

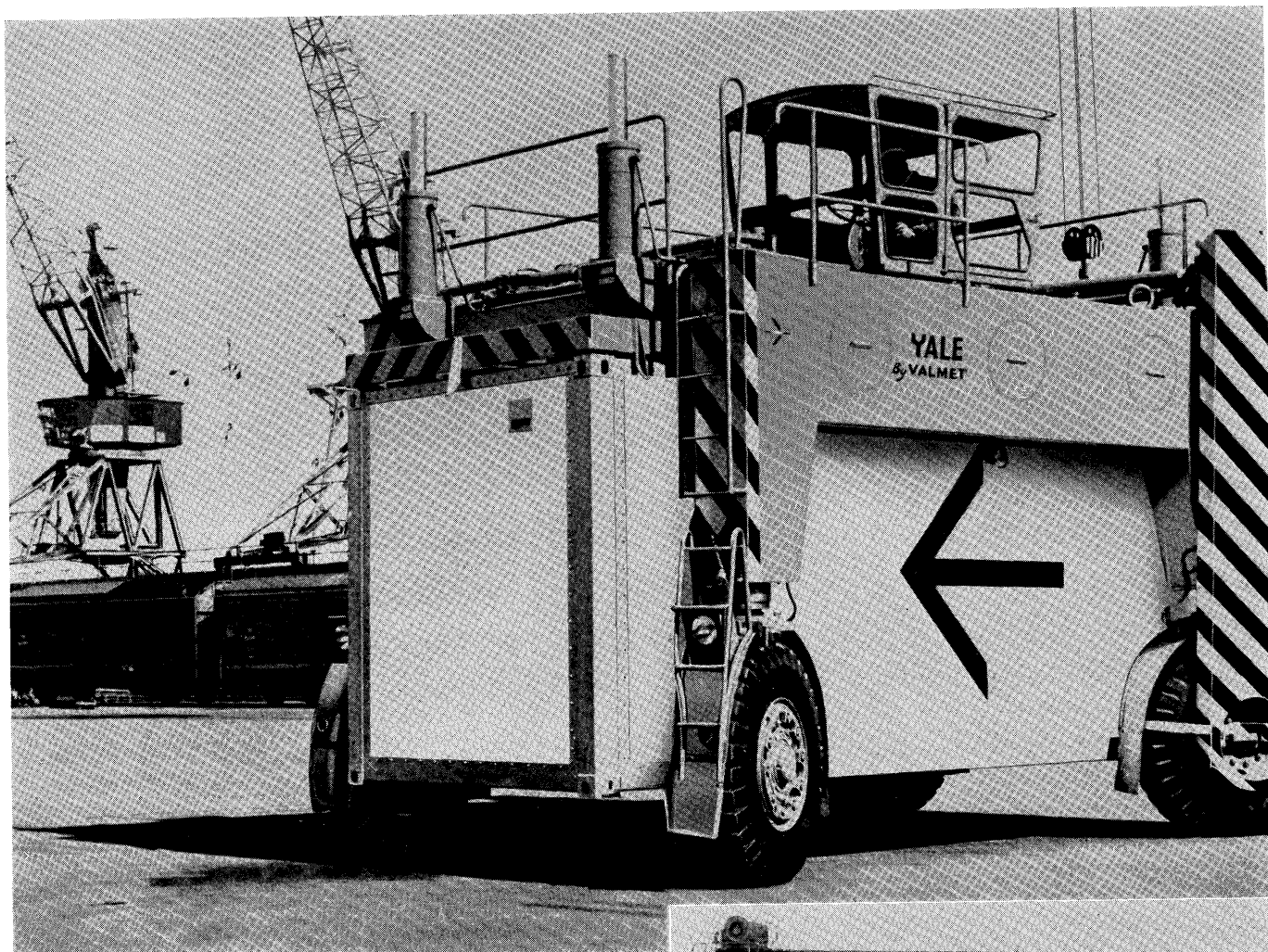
PORTS *and* HARBORS

August, 1968 Vol. 13, No.8



Port Elizabeth(left) and Port Newark.
Port of New York Authority

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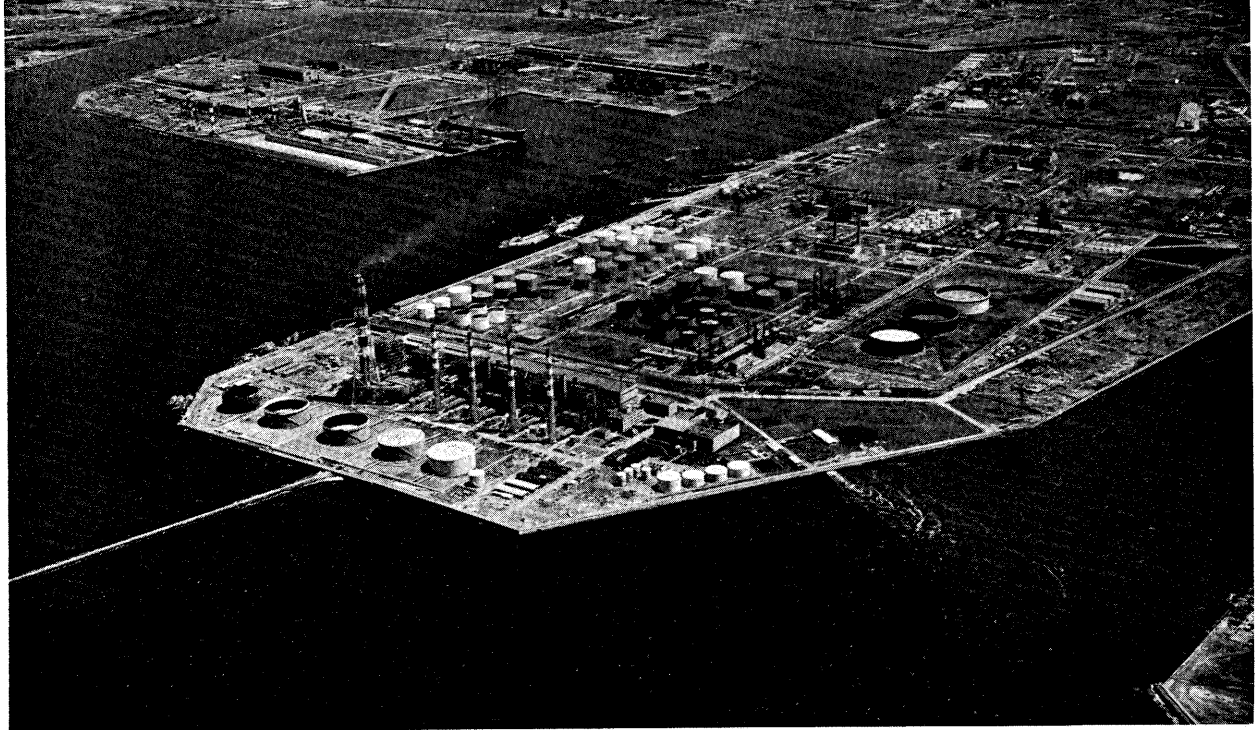


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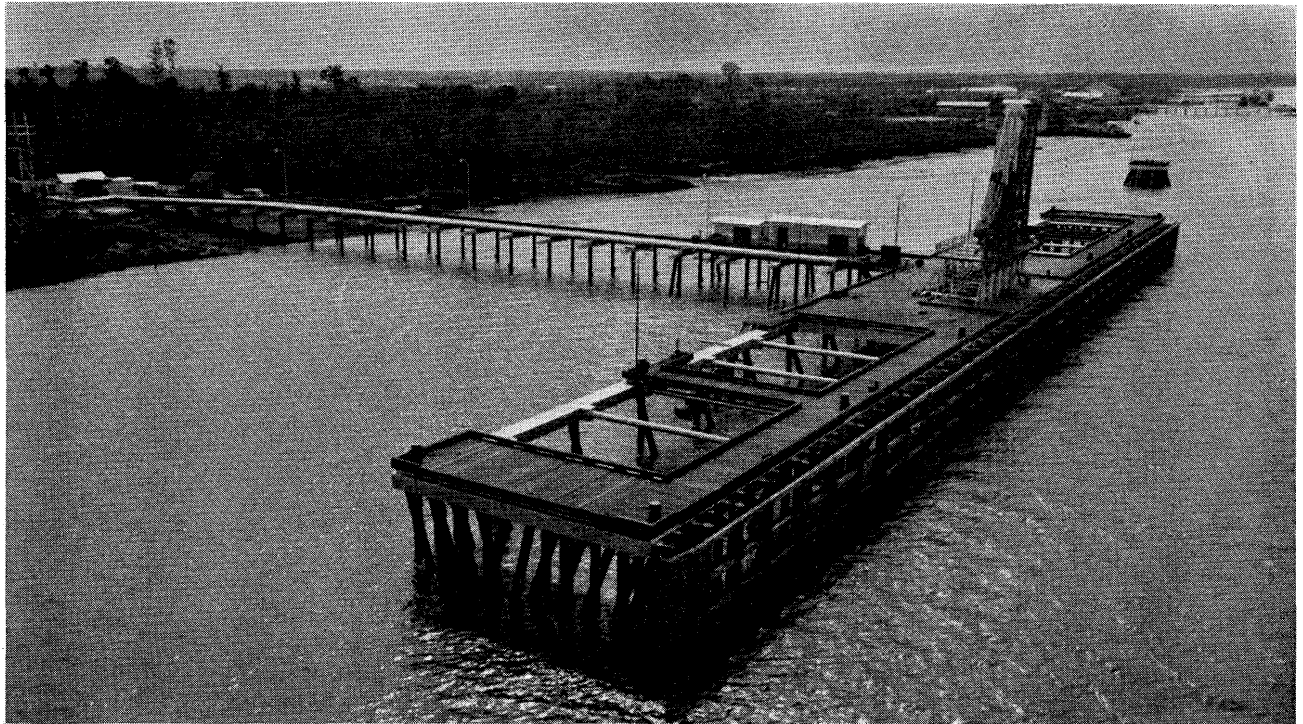
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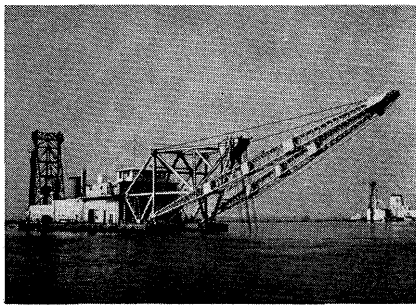
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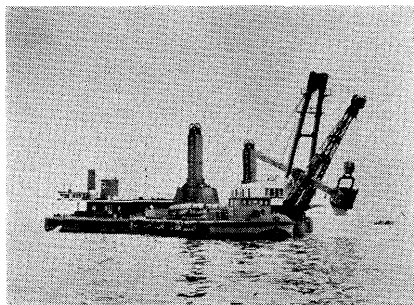


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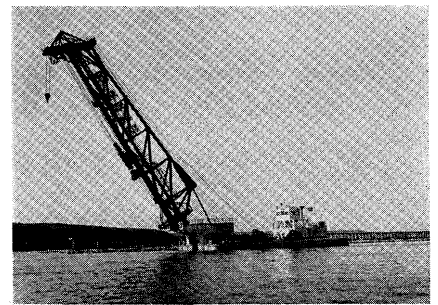
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August, 1968 Vol. 13, No. 8

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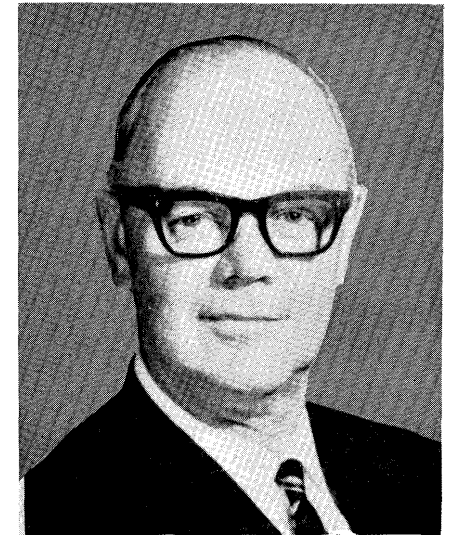
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The Covers: Scenes of Port of New York



The Sixth I.A.P.H. Conference

Look To Melbourne



The latest expansion of international trade is remarkable, indeed.

In addition, it is beyond doubt that this trend of trade expansion will be accelerated increasingly from now on owing to the practice of the general tariff reduction called "Kennedy Round" and the contemplated promotion of trade between developed countries and developing countries. And further, with regard to the means of cargo transportation, the wave of technical renovation which arose several years ago is now growing at a rapid pace. This renovation is represented by the "unit load system" which facilitates the transportation of cargoes in bulk and, at the same time, effects the combination of marine transportation and land transportation.

However, the progress of this tendency makes it necessary for sea-ports (namely, junctions of marine routes and overland routes) to carry out not only the amplification of their facilities but also the installation of novel facilities so as to cope with the new development and also with the introduction of substantial changes in their operation and administration.

Therefore, it is very significant to hold the 6th General Meeting of the International Association of Ports and Harbors under such circumstances.

As for us, we are keenly conscious of our obligations to push forward the projects formed on a broader scope of view for the modernization and rationalization of port facilities and also for the elevation of their efficiency in order to contribute to the expansion of international trade as well as to the prosperity of the whole world.

Needless to say, a port is a junction of sea transportation and land transportation. In my opinion, a port has now become an "industry" which has been assimilated with its vast hinterland. It is natural, therefore, that as is the case with other industries, this "industry" also is always in great need of innovation with respect to its facilities, technical phases, operation and administration.

I expect that earnest discussions will take place at this General Meeting not only on such technical problems as containerization of cargo transportation and the use of giant ships but also on those problems related to the general improvement of the world-wide transportation system the relationship existing between ports and regional development, etc.

I hope sincerely that the 6th General Meeting in Melbourne will be supported by many more participants than the previous meeting and prove to be a fruitful conference which is rich with original ideas and enlightening debates.

Chujiro Haraguchi

Chujiro Haraguchi
President

Everyone in the Port and City of Melbourne is looking forward with pleasure to the opportunity of welcoming delegates from Port Authorities and allied organizations throughout the world to the Sixth Conference of the International Association of Ports and Harbors now only a matter of months away.

The date of the opening of the Conference is the 3rd March, 1969, which is Autumn in Australia and one of the most delightful periods climatically in Melbourne.

