate it was a bank or financial institution.

As far as layout and type suitability is concerned, members of the panel are not experts but they give their reactions as laymen.

Far too often the type size is inadequate, particularly in the financial section.

Logical Order of Contents—Notice of Meeting

It is most important that the report should follow a logical sequence and take the reader naturally from topic to topic.

Notice of meeting should be immediately obvious when the report is opened.

Reference should be made on the front cover to the fact that there is a notice of meeting within.

Some companies refer on the back cover also to the fact that the document is the annual report and contains the notice of meeting.

This practice is not without merit for the report will often lie face down.

Financial Information and Highlights Page

The highlights or salient features page is being used more and more

as introduction to the report.

It contains information useful and understandable to expert and layman alike.

Some organisations have the page perforated for simple detachment and filing, and this is commendable.

Again this year the margins between sections is very fine indeed and the final choice comes down to a matter of opinion.

A different steering committee may have come up with a different solution in some respects.

To guard against a set pattern of thinking in this committee and to break the considerable work load, one member is replaced each year.

The offer of the Steering Committee to discuss annual reports with companies or organisations resulted in 23 interviews or written inquiries.

This offer is repeated again as this service does seem to be of value.

The criteria for marking was examined during the year and changes made which will be clear in the following detailed report.

However, even after making changes in the unlisted section, the adjudicators are not satisfied and next year the intention is to modify this criteria again along the following lines:

- The ability of the organisation to get its message across.
- Originality of presentation.
- Conciseness and clarity of expression, with heavy penalties for redundancy and woolly expression.
- As far as the financial information is concerned, marks for:
 - Logical grouping.
 - Logical comparison with previous periods.
 - Performance measures.
 - Evidence of financial planning, probably expressed in terms of budgets.

Presentation of Financial Statements

Without a clear and straightforward presentation of financial matters the report is of little value.

It is most important that the financial data should be easy to find and read.

The practice of having fold-out sheets for balance sheets and financial statements should be followed with discretion. Considerable thought should be given as to whether there is not some better method of presentation.

However, there are occasions when such treatment is warranted.

Classification of Assets and Liabilities

As with presentation there is no one universal right or wrong method of classification.

The criterion is that the method employed should suit the organisation to which it belongs.

Adequate Comparison with Prior Years

When this factor was first included in the award requirements many, if not the majority of listed companies, gave no comparisons at all.

Today, most companies go beyond the statutory two years; numbers give 10 and more years, and the most popular term is five years.

Adequacy of Notes

Notes are necessary in most cases to keep unnecessary detail out of the financial statements.

But great care must be taken in holding the balance between providing a note and including the information in the statements.

It can be most frustrating to constantly have to refer to notes, often badly located in relation to the financial statements.

One report had the notes on the back cover.

The information in the notes must be adequate without being overdone.

Statement of Funds

To many laymen a report without a statement of funds is almost meaningless.

The statement can be given in quite simple form and need not occupy a whole page to be effective.

Reasonable Details in Profit and Loss Statement

Many companies still give only information required by statute.

This is very much the minimum and provides little in the way of tools to measure progress.

Amount and Composition of Turnover Disclosed

A great many companies now give freely their turnover but there are still some major companies which do not.

Few companies give an indication of the composition of turnover so as to show which are the more important activities and their contribution to the business as a whole.

Clear Description of Stock Valuation

There are amongst the award-winning companies good examples of clear unambiguous statements as to the basis of stock valuation.

Some development companies which have a particular problem in this regard have taken considerable pains to present a clear picture in this connection.

Tax Provision Clearly Shown

In cases where they should, few companies give adequate information even when the provision seems to bear no natural relationship to the result disclosed.

In other cases where the provision is straight-forward no special emphasis is needed.

Performance Indicators

This is a new factor designed to emphasise the need to show clearly how the results were obtained, how they compare with past achievements, the industry, etc., generally an indication of future prospects.

Special Features

Informative directors' report.

Not only should the report contain relevant information for the period under review but also be concise and clear in its statements.

Employee Relations

Many reports were inadequate in this regard and dismissed the subject in one brief paragraph. After all employees are a most important asset even though there is no way of listing their value on the balance sheet.

Graphs, Charts and Diagrams

These pictorial indicators are popular and help to break up a mass of printed matter. They must of course be relevant and drawn to appropriate scale.

Conclusion

Orbiter Probe

Topics :

Balloon Crane

Recently, visitors to Vancouver, Canada, were mystified by the sight of a large balloon at altitude by the side of a mountain on the north shore. Britishers were reminded of WW II when similarly-shaped balloons guarded their skies. This balloon may well revolutionize the forestry industry. It is being used to lift and haul out timber from inaccessible areas which would normally be uneconomic to work.

Timber is one of the main industries in this part of Canada. It is estimated that there are more than 14 million acres of inaccessible timber in British Columbia. With years of experience behind them, Chester Matheson and his partner Bob Knowles hit on the idea of using a balloon to fly out some of this timber. Bob Knowles says they managed to procure two weather

The popular record "Communications Breakdown" has a very real message for all managers and executives when it says "we don't walk, we don't talk."

Last year's annual reports are good evidence that almost a majority of the companies, institutions and other organisations are spreading information about the organisation concerned and the industry or area of activity.

Many of these reports find their way into schools and places of learning here and overseas.

They can be a silent source of recruitment of key labour to the industry in general and to an organisation in particular. Australia is in the forefront of the world in its presentation of annual reports.

It is important for our future that we should continue to improve our communications in at least this field.

balloons and some helium and set up a scale model rig in his back garden. Loads were twigs and branches.

The scheme worked and they set about bringing the principle in reality. The first major advance came when they obtained two balloons on loan from the British Government, which had formerly been used for lifting A-bombs on Christmas Island. About the same time a brilliant Canadian engineer, Frank Lawrence, began to plan a revolutionary winch system that would be needed for the venture to be a success—a design almost as incredible as the balloon idea.

He designed a diesel-powered winch with cable drums operated by hydraulics the components of which work at 5,000 pounds per square inch pressure. The cables operate from two drums which pay out and draw in the balloon, and are fastened to the spot on the mountainside where the logs are to be loaded. The hydraulic mechanisms considerably lower the stresses and strains which a normal winch would have to sustain. The winch can haul the logs suspended under the balloon at speeds up to 30 miles and hour.

Pioneer balloon loggers Matheson and Knowles got their show on the road with the arrival of a new balloon from Great Britain. It was a resumption of work following the destruction in a storm of their first gasbag. The specially designed balloon is approximately 55 feet in diameter, 140 feet in length, and is filled with 150,000 cubic feet of non-inflammable helium gas imported from Texas, U.S.

The balloon will lift, according to weather conditions, between four to six tons, roughly equal to one or two logs, depending on size. With the winch and balloon their company, Balloon Transport Limited, claim they can move 40,000 to

50,000 lineal feet of timber a day over a mile, the equivalent to the output of a conventional steel spar rig over a distance of 600 feet.

To operate the rig takes only a foreman and four hands. One to operate the winch, two on the mountainside to secure the cables to logs, and one at base to unhitch the timber.

The foreman of the enterprise says that normally it would take loggers almost an hour and a half's climbing to reach the site, but by attaching a gondola to the balloon the men can be at work in two minutes. This means the men can work a longer and more productive day.

The costs of the operation are interesting all bodies concerned with the forestry industry. The balloon represents an investment \$78,000 and the winch \$75,000. Helium is highly expensive, but so far the loss of gas represents only one quarter of one per cent.

This enterprise, which started as a backyard experiment, may soon revolutionize the logging industry. The operating costs seem to be low, the yield high. Logging by conventional methods on precipitous slopes, for which this equipment is designed, would be a very much slower and more expensive project.

A logging road in such country would cost \$50,000 and once the timber had been cleared the road would be worthless. But the balloon and winch can be moved to a new site at very low cost. (PPS)

'Skycrane'

The free world's largest heavy lift helicopter, the Sikorsky S-64 "Skycrane," made its first public appearance in a commercial role at Lakefront Airport recently.

The huge helicopter, capable of lifting up to 10 tons, is a commercial version of the U.S. Army's CH-54A Flying Crane, which is in quantity production at the Sikorsky Aircraft plant in Stratford, Connecticut, for use in logistics support of the Army in Vietnam. Among the military missions it performs are air lifting heavy equipment and

supplies such as 155 mm howitzers, earthmovers, trucks, ammunition, fuel, portable field hospitals and command posts. It also is used to retrieve other aircraft downed by enemy fire or mechanical failure.

The commercial S-64 Skycrane model will be in the Gulf area for approximately three weeks performing a series of marketing development operations with a petroleum company. During the project, conducted by Sikorsky Aircraft in co-operation with the Chevron Oil Company, the Skycrane will use its heavylift capabilities for the logistics support of offshore oil operations.

This will be the first of several development programs to prove the aircraft's industrial potential as indicated by market surveys recently conducted by Sikorsky. Other applications include erection of cross-country powerline transmission networks, and airborne delivery of containerized cargo from ship to shore.

The Gulf operations will originate at bases at Grand Isle and Leeville, La. In one exercise, the Skycrane will transfer a complete workover rig from one offshore structure to another two or three miles distant. (Shipping and Trade News)

Land Bridge

Maitland Pennington of the U.S. Maritime Administration, a speaker at the Virginia World Trade Conference, recently said that railroads are working toward creation of a "morning of the third day" service similar to that agreed upon recently by the New York Central and the Santa Fe Railway.

He said that the New York Central and the Santa Fe have arranged to ship containers from Los Angeles to New York City, or vice versa, within three days. This service is faster than the speediest coast-to-coast passenger trains, he continued. A possible rail hook-up could connect Norfolk and Los Angeles or Portland, Oregon via Omaha, Nebraska.

Pennington said, "There is now a small but steady container traffic"

from Japan to West Germany via the U.S." He said the shipments travel by steamship from Japan to the West Coast, thence by rail to the East Coast and on to Germany on another ship. Such shipments bypass the Suez Canal, which is still closed as an aftermath of the Arab-Israeli war.

The Maritime Administration official said the shipments via the U.S. are faster than an all-water route and "strangely enough, are cheaper." Shippers were known to be studying the feasibility of a Far East-Europe trade route via the U.S. before the Suez Canal closing.

Also under study is the feasibility of altering export patterns of containerized East Coast products bound for the Far East, and West Coast products headed for European markets. For example, East Coast products for the Orient usually are carried by ship from East Coast ports. If the cross-country rail hook up proves successful, containerized products may be taken by rail to a West Coast port and loaded aboard ship for the Pacific Ocean transit.

Four speakers discussed the impact of containerization on world trade at the final session of the World Trade Conference. Pennington called containers "a vital, viable and sensible tool in the commerce of the world," and the other speakers made similar pronouncements. (Shipping and Trade News)

Mexican Ports

Mexico City:—Many of Mexico's ports will be renovated and enlarged during 1968, according to Secretary of the Navy Adm. Antonio Vazquez del Mercado.

The largest investment will be in the Yucatan port of Yukalpetan, which President Gustavo Diaz Ordaz will open June 1. There the Government is spending 57 million pesos (\$4,560,000).

He said the Port of Veracruz is also in for a 50 million pesos (\$4 million) facelifting this year, and that projects are in offing for the Port of Ensenada, Baja California.

Puerto Vallarta, fronting on the Pacific in the state of Jalisco, will

be getting new dock and tourism facilities through a 14 million pesos (\$1,120,000) U.S. investment, he said. (Japan Times)

Tokyo Office

Baltimore, Md., Dec. 20:—The Maryland Port Authority announced the appointment of Warren F. McClelland to head its new Far Eastern Trade Development Office located in Tokyo. Mr. McClelland's appointment becomes effective January 15, 1968.

The new Tokyo office is being established in an effort to attract a greater flow of export-import commerce through the Port of Baltimore from the important Far East trade centers including Japan, Taiwan, Korea, Hong Kong, Philippines, Thailand, Singapore, Malaysia, Australia and New Zealand.

In addition to its main Trade Development office in Baltimore, the sales effort in behalf of Maryland's major port is carried on through two additional full time foreign offices in Brussels and London. In the United States the Port of Baltimore offices have long been in operation in New York, Pittsburgh and Chicago.

Mr. McClelland, a native of North Dakota and a U.S. citizen, brings an excellent balance of training and experience to his new post. Prior to joining the Authority he has served as traffic manager for the Far East for Phillip Brothers, Ltd., one of the largest firms dealing in minerals and ores. Previously Mr. McClelland was associated with the Everett Steamship Corporation in Hong Kong and Tokyo. Prior to his Far Eastern service, the new Maryland Trade Development director was employed by one of the largest customhouse broker and foreign freight forwarding firms in Los Angeles. As a regional manager for that company Mr. McClelland received invaluable experience in opening new offices in California and Mexico.

The Maryland Port Authority new director—Far East has a degree in business administration from the University of Southern California and a degree in foreign trade

from the American Institute for Foreign Trade, a specialized school in Phoenix, Arizona, which trains U.S. businessmen for living and working overseas.

Mr. McClelland speaks Japanese, as well as some French and Spanish.

The Maryland Port Authority office will be in the Yurakucho Building, which is in the Marunouchi area, the shipping and financial district of Tokyo.

"With the opening of a full time office in Japan and the Far East, the Maryland Port Authority will be able to carry out an effective program of on-the-spot information on Baltimore's port facilities and its specialized services which will result in greater development of trade between the Far East and Baltimore," said John L. Kronau, chairman of the authority.

Land Bridge

Chicago, Dec. 11:—An Interstate Commerce Commissioner said last week the closing of the Suez Canal should spur efforts to make "the United States a land bridge between Japan and Europe."

Dale W. Hardin told members of the Traffic Club of Chicago and the Association of ICC Practitioners that the concept of such an American "land bridge" between certain countries on the continents of Europe and Asia "stirs the imagination and suggests all kinds of possibilities and benefits."

"One thing is certain, however, and that is: We must get our own house in order with respect to coordinated transportation within and among the several modes," Hardin said.

"Otherwise we shall not be in a position to provide the quality of service necessary to attract ocean-to-ocean, land-bridge traffic.

"If we fail to make maximum use of our capabilities and resources, can anyone seriously question the willingness and ability of other nations to forge ahead of us?"

"The Japanese-Russian contract for the transsiberian movement is but one recent example of what other countries are prepared to do

and why we cannot afford to become complacent or to allow ourselves to stagnate.

Hardin said that the idea of using the United States as a land-bridge between Japan and Europe was reported as having been suggested at a meeting of the American Association of Port Authorities in Canada last September.

He related that the railroad official who made the suggestion urged water carriers, freight forwarders, railroads and the ports work together to develop the most economical transportation system for world commerce using a land-bridge route across America connecting ocean carriers on the Atlantic and Pacific.

The land-bridge concept, Hardin said, also envisioned movement of container freight between Japan and Europe via surface connections between California, Oregon or Washington and New York, Maryland or Virginia. (Shipping and Trade News)

Pied Piper

Houston, Texas:—William J. (Bill) Spitz, president of the Big State Exterminating Company of Houston, attained fame by reducing the rat population on Port of Houston wharves. He is known as the "Pied Piper of the Port."

You remember the legend about the Pied Piper of Hamelin: In 1284 he came to the Prussian hamlet, and offered, for a certain sum, to rid the town of rats. By his piping, he charmed the rats to jump in a river and drown. When the townsmen reneged on his award he piped the 130 children of the town into a hill cavern, which closed after them forever.

Fortunately, the personable "Bill" Spitz never has had to resort to such drastic collection methods.

Mr. Spitz has pursued rodents and other pests with such enthusiasm his company has more than 2,000 customers, including the ports of Houston, Galveston, and Beaumont; 23 radio-equipped service vehicles, and occupies 15,000 square feet of space.

A. C. Edwards is service manager; Dale McCullough sales man-

ager.

Born in Brooklyn in 1926, the son of Mr. and Mrs. Isadore Spitz, Bill studied business administration at New York University, after a hitch as a cadet in the U.S. Air Force.

Bill managed the Allied Bag and Trading Company in New York City, buying burlap from India, manufacturing the bags in the U.S., and selling them in French Indo China.

Mr. Spitz heard such glowing accounts of Houston he came here in the spring of 1950, and sold insurance for a short time. The owner of a Houston exterminating company employed him to look into the potential of the company, and that's how Bill got in the business.