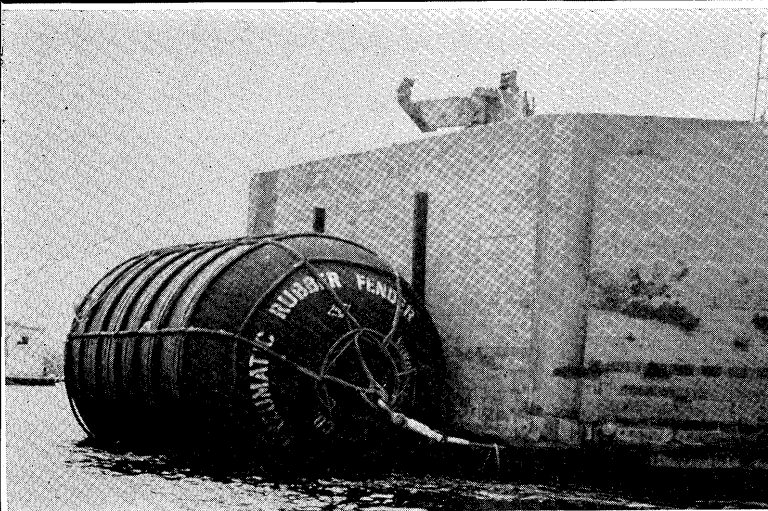
We believe attendance at the 1969 Conference will be somewhat different from other Conferences. Delegates and their ladies, many of whom will be making their first visit into the South Pacific region, will find their visit to Australia a journey of discovery or exploration which could be as rewarding as the voyages of discovery of the intrepid adventurers of little more than a century ago, but without the hardships and hazards which these explorers underwent.

Despite the modern and frighteningly rapid means of communication today, Australia to many other parts of the world, is largely an unknown Continent, but delegates will find a friendly people enjoying a high standard of living in a society pulsating with exciting development.

The Conference plans and programme have been finalised and the organizers have planned a Conference which will give a brief glimpse of Australiana and take delegates and their ladies to three major centres in the south-east corner of the vast three million square mile Continent.

V. G. Swanson

V. G. Swanson
Conference Chairman



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PORTS *and* HARBORS

Forum on Port Problems:

A Year of Challenge

Chairman's Review of 1967

British Transport Docks Board

Some Facts at a Glance

Finance

1967 surplus was £1,614,071 after depreciation and payment of interest.

1967 surplus was approximately 8 per cent higher than the 1966 figure of £1,495,431.

1967 was the fifth consecutive year in which a surplus of over £1 million was achieved.

Gross receipts were £28.6 million: £1.9 million up.

Working expenses were £23.7 million: £1.8 million up.

Traffic

Total tonnage of traffic of the Docks Board's 19 ports was 50.9 million tons compared with 51.3 million in 1966.

Tonnages of ore fell by 492,000 tons and coal by 1,933,000 tons.

General cargo traffic rose by 1,926,000 tons.

Docks Board ports handled:—
8.1 million tons of ore,
1.8 million tons of timber,
8.7 million tons of coal,
16.0 million tons of petroleum, and
16.2 million tons of manufactured goods and other commodities.

1,354,000 passengers passed through Docks Board ports, a 14 per cent increase.

73,193 ships and 35,494 fishing vessels, representing a total of 87.7 million net registered tons, entered and left Docks Board ports.

Capital Investment

Capital expenditure was £16.7 million, some 70 per cent higher than the £9.8 million in 1966.

Total capital investment over five years has been £41 million, of which £21 million came from Docks Board resources.

Other

Three new container services began operating bringing the total to seven.

Seven new roll-on/roll-off services brought their total to 16.

The number of staff employed by the Docks Board and its subsidiaries at the year end was 13,098, including 3,949 registered dock workers under the decasualisation scheme.

The total number of working days lost through labour disputes was 4,739. This represented only 0.8 per cent of the Ministry of Labour's provisional total of 583,000 days for the whole of the Port and Inland Water Transport Group.

The British Transport Docks Board has, during its fifth year of operation, striven to continue the important work of developing a modern ports system during a period of national economic difficulties and financial restraint. The success and progress which the Board has achieved in 1967 is outlined in this review.

Increased Surplus

During 1967 the British Transport Docks Board earned a surplus of £1,614,071 after providing for depreciation on a replacement cost basis and paying interest on the capital debt. This compares with a surplus of £1,495,431 for 1966, an increase of about 8 per cent and is the fifth consecutive year in which a surplus of over £1 million has been achieved. Gross receipts increased by £1,947,863 and working expenses rose by £1,748,553 of which £340,000 was accounted for by increased labour costs following decasualisation and £91,000 by higher depreciation charges.

Two Million Ton Growth in General Cargo Traffic

Traffic passing through the ports in 1967 totalled 50,873,000 tons compared with 51,263,000 tons for the same ports in 1966. General cargo tonnages increased by 1,926,000 tons, due mainly to the development and rapid expansion of unit load services at a number of ports. Main cause of the overall decrease in traffic was a 492,000 ton drop in the tonnage of imported ores and a decline in coal shipments of 1,933,000 tons.

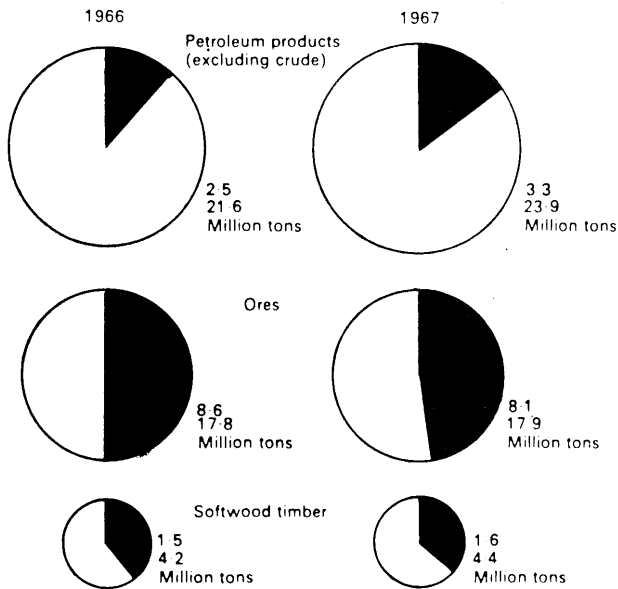
Modernisation and Development—Increase in Capital Investment

The momentum of the Board's development programme continued to increase and a number of important schemes of modernisation and expansion were completed or made substantial progress. Expenditure on capital account during the year, at £16.7 m, was some 70 per cent higher than the £9.8 m spent in 1966. During the five years from

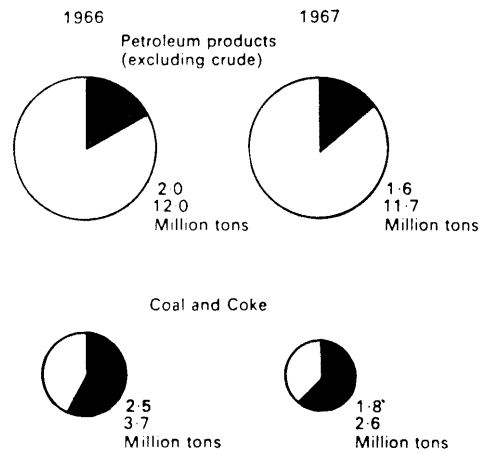
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Docks Board share[†] of UK Trade Selected Bulk Commodities

Foreign imports



Foreign exports



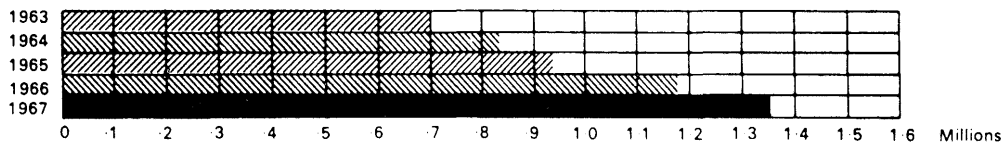
† Excludes Middlesbrough & Hartlepool Docks.

Passengers

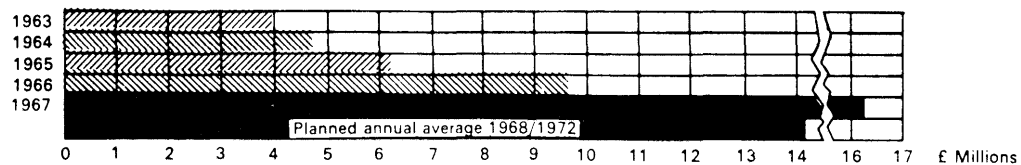
UK Ocean going passengers (all passenger movements except to and from Europe, the Mediterranean and the Black Sea)



Total Passengers passing through Docks Boards Ports








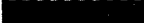
Capital Expenditure

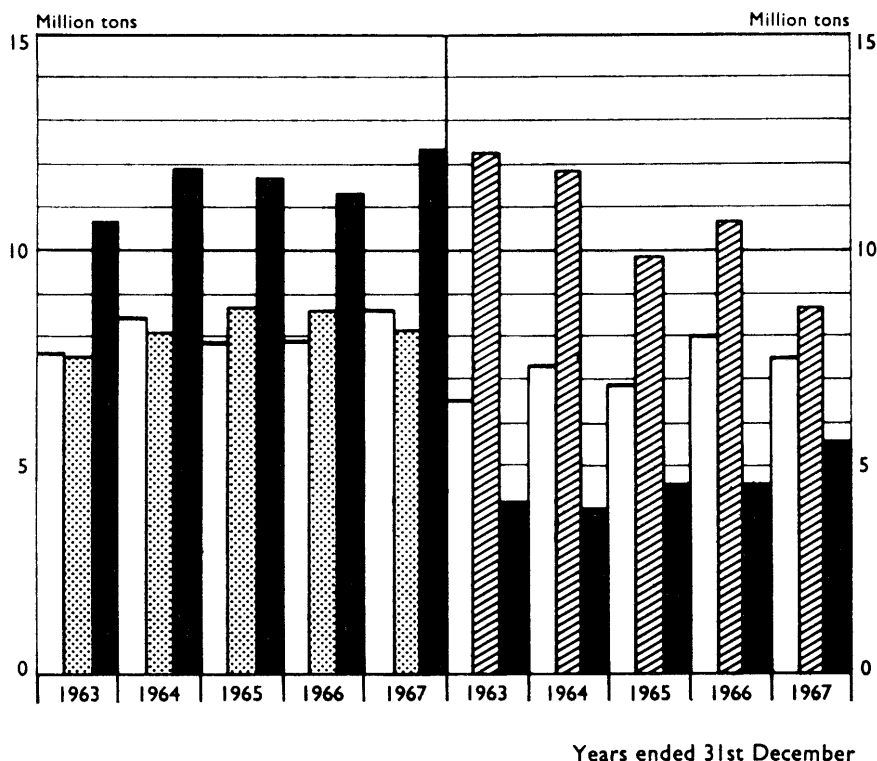


Note: In the pie charts the black segments and the upper of the two quoted figures in each case are the Docks Board share of the total (lower figures).

Traffic Trends 1963-1967

Inwards and Outwards Traffic

| INWARDS | | OUTWARDS | |
|---------------------|---|-------------------|---|
| Petroleum |  | Petroleum |  |
| Iron and Other Ores |  | Coal and Coke |  |
| Other Commodities |  | Other Commodities |  |



(Continued from Page 7)

1963 the Board has expended £41 m on capital account, of which £21 m has been provided from its own resources.

At Southampton two new roll-on/roll-off terminals were completed and opened by Her Royal Highness The Princess Alexandra, who was graciously pleased to give her name to what had been known previously as the Outer Dock. Shipping access to this dock for the large ferry vessels operating the new services was greatly improved with the completion of the widening of the entrance from the River Itchen.

Work began on the first phase of

the scheme to extend the Western Docks at Southampton, a deep-water terminal for container ships with a 1,000 ft. quay and 18 acres of adjacent marshalling area. Two transporter cranes were ordered for the terminal, due to become operational early in 1969.

A deep-water quay 1,600 ft. in length was completed on the North side of South Dock at Newport. The quay and adjoining modern terminal for the reception and storage of timber were opened in September by the Prime Minister, the Rt. Hon. Harold Wilson, M.P.

Construction of the £17 m tidal harbour at Port Talbot was in full swing and towards the end of the

year the main breakwater reached the halfway mark. Further contracts to the value of over £4½ m were let for the unloading jetty and dredging of the harbour and approach channel. It is expected that the harbour, which will ultimately be able to accommodate vessels of 150,000 tons, will be ready for use by 100,000 ton ore carriers in 1969.

At Hull the new South-East Arm to King George Dock made good progress. This £6.75 m extension will provide one overside berth and seven quay berths suitable for container, general cargo and packaged timber vessels.

Also on Humberside, at Immingham, the new marine terminal for 100,000-ton tankers serving two refineries being built in the vicinity was well under way. At Goole, construction of a new transit shed was completed and work was well in hand on a scheme for filling the Harbour Basin and constructing three new berths at Ouse Dock.

Other important schemes included, at Cardiff, the removal of inverts in the Queen Alexandra lock entrance and deepening of the approach channel to give access to larger vessels, and the construction of a new 1,100 ft. quay on the south side of Queen Alexandra Dock for the handling of packaged timber. New facilities for general cargo traffic were brought into use on the North Quay in the Inner Harbour at Lowestoft in October.

Progress with Containerisation

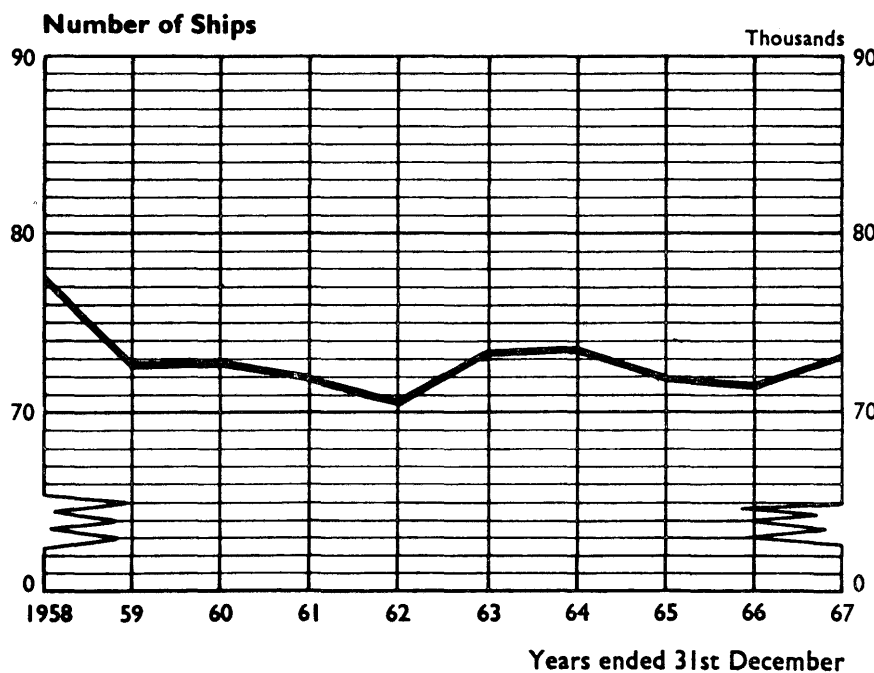
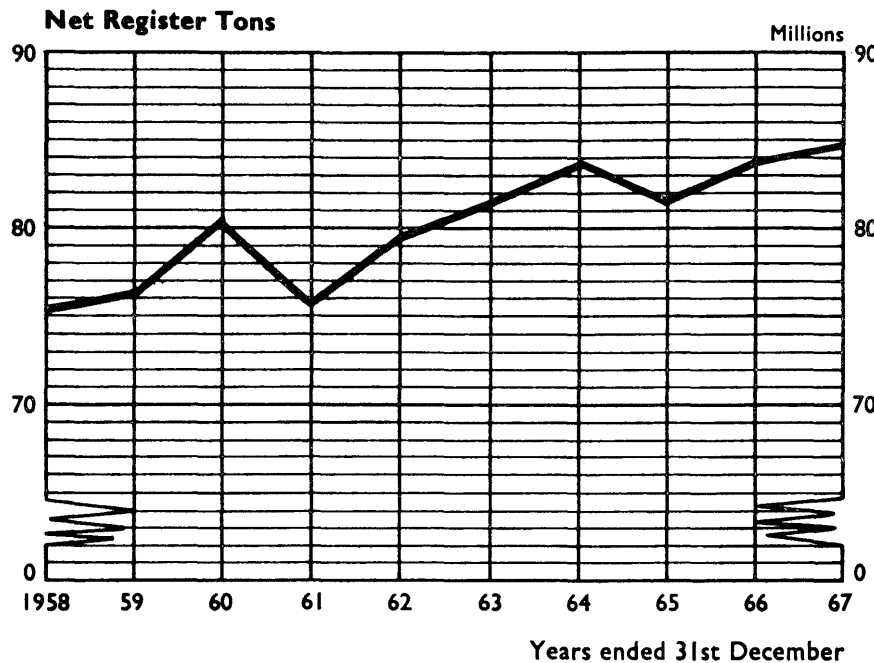
The trend towards containerisation or unitisation of cargo was a notable feature of operations at the Board's ports during 1967 and in fact the tonnage of such cargo passed the million-ton mark for the first time with the introduction of new specialised services.

Perhaps the most noteworthy feature of container development during the year was the bringing into service in June at Grangemouth of the first container transporter crane in Britain. A second transporter crane was brought into use in November.

New container services were introduced from Goole to Copenhagen and Newport to New Ross, Eire, and besides the Southampton terminal, specialised container berths were under construction at Alexandra Dock,

Traffic Trends 1958-1967

Shipping Entering and Leaving (excluding Fishing Vessels)



Hull and at Garston.

Five new roll-on/roll-off terminals were brought into use during the year: two at Alexandra Dock, Hull, two at Princes Alexandra Dock, Southampton, and, early in the year, a terminal at Grimsby became operational for a service to Esbjerg in Denmark. A further terminal was authorised in November for a service for passengers, accompanied cars, and freight between Swansea and Cork. This, the twelfth roll-

on/roll-off terminal to be provided by the Docks Board, will cost approximately £600,000 and will be completed by the Spring of 1969.

In June the Docks Board published the report, "Containerisation: The Key to Low Cost Transport", which they had commissioned from a firm of consultants. That it was a useful contribution to current thinking on the subject was evidenced by the world-wide publicity which the report received.

Research

Research studies were carried out on many problems of dock engineering and operation, the major research projects being associated with dock development schemes. Hydraulic models of Port Talbot Harbour, Uskmouth Basin and Grangemouth Lock, studied in the course of the year, are the largest models ever built at the Board's Research Station at Southall and necessitated the development of new instrumentation for their interpretation.

Port Services

Progress was made on the development of data processing procedures and the establishment of a central computer to serve all parts of the Board's organisation. It is planned to introduce the service in 1969.

Staff

1967 was a landmark in the history of industrial relations in the docks, with the decasualisation of dock labour in September. This operation was carried out at the Board's ports without serious interference with normal working.

The scope of courses at the Board's Staff College at King's Lynn was expanded and increasing use was made of lecturers from academic and other industrial spheres. Thirty-four courses were held during the year and were attended by nearly 400 employees of the Board and other port authorities. Additional training schemes were introduced to cover future needs in the operational, engineering, accounting and administrative fields, and the Board continued to encourage participation by all grades of staff in further education.

Harbour re-organisation schemes proposed by the National Ports Council have affected the Board's undertaking, with their docks on the Tees handed over to the new Tees & Hartlepool Port Authority at the beginning of 1967 and the ports of Grangemouth, Methil and Burntisland being transferred to the new Forth Ports Authority on 1st January, 1968. Other schemes confirmed and due for implementation will make the Docks Board the sole estuarial authority for the Humber and for Southampton.

(Continued on Next Page Bottom)

IMCO As Seen by IAPH

Reports by observers from IAPH at IMCO sessions

Report No. 1

Date: November 20~24, 1967

Place: IMCO Headquarters in London

Session: The 2nd Session of the Legal Committee, IMCO.

Observer from IAPH:

Mr. T. A. McLoughlin, Secretary and Parliamentary Solicitor, Dock and Harbour Authorities' Association.

Agenda: LEG II/1/Rev. 1.

1. Adoption of the agenda
2. General consideration of principles and recommendations contained in the Reports of Working Groups I and II
3. Preliminary adoption of principles or specific measures concerning:
 - (a) the right of the coastal State to take action to forestall pollution or other damage;
 - (b) powers of surveillance and control for coastal States to ensure efficacy of measures adopted;
 - (c) participation in official inquiries into casualties;
 - (d) definition of the conditions governing the access and employment of sea-borne salvage equipment of other flags
4. Preliminary adoption of principles or specific measures concerning:
 - (a) the nature and scope of any

An even more drastic re-shaping of the industry will result from the Government's proposal to nationalise the ports in 1971, but in the meantime the industry is facing a period of intense technological change. The British Transport Docks Board has achieved much in developing the already nationalised ports and during the next eighteen months will bring to fruition a number of major schemes, at Southampton, in South Wales, and on the Humber, which will meet the needs of international commerce for many years to come.

prospective international solution;

- (b) matters relating to liability as outlined on behalf of the Comité Maritime International.

5. Conclusions reached and future work programme proposed, including co-operation between the Committee and the Maritime Safety Committee and between the Organization and the Comité Maritime International
6. Any other business

Text of Report

1. General

This was the second Session of the Legal Committee of I.M.C.O. at which they considered reports of Working Group 1 and Working Group 2, in relation to the following problems brought to light by the "Torrey Canyon" disaster, namely:—

- (a) (i) rights of a coastal State to take action to forestall pollution or other damage;
(ii) the powers of surveillance and control of a coastal State and its right to participate in an Official Inquiry held into the casualty by another State; and
(iii) the access and employment of seaborne salvage equipment of other flags within the territorial waters of a State.
- (b) Liability for a maritime casualty.

2. Report of Working Group 1

As to paragraph 1(a)(i), the Legal Committee decided that a multilateral Convention should be envisaged and agreed certain general principles, namely:—

- (a) A coastal State would be justified in taking measures in relation to those maritime casualties or acts arising therefrom, which are of such a nature that they may reasonably be expected to result in major or catastrophic consequences and which involve grave and imminent danger to the coast or related interests of the coastal

State. These interests should not be measured solely in monetary terms.

- (b) Whilst initially pollution by oil should be kept in mind, the possibility should be envisaged of extending the scope of the Convention to damage caused by oil, otherwise than by pollution, and to damage caused by other cargoes specified in a list susceptible of modification by simple procedure, and possibly to damage caused by any sort of cargo.
- (c) The action taken by a coastal State should not be out of proportion to the damage, actual or threatened, to the State—the principle of proportionality.
- (d) If circumstances permit, prior to contemplated action by a coastal State, there should be discussions or consultations between interested States or between such States and private parties. This, however, should not be a pre-condition of the taking of action by the coastal State.
- (e) The Legal Committee decided that further study was necessary of:—
 - (i) the elaboration of the principle in paragraph 2(a)(i) and in particular the meaning of "related interests"; and
 - (ii) the matters listed in subparagraphs 2(a)(ii) and (iii).

3. Report of Working Group 2

As to sub-paragraph 2(b), the Working Group reported that the Comité Maritime International were studying a possible multilateral Convention and effective collaboration with that body was approved.

Preliminary discussion of the problems drew attention to the difficulties inherent in reaching solutions and it was therefore decided that members of the Committee should at this stage confine their discussions to an exchange of view.

Report No. 2

Date: December 4~8, 1967

Place: IMCO Headquarters in London.

Session: The 4th Session of the Subcommittee on Safety of Navigation of the Maritime Safety Committee, IMCO.

Observer from IAPH:

Commander G. V. Parmiter, R. N., River Superintendent and Harbour Master, Port of London Authority.

Agenda: NAV IV/14 Annex X.

1. Adoption of the agenda (NAV IV/1/Rev. 1)
2. Establishment of special routes or lanes; designation of areas which should be avoided by ships or ships of certain classes, such as those carrying oil or other hazardous cargoes in bulk; examination of proposals submitted by Member Governments (NAV IV/2, NAV IV/2/Add. 1, NAV IV/2/Add. 2, NAV IV/2/Add. 3, NAV IV/2/Add. 4, NAV IV/2/Add. 5, NAV IV/2/Add. 6, NAV IV/2/Add. 7)
3. Shipborne navigational equipment (echo-sounding device, gyro-compass, speed and distance indicator, automatic course and speed recorder) (NAV IV/3, NAV IV/3/Add. 1, NAV IV/3/Add. 2)
4. International standards or recommendations concerning look-out systems (NAV IV/4, NAV IV/4/Add. 1, NAV IV/4/Add. 2, NAV IV/4/Add. 3)
5. Need for hydrographic surveys on certain routes or sea lanes (NAV IV/5)
6. Formulation of standards for training and qualifications of officers and crew; training and qualifications required to use shipborne navigational equipment; standardization of licences for masters, mates, chief engineers and other ships' officers (NAV IV/6, NAV IV/6/Add. 1)
7. Use of VHF radiotelephony for collision avoidance and exchange of navigational information (NAV IV/7, NAV IV/7/Add. 1, NAV IV/7/Add. 2, NAV IV/7/Add. 3)
8. Disposition of navigation lights of large ships (NAV IV/8, NAV IV/8/Add. 1)
9. Efficiency of sound signals (NAV IV/9)
10. Possible amendments required to the Collision Regulations (NAV IV/10, NAV IV/10/Add. 1)

11. Preparation and approval of texts of proposed amendments to the 1960 Convention and recommendations by the Maritime Safety Committee (NAV IV/11)

12. Any other business (NAV IV/12, NAV IV/13)

Text of Report

With reference to the attached agenda for the Fourth Session of the Sub-Committee on Safety of Navigation, your Observer reports as follows:—

Item 2. Establishment of special routes or lanes for ships . . .

This item was given to a Working Party away from the Main Sub-Committee and referred mainly to the separation of traffic in focal areas, such as Ushant, Finnisterre, Bishops Rock, Straits of Gibraltar etc: and as such was not of direct interest to IAPH. Nevertheless, the point was raised regarding traffic separation in the approaches to Ports and Harbours which start well outside Port Limits of jurisdiction and indeed outside National Territorial Waters.

This matter was well stated in the paper submitted by the Government of the Netherlands, a copy of which is attached and which your observer very strongly supported. Unfortunately, at this moment one of the delegations represented that they had not had time to consider the matter nationally and after protracted argument it was reluctantly agreed to leave the matter over to the next meeting of the Sub-Committee which is scheduled for 19th-22nd March, 1968.

This matter is very important to Ports and Harbours and it is submitted that your observer at this next meeting should strongly support the Netherlands proposal.

Items 3, 4, 5 and 6 were of little significance to IAPH.

Item 7. Use of VHF radiotelephony for collision avoidance and exchange of navigational information. Your observer made the following statement on behalf of IAPH.

"The International Association of Ports and Harbours considers that the VHF Radio Telephone is the most valuable equipment for the safety of ships and the safety of life, far more so than the equipment

referred to in Item 3 of the Agenda. It is becoming increasingly important, both for Port Working and for safety in congested waters that good communication is available to the Port Authority and without it, any reasonable degree of traffic regulation in Port Approaches is impossible. The Association of Ports and Harbours considers that while most large ships are now fitted, it is the smaller ships that are causing problems in Port Areas and that therefore we would wish VHF Radio telephones to be fitted in the smallest ships possible. We recommend that VHF Radio equipment, fitted on the Bridge, should be made compulsory for all vessels, new and old, over 100 tons G.R.T. as from a date to be decided."

Unfortunately, IAPH not being members of IMCO previously, were not aware of what had already been discussed and resulting from a Canadian proposal made earlier, the Assembly at their 5th meeting on 25th October, 1967, passed the following resolution:—

Regulation 18. VHF Radio Telephone Stations

When a Contracting Government requires ships navigating in an area under its sovereignty to be provided with a Very High Frequency radio-telephone station to be used in conjunction with a system which it has established in order to promote safety of navigation, such station shall comply . . . etc.

Rather than make VHF a mandatory fitting for all ships, this resolution allows any Port or Harbour to apply to its National Government for an Order to require any ship using that Port or Harbour to have the VHF Radio telephone and when the Order is made then it will apply internationally without further notification. The Canadian Government has in fact done this for the St. Lawrence River and Seaway. It is considered that this resolution is a reasonable compromise to a contentious problem.

Items 8 and 9. Navigation Lights and Sound Signals

Owing to shortage of time these two items were deferred to the next meeting, but they are subjects in which the Ports and Harbours are closely involved and it is submitted

that your Observer at the next meeting should be suitably briefed to contribute to the discussion.

Item 10. Possible Amendments to the Collision Regulations

This really follows from the previous item and again your Observer would welcome a brief from the Association of Ports and Harbours.

Included in this would be—

- (a) Signals for dredgers
- (b) Signals for ships with dangerous or noxious cargoes
- (c) Signals for very deep draught ships
- (d) Mandatory "go-slow" signals
- (e) Special sound signals
- (f) Signals for divers and underwater work.

Many of these should be internationally recognisable and not left to local Ports and Harbours to make their own.