Big State Exterminating Company is big business. It provides every kind of pest control, bird control, weed control, etc. "Any poison is handled under the strict rules of Pure Food and Drug Administration," Mr. Spitz said.

The substance fed birds, such as sparrows and pigeons, does not kill, but makes the birds so dizzy they seek other trees, etc.

Mr. Spitz is vice president of the National Pest Control Association, and is widely sought as a speaker. Delegations from such far-off countries as Brazil, Tanzania, and Ghana have come here for his services.

At the Port of Houston, Big State fumigates rice and flour for export.

Mr. Spitz gives port authorities much credit for helping on his anti-rat program. "The port has been cleaned up," he said. "Many areas have been paved, trash and rock piles eliminated."

Mr. Spitz married Miss Joan Rush. They live at 4903 Braesheather with their four sons, Clayton, 12; Leelan, 10; Nelson, 9; Jonathan, 2.

Bill is vice president of Temple Emanuel Congregation, and is an officer in the National Federation of Temple Brotherhood. He is also a member of the World Trade Club, and of the University Rotary Club. (Port of Houston Magazine)

Van Terminal

New Orleans, La.:—Plans for a terminal to handle containerized cargo have been completed for the port of New Orleans, and full container shipping service for the port is scheduled by one or more shipping lines within the next few years.

Announcement of the plans was made by William H. Lewis, deputy director for planning and engineering for the port at a meeting of the Southeast Shippers Advisory Board in Biloxi, Miss. recently.

Lewis stated that the port of New Orleans, which has been limited generally to vessels carrying mixed cargoes in the past, is the logical center in the Gulf area for containerized operations. (New Orleans Port Record)

Master Plan

Oakland, Calif.:—The planning firm of Wilsey & Ham has undertaken an extensive study to update the Port of Oakland's master development plan for new recreation, marine, air terminal and other commercial facilities along the Port's 19 miles of waterfront.

Port Commission president Emmett Kilpatrick said the company has been instructed to update the master plan "with a view toward maximizing recreational uses of Port property while accommodating Oakland's pressing need for additional marine terminal and airport facilities."

Phase I of the project will include a master development plan to be completed in January.

The second phase will include economic studies, soils investigations, ecological studies and other studies required to test and substantiate the preliminary plans.

Phase I is expected to cost about \$50,000, and total costs are estimated at between \$75,000 and \$100,000.

Kilpatrick said the updated master plan will be presented to the Bay Conservation and Development Commission (BCDC) to assist that agency in preparing its master plan for San Francisco Bay.

Kilpatrick stated that the new

master plan will include recreational studies which might augment the Port's already extensive leisure time developments.

These include Jack London Square, 866 small boat slips in the Port area, a golf course, and a study to develop a greenbelt along the Oakland Estuary from the Square to the Peralta College site.

Immediate Port planning calls for construction of a restaurant and picnicking, fishing and sight-seeing areas on the new 140-acre Seventh Street terminal. (Port of Oakland)

Philadelphia News

Philadelphia, Pa.: — The Census Bureau has reported that American-flag ships last year carried a smaller share of the nation's international commerce than in any 12-month period since the post-World War I era.

Its statistics show that U.S. bottoms transported 7.3 per cent of our waterborne imports and exports in 1966, as against an 8 per cent share in 1965, 11.1 per cent in 1960, 68.4 per cent in 1945 and 48.7 per cent in 1921, the first year statistics were kept.

* * *

- Liberia now has ships aggregating 22,598,000 tons flying her ensign and that gives the African country the world's largest merchant fleet, according to a Reuters dispatch.

It cites a Lloyd's Register of Shipping report that the addition of nearly two million tons over the past year enabled the "flag of convenience" nation to move ahead of the United States, which dropped 464,000 tons from the previous year to 20,333,000, including 7,250,000 tons of reserve fleet.

The term "flags of convenience" is one shipping men use to describe the practice of registering vessels under the flags of countries where taxes and labor costs are not as high as in the U.S.A.

* * *

- A Maritime Administration report shows that the foreign-flag fleet of U.S. companies now totals 448 ships of 16 million deadweight

tons and says that they fly the ensigns of 17 alien nations.

* * *

- Sun Oil Company has demonstrated that a helicopter can be employed in spreading the chemical Polycomplex A to destroy oil slicks on coastal waters.

The demonstration in the Delaware River off Sun's refinery at Marcus Hook, Pa., witnessed the copter hovering about eight feet above the water as it applied the substance. After a few minutes a blast of air from its rotors stimulated the mixing and two tugs churned through the water to complete the dispersion.

Polycomplex A, manufactured by Guardian Chemical Company, was first tested by Sun last summer and all of its ocean-going vessels are now equipped with the chemical. (DRPA LOG, November)

Commission Chairman

Portland, Ore., December 7:—Andrew J. Cook, President of Active Equipment Co., Secretary-Treasurer of Schmitt Steel Co., and a member of the Commission of Public Docks since February 1966, today was elected Chairman of the Commission for 1968. He had served during the past year as Vice-Chairman. This position will be filled by John M. Fulton, Corporate Representative of Crown Zellerbach Corporation and a member of the Commission for the past year.

Cook will succeed Raymond M. Kell, who first was appointed to the five-man board by Mayor Terry D. Schunk in 1957 and has served as Chairman three times.

Cook is a National Director of Boys Club of America, Director of the Oregon Society for Crippled Children and Adults, and a former advisory board member of the St. Mary's Home for Boys, Beaverton. In business he is a Director of Transpacific Life Insurance Co., among other affiliations. He returned in November from a trade development trip to the Orient and attendance in Japan at the U.S.-Japan Mayors and Chamber of

Commerce President's Conference. Fulton, a member of the Conference Executive Committee, also was present.

Fulton has been affiliated with Crown Zellerbach since 1928. He is past President and currently a Director of the Portland Chamber of Commerce, a Director of the Japan Society of Oregon, on the Executive Committee of Associated Oregon Industries, Chairman of the Oregon State Civil Service Commission, Trustee of Marylhurst College, President of Blue Cross of Oregon and a Director of the U.S. Chamber of Commerce. (Portland Public Docks)

Adm. Harllee

San Diego, Calif.:—Rear Adm. John Harllee, Federal Maritime Commission chairman, recently said the United Port District growth pattern could "lead the way" for similar developments in other West Coast ports.

The retired Navy admiral made his comment during a tour of port facilities in company with Unified Port District officials. The stop at San Diego was part of a nine-day tour of the West to include visits to seven major ports. He was accompanied on the visit by Harvey Schneiber, FMC West Coast director, and Mike Trupp, FMC staff member.

"Each year I come here and think the improvements and progress you've made are almost too good to be true," Adm. Harllee told Port of San Diego officials. He said the Port commission and staff are "leading the way to a very sensible development but at the same time are highly competitive with other ports. The district could lead the way to similar development in other major West Coast ports."

Following an invitation to the Port Commission, Vice Chairman C. A. Larsen joined the FMC group to visit other California ports and exchange information concerning mutual problems with other port executives. (Port of San Diego Newsletter)

1967-A Year of Progress

San Francisco, Calif.:—The year 1967 was one of great progress and activity at the Port of San Francisco with the opening of two new ocean shipping terminals, including the largest ever built in San Francisco Bay, the purchase of waterfront property, and the announcement of far-reaching plans for future development.

Port Director Rae F. Watts listed these accomplishments during the year on the San Francisco waterfront:

—The opening of the new, 68-acre, nine-berth Army Street Terminal as the largest and most important marine facility to be built in the Port's 104-year history.

—Completion of a newly constructed, 470,000 square foot Pier 27 Terminal for Pacific Far East Line.

—Plans for the reconstruction and redesign of the Islais Creek Grain Terminal to double the storage and triple the loading capacities.

—The purchase of 33-acres of waterfront property, part of the Bethlehem shipyard, which will be developed as a modern two-berth terminal.

—Expansion of the containerization capabilities at the Army Street Terminal with the invitation for bids on the construction of a multi-purpose gantry crane to serve container, heavy lift, and bulk cargo at the new facility.

—Installation of container storage yards at various locations along the waterfront.

—The announcement of plans for the redevelopment of the Ferry Building area, including the construction of a garage-office-building complex. The Port Authority has also made available to the City of San Francisco an area just north of the Ferry Building for use as a temporary heliport site.