Report No. 3

Date: December 11~20, 1967

Place: IMCO Headquarters in London

Session: The 8th Session of the Sub-Committee on Tonnage Measurement of the Maritime Safety Committee, IMCO

Observer from IAPH:

Mr. G. E. Young, Assistant General Manager (Finance), Mersey Dock & Harbour Board, Liverpool

Agenda: TM VIII/19 Annex 1
Election of Chairman and Vice-Chairman

1. Adoption of the agenda (TM VIII/1, TM VIII/1/Corr. 1)
2. Proposal for a universal system of tonnage measurement based on the unification and simplification of existing systems (TM VIII/2, TM VIII/3, TM VIII/3/Corr. 1, TM VIII/6, TM VIII/7, TM VIII/8, TM VIII/9, TM VIII/10, TM VIII/11, TM VIII/12, TM VIII/12/Corr. 1, TM VIII/15, TM VIII/WP. 2, TM VIII/WP. 5, TM VIII/WP. 5/Corr. 1, TM VIII/WP. 6)
3. Other proposals for a universal system of tonnage measurement (TM VIII/14, TM VIII/17, TM VIII/18, TM VIII/WP. 1, TM VIII/WP. 4)
4. Proposal for a text of Articles of the Convention (TM VIII/4)
5. Preparations for the Interna-

tional Conference on Tonnage Measurement, 1969 (TM VIII/5, TM VIII/13, TM VIII/16)

6. Any other matters (TM VIII/WP. 3)
7. Report of the Sub-Committee (TM VIII/19)

Agenda Papers

TM VIII/1 Agenda for the eighth session

- 1/Corr. 1 Corrigendum
- 2 Proposal for a universal system of tonnage measurement based on the unification and simplification of existing systems. Comments on conversion factors. Submitted by Denmark
- 3 Idem. Submitted by Norway
- 3/Corr. 1 Corrigenda
- 4 Proposal for a text of Articles of the Convention. Note by the Secretariat
- 5 Preparations for the International Conference on Tonnage Measurement. Note by the Secretariat
- 6 Proposal for a universal system of tonnage measurement based on the unification and simplification of existing systems. Form of tonnage certificate. Submitted by Norway
- 7 Idem. Comments submitted by Israel
- 8 Idem. Comments submitted by Sweden
- 9 Idem. Comments submitted by Japan
- 10 Proposal for a universal system of tonnage measurement based on the unification and simplification of existing systems. Comments on TM VIII/3 submitted by the Netherlands
- 11 Idem. Submitted by the Soviet Union
- 12 Idem. Submitted by France
- 12/Corr. 1 Corrigendum (English only)
- 13 Preparations for the International Conference on Tonnage Measurement. Methods of work of the Sub-Committee on Tonnage Measurement. Note by France
- 14 Other proposals for a universal system of tonnage measurement. Proposal for a universal system of tonnage measurement of ships. Paper by the United States
- 15 Proposal for a universal sys-

tem of tonnage measurement based on the unification and simplification of existing systems. Form of tonnage certificate. Submitted by Liberia

- 16 Preparations for the International Conference on Tonnage Measurement, 1969. Note by the United Kingdom
- 17 Qualitative appraisal of the United States and Norwegian proposals for an international system of tonnage measurement in relation to existing systems. Submitted by the United States
- 18 Proposals for an entirely new system of tonnage measurement. Note by France
- 19 Interim Report

Working papers

TM VIII/WP. 1 Comparison of proposals by Norway and by the United States for a universal system of tonnage measurement of ships. Submitted by the United States

WP. 2 Summary of comments submitted by governments on document TM VIII/3. Note by the Secretariat

WP. 3 Treatment of shelter-deck and other "open" spaces. Submitted by Sweden (English only)

WP. 4 Proposal for a universal system of tonnage measurement based on an entirely new system. Submitted by France, Sweden and the United Kingdom

WP. 5 Proposal for a universal system of tonnage measurement based on the unification and simplification of existing systems. Redraft prepared by the Ad Hoc Drafting Group

WP. 5/Corr. 1 Corrigenda

WP. 6 Form of tonnage certificate. Proposed by Denmark and Norway

WP. 7 Draft Interim Report

TM VIII/INF. 1 List of participants (English only)

TM VIII/INF. 2 List of documents issued in connexion with the eighth session

Text of Report

Introduction

1. This is the first occasion on which I.A.P.H. has been invited to

send an Observer to the Sub-Committee. It was evident from many of the papers submitted prior to the Session and from the expression of opinion during the proceedings that delegates were aware of the deficiency in their previous discussions through the lack of consultation with I.A.P.H. or harbour authorities generally. Sweden stated that they would welcome representatives of ports in the Sub-Committee "in order to avoid the same confusion as now with the dual tonnage system" and Denmark in the discussion said "a port authority observer is required and must be invited to future sessions".

2. There were delegations from 20 Countries and Observers from the Panama Canal Company, PIANC, I.C.S., I.A.P.H. and the U.N.

3. Your representative was not well briefed as he was not invited until three weeks before the Session and received the documents consisting of Papers TM VIII/1 to TM VIII/15 only three days prior to the Session. He had no instructions. He was, however, familiar with the background to the proceedings of the previous Sessions through the Reports of the United Kingdom Delegation supplied to him, from time to time, as Chairman of the Tonnage Measurement Sub-Committee of the United Kingdom Dock and Harbour Authorities' Association. These Reports gave only the outline of the various proposals submitted by delegates during the eight years the I.M.C.O. Sub-Committee has been sitting.

4. It was apparent from Agenda Items 4 and 5 that the Secretariat and the Sub-Committee were under pressure to reach an early agreement on the proposals to be submitted to the International Conference and it was agreed early in the Session that the Norwegian proposal based on the modification and simplification of existing systems should be the only proposal on a modified system to be discussed. It was also agreed that, if time allowed, systems based on completely new concepts should be discussed and that either one or more systems should be finalised for agreement in the Ninth Session to be held in February, 1968.

Proposal for a universal system of tonnage measurement based on the

unification and simplification of existing systems.

5. The Norwegian proposal contained several variations from the proposals submitted to the Seventh Session. Many delegations and the Secretariat had submitted their comments and amendments in papers circulated before the Session. Both these and the discussions indicated that there were many details which were unacceptable to the majority and in the later stages of the Session it was resolved that attention should be drawn in an Annex to the Report to substantial dissensions from the proposals finally agreed by the majority to be submitted.

6. The major proposals in connection with the Norwegian submission which were of interest to port and harbour authorities were,—

(i) That in addition to Gross and Net Tonnage there should be a "Basic Tonnage"—being substantially the total volume of the ship with the sole exception of those spaces open to the weather on two or more sides.

(ii) That the propelling power allowance should be a percentage of the Underdeck Tonnage.

(iii) That the propelling power allowance should be calculated at a reducing percentage as the gross tonnage increased.

(iv) The deduction without restriction of water ballast spaces outside the double bottoms.

7. The proposal in 6(i) was an amendment to the Norwegian system and was first carried by a vote of 10~9 but after a long discussion, the following day, it was agreed to reconsider the question and eventually there was a vote of 16~4 in favour of excluding "Basic Tonnage" from the Norwegian system and to defer consideration of the conception of a further parameter until Agenda Item 3 (New Systems).

8. It is felt by your Observer that the addition of Basic Tonnage to the Norwegian system would have given a parameter which might in some cases have been a useful alternative to Gross and Net Tonnage for port, harbour and other charging authorities.

9. The proposal in paragraph 6(ii) that propelling power allowance should be a percentage of Underdeck Tonnage was a part of the

Norwegian proposal but after a lengthy discussion by a vote of 15~0 it was abandoned in favour of the existing base of Gross Tonnage. The proposal to apply reducing percentages as the Gross Tonnage increases will result in reduced allowances for all ships over 5,000 tons gross.

10. The decision to abandon the present limitation of 19% of the Gross Tonnage for the deduction of water ballast spaces (paragraph 6(iv)) will inevitably cause charging authorities to review their charges schedules as there may be considerable reductions in the net register tonnage of bulk carriers and tankers.

Proposals for an entirely new system of measurement

11. Proposals arising out of new concepts for the measurement of ships have emerged during the many Sessions of the Sub-Committee and these may be summarised as follows:—

(a) by Sweden for a "Basic Tonnage" as an addition to the Norwegian proposal.

(b) by the United States of America for Gross Tonnage to be the tonnage of the space below the appropriate water-plane measured to the moulded line (i.e. equivalent to displacement) together with certain passenger spaces and for Net Tonnage to be independently assessed to include the tonnage of all passenger spaces above and below the upper deck and of certain cargo spaces which will vary in relation to the existence and position of a tonnage mark.

(c) by the U.S.S.R. for a Gross Tonnage of overall volume and a separately assessed Net Tonnage of actual cargo or passenger spaces.

(d) by the United Kingdom as an Overall Volume measurement.

(e) by France for a combination of the Basic Tonnage/Displacement conception.

12. During the course of the Session, the proposals in 11(a), (d) and (e) were brought together in a

joint paper by the delegations of France, Sweden and the United Kingdom. The U.S.S.R. delegation was satisfied that this was sufficiently close to its proposal in 11(c) and did not pursue the matter. Thus there was left for consideration this joint proposal for a Volumetric Tonnage/Displacement system and the U.S.A. proposal (11(b)) and it was ultimately agreed that these proposals should be left with the sponsors to develop and to produce complete documents for the February 1968 Session. At that Session an early decision will be taken as to which one or more systems should be submitted to the meeting of the Maritime Safety Committee in March 1968.

Change of Systems—Interim Period

13. The Sub-Committee envisages existing systems continuing to apply to existing ships and the agreed universal system being applied only to new ships and is at present resisting any pressure to formulate conversion factors. Charging authorities and others will therefore be faced with the problem of making their own comparisons between the old and the new measurements in order that existing and new ships may be treated fairly as between ship and ship. Individual ports &c. may not be competent to make this comparison and there could be world-wide chaos in charging tariffs. There may also be confusion in safety provisions and manning scales. When a universal system is agreed and if I.M.C.O. will not lay down conversion factors, it would appear to be desirable that I.A.P.H. should then immediately consider the problem.

Criticism of Port and Harbour Authorities

14. Throughout the Session, there was considerable criticism of port and harbour authorities in regard to their non-acceptance in a very large number of cases of the legal gross and net register tonnage determined in accordance with the internationally agreed (and largely nationally adopted) Tonnage Mark Regulations. Your Observer requested and was given the opportunity to speak midway through the Ses-

sion and his Statement is appended as an Annex. Although he had not been briefed, he felt it necessary at that stage, in view of the criticisms, that the Sub-Committee should be aware of the varying requirements of charging authorities and of the resistance of shipowners to the implementation by port &c. authorities of the new tonnage measurement regulations.

Future Action of I.A.P.H.

15. If international agreements on ship registration are to mean anything to port and harbour authorities and if those authorities are in the future to have any influence in the formulation of registration rules, there must be consultation between the members of I.A.P.H. with a view to establishing a common policy. In this connection, attention is drawn to the programme for the rapid progression of the proposals of the I.M.C.O. Sub-Committee referred to in paragraph 12 above. The Sub-Committee also resolved that information regarding the application of the Tonnage Mark Regulations by charging authorities should be obtained in time for the February 1968 Session. Delegations were asked to assist by obtaining such information in respect of their own countries. Consultation between ports may also be necessary later in connection with conversion factors required in the "interim period" as explained in paragraph 13.

Statement made by Mr. G. E. Young

Mr. Chairman, I would like to take the opportunity to say how pleased the Ports and Harbours are to be invited to sit in on this Session. It is obvious from some of the papers submitted and from remarks during your discussions that many delegates feel that there has been a gap in your proceedings due to the lack of liaison with charging authorities.

There has been a great deal of criticism of Ports and Harbours regarding their non-acceptance of internationally agreed rules, particularly the Tonnage Mark Regulations. The vast majority of Ports are what might be termed non-profit making, that is to say, they must

balance their expenditure with their income, taking one year with another.

We have many examples of ships whose new lowered net register tonnage is approximately only half of their former net register tonnage (I would refer particularly to the "Priam" class of the Ocean Steamship Company). Now, if dues are levied on the net and there are two ships:—A—which gets no benefit and B—which has a 50% benefit; it is necessary for the Ports to increase the rate of dues per net ton on both ships by 33-1/3% in order to balance their accounts. Now the shipowners have objected to any increase being made on any ships which gained no benefit and requested that a surcharge be placed on vessels which did benefit. This could only mean a request by the shipowners to ignore the lower tonnage. Nevertheless, most United Kingdom Ports accepted the lower tonnage.

I would just like to say something on the requirements of Ports so far as parameters are concerned. As I have said, Ports must balance their expenditure by their revenues and desire to collect those revenues on a basis which seems fair and acceptable to shipowners generally. However, some Ports will place more importance on one parameter than on another. That is to say, that their costs may be more influenced by overall size in one case, by draught or by displacement or by length or by width in others. I was therefore hopeful that the proposals in T.M. III/3 regarding Basic Tonnage and the recording of Displacement in the Register would have been acceptable as providing useful alternative parameters. I am pleased to note that these two parameters form the basis for your consideration for a completely new system of measurement.

Fears were expressed that Ports would always tend to charge on the highest figure. This is not so as the majority of Ports at present base their charges on net tonnage. In any case, from what I have said about being non-profit making, this point is of little moment.

Thank you Mr. Chairman.



Mr. H. C. Rudderham

Port of Fremantle New Bulk Cargo Jetty

By H. C. Rudderham, A.A.S.A., M. Inst. T.

General Manager

Fremantle Port Authority

Although development of the Port of Fremantle has progressed steadily during the early 1960's, the tempo has increased during the last two or three years, with spectacular progress being made on several major projects. Apart from large scale dredging of deep water approach channels, new berths and facilities

have been provided to meet the changing pattern of modern ships requiring services to match new methods of cargo handling. Indeed, in the last few years new types of port facilities, new ships and new methods have not only revolutionised cargo transport, but have in general resulted in faster and less



Aerial photo showing Inner Harbour and the foreshores of the Outer Harbour of Cockburn Sound, where the industrial complex Steelworks, Alumina works, Oil Refinery, and Fertilizer works are situated.

expensive transport services.

One project which deserves special mention is the bulk cargo jetty at Kwinana on Cockburn Sound in the Port's Outer Harbour which has recently been completed at a cost of \$a. 3,600,000.

The development of a new nitrogenous fertilizer works in the rapidly expanding Kwinana industrial complex, and adjacent to the deep water port facilities of Cockburn Sound, called for the construction of a new jetty over which rock phosphate and sulphur could be unloaded direct to stock piles on shore.

The work was undertaken by the Port Authority as the first stage in its long range development plan for Cockburn Sound, and the scheduled date for completion of the jetty construction was timed to coincide with the commencement of operations at the fertilizer works.

Steady progress was maintained throughout the construction period, which was sufficiently advanced by the end of April 1968 to permit the berthing of M.V. "Baron Cawdor" to unload 13,280 tons of bulk phosphate. The jetty was officially opened on 13th May 1968.