More than 25 steamship companies, representing maritime nations from Europe, the Far East and the United States, are using the 68-acre Army Street Terminal as their West Coast freight headquarters.

Efficient and economical movement of cargo is the major advantage steamship lines and shippers using the new facilities. Located on the north side of Islais Creek Channel, Army Street has easy access to both railroad marshalling yards and on-off ramps to major free-ways.

With more than 820,000 square feet of enclosed storage space and approximately 30 acres of open storage area, the versatile, combination terminal may accommodate both break-bulk and container cargo.

The new, 11-acre Pier 27 Terminal was constructed at the north end of the San Francisco waterfront as a vital part of the Port's long-range improvement program.

It is assigned to Pacific Far East Line, which estimates the new facility will allow the line to move an additional 100,000 tons of cargo a year. Combined with Piers 29, 31 and 33, it gives PFEL facilities to dock and handle seven ships at one time.

The Port's present Grain Terminal, across Islais Creek Channel from the Army Street Terminal, will be rebuilt to a total storage capacity of 2,000,000 bushels, with its loading capacity increased to more than 1,200 tons per hour. Six mechanized loading spouts will be arranged to load the largest bulk carriers without shifting the vessel.

The Grain Terminal will remain in full operation during the construction period, and it is capable of handling ships with a draft of up to 40 feet.

The Port's plans for future redevelopment come from two recent studies conducted for the Port Authority by Arthur D. Little Co., and John S. Bolles Associates, San Francisco architectural firm, encompassing the northern waterfront and Ferry Building areas.

At the Ferry Building the Port Authority is pushing ahead with plans for the construction of an office building-garage complex, which would provide more than 100,000 square feet of office space and room for 1,000 automobiles. The top of the building is being

proposed for use as a landing and terminal for helicopter service.

The plan also calls for a restaurant, small boat lagoon, a marine and ferry boat landing, and a dock for "ceremonial" ships.

The Arthur D. Little research company advocates a sweeping commercial development of port property in the Hyde Street-Fisherman's Wharf area to expand retail, restaurant and entertainment facilities.

The Port of San Francisco is now filling a 135-acre site at India Basin, directly across the Islais Creek Channel from the Army Street Terminal. This area may be built to specifications and requirements for the type of marine facility desired. (San Francisco Port Authority)

San Francisco

Container Terminal

The San Francisco Port Authority has purchased 33 acres of waterfront property from the U.S. Government and proposes to develop the area into a modern container terminal, San Francisco Port Director Rae F. Watts announced.

Final approval of the sale was given by the General Services Administration and Congress for the purchase price of \$3,250,000.

The land, formerly part of Bethlehem Steel Company's shipyard, would take approximately two years to build into a large container complex.

The proposed Port of San Francisco facility would have a 1,600-foot long wharf built of prestressed concrete with a capacity of 1,000 pounds per square foot. It would berth two large, deep-draft container ships at one time.

The facility would be complete for a full container operation. Giant container cranes would serve the dock, and specially designed transport trucks would move the containers between shipside and the large storage area. A freight station and machine and repair shops can also be included.

The terminal is conveniently located with excellent highway and railroad access. Rail ferry slips are

on either side, and rail marshalling yards for the Santa Fe, Southern Pacific and Western Pacific are within blocks.

A wide-spread construction and revitalization program is underway at the Port of San Francisco to keep pace with the anticipated increase in general cargo and container volume, and to guarantee ship operators and shippers the utmost in ship berthing and handling, discharge and loading, cargo transit and storage, and truck and railroad car dispatch.

Key is the new, 68-acre Army Street Terminal, which opened September 1 as the most modern and efficient ocean shipping facility ever built in San Francisco Bay. This complex can accommodate nine ships at one time for both break-bulk and container cargo operations.

Also recently opened was the new Pier 27 Terminal, a 470,000 square-foot facility for general cargo and containers. This modern facility is assigned to the expanding fleet of Pacific Far East Line, and it has been estimated that the trans-Pacific carrier will handle an additional 100,000 tons more of cargo at the new pier.

In addition, various container storage yards have been installed along the San Francisco waterfront, and plans are underway to modernize and double the capacity of the Port's grain elevator.

Sister Port

A channel buoy bell that guarded the entrance to San Francisco Harbor for nearly half a century will be presented by the San Francisco Port Authority to city and port officials in Osaka, San Francisco's sister city in Japan.

The Osaka event is part of a series of ceremonies being staged by the Japanese this month to mark the 100th anniversary of Osaka's port. Port Authority Commissioner Daniel E. London will represent San Francisco and its port at the Osaka ceremonies.

The 200-pound harbor bell tolled out navigational warnings in the harbor for many years. The bell was retired from service recently

and given to the Port Authority for the Osaka ceremony by the U.S. Coast Guard Captain of the Port here.

In addition to the bell, London will present ranking Japanese officials at the Osaka ceremony with an official decoration, the Order of Maritime Merit, designed by the Port Authority.

Mayor Kaoru Chuma of Osaka, Gov. Gisen Sato of the Osaka Prefecture, and Japanese Transport Minister Takeo Ohashi are among the Japanese officials who will take part in the ceremony.

San Francisco and Osaka port officials developed the idea of the port recognition event during a Port of San Francisco trade mission to the Orient early this year, as an adjunct of the sister-city program sponsored jointly by citizens' committees of the two cities.

Milo for Japan

The first shipment of what is planned to be a continuous flow of milo through the Port of San Francisco's Islais Creek Grain Terminal was loaded aboard a large bulk carrier for the Far East, Port Director Rae F. Watts announced.

The 31,000 (gross) ton liner **ORIENTAL CLIPPER**, owned by Universal Bulk Carriers and chartered by Cargill, Inc., loaded 5561 tons of milo at the Port's grain elevator at the rate of 360 tons an hour. The commodity will be used as cattle feed in Japan.

The Port of San Francisco's Grain Terminal is capable of handling the largest bulk carriers with drafts up to 40 feet, a depth greater than at any other Northern California port.

Plans call for the facility to be modernized and reconstructed to double its storage capacity, making it the most efficient grain terminal on the West Coast.

First Cargoliner

The first two cargoliners arrived at the Army Street Terminal as the Port of San Francisco's new, 68-acre facility swung into full cargo operations.

First Cargoliners at Army Street

The **M.S. SINALOA**, of East

Asiatic Company, discharged European automobiles and general cargo. Under the command of Captain T.M. Dahl, the 491-foot long vessel came to San Francisco from a number of European ports, including Copenhagen, Hull and Dublin.

"K" Line's 21-knot cargoliner **OREGON MARU** docked at Army Street to discharge cargo from Japan, including 20 standard, 20-foot long containers. The merchandise was mostly Christmas gift items.

A total of 25 steamship lines will use the modern and efficient facilities at the Army Street Terminal, including leading European steamship companies, Japanese lines and some American-flag operators. (Port of San Francisco International News Bulletin)

Port Film

Seattle, Wash.: — Time—that is saved by using the Great Circle route across the Pacific, putting Far East cargoes into Seattle one to three days faster than to any other U.S. port. Time—conserved by a steamship captain when he can cut his ship's time-in-port by 50 per cent because of new, high-speed dockside equipment being installed in Seattle under a multi-million dollar modernization program. And time—total time—that cargo is enroute between consignee and consignor, including the rail and truck time between port and the inland point of origin or destination, substantially less when the port is Seattle.

These are the "times" referred to in the Port of Seattle's newest promotional film, "A Matter of Time," being released for public showing this month. This 16 mm film, with a running time of approximately 17 minutes, was designed as a working tool for the Port of Seattle's trade development representatives, to help tell the story of how days and dollars are saved by routing imports and exports via Seattle.

Although intended primarily for the businessman engaged in foreign trade, the picture will be of interest to anyone to whom ships and tugs

and waterfronts hold an appeal.

Copies of the film are available for free showing through any of the Port's field offices, or by writing to the public relations office of the Port of Seattle, P.O. Box 1209, Seattle, Wash. 98111. Those wishing to show the film are asked to write as far in advance as possible. A print of the film with a Japanese sound track will be available for showing in Japan. (Port of Seattle Reporter, December)

Clip-on Freezer

Melbourne: — Further developments in the containerisation of perishable cargo for the international trade were made when two prototype 20 ft. insulated containers with unique "clip-on" refrigeration systems were demonstrated in Melbourne last month.