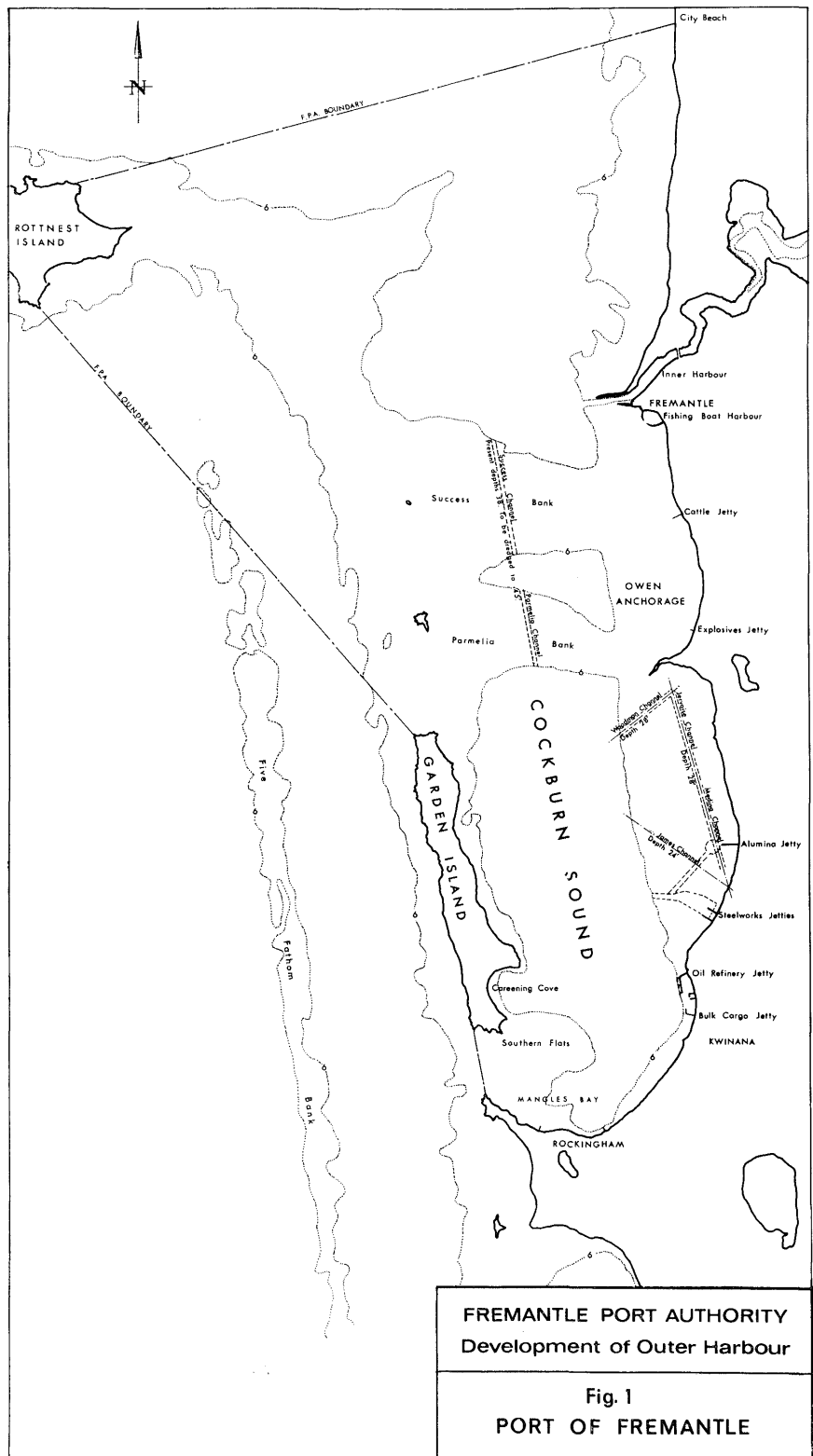
The Jetty Structure

The jetty comprises two sections, an approach extending directly seawards from the shore, and a jetty head, built at right angles to the approach and more or less parallel to the shore.

The approach section is 1,277 feet long. Cylindrical steel piles 24 inches in diameter, and driven into the sea-bed, support a reinforced concrete decking which forms a roadway 24 feet wide for the use of heavy road transport engaged in the movement of cargoes to and from the jetty. On the northern side of this roadway cantilevered extensions of the concrete decking support a covered belt conveyor, an integral section of the belt conveyor system installed on the jetty.

The jetty head is 850 feet long. Cylindrical steel piles 27 inches in diameter, and averaging 90 feet in length support a reinforced concrete decking 65 feet wide and 2 feet 6 inches thick. The approach section of the jetty joins the jetty head 100 feet from its southern extremity.

On the shore side of the 750 feet northern extension cantilevered ex-



tensions support another section of the covered belt conveyor system.

The seaward side of the jetty head forms a berth which has a minimum of 44 feet of water alongside, and which is designed to accommodate ships up to 800 feet in length and in the 80,000 ton class.

Jetty Fendering System

As the berth is exposed to ocean

swell which constantly moves through Cockburn Sound, a new type of fendering has been installed to enable ships to lie easily alongside in all weathers. The new system is known as gravity fendering. It consists of twenty-six reinforced concrete fenders, each weighing 32 tons, suspended by heavy chains beneath the concrete decking. A



**Port of Fremantle Bulk Cargo Jetty, Outer Harbour Cockburn Sound.
On the foreshores of the Industrial area of Kwinana, Western Australia.**

length of heavy cylindrical rubber fitted to the outward end of each suspended section provides a cushioning effect so that when a ship is lying alongside, the fenders bear against the ship's side for its full length. This provides an ideal stabilising influence which permits the ship to ride comfortably at all times.

Incidentally, these suspended gravity fenders used at the bulk cargo jetty are the first of this type installed in Australia, and a brief description of the system will be of interest.

The gravity fender, as its name suggests, makes use of gravitational forces to resist the impact of a ship berthing. It consists of a 32-ton block of concrete suspended beneath the jetty deck by three galvanised chains. To prevent damage to the ship, when contact is made with the fenders, rubber bearing pads are fitted to the end of the fenders.

When a ship approaches its berth it has a certain kinetic energy, and

it is necessary for this energy to be absorbed before the ship contacts the jetty structure itself. The pressure arising from the contact of a berthing vessel causes the 32-ton fender block to move inwards so that the kinetic energy of the moving ship is absorbed in the work done in raising the centre of gravity of the concrete block through some vertical height. This vertical movement is achieved by restraining the movement of the concrete block by short chains, so that any horizontal movement must be accompanied by a vertical movement.

Gravity fendering therefore provides greater resilience which protects both the ship and the berth, and the longitudinal freedom of the fender avoids severe longitudinal rubbing. Further, the self-aligning characteristic of a group of these fenders both horizontally and vertically spreads pressure due to impact over a large area of the ship, even when it is not parallel to the berth face.

Mechanical Equipment

The mechanical equipment on the jetty comprises a bulk unloader and a series of covered belt conveyors.

The unloader, the first of two to be erected on the jetty, is a massive steel structure set on rails to enable it to traverse the length of the jetty head. Weighing approximately 360 tons, and fitted with a boom from which a grab operates directly into a ship's hold, the unloader has a maximum unloading capacity of 500 tons per hour.

The main frame stands 126 feet high above wharf deck level, and the 112 foot boom when in the raised non-operating position rises a further 59 feet, an overall height of 185 feet.

The grab, weighing 9 tons when empty, and designed to carry a 9½-ton load, carries material from ship's hold to a hopper built into the unloader framework. From this hopper material is released to the

Editorial in Port of Fremantle

Quarterly, April 1968

The spectacular development of Western Australia's natural resources and significant industrial expansion are continuing to highlight the tremendous potential of the State's principal port — the modern, enterprising and expanding Port of Fremantle.

When visiting British parliamentarian Lord Stow Hill recently described the State as "the engine-room of Australia, if not the world", he referred particularly to the enlargement of her ports to accommodate ships of up to 70,000 tons.

So that while the 50,000 square miles of hinterland continues to develop, the Port Authority keeps abreast of the needs of its expanding economy by large scale developments of the port facilities.

More than 1,600 ships called at the port during the year ending 30th June, 1967, and the Fremantle Port Authority expects the present volume of cargo to double in the next ten years.

Apart from the 10 million tons of cargo now handled annually, the port welcomes some 200,000 passengers who find the passenger terminal designed for their convenience and comfort, thus providing a fitting introduction to a visit to Western Australia.

The development of the north western part of Western Aus-

tralia has been responsible for more than 548,000 tons of cargo being handled through the Port of Fremantle in the year 1966~67, main items being petroleum products, steel, cement, foodstuffs and building materials.

The Port Authority has planned progressive development of the port, to meet the demands which it anticipates in the future.

The port's current developmental programme costing more than \$12 million, includes a special berth equipped with a massive 45-ton container crane to service the new container ships. The first of these is expected at the port early in 1969.

Within the inner harbour three new berths are planned, two on the north side of the river and one on the south side.

Steel sheet piling has been driven along the face of these new berths, and land behind has been filled and levelled.

Steel piles carry a decking of reinforced concrete, capable of supporting containers stacked three high, and a 45-ton capacity, fast-operating gantry crane will move containers to and from the container ships lying alongside the 900 ft. berth.

About 18 acres of land behind this berth is available for stacking, marshalling and distribution

operations involved with refrigerated and general cargo container units.

This containerised cargo terminal area is served by modern roadways connected to the State's highways, and provision has been made for a standard and narrow gauge rail services.

In the outer harbour, the main channels have been deepened to 45 ft. to allow bulk carriers access to the deep water berths in Cockburn Sound.

A second jetty has been constructed at the steelworks for the import of materials needed to produce pig iron, and for the export of iron ore, and Stirling Channel, with a minimum depth of 38 ft. 6 ins. has been dredged to enable large bulk carriers to berth at the steelworks jetties.

A second channel, Calista Channel, leads from Stirling Channel to the deep water area around the alumina refinery jetty, and this is dredged to 38 ft.

A bulk cargo jetty being constructed for the Port Authority will serve the developing fertiliser works south of the oil refinery. The jetty is also for use in exporting other bulk and packaged commodities.

With these and other enterprises, the Port of Fremantle will maintain its high standing among world ports.

conveyor belt system, which has a matching maximum capacity for the two unloaders of 1,000 tons an hour.

Service and Facilities

The jetty is equipped with a pipeline system through which ships can bunker fuel oil, while electrical power points, telephone connections and fresh water outlets are also available at suitable intervals to provide services generally available at all berths in the port.

An amenities block has been erected on the southern end of the jetty head in an area as far away as possible from cargo handling

operations. This block provides washrooms with hot and cold showers, toilets and lunch room facilities for the work force employed on the jetty.

Planned Usage

As previously mentioned, although primarily designed for the importation of bulk materials required by the fertilizer works, it is anticipated the jetty will be in demand for the importation of other bulk commodities, and for the export of mineral ores, as well as bulk and package materials produced by other industries operating in the area.

A considerable area of land ad-

jacent to the shore end of the jetty will be levelled and consolidated for the stock piling of bulk materials and for other purposes associated with the operation of the jetty.

Future Development

In designing the jetty the Authority has planned future extensions to the jetty both to the north and to the south.

The existing berth will accommodate ships up to 800 feet in length, and can be extended northward to meet the demands of longer ships which may use the berth and its specialised mechanical equipment
(Continued on Page 22 Bottom)

Port of Esbjerg— A Port of Large Export

Port of Esbjerg Authority Denmark

April the 24th is the centenary of the creation of the Esbjerg harbour.

From a small place with only few houses the town has developed to No. 5 in Denmark, with one of Denmark's largest fishing ports and a rapidly growing traffic-harbour.

The amount of landed fish is about 300,000 ts yearly, of which 1/10 is fish for consumption. A new 8,000 m² market for consumption fish will be completed this spring.

Esbjerg is, after Copenhagen, Denmark's largest export harbour.

The geographical situation of Esbjerg on the west coast of Jutland gives the port of Esbjerg good possibilities to serve as shipment port for unit-loads on the routes to U.K. and north European harbours.

In 1967 nearly 25,000 units (containers, trailers and flats) have been shipped. In 1968 40,000 units are expected to be shipped and in few years 100,000 units.

→ Top photo on next page:

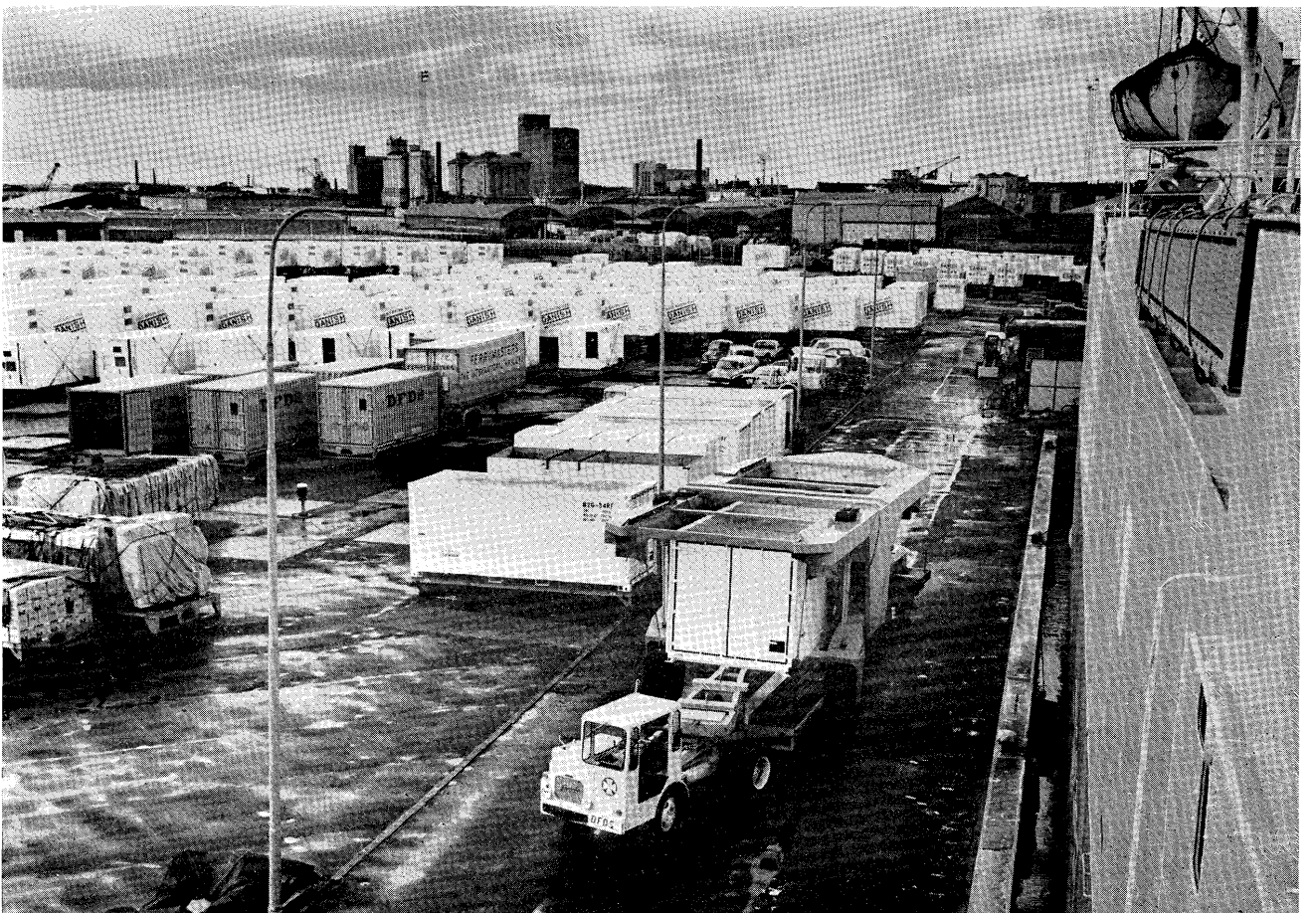
In the background the passenger and containership M/S "Winston Churchill". To the right side the passengership to Newcastle M/S "Kronprinsesse Ingrid". In the warehouse in the foreground is different types of wares, for example textiles and canned agricultural and fish products, packed in containers.