The fibreglass containers were built by the Melbourne firm of Reinforced Plastics Pty. Ltd., and handed over at a ceremony to representatives of Overseas Containers Aust. Ltd. and Trans Ocean Containers for evaluation.

They are the first Australian designed and manufactured insulated containers to pass the stringent tests conducted by the International Standards Organisation.

Built by a unique one-piece moulded fibreglass construction process, the containers are made of a 3 in. core of rigid polyurethane which is vacuum bonded between two skins of fibreglass.

To allow multiple stacking when loaded, the container is built with end frames of heavy duty steel angle and the floor, of metal construction, has been tested carrying loads of up to 12,000 lbs.

Advantages of the one-piece moulded fibreglass insulated containers, claimed by the manufacturers are that they allow a minimum of air leakage for refrigeration purposes, and they have low maintenance costs.

The interior of the containers has been designed for a forced draft system of refrigeration which circulates air around the cargo from ducts at the rear of the containers at temperatures as low as -20 de-

grees F.

The refrigeration unit which was designed to match these containers is a "clip-on" type, developed over 15 months in conjunction with the two container consortiums by the Melbourne based refrigeration firm, Terry Engineering Pty. Ltd.

Designed to preserve perishable goods on their road or rail journey to the wharf, the detachable refrigeration units can be removed before the container is loaded into a ship where its own forced draft refrigeration system takes over.

Recently, a new \$1 million company, Fairbank Road Pty. Ltd., was formed with Reinforced Plastics, Australian Consolidated Industries, and Gibbs Bright to meet the expected demand for Reinforced Plastic containers. (Melbourne Harbor Trust Port Gazette)

Woolloomooloo Bay

Sydney, December 22:—The Maritime Services Board of N.S.W. has let a \$600,000 contract to Dillingham Constructions Pty. Ltd. for the construction of a new wharf at No. 11 Woolloomooloo.

In announcing this today, the President of the Maritime Services Board, Mr. W.H. Brotherson, said that the old No. 11 Berth, Woolloomooloo, has been out of commission for some time, pending reconstruction but the contract now let to Dillingham Constructions Pty. Ltd. provides for the new berth to be ready for service before the middle of 1969.

The new wharf is intended as a general purpose berth but it will be constructed in such a way as to accept the heavy wheel loadings involved in the handling of containers and unit loads. (The Maritime Services Board of N.S.W.)

Modern Equipment

Sydney, December 20:—An \$80,000 contract has been let by the Maritime Services Board of N.S.W. to Ferrier and Dickinson Pty. Ltd. for the supply of a side loading fork lift truck.

In announcing this today, the President of the Maritime Services

Board, Mr. W.H. Brotherson, said that the Board had placed an order for the supply of a 25 ton capacity "Lancer" side loader for general use in the port but it would be particularly useful at Nos. 8-10 berths in Darling Harbour.

He said that it was anticipated that the new item of equipment would be the first of its type available in Australia and that it would be going into service in July next year.

It would be available for hire by the Board for stevedoring purposes and would be ideally suitable for the lifting of practically all of the large flats and other types of unitised cargo now entering the port.

In line with modern container handling technique, the fork lift will be equipped with a self-attaching frame to lock on to the top of containers. It will be capable of stacking the standard I.S.O. containers, two high.

Mr. Brotherson said that the Scandia type ships which often use the new wharves in Darling Harbour carry a number of containers and, with its speedy operation and rapid movement around the area, the side loader now on order would be particularly suited for handling these.

He said that, following a period of operation by the Board of the new equipment at Darling Harbour, consideration will be given to the purchase of additional side loaders for use at the general purpose container terminal now being constructed by the Board at White Bay.

Because of the high capital cost of container handling equipment of this type, the Board's decision to purchase the side loader has been made known to the various stevedoring interests in the Port of Sydney and, in this way, the necessity of duplicating the investment would be minimised. (The Maritime Services Board of N.S.W.)

Madras

Bombay:—The annual report of the Madras Stevedores' Association for 1966 reflects some of the difficulties which shipping encountered

at the Madras port during the year. The port was faced with two strikes by the dock labour during the year, the second of which lasted nearly four days, completely paralysing all shipping at the port. Then, the costs of stevedoring also went up sharply on account of the various benefits given to labour. Thus, according to the report, the year ended with an additional liability of 69 paise per mazdoor per shift and Rs. 1.58 per tindal, winchman or tally clerk per shift. This, it is observed, is "an alarming increase even by liberal standards, which has added to production costs."

The Chairman of the Association, Shri A. B. Ananthakrishnan, has in this connection repeated his warning that any wage rise which is not linked to productivity will only contribute to the terminal costs spiral and that the authorities should bear this in mind as we are passing through a stage when we can hardly afford to have our exports made less competitive or imports made more expensive by higher stevedoring costs. He has drawn attention to how recently a wage rise of 16 per cent to London dockers, suggested by Lord Devlin, was rejected by the British Government in national interests. Shri Ananthakrishnan has suggested that we should also emulate such restraints in our economy with the cooperation of labour leaders, who, he hopes, would strive to give a more sober leadership to dock labour. (Indian Shipping, August 1967)

Operation Hall

Karachi:—A well equipped OPERATION THEATRE has been added to the K.P.T. Hospital at Keamari. The opening ceremony of the Operation Theatre was performed on Thursday the 23rd November, 1967 at 4-30 p.m. by Begum Commodore Mahmud-ul Hasan, S.K., T.Pk., A.D.C., P.N., Chairman, Karachi Port Trust. The Operation Theatre is the latest addition to the Hospital besides X-Ray and Biochemical and Pathological laboratories. A senior general sur-

geon has been appointed as Honorary Surgeon who performs major operations in the Hospital. An Orthopedic Surgeon, Gynaecologist and an Anaesthetist have also been put on the approved panel of the Hospital. These are in addition to the medical staff of the Hospital which comprises of six Medical Officers, four Lady Medical Officers, a part-time Eye Specialist and a Dental Surgeon. The Hospital also contains a Maternity Home and a Family Planning and Child Health Centre. The Hospital is the nucleus of K.P.T. medical facilities which besides this hospital comprise of two Dispensaries on the main land, a Dispensary and Maternity Centre at Manora. The K.P.T. Hospital for 200 beds would now be developed in a well integrated and comprehensive medical complex. This Medical Complex would spread over additional buildings and contain modern equipment for all kinds of medical facilities. The work on the medical complex will be taken up in the current financial year. The Hospital and other Medical Facilities in K.P.T. are under the control of the Chief Medical Officer, Dr. M. Q. Quraishi, M.B.B.S., L.A.H., M.R.C.P., D.C.H., F.R.I.P.H., (London). (K.P.T. News Bulletin)

German Experts

Bangkok:—Mr. W. Holtz and Mr. K. Hirschfeld, Director and Planning Engineer respectively of Messrs. August Prien Company, Hamburg, visited Bangkok from October 30 as guests of the Port Authority of Thailand. They made further investigations on the dolphins project under the Agreement between the German and Thai Governments.

On October 17 at 9.30 a.m., both visitors together with an official from the Embassy of the Federal Republic of Germany, Mr. Kurt Fleicher, called on Captain Lapo Israngkura, R.T.N., Deputy Director for Operations, and met Comdr. Tapanavongs Bunnag, Chief of Engineering Department and Nai Tara Rojthana, Senior Civil Engineer of the Engineering Department. After

the discussion, the visiting party met with several port officials in charge of the dolphins project in order to collect technical data for carrying out the design of the midstream dolphins.

The two experts from Messrs. August Prien further discussed the matter with port officials concerned in order to have a clear view on mooring procedures, current, water levels, wind, etc. (P.A.T. News)

Pipe-Line from Rotterdam

Antwerp:—Three petroleum companies (ESSO, British Petroleum and Petrofina) requested approval of the Dutch and Belgian governments for the construction of a pipe-line from Rotterdam to Antwerp at the companies' own expenses. The pipe-line would be used to supply the refineries of the subject companies, located in the Antwerp port zone, with crude oil shipped by super tankers, of 200,000 tdw.

The Alderman of the port of Antwerp, Mr. L. Delwaide, declared in the course of a press conference held in this connection that, before a decision is taken, all possible solutions must be thoroughly examined. The port of Rotterdam will soon be able to receive tankers of 225,000 tdw., but this may prove to be insufficient since there are already tankers of 312,000 tdw. under construction, and plans exist for vessels up to 500,000 and even 800,000 tons.

Under these circumstances the solution of transshipment ports, where petroleum would be transhipped from supertankers into tankers of 80,000 tdw. such as the Bantry Bay project of Gulf, may prove to be ultimately preferable to the construction of a pipe line. (Antwerp Port News, September 1967)

T.E.R.R.E.

Antwerp:—As from September the previously announced Trans Europe Rail Route Express container trains are running between Antwerp and Italy via Germany and Switzerland.

Organized by T.E.R.R.E. Cy —

which operates similar services in the U.S., Australia and the United Kingdom—, the special railway service links the main Benelux ports with Milano in 36 hrs. It is foreseen that, after a break-in period the T.E.R.R.E. trains will assure a daily service. Firms not possessing container may obtain same from Rent-a-Van, a sister company of T.E.R.R.E. It goes without saying that this new rail-communication of Antwerp will be very valuable in regard to the port's future container traffic. Within a near future the T.E.R.R.E. trains will serve indeed W. Europe's major economic centres, as 9 different lines are scheduled. (Antwerp Port News, September 1967)

Upkeep at Scheldt

Antwerp: — The normalization works to improve the navigability of the Scheldt continue according to the schedule. As a result of the works already carried out, and of the opening of the Zandvlietlock, vessels of about 70,000 t.d.w. can now reach the docks without difficulties. The largest vessel which up to now entered the port had a draught of 41'10".

On October 11, during a meeting of the consultation committee which deals with the Scheldt problems, Mr. Verschave, director of the maritime services, reported the progress of the works.

A new scale model of the Scheldt is being built by the laboratory for hydraulic research. It will be completed early in 1968 and allow more detailed testing of the plans. In the meantime the construction of guiding dikes in the Scheldt goes on. One dike is under construction at „Doel” and public tender for the construction of another one at „Ballastplaat” will be opened next month.

The dredging works for the upkeep of the navigable channel also continue. Since a few months the sand dredged out is no longer dumped in other sections of the river but outside the Scheldt bed; this has helped much in improving the navigability. (Antwerp Port News)

Greenock

Glasgow:—The Clyde Port Authority is considering the rationalisation of existing port facilities at Greenock and the further development of deepwater berthage at the port in the future.

At present, a £2.5 million container terminal is under construction at Princes Pier. This consists of an 850-foot berth with a back-up area of 22½ acres. The adjoining Albert Harbour is at the same time being filled in to give a further 15 acres of hard standing for an extension of the first container ship berth by 750 feet when required.

A further 2,300 feet of river frontage—extending eastwards from Albert Harbour to Customhouse Quay—is now under consideration for future development of deep-water berthage. Preliminary discussions have already been held with the Ministry of Defence regarding the Boom Defence Depot and the Admiralty Machinery Depot which presently occupy land in this area.

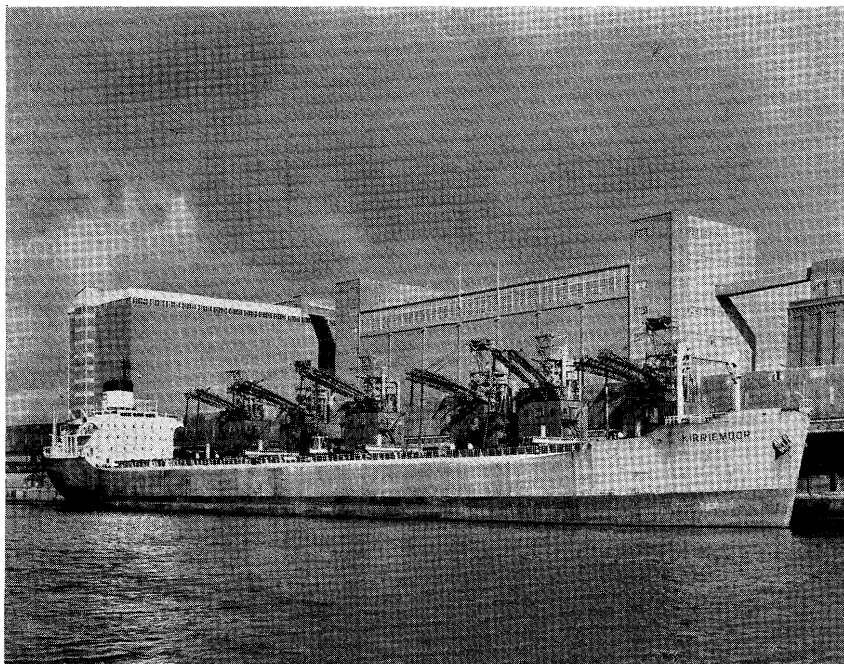
The first part of the projected deep-water berthage development will take the form of a new 750-foot quay to accommodate bulk sugar carriers and preliminary discussions have been held with local sugar refiners.

Principal trade to Greenock is the import of bulk raw sugar for Westburn Sugar Refineries Ltd. and John Walker & Co. (Sugar Refiners) Ltd. With the increasing size of vessels in this trade, existing facilities in James Watt Dock are proving inadequate owing to the restricted dock entrance and limitation in depth.

It is hoped to re-locate the sugar trade by 1970, though the timing will depend on when the Authority obtains occupancy of the Boom Defence Depot land.

The scope for development for commercial traffic at the eastern end of the port in the Great Harbour is limited to an area of the South Wharf—between the part occupied by the Ministry of Defence, at the west end, and the shiprepairing and dry dock complex of the Scott Lithgow Dry Dock

Fast Discharge at Clydeport



It took just over three working days to discharge 27,335 tons of maize from the Moore Line's bulk carrier **KIRRIEMOOR** at Clydeport's Meadowside Granary. It was the largest single shipment of bulk grain ever to leave the South African port of East London and the largest to be discharged at a British Port. The shippers were **BUNGE & CO., LTD.** Discharging was done at an average rate of 830 tons an hour and **KIRRIEMOOR** was on her way again an hour after it was complete.

"The turn-round of this vessel bears out the fact that Clydeport can now offer one of the fastest grain discharges in the country," said **MR. J.M. FLETCHER**, assistant general manager of the Clyde Port Authority. "With our recent extension at the granary, which raised its total capacity to 176,000 tons, we no longer suffer from the storage problems which affected us in the past, and are still to be found in many other ports." (Clydeport Authority)

Company at the eastern end. The Authority hopes that the South Wharf and the land behind it may prove attractive to the Lower Reaches shipbuilding group which could extend and concentrate a large part of its activities in this area of the port. Accordingly, the Authority intends to discuss this question with the shipbuilders in the near future. (Clyde Port Authority)

Port Nationalisation

Liverpool, December 11th, 1967:—Nationalisation of Britain's major ports could mean loss of trade to Continental ports. This is the view of **Mr. M. D. Oliphant**, chairman of the Mersey Docks & Harbour Board. In his annual statement covering the financial year ended July 1, **Mr. Oliphant** said he feared

the State take-over proposals "will lead to over-centralised control and an absence of competition which will mean higher charges for ship-owners and traders."

On the recent Merseyside dock strike, he pointed out that this probably cost the Mersey Docks & Harbour Board not less than £750,000 and might well reach £1 million.

He said that the full financial effect would not be apparent for some months.

"The damage caused," he added, "will be severe and long lasting. The loss to the nation's trade and reputation may well also be far reaching."

TRAGIC CONSEQUENCES

"We must hope that all concerned will see to it that future negotia-

tions are attended by such understanding as will ensure that we never again experience the tragic consequences which must always attend such action."

It had not been an easy year, Mr. Oliphant said. The surplus on the dock undertaking and conservancy had been reduced from the previous year's figure of £1,485,000 to 743,000, which was far less than needed to cover replacement cost depreciation.

Turning to the proposed nationalisation of the major ports, Mr. Oliphant said he could not see any economies likely to accrue. "I fear," he said, "that the proposals will lead to over-centralised control and an absence of competition which will mean higher charges for ship-owners and traders. This will inevitably mean loss of trade to Continental ports."

DISAPPOINTMENT

The Board was, to say the least, "disappointed by the proposals of the container-shipping lines to use only one port in Britain for the Australia container trade."