↘ Bottom photo on next page:

The containership M/S "Somerset" is lying in the harbour. The work with rolling the containers on board the ship by use of a "port-a-lift" is just started. In the background special rolling containers with refrigerated Danish bacon.



The containership "Somerset" is leaving Esbjerg with agricultural products destined for England. In the background the passengerships M/S "Winston Churchill" and M/S "Egland", which besides passengers can take in passengercars, trucks and containers.



Aide-Memoire of

(Extracts from)

ECAFE Regional Port Seminar

Singapore 9 to 18 October 1968

Organized by the United Nations Economic Commission for Asia and the Far East and the Government of Singapore

1. Background

In view of the growing realization of the important role which international ports have to play in the economies of countries, particularly those which are developing rapidly, and also because of the revolutionary changes in cargo-handling and ship design now taking place, the Economic Commission for Asia and the Far East (ECAFE), in co-operation with the Office of Technical Co-operation of the United Nations Headquarters and the Government of Singapore, is organizing a Regional Port Seminar against the background of the large modern port of Singapore. A Regional Seminar on Port Operations was proposed by the Transport and Communications Committee during its fifteenth session in December, 1966, and endorsed by the Commission during its twenty-third session held in April, 1967, in Tokyo. The Water Transport Sub-Committee eighth session held in November, 1967, in implementing the above, proposed the details of the agenda of the Seminar, which was subsequently amended by the Transport and Communications Committee at its sixteenth session in February, 1968.

2. Purposes

The Seminar has been arranged with the following objectives:

- a) to enable participants from ports of the countries of the region to exchange views and ideas, both inside and outside the meetings, on port problems concerning administration, management, operations, planning, safety, labour, etc.
- b) to enable participants to bene-

fit from the knowledge and experience of others in new methods and techniques associated with ports.

- c) to exchange technical knowledge on port improvements and developments in various countries of the region.
- d) to stimulate discussions leading to regional or sub-regional co-operation and to the development of action-oriented programmes at national and/or regional levels.
- e) to encourage exchange of personnel and/or acceptance of trainees.

3. Programme

The technical proceedings of the Seminar will be divided into three main sections as follows:

- A. Presentation of participants' papers.
- B. Presentation of papers and discussion on day-to-day problems in port operations.
- C. Presentation and discussion of special papers.

4. Subject

- 4.1. Problems in port administration
- 4.2. Problems in port management
- 4.3. Problems in port operation
- 4.4. The function of communications in co-ordinating activities
- 4.5. Port labour problems
- 4.6. Port development
- 4.7. Port safety
- 4.8. Economics of port operations
- 4.9. The effect of customs procedures on port efficiency
- 4.10. Cargo-handling and the impact of unitized methods of

conveyance of cargo, including containerization, on ports of the ECAFE region

5. Date and place

The Seminar will be held in Singapore at the Singapore Conference Hall from 9 to 18 October 1968. Participants will be required to arrive in Singapore on Tuesday 8 October 1968.

6. Organization

The host Government has entrusted the organization of the Seminar to the Port of Singapore Authority in co-operation with ECAFE.

7. Participants

The participants should be senior officials holding responsible positions in either

- (i) day-to-day port administration, management or operations or
- (ii) port planning and/or engineering.

8. Country statements

Selected participants are expected to submit to ECAFE by 31 July 1968 brief country statements (not exceeding 15 pages) giving a short description of major ports, the principal problems, future development plans and any matters likely to be of common interest concerning the ports in their countries.

9. Working language

English.

Fremantle—

(Continued from Page 19)

in the future.

A southward extension of the existing jetty head structure will provide a second berth which it is contemplated will be designed and equipped to handle export bulk and package commodities, the nature of which will be determined by future needs of the State's rapidly expanding primary and secondary industries. This berth will be equipped with bulk loaders each capable of operating at several thousand tons an hour.

These extensions in the future will mean that the jetty will have two berths each over 1,000 feet long, each capable of handling ships in the 100,000 ton class.

Orbiter Probe

IAPH News :



The Late Mr. Aa. Hendrup

Director Hendrup Dies

Copenhagen:— Mr. Aage Hendrup, General Manager of the Port of Copenhagen, and IAPH Director for Denmark, died on Sunday June 2, 1968. The administration of the Port is temporarily left in the charge of Mr. Eigil Andersen, Acting General Manager.

Posthuma Committee

Further to what has been reported, Ir. F. Posthuma, Managing Director of Rotterdam Port and Chairman of the Committee on Large-sized Vessels, cabled to Mr. Toru Akiyama, Secretary General, of his strong preference for a date of October 16~18 for the interim Rotterdam meeting of his Committee.

Meanwhile Commander E. H. W. Platt of the BP Tanker has been officially appointed member of Posthuma Committee by the President as his company formally joined IAPH membership. The National Bulk Carriers, Inc. has recently joined IAPH also, and immediately, Mr. A. E. Schultze, Director of Marine Operations, has been appointed to Posthuma Committee.

These two new Committee members are also being urged by Mr. Posthuma to attend his Rotterdam meeting.

Legal Counselor

At the suggestion of Mr. Toru Akiyama, Secretary General, Mr. V. G. Swanson, Chairman of Melbourne Harbor Trust Commissioners and IAPH First Vice President, recommended a Legal Counselor from Australia in the person of Mr. M. Dunne, Solicitor to the Board of the Maritime Services Board of New South Wales. Accordingly the Secretary General intends to solicit Mr. Dunne for accepting the position.

Envoys of India

Mr. Shri S. Chakravarti, Secretary, Ministry of Transport and Shipping, Government of India, paid a visit to Dr. Chujiro Haraguchi, Mayor of Kobe and IAPH President, on July 20 morning at Kobe City Hall and later inspected the port installations and operations.

Earlier, on July 17, Dr. Hajime Sato, Deputy Secretary General of IAPH and Director General of Japan Port and Harbor Association, was invited to Mr. Chakravarti's reception held at the Indian Embassy in Tokyo. There was an exchange of courtesies on July 22 between Mr. Chakravarti and Mr. Toru Akiyama, Secretary General.

According to Japan Times, an English daily in Tokyo, Mr. Chakravarti arrived in Tokyo July 15 to sign an agreement with Mitsubishi Heavy Industries for the building of India's second shipyard at Cochin. During his stay in Japan, Mr. Chakravarti was also scheduled to meet with leaders of Japanese steel firms interested in importing iron ore from India.

On July 17, Mr. M. S. Sethi, Commercial Attache of Embassy of India in Tokyo, called at the IAPH

To All Directors

All Officers, Directors and Legal Counselors of IAPH are requested to mail their up-to-date portrait photos, black and white, to the Secretary General to arrive by October 31, 1968. The Head Office plans to prepare a photo collection of Officers, Directors, Committees and Legal Counselors for distribution prior to and also at the Melbourne Conference in March 1969.

Photos should not be too small as they come out better shrunk than enlarged.

Secretary General

Head Office to convey an informal request of the Director-General of Shipping of the Government of India for participation in the Government-sponsored seminar on containerization to be held in Bombay the third week of September this year.

Mr. Sethi believed, however, that his mission with respect to the informal request involving no printed matter was limited to Japan only, and that he should not expect IAPH to disseminate the information abroad.

Singapore Team

Two senior officers from the Port of Singapore Authority, Mr. A. Vijiaratnam, Port Engineer, and Mr. Liau Nyuk Siong, Traffic Superintendent, were in Tokyo July 15~16 on their way home after a worldwide study tour. The Port of Tokyo took them on a port cruise on July 15, and the Port of Yokohama did the same on July 16.

Mr. Toru Akiyama, the Secretary General, invited them to a lunch at Hotel Okura with himself and three IAPH staff members.

The two Singapore officers went to Osaka and Kobe for inspection of the two ports on July 18 and 19. During their visit in Japan they saw several Japanese manufacturers of container handling cranes.

Secretary General

Mr. Toru Akiyama, the Secretary General, was elected Chairman of the Council on Ports and Harbors

Topics

for the Ministry of Transport of Japan on July 12, to serve until June 30, 1970. The Council is made up of 32 Government-appointed Committee Members, i.e. 23 erudite persons of experience and 9 administrative officials. During the last tenure, Mr. Akiyama was Chairman of the Management Department of the Council.

Mr. Akiyama made two overseas trips in April and June on business (as president of a shipping company and an air terminal company) to Arabia and Europe. During the trips he took time out to visit 5 Arabian ports and the Kharg Island of Iran, and ports in Europe like London, Rotterdam, Amsterdam, Genoa, Rivalta Scrivia, and Rijeka (Yugoslavia).

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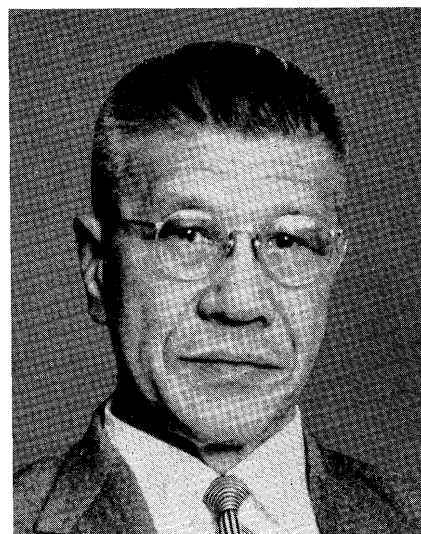
ILO Seminar

Concerning the ILO Seminar scheduled in Barranquilla November 5~14, 1968, Mr. Toru Akiyama, Secretary General, wrote to Mr. Luis E. Palacios, Executive Director of the Empresa Puertos de Colombia and IAPH Director, requesting his assistance. Mr. Palacios wrote back to say that the Seminar shall

be covered by either himself or his delegate.

IMCO Program

- 1968
 July 2~5 Ad-hoc Working Group on Facilitation—2nd session
 + July 15~31 UN Joint Staff Pension Board meeting
 Sep. 17~20 Sub-Committee on Safety of Navigation—6th session
 Sep. 23~27 Ad-hoc Sub-Committee on Revision of Simla Rules
 Oct. 1~4 Working Group II of the Legal Committee—2nd session
 Oct. 8~11 Sub-Committee on Ship Design and Equipment—2nd session
 Oct. 21~25 Maritime Safety Committee—18th session
 Oct. 29~Nov. 1 Working Group on Stability of Fishing Vessels—8th session
 Nov. 5~8 Sub-Committee on the Carriage of Dangerous Goods—15th session
 Nov. 12~15 Legal Committee—4th session
 Nov. 20~21 Working Group on IMCO's Objectives and Method—1st session
 Nov. 25~29 Assembly—4th Extraordinary session; Council—21st session
 Dec. 3~6 Sub-Committee on Fire Protection—8th session
 Dec. 9~16 Sub-Committee (and Working Group) on Oil Pollution—5th session
 Dec. 17~20 Joint IMCO/ILO Committee—1st session
 + IMCO's participation will be limited to the loan of the Conference Room
 1969
 * Jan. 7~10 IMCO/IOC/FAO Joint Group of Experts on the scientific aspects of Marine Pollution—1st session
 Jan. 14~17 Sub-Committee on Radiocommunications—5th session
 Jan. 21~24 Sub-Committee on Subdivision and Stability—9th session
 Jan. 28~31 Sub-Committee on Bulk Cargoes—8th session
 Feb. 4~7 Sub-Committee on



Mr. Gaku Matsumoto

Matsumoto, Man of Vision

New Orleans, La.:—It has been said of him that "his accomplishments are so numerous that it is difficult to determine which ones are milestones and which are less than great. They are all of the highest success."

This is Gaku Matsumoto, president of the World Trade Center of Japan, honorary president of the Japan Port and Harbor Association,

- Life-Saving Appliances—3rd session
 * Feb. 24~28 Maritime Safety Committee—19th session
 * March 25~28 Sub-Committee on Safety of Navigation—7th session
 * April 15~18 Legal Committee—5th session
 * April 28~May 2 Sub-Committee on the Carriage of Dangerous Goods—16th session
 * May 6~9 Sub-Committee on Oil Pollution—6th session
 * May 12~16 Council—22nd session
 May 27~June 23 International Conference on Tonnage Measurement
 * July 1~4 Ad-hoc Working Group on Facilitation—3rd session
 * July 8~10 Joint Ad-hoc Group for External Forces—2nd session
 * Tentative

honorary life director of the International Association of Ports and Harbors, and "champion of world trade." These are only a few of his credentials. From 1926 to 1934 he was governor of not one but three prefectures, and from 1934 to 1947 he served in Japan's House of Peers.

In 1947 he "began feeling that world peace and prosperity cannot be brought about only through politics." He withdrew from government and became president of the Japan Port and Harbor Association.

To celebrate the Association's 30th anniversary in 1953, Matsumoto conceived and brought about an international conference of port and harbor authorities throughout the world. The International Association of Ports and Harbors resulted from this conference in Kobe, and subsequent meetings have been held in Los Angeles and in New Orleans.

He appears to be much younger than his 80 years, and his energy and vitality are still an inspiration to his colleagues. He was born in Okayama-ken and graduated from Imperial University (now Tokyo University) with a law degree.

The World Trade Center of Japan is a four-year-old organization which occupies most of Matsumoto's attention at present. The beneficial activities of International House and the International Trade Mart in New Orleans strongly influenced him in organizing the WTC, which is now housed temporarily in downtown Tokyo, prior to the opening of the World Trade Center Building in Shiba, Minato-ku in 1969.