"There will, of course, be a fairly considerable residual trade which will presumably continue to come to its accustomed port of discharge. But we have not been convinced that this alteration will be as advantageous to traders in this area as regular services to the port nearest to the inland destination of the goods. In case, however, we do lose this trade, we are seeking means of filling the gap from certain other countries through shipping lines which have expressed interest in our container facilities."

Vessels using the port of Liverpool in the financial year ended July 1, 1967, totalled 31,176,266 tons net, according to the annual report of the Board. This was an increase of 502,956 tons net over the previous year, and the figure was just short of the record, established two years ago. The number of vessels using the port increased by 507 to 16,651.

TOTAL TONNAGE DOWN

The total tonnage of cargo passing through the port was 28,325,657 tons, 1,401,058 tons less than last year's all-time peak. Foreign ex-

ports increased by 3.2 per cent to a total of 4,405,395 tons. Foreign imports other than petroleum also increased by almost 2 per cent to a total of 8,547,723 tons. Oil traffic totalled 13,700,452 tons.

In its first year of operation the Board's cargo handling organisation dealt with 380,900 tons of general and 22,934 tons of bulk cargo. (Lloyd's List, December 12, 1967)

Gladstone Container

Liverpool, September 11, 1967:— On the first day of the Export Services Exhibition at Olympia, London, at which the Port of Liverpool is taking a leading part, the Mersey Docks and Harbour Board were able to announce sweeping changes in their charges for containers and ships using the new £1 million Gladstone Container Terminal.

As from September 11th ships using this Terminal will only pay **HALF THE APPROPRIATE DOCK TONNAGE RATES.**

These charges are operative for a period of 12 months and are an indication of the Board's determination to cater for this fast growing traffic and another stage in the Port of Liverpool's movement towards faster turn round and the handling of all cargoes in the most efficient cost cutting way.

The Gladstone Container Terminal is 1,050 ft. long and 120 ft. wide with an available water depth of 43 ft. More than 1,000 containers can be accommodated on the adjacent land area and the berth will also have facilities to enable roll-on/roll-off operations to be carried out. A 50 ton quay crane is available on the south side of the dock.

Two 35 ton Stothert and Pitt transporter cranes for container handling have been ordered for this berth and in addition, six Clark

Container charges will be:—

	IN			OUT			EMPTY (in or out)		
	(Full or part loaded)								
	£	s.	d.	£	s.	d.	£	s.	d.
20'×8'×8'	7	10	0	5	10	0	3	10	0
30'×8'×8'	10	10	0	7	10	0	4	5	0
40'×8'×8'	14	0	0	10	0	0	5	0	0

All Handling And Port Charges Included.

Van Carriers capable of moving containers up to 40 ft. in length and weighing up to 30 tons. (Mersey Docks and Harbour Board)

Birkenhead Docks

Liverpool:—The modernisation of the Port of Liverpool has been taken a stage further by the start of work on a £1,750,000 plan to provide four up-to-date export berths at the north side of Vittoria Dock and Vittoria Wharf, in the Birkenhead sector of the port. This scheme has been evolved by the Mersey Docks and Harbour Board in close collaboration with the Clan Line, which has an important trade between Liverpool and India, Pakistan and Africa. The work has been recommended by the National Ports Council and approved by the Minister of Transport.

The main features of the development, which is on a peninsular site adjacent to the new Blue Funnel Line berths recently commissioned for the Far Eastern trade, are two transit sheds, each 600 ft. long and 250 ft. wide. Each shed will serve two berths, making a total of four. Quay margins will be nearly 50 ft. wide, served by twelve 6-ton portal cranes.

The roadway for traffic using the installation will pass through the centre of these transit sheds, and there will be double railway tracks in the sheds as well as on the quay margins.

A lorry park will be provided to accommodate 75 vehicles, with rest room and canteen facilities for drivers. Other amenities will include canteens for dock workers and staff, and an administration building for Clan Line personnel.

Commenting on the new scheme the Board's Director General, Sir determined to ensure that the Port Clifford Dove, said "the Board is of Liverpool maintains its position as Britain's leading export port in

the deep sea trades. These new berths, which will incorporate the most modern thinking in cargo handling and engineering techniques show our resolve to provide improved accommodation for general cargo as well as specialised installations for container and bulk services." (Mersey Docks and Harbor Board)

Oil Bypassing Suez

London:—A leading British shipping trade official forecast December 29 that by 1975 virtually no oil will pass through the Suez Canal. It will be more economical to use giant tankers around the Cape.

Anthony Cayzer, president of the U.K. Chamber of Shipping, said that the canal's closure for the second time in 10 years had sharpened the demand for mammoth tankers.

In the latest issue of Lloyd's list annual review, Cayzer said that by 1970 there would be at least 160 ships of 200,000 tons and over in service.

More than 100 of them had been ordered since the canal was closed five months ago.

"Together, if used between the Persian Gulf and Europe, they would have an annual carrying capacity of 200 million tons of oil, roughly the same amount as used to come through the canal," he said.

Cayzer said: "Between 1970 and 1975 virtually no oil could be coming through Suez on present indications."

Even if a 200,000-ton tanker could pass through the canal in ballast, the cost compared with the Cape of Good Hope route was not much less, he said.

Any increase in canal dues could make it more economical for big ships to go round the Cape both in ballast and laden.

Cayzer said that before closing the canal, Egypt planned to deepen the channel to take 200,000-ton tankers in ballast, if bends were straightened, and fully-loaded tankers by 1975. (Japan Times)

New Board

London:—The Minister of Transport, Mrs. Barbara Castle, after consultation with the National Ports Council, has appointed Viscount Simon, C.M.G., to be Chairman of the reconstituted board of the P.L.A. from 1st October, 1967. She has also appointed the following to be members of the Authority.

F. B. Bolton, MC
Sir David Burnett, Bt, MBE, TD
Sir Andrew Crichton
F. A. Everard
S. Forbes Cockell
B. Fry
A.S. Gaselee, OBE
Capt. R. N. Mayo
Sir William Rendell
J. M. Montague Meyer, CBE
P. Shea
H. N. Sporborg, CMG
The Earl of Verulam
A. S. Wingate-Saul

The appointments have been made after consultation with various bodies and interests in accordance with the Port of London Authority Revision Order 1967, which came into operation on 21st August. (The PLA Monthly October)

More Timber Business

London, 21st December:—Following the end of the softwood season, and while importers are planning 1968 operations, a PLA marketing team will be in the field visiting them in and around London. It will consist of Mr. Leslie Heritage, Trade Officer, in the Commercial Department, and Mr. Stanley Hunter, newly appointed Senior Wood Inspector at Surrey Commercial Docks.

They will have the benefit of the PLA's market studies, as well as their close knowledge of operating techniques and the needs of the trade. Consideration will be given to handling requirements other than, and in addition to, those traditionally offered at Surrey Docks.

Mr. Heritage said: "We hope to discuss forward shipments and to quote advantageous terms for guaranteed tonnages. All importers will be contacted during the early part of the new year but if any customer

requires particular help a telephone call to my office, Royal 2000 Ext. 92/245, will receive prompt attention."

Importers in the Midlands who are interested in the new schemes should contact Mr. Roy Wood, Trade Promotion Officer, Birmingham, Edgbaston 2225/6.

The team will be concentrating first of all on the softwood trade, but later plan to visit importers of hardwoods and plywood. (Port of London Authority Press Release)

Grangemouth

London, 12th October, 1967:—Due tomorrow (Saturday) at the British Transport Docks Board's container terminal at Grangemouth in Scotland is the American container ship **Wacosta**, the eighth vessel in six days to call at the port to unload and load containers.

The Grangemouth terminal was the first in Britain to have an operational container transporter crane. With the second crane due to start operating shortly, it is believed to be the first terminal in Europe to have two. Both are all-British transporters built for the Docks Board by Clyde Crane & Booth Ltd. of Mossend, Bellshill, Lanarkshire.

During the week Grangemouth has been visited by two container ships of the American Sea-Land Company (who started their direct container service from the port to New York in April, 1966), vessels of United States Lines, American Export Isbrandtsen Lines, Norddeutscher Lloyd, and of the regular MacVan container service to Rotterdam and Antwerp. (British Transport Docks Board)

Goal for EEC Ports

Bremen:—A treatise, which the Bremen politician Hans-Stefan Seifriz executed in his prior capacity as appriizer to the Traffic Committee in the European Parliament, contains the demand for a joint policy in European seaport trading. This includes a resolution proposal which calls for a joint seaport trading policy to be conceived already now,

whereby comparative seaport statistics are procured and published by the EEC Commission as complete information. The treatise will pass via the EEC Commission to the European Parliament.

The treatise does not plead for a concentration of the European seaports, but rather for an harmonization of the preliminary competitive conditions, which is to include all branches of transport. Special tariffs should only be permitted for those ports in a perimeter position.

The treatise also contains proposals for the expansion of regional ports. Because the less developed areas in Southern and Western France, in Southern Italy and Northwestern Germany have, in spite of certain progress, fallen still further behind, a common European regional policy must strive energetically to produce economic action centres as hinterlands for the ports. Seifriz believes that it should be possible, consequent upon the containerisation development, for the trading houses to withdraw into the interior, in the vicinity of the future container terminals and large factories to be located in the port towns.

Were Seifriz's proposals to become compulsory EEC decrees, the ports would, in the future, be obliged to exchange all plans among themselves. In this way false investment by individual ports would be avoided. (Bremen Air Mail)

Bremerhaven

Bremen:—The conditions exist in Bremerhaven for the production of a 5,600 hectare port area. It would thus be nearly twice the size of the present harbours in Bremen and Bremerhaven. In size this area is comparable with the planned extension land for the Rhein estuary ports totalling 6,850 hectares. These figures are contained in an extensive report produced by the Bremen representative of the German Federal Parliament, Hans-Stefan Seifriz, as a former member of the Traffic Committee of the European Parliament. (Bremen Air Mail)

Suez Widows

Johannesburg, Dec. 6:—They call themselves the "Suez widows," and you will find them sitting disconsolately at home most evenings in South Africa's major ports. Some are young, some middle-aged, but they have this in common: all are married to the men who man South Africa's harbors around the clock, and all are thoroughly disgruntled.

With the closing of the Suez Canal last June, South Africa entered the greatest maritime boom in its history. Thousands of vessels were diverted from the Mediterranean and Red Seas to the long haul around the Cape of Good Hope. Most by-passed South African harbors but hundreds have put in for food and supplies.

By mid-November more than 1,000 ships diverted from Suez had called at Durban. Almost as many had visited Cape Town, and the city at the foot of its famous Table Mountain is reliving the pre-Suez Canal era when Table Bay was known universally as "the Tavern of the Seas."

But someone has had to suffer amidst the maritime prosperity and the harbor staffs have felt the pinch.

The young wife of a Cape Town tugmaster said: "We call ourselves Suez widows for good reason. Since the Suez Canal closed last June I can count the number of evenings my husband has spent at home with me on the fingers of one hand. Every day he spends 12 hours or longer down at the docks shunting those ships around. I wish he could change his job, but the pay is so good with all his overtime that we can't afford it."

Many harbor workers' homes sport new refrigerators, appliances, furniture and cars, all bought since the June Middle East war. But there has been a heavy cost: daily overtime, working every Sunday and on public holidays, and physical and mental breakdowns through overstrain.

Early in November, Cape Town's port captain, Captain Aubrey Matson, was rushed to a hospital partially paralyzed by a stroke. For

five months, since the closing of the Suez Canal, he had worked without a day off.

During the testing months since June, shipping has flowed smoothly although tonnages handled have skyrocketed dizzyly. In normal times Cape Town handles about two million tons of shipping monthly, but in August the port's 14 harbor pilots dealt with vessels totaling 8,306,000 tons, an all-time high.

This is far more than the cape route at the time of the 1956-57 Suez closure. Then approximately 1,300 extra ships used South African ports in a five-month period compared with 2,000 this time, while the highest monthly tonnage for Cape Town was about seven million.

There has been occasional congestion and on some mornings more than 20 ships can be seen lying at anchor in Cape Town and Durban roadsteads, but the delay is seldom more than 24 to 36 hours thanks to fast efficient handling of the vessels in the harbors.

At the beginning of the diversions fuel oil was in short supply, particularly at Cape Town where consumption increased more than three-fold from 30,000 to 100,000 tons a month. Durban's consumption has increased even more, and as the country's two refineries produce between them only 1,000 tons of fuel oil a day, tankers from the Persian Gulf ferry about 6,000 tons of fuel oil daily to South African ports.

During the southern winter fresh produce also was in short supply owing to the huge demand by giant passenger liners using Cape Town and Durban as revictualing points en route to Australasia and the Far East. But with the coming of spring the supply position is normal again.

Catering for the visiting vessels both great and small has brought handsome profits to ships' chandlers. Shipping circles estimate their increased earnings at not less than \$560,000.

Curio stores and other establishments catering for tourists also report higher sales when the big passenger ships call. Recently the 29,870-ton Greek liner *Arcadia* spent



ROLL-ON/LIFT-ON—Shown being loaded during its first call at the Port of Gothenburg, Sweden, is the Atlantic Container Line's MV *Atlantic Song*—one of the consortium's four unique roll-on, roll-off/lift-on, lift-off trans-atlantic containerships. The vessels employ the concept of both vertical and horizontal loading and off-loading. Accomplishing the vertical (lift-on) loading is the port's new Paceco Portainer. The 27.5-ton capacity dockside crane has an outreach of 113.5 ft. and a backreach of nearly 28 ft. The Portainers are installed or under construction in five of ACL's seven ports of call in Europe and the United States.

two days in Cape Town. In the first four hours ashore her 1,400 passengers spent an estimated \$14,000 to the delight of local shopkeepers.

An average of four large diverted passenger liners call at Cape Town each week, some of them giants of over 40,000 tons carrying more than 2,000 passengers. Few of them remain aboard in Cape Town as the city's department stores, boutiques, restaurants, night clubs and tour organizers can testify.

It is clear, however, that South Africa has benefitted from the Suez closure in more ways than the obvious one of harbor prosperity.

Commanding the only practical alternatives to the Suez route, apart from the expensive route via Panama, the white-ruled republic now finds that its geographic position is a most valuable political asset. As South Africa leaders frequently point out, the country is staunchly anti-Communist, and it pays the West to keep the Cape route in friendly hands. Therefore, they say,

the West should support South Africa and her race policies instead of trying to thwart them.

This argument may not have cut much ice in the councils of the world, but it is noticeable that since the June war international pressure on South Africa has been muted, giving the country a breathing space to concentrate on economic expansion.

Some South Africans are convinced that the June war marked the end of an era, and that the Suez will never regain its former importance. One world war and two local conflicts in a single generation, they say, have shown how unreliable the canal is in times of international stress.

One of South Africa's top shipping writers, John Marsh, wrote recently: "Whether the canal is reopened or not, the bulk of its former traffic is certain eventually to settle for routing via the Cape permanently (in monster ships) because that will be cheaper and more reliable, or by new routes if and when better alternatives are found."

Marsh forecast that by 1978 giant bulk carriers more than a mile long and with a carrying capacity of 10 million tons of cargo would be using the Cape route regularly. He even suggested that these super giants might be built in South African shipyards. At the same time he urged the South African authorities to start formulating plans for vast new deep water harbors to accommodate the "monster ships" and so participate in the maritime era.

The unreliability of the Suez route, he argued, has set the seal on the era of the coming era of the super ship. The trend will be toward larger and larger vessels too big to use the Suez but making up for the longer sailing time around the Cape by their greater cargo capacity.

The six-day June war and the current stream of Suez diversions, he argues, may unwittingly have pitchforked the world into the greatest shipping revolution since the advent of steam. (Shipping and Trade News)

Big Oil Port

Rijeka, Oct. 30:—A new big oil port will be constructed in the Bakar Bay, near this major port city.

The new port will handle, when completed, 25 million tons of crude oil annually and thus it will become the third largest oil port in Europe, following Rotterdam and Trieste.

The port will be connected with a pipe line to continental Yugoslavia, supply crude oil to refineries in Sisak, in Croatia and Pancevo, in northern Yugoslavia.

The oil port will be built in two stages. The first stage will be completed at the end of 1969 at a cost of \$6.4 million and will be able to handle simultaneously two tankers up to 100,000 dw/t. This will permit handling of 12 million tons of crude oil annually.

The second stage provides for two more facilities for handling tankers and boosting annual handling to 25 million tons. (Shipping and Trade News)

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