With the first meeting in New Orleans in April of the World Trade Centers Association, Matsumoto's endeavor to promote world peace through trade took another giant step. Matsumoto's goal, and the function of the WTCA, is the "promotion of world peace and human welfare through 'world trade' in the true sense of the world, through trade, in other words, free of political, economic and other obstacles." (New Orleans Port Record, June)

PIANC

Brussels:—The 22nd International Navigation Congress of the Permanent International Association of

Navigation Congresses (P.I.A.N.C.) will take place in Paris, France from 15th to 22nd June 1969. The PIANC General Secretariat is located at Residence Palace, Quartier Jordaens, 155, rue de la Loi, Brussels 4, Belgium.

U.P.'s Land Bridge

San Francisco, Calif.:—Yet another major railroad—the Union Pacific—has come forward with a "land bridge" plan for moving international container traffic across continental United States.

The new plan—a joint venture with the Norfolk and Western Railway Company—was outlined by Edd H. Bailey, president of Union Pacific, last week.

The railroads, he said, "will move containers furnished by ocean carriers . . . between California, Oregon and Washington ports and ports along the Atlantic Coast." There will be one interchange—at Kansas City, Missouri.

Mr. Bailey stated that "any ocean carrier may participate by filing a written concurrence with the (rail) carriers. The railroads will accept shipments of one or more rail car loads.

"Charges will be based on a one-car minimum, with progressively lower per-car charges as the number of carloads in a single shipment increases."

For example, the carload rate would be \$1320 on shipments of from one to 10 cars. On loads of 31 cars or more, the unit charge would drop to \$1020. "Still lower charges probably will be quoted on solid trainloads," Mr. Bailey said.

Both Union Pacific and the Norfolk & Western "plan to offer the same arrangements and charges in connection with all other connecting carriers via normal tariff routes."

The Union Pacific president gave no fixed date for startup of the service, explaining that the new plan is "only the initial stage of the developing land bridge concept being worked out between UP and the N&W."

Unit Trains

He said "future possibilities" include operation of unit container

trains in run-through, coast to coast service."

Mr. Bailey said that the land bridge concept "can cut up to 20 days from the time required for a shipment to move between the Far East and Europe by sea round the Cape, and up to 10 days via the Panama Canal."

Similar plans have already been announced by the Santa Fe Railway and the Milwaukee Road, and a survey prepared for California canners and produce shippers by A. T. Kearney & Co., international consulting firm, said fast unit trains between Northern California and the Chicago and New York markets are feasible now. (Pacific Shipper, June 17)

Containership Chaos?

San Francisco, Calif.:—A prediction that the race for container cargoes in the trans-Pacific trade "is likely to result in chaotic conditions" has been made by Paul Rasmussen, president of Moller Steamship Co.

He told a meeting of the North Atlantic Ports Association that "presently known plans" for trans-Pacific containership operation indicate that carrying capacity "will be double the entire traffic last year."

Of significance to East Coast ports, he stressed, is the possibility that this development may result in "heavy inroads in the overland cargo that, perhaps, will even cut into the cargo presently moving through your ports."

He warned that larger containerships will result in fewer calls at ports, and that the big vessels will have problems finding sufficient cargo.

"When you . . . make these vessels so large that they can carry up to 1200 containers," Mr. Rasmussen said, "you must necessarily require fewer ships to handle your share of the traffic."

Mr. Rasmussen—whose company is general agent for Maersk Line's Atlantic-Far East service—said the trade already is heavily imbalanced. In 1967, 2,142,000 revenue tons of general cargo were moved from Japan to Atlantic and Gulf ports, but only 896,000 tons moved the other way, he noted.

The West Coast appears totally dedicated to full containerships, the Moller executive said. He predicted that they will monopolize the trade, leaving "very little room for the breakbulk vessel."

"Instead of pushing people into this new age, why not let other approaches get at least a chance to prove themselves?"

"I do not think that palletizing was ever given that chance in overseas trades." (Pacific Shipper, June 17)

New Director of Operations

Ottawa, June 7:—The St. Lawrence Seaway Authority today announced the appointment of Allan M. Luce as Director of Operations, to become effective September 1, 1968. Mr. Luce succeeds Robert J. Burnside who is proceeding on retirement on that date after 33 years of service with the Federal Government. Mr. Burnside has been Director of Operations since the Seaway opened in 1959.

Mr. Luce was born in St. Catharines in 1922. He served during the war as an infantry officer with the Canadian Army. Following his wartime service, Mr. Luce attended Queens University, Kingston, Ontario, and graduated in 1948 with the degree of Bachelor of Science in Mechanical Engineering. He worked briefly as Design Engineer with the Ontario Paper Company at Thorold, Ontario, and continued his association with the Army in the 44th Field Regiment, RCA(M).

In 1949 Mr. Luce was appointed to the staff of the Welland Ship Canal of the Department of Transport as Mechanical Engineer. In 1954, he was made Assistant Superintending Engineer, and in 1955 was appointed to the position of Engineer in Charge of Operations, Canal Services Branch. Subsequently, in 1959 Mr. Luce joined The St. Lawrence Seaway Authority in the capacity of General Superintendent of Maintenance. He was appointed to the post of Regional Director, Western Region, in 1964, which he leaves to become Director of Operations.

Mr. Luce is a member of the Association of Professional Engineers

of Ontario, the National Association of Corrosion Engineers, the Professional Institute of the Public Service of Canada, Toronto Marine Club, and the Gyro Club of St. Catharines.

He is married to the former Miss Shirley E. Smith of Pembroke, Ontario, and they have four children, Mary, David, J. Gregory and Kathryn.

Mr. Robert J. Burnside was born in Madoc, Ontario, in 1903. He graduated from the University of Toronto in 1927 with the degree of Bachelor of Applied Science in Civil Engineering.

He was employed with a private firm as consultant resident engineer until 1932. In 1935 he was appointed Assistant Engineer on the Trent Canal and remained on staff in various positions until he joined the staff of the Welland Canal in 1949 as Engineer in Charge of Design and Hydraulics. He became Assistant Superintending Engineer on the Welland Canal, and in 1954 was appointed Engineer in Charge of Operations, Maintenance and Improvements in the Canal Services Branch. In June 1955, he was appointed Director, Canal Services, Department of Transport. (The St. Lawrence Seaway Authority)

AAPA Convention 1968

Buffalo, N.Y.:—The American Association of Port Authorities, Inc., will hold its fifty-sixth annual convention in Curacao, November 11~13. Announcement was made by Paul A. Amundsen, Executive Director of the A. A. P. A. Although several port authorities in the western hemisphere are members of the Association, this is the first convention to be held outside the United States and Canada.

The recently-inaugurated Curacao Hilton will be headquarters for the convention in Curacao and delegates from the United States and Canada will arrive by charter aircraft from New York and Miami. Guy Beaudet of Montreal, Canada, President of the A. A. P. A. will preside at the convention and ample opportunity will be afforded for inspection of world-famous Willemstad harbor and of the Shell Refinery. Host or-

ganizations for various social events in Curacao include the Curacao Shipping Association, the Curacao Chamber of Commerce and Industry, and the Curacao Trade and Industry Association.

The A. A. P. A. which was founded in 1912 has 600 members representing port authorities in the United States, Canada and Latin America. (Port of Buffalo Progress Bulletin)

Natural—100 ft. Port

Fredericton, New Brunswick, Canada, June 21:—An integrated deep-water port development plan in New Brunswick, involving 8,000 acres of land adjacent to the existing port of Saint John, has been announced here to-day by the New Brunswick Premier, Mr. Louis J. Robichaud, Q.C.

Premier Robichaud said: "The preliminary studies carried out by the New Brunswick Development Corporation have resulted in pinpointing the Lorneville area southwest of Saint John as a natural deep water port location. It has just about perfect specifications including a minimum water depth of 100 ft. and is capable of handling both tankers and bulk carriers of up to 750,000 tons.

"The Corporation, which is the Crown Agency responsible for industrial development in the province, has therefore been authorised to proceed immediately with the concluding stages of its plan, to be completed in a 44-week period ending May, 1969. The Government has assured the Corporation that the necessary land for such a port will be made available as and when required."

Mr. James Addison, president of the New Brunswick Development Corporation, said: "There are 12 major factors which the deep water port of to-morrow must have, and our New Brunswick location has all of them. We believe they are without parallel anywhere else on the North American eastern seaboard.

"They are:

"1. Unobstructed sea approaches.
"2. One hundred feet of deep water close inshore.

"3. Free of ice during winter

months.

"4. Ample manoeuvring room for giant tankers and bulk carriers.

"5. Low current velocities.

"6. Favourable meteorological conditions.

"7. A large area of low cost level backland.

"8. A plentiful fresh water and power supply.

"9. Ideal geographic location in relation to world trade routes.

"10. Good landward transportation links—rail, road and air.

"11. Proximity to existing major port city.

"12. Adjacent to U.S. border with free trade area potential."

Mr. Addison also announced that a specialist committee under his chairmanship will advise on all aspects of the final planning. (Lloyd's List)

Marine Commerce Promoter

Hartford, Conn., July 12:—Edson B. Gerks, a recognized expert in marine affairs, will head the new Marine Commerce Unit of the Connecticut Development Commission, Horace H. Brown, the agency's managing director announced Friday.

Mr. Gerks has had 30 years of experience in transportation, warehousing, seaport design and development, and economic feasibility studies in cargo handling.

During the past seven years, Mr. Gerks has served as a staff consultant with the firm of James C. Buckley, Inc. of New York, industrial transportation consultants. During this connection, Gerks spent two years in Turkey as part of a four-man team retained to improve the efficiency of administration, management, cargo-handling, warehousing and related operations of various Turkish seaports.

In a career embracing a rising succession of technical and executive responsibilities, Mr. Gerks served as manager of sales and traffic for Wiggins Terminals, Inc. of Boston; assistant to the president of Zone Oil Trucking Co. of Long Island City, N.Y.; manager of the traffic department of Penn-Texas

Corporation (now Colt Industries); manager of sales and traffic for Bayway Terminal Corporation of Elizabeth, N.J.; and as president and general manager for five years of Harrisburg Storage Co. in Harrisburg, Pa.

The new Marine Commerce Unit, which has been established in the Development Commission and which Mr. Gerks will direct, is concerned with the development of Connecticut ports for both commerce and recreation, ocean-oriented industrial business and research, and the revitalization of the state's fishing industry. The mineral resources of Connecticut's inland and off-shore waters will also be considered by the unit.

Mr. Gerks is a native of Rochester, N.Y. and attended the University of Rochester.

Among professional organizations in which Gerks holds memberships are: the International Association of Ports and Harbors, the International Cargo Handling Coordination Association, the National Defense Transportation Association, the Traffic Club of New York, and the Foreign Commerce Club of New York.

Mr. and Mrs. Gerks are moving from New York City to Hartford. (State of Connecticut Development Commission)

History of Port

Houston, Texas:—The Port of Houston—A History, has just been published by the University of Texas Press and is receiving wide acclaim as the first complete, definitive study of Houston's Port and Ship Channel and their tremendous impact upon the economy of the area.

Written by Dr. Marilyn Sibley, this 246 page work was commissioned by the Navigation and Canal Commissioners nearly three years ago and is the result of painstaking research and study. It has an extensive bibliography with source material heretofore unknown.

The book is dedicated to the late William N. Blanton, for more than twelve years a member of the Port Commission and whose unflagging interest in the writing of such a history was largely responsible for

the work being undertaken.

The history traces the development of the Port from the founding of the City of Houston in 1836 at the confluence of Buffalo and White Oak Bayous, down to its present day immensity as the nation's third largest port with a \$3 billion industrial complex lining its banks.

To observe the publication date in early May, the Navigation and Canal Commissioners invited national, state, country and city officials, along with leaders of the foreign trade and shipping industry, to a reception in the World Trade Club to receive autographed copies of the book. ("Port of Houston Magazine," June)

Largest Ore Carrier

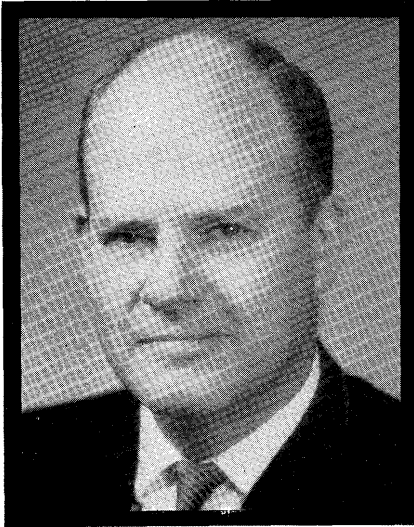
Long Beach, Calif.:—The largest ore carrier ever built for a Japanese owner arrived in the Port of Long Beach in May to load the largest overseas shipment of iron ore ever made from the United States.

The Port Latta Maru established the new record when she loaded out 90,000 tons of iron ore pellets at the Port of Long Beach's Pier G bulk terminal. The old record of 80,000 tons was also established in Long Beach and was held by the Liberian vessel Marshall Clark. The Port Latta Maru has an overall length of 809 feet, a beam of 125 feet and a draft of 44 feet. She has a service speed of 15 knots and is owned by Daiichi Chuo Kisen Kaisha. Local agent is General Steamship Corp. The Port of Long Beach is now the largest iron ore exporting terminal in the nation, loading out 1,785,274 tons last year.

Ore loaded aboard the Port Latta Maru was mined at the Kaiser Eagle Mountain Mine east of Indio, California, converted into pellets at nearby Fontana then hauled in 900 ore cars to the Port.

Iron ore pellets weigh approximately 256 to the pound, thus making a total of 46 billion pellets in this record shipment.

The Port Latta Maru is so long—809 feet—that crew members use bicycles to traverse the distance from bow to stern. (Long Beach Port Ambassador)



The Late G. S. Dinwiddie

Loss of Dinwiddie Mourned

New Orleans, La.:—George S. Dinwiddie, current finance chairman and immediate past president of the Board of Commissioners of the Port of New Orleans, died of a heart attack while on vacation in Michigan July 11. He was 58.

Dinwiddie was chairman of the board of New Orleans Public Service, Inc., having joined that company in 1936. He was appointed head of the budget & statistical department in 1940, and following World War II, in 1947, he was named company economist. He was elected a company vice-president in 1949 and to a seat on the board of directors in 1950. In May 1951 he was elected president of New Orleans Public Service. After serving as president for eight years, he was elected to his final position as chairman of the board.

Dinwiddie was a native of New Orleans and attended schools in the city. He was graduated from Tulane University with a bachelor's degree in business administration and took further courses at night while working for Public Service. He received a master's degree in Business Administration in 1943.

He was a director and past-president of International House and of the Chamber of Commerce of the New Orleans area.

His regional and national affiliations included positions as director of the National Industrial Conference Board and a trustee of the U.S. Council of the International Chamber of Commerce and of the Southern Research Institute. He was a member of the Tulane University Board of Visitors. In 1952 he was awarded a plaque by Tulane's College of Business Administration "for exceptional achievement in the field of business and outstanding community service."

Dinwiddie is survived by his wife, a son, a daughter, a brother and a sister. (Port of New Orleans)

Coal to Japan

New Orleans, La.:—Major export movements of coal from Oklahoma's newly-revived coal mining industry are taking place at the port of New Orleans.

The high-grade coking coal is being shipped to Japan in large quantities for use in manufacturing coke for steel production. Heretofore, most American coal destined for Japan was mined in northeastern states and moved through the port of Norfolk.

The new coal movement originates in mines owned by the Howe Coal Company at Howe, Oklahoma and is being imported into Japan by Sumitomo and Mitsui trading companies, which then supply the coal to several steel manufacturers. Current plans coordinated by the Japanese and American companies hopefully involve supplying Japan with 12 million tons of coal over a 12-year period. The port of New Orleans hopes to attract a major portion of the movement. The first 3,500-ton test shipment reached Japan in May.

The coal arrives at the port's Public Bulk Terminal via hopper cars of the Kansas City Southern Railway Co. and is moved by conveyor and dump truck to an open storage area, from which it will eventually be recovered by mechanized loaders and a conveyor system for delivery to bulk-carrier vessels.

Storage pads now in use for coal at the terminal offer a total capacity of 48,000 tons, with the possibility

of more storage being developed in the future.

Ultimately, transportation costs are expected to be cut to a minimum as the movement develops by hauling the coal in unit trains made up of 80 to 90 125-ton hopper cars. The mines at Howe are located within easy reach of the railroad.

It is expected that, with the opening of the Arkansas River navigation link with the Mississippi River, barge traffic will also play an important part in bringing coal from other mines as well as many other products of industry and agriculture from Oklahoma and Arkansas to the port of New Orleans. (Port of New Orleans)

"The W.J. Amoss Room"

New Orleans, La.:—The Board of Commissioners will name The Rivergate's hospitality room "The W.J. Amoss Room" in honor of the late managing director of the port, according to H. Gilbert Smith, chairman of the W.J. Amoss Memorial Fund and manager of the port's Foreign Trade Zone # 2.

Employees of the Board have contributed enough funds to commission a portrait of Mr. Amoss by artist John Clay Parker which will hang in the hospitality room of the exhibition-convention hall. Parker's work has been used in other public buildings in the area, and his reputation has earned the approval of the Amoss family for the project.

The portrait will be placed in The Rivergate at a ceremony to be announced later in the year. (New Orleans Port Record, August)

Shunting Yard

New York, July 11:—A railroad classification yard to speed rail delivery and pick up of oceanborne freight moving through Port Newark and the Elizabeth-Port Authority Marine Terminal will be built at Port Newark under a \$457,287 contract awarded today by the Commissioners of The Port of New York Authority, according to an announcement by Chairman James C. Kellogg, III, following the monthly Board meeting.

The classification yard will provide a conveniently located switch-

ing facility where rail cars entering and leaving the seaport can be classified by tenant areas, resulting in more efficient service. At present, the railroads switch rail cars in yards a distance from the seaport.

The new rail yard also will provide adequate facilities in the Port of New York for the handling of transcontinental container trains in the "land bridge" system now being planned by major American railroads. Under this system, oceanborne containerized cargo will move by rail between West and East Coast ports.

1968-69 Budget

Oakland, Calif.:—The Oakland Board of Port Commissioners has adopted its 1968~69 fiscal program based on projected operating revenues of \$7,488,148, announced Commission president Peter M. Tripp.

The figure represents an increase of \$488,148 above the revenue projection for the last fiscal year, which ended June 30.

The Port of Oakland's annual budget is based on the funds produced by its three operating divisions: Oakland International Airport, marine terminals and rental facilities.

An increase in the operating revenues produced by all three divisions was forecast.

Revenues from the airport, which is expected to continue as the leading revenue producer, are estimated at \$3,225,849. Direct operating expenses are expected to total \$1,512,816. These expenditures include \$518,152 to maintain the unique "Fly Oakland" telephone service and advertising and promotion programs.

The Port's rental facilities are expected to produce \$2,047,129 for fiscal 1968~69.

The other source of operating revenues, marine terminals, is expected to produce \$2,215,170, an increase of almost \$700,000 over last year. The new money will be produced principally by the new 7th Street Marine Terminal, which will begin handling the cargoes of seven container lines this fall.

Tripp pointed out that the budget

attains a major objective set by the port Board. The Board requires that operating income before depreciation be at least equal to one and one-half times the bond principal and interest payments for the following fiscal year.

The port's anticipated operating income before depreciation of \$3,026,607 exceeds the Board's minimum requirements by \$672,542.

Operating expenses for the coming fiscal year are projected at \$4,461,541, an increase of \$90,506 over anticipated expenses for the 1967~68 fiscal year. The higher amount is the result of increased airport and marine terminal activities.

The heaviest expenditure of port funds during the fiscal year will be in the maintenance and engineering category. A total of \$1,472,586 has been budgeted for these activities.

Port operations are expected to generate \$1.9 million in funds which will be used in part for a capital improvements program. The greatest portion, however, \$1.4 million, will be applied to the port's revenue bond debt principal and to the 1968~69 debt service on the City's 1955 general obligation bonds which helped finance the new airport. The latter figure amounts to \$603,000.

The Port of Oakland does not require tax funds for its year-to-year operations, and must base its annual budget on income produced by the level of business within its jurisdiction. According to Tripp, all revenue estimates have been "conservatively" estimated, "based on current levels of operations."

Voters' Nod

Portland, Ore.:—The Dock Commission bond measure received an affirmative vote by more than 96,000 Portland voters, representing 69.3% of total ballots cast. The \$12.5 million bond measure was the Commission's seventh successful bond levy since its creation by municipal authority in 1910 as an agency to build and operate public docks and to encourage shipping companies to use Portland as a port.

The Commission has gone to the people twice before in recent years,

first in 1954 when they successfully presented a \$6.5 million issue to civic-minded Portlanders. A \$9.5 million bond measure was equally popular with Rose City voters and provided the backbone of a \$20 million long-range program to maintain Portland's place among major world trade centers.

Present public facilities are valued at more than \$49 millions. \$29.5 million of which has derived from bond monies. The balance of Commission physical assets have been provided by steady, solid profits from operations, less a small recurring tax levy and about two million dollars in revenue bonds, which cost the taxpayer nothing since they are repaid by lessees.

The May 28th vote indicates Portland's awareness of the harbor and related industry, and its importance to the city's economy. More than 32,000 persons directly or indirectly earn their living from Portland's harbor, and account for a payroll of nearly \$115 million annually.

A volunteer Citizens for Docks Development Committee was formed to promote the bond measure. They found their task was largely one of informing Portlanders of the importance of a modern competitive harbor.

This highly effective committee was headed by E. C. Sammons and Ernie Baker, both civic leaders with a long and active interest in Portland's economic future. The Citizens' Committee, in concert with CPD Commissioners and staff, embarked on an effective program of speaking engagements, showing of a specially produced motion picture, *RIVER OF GOLD*, popular open houses at dock facilities, harbor tours, and wide distribution of informational literature.

The financial and labor community, aware of the importance of the docks to Portland's economy, lent their endorsements and active support. Mass media editorial support was favorable. Thus, citizens again demonstrated their appreciation and confidence in one of the Northwest's most important industries. (Portland Public Docks Harbor News)

Film to "Sell" Port

San Diego, Calif.:—The San Diego Unified Port District currently has a promotion film in production which will assist in explaining the Port's facilities and services to interested groups nationally and internationally. A professional film crew and actors have been busy on Port tidelands, at the airport and at terminal facilities for the past two months filming activities ranging from recreation to cargo shipping. Scheduled for completion by late summer, the film will be released locally and nationally in its first few weeks for showing on television, as well as before service clubs, civic groups and others. A technical "short-short" is being filmed at the same time to provide more detailed information to shippers, industrialists and others to assist in the Port's marketing program. (Port of San Diego, Newsletter)

"Puertos Amigos"

Savannah, Ga.:—The promise of the "Friendly Ports" Program is to provide a meaningful and mutually attractive method for on-the-job training and exchange of technical know-how in port operations and development. Any person sponsored by an established port or agency which is a member of the American Association of Port Authorities may apply for the program. His work, however, must be closely related to the problems of a port. The participant must upon completion of the program return to the institution for which we worked in order that his training may contribute to the strengthening of the organization. The Georgia Ports Authority recently participated in the "Friendly Ports" Program with the arrival of Julio Contreras Dheming of El Salvador, Central America. Mr. Dheming was with the Georgia Ports Authority for a period of three weeks. (Georgia Ports Authority)

Stevedores Merged

Melbourne:—The radical changes, now either taking place or pending, in cargo handling methods in Australia's overseas shipping trade, became even more evident in the Port

of Melbourne recently, when major changes took place in the structure of stevedoring companies operating in the Port.

Two stevedoring companies—E. P. & A. Fraser Pty. Ltd., and its associated companies, and The Victorian Stevedoring and General Contracting Company Pty. Ltd.—who have been operating in the Port for about 90 years, have merged their interests with Patrick Stevedoring Company Vic. Pty. Ltd., a company in the Australia-wide James Patrick group.

E. P. & A. Fraser Pty. Ltd., whose principal stevedoring activities concerned H. C. Sleight, Japan Line, and Parrish, were taken over by Patrick Stevedoring with the entire staff absorbed and given continuity of employment.

In the case of The Victorian Stevedoring company, Patricks acquired the major share-holding of the older company, which has considerable standing in the shipping world, and whose interests centre around British, Japanese, and Swedish shipping activities.

Victorian Stevedoring will continue to operate under its own identity, with its present managerial staff, superintendents, foremen and ancillary staff. Captain Frank L. Grose will continue his long association with the company as Chairman of Directors.

With the merging of stevedoring interests, Patrick Stevedoring Company Vic. Pty. Ltd. is now the biggest stevedoring group in Victoria, while its parent organisation, with headquarters in Sydney, is now the largest national stevedoring group.

The Patrick group is the only completely independent Australian-owned company operating on an Australian-wide basis, and in Victoria is one of the three remaining stevedoring companies. The other two are United Stevedoring Pty. and F. G. Strang Pty. Ltd.

This contraction in the number of stevedoring companies, and the consolidation of interests, is considered to be an economic evolution following major changes in worldwide shipping activities. The current moves in Melbourne, however, were unquestionably accelerated by the introduction of unit-load/con-

tainer/general cargo ships in the international trade, and the pending introduction of pure container ships early next year.

Progress on the construction of nine container ships for the Australia/U.K. trade to call at the Port of Melbourne's new overseas container terminal at Swanston Dock is well advanced, with the first vessel to be launched this month.

O.C.L. are building six ships, and these have already been named by the company to give a direct association with Australia. The names are after bays found in each State and in Commonwealth Territory.

The ship to be launched this month has been named the "Encounter Bay", and the others "Flinders Bay", "Moreton Bay", "Discovery Bay", "Botany Bay" and "Jervis Bay".

They will be delivered at monthly intervals from January to May next year for their immediate introduction into the Australia/U.K. service.

Three 24,000-ton container ships being built for the other major British container consortium, Associated Container Transportation, are also on schedule, and due for delivery in February, April and June of next year. (Melbourne Harbor Trust Port Gazette)

Mountainous Deal

San Francisco, Calif.:—Goldsworthy Mining Pty. Ltd. of Western Australia has signed two contracts worth \$89,986,000 for delivery of 11 million tons of iron ore to Japanese steel mills over the next 10 years.

Goldsworthy Mining is owned jointly by Consolidated Goldfields (Australia) Pty. Ltd., Utah and Cyprus Mine Corp., also of California.

The contracts are expected to boost the Western Australian iron ore output to 4.2 million tons by late 1969. (Pacific Shipper, June 24)

Record Annual Trade

Sydney, 19th July:—The total trade handled through the Ports of N.S.W. during the financial year ended 30th June, 1968, reached the record level of 43.65 million tons.

This was announced in Sydney today by Mr. W. H. Brotherson, President of the Maritime Services Board, who said that this was the first occasion on which the total trade of the N.S.W. ports had exceeded 40 million tons in a year.

The largest increase was in the Port of Sydney where the trade totalled 14.82 million tons to exceed the previous record of 13.05 million tons established in 1964/65 by some 1.77 million tons.

At Newcastle, an all time record was also achieved.

Mr. Brotherson said the total trade of the Port of Newcastle reached 11.79 million tons, compared with the previous record of 11.27 established last financial year.

Trade at Port Kembla reached 10.1 million tons during 1967/68 and this was also a record, the previous highest figure being 9.02 million tons in 1966/67.

At the remaining major port of Botany Bay, the total trade, which is comprised mostly of oil and oil products, amounted to 6.68 million tons, an increase of some 360,000 tons on the trade handled during 1966/67 but almost 850,000 tons less than the record year of 1964/65.

Mr. Brotherson said that the decline in trade at Botany Bay over recent years has been brought about, to a great extent, by the commissioning of oil refineries in other States, particularly in Queensland.

Mr. Brotherson indicated that a major factor in the increase in tonnage handled in the Ports of Sydney and Newcastle has been the improvement in coal exports to Japan. At Sydney there has also been a big increase in wheat exports and in imports of oil.

He said that a significant feature of the increased trade in the Port of Sydney last year was the increase in the tonnages of general cargo handled. General cargo passes through the transit sheds in the port and sharp increases in the tonnages can have the effect of creating congestion in wharf sheds. Mr. Brotherson said that, during the course of the year the port catered successfully for the increased demands of the general cargo trade.

The total general cargo handled

in the Port of Sydney during 1967/68 amounted to the record figure of 4.92 million tons, this being an increase of 400,000 tons over the total during the 1966/67 financial year.

Mr. Brotherson said that the Board's annual statistical publication should be available within the next few months and this will set out comprehensive details of the trade and shipping activities of the various ports of the State. (The Maritime Services Board of N.S.W.)

Container Port for H.K.

Hong Kong:—The Director of Marine, Mr. K. Milburn said he is confident that when final decisions are made by the Container Committee as to whether a completely new container port at Kwai Chung or elsewhere is needed, "they will be based on an adequate response to the needs of the community. It will be for posterity to judge the effect." Speaking to members of the Rotary Club of Hong Kong at a luncheon, Mr. Milburn said "Container Committee remains in being and the studies are being pursued." The Director emphasised: "The initiative for the introduction of container carriage lies with the shipowner. It is he who must accept the first and major capital risk to build or adapt ships to the system." (Hong Kong Government Information Services)

India Eyeing Container Berths

London:—The Government of India is considering a proposal to provide for suitable container berths at least at one major port on the east and west coasts. According to official sources Haldia and Nhava Sheva are likely to be equipped to receive containers and handle them in a systematic and economic manner.

It is also proposed to make arrangements at Bombay and Calcutta for handling, on a moderate scale, containers bringing import cargo, though it is readily conceded that it may not be possible in the short term to provide sufficient export cargo for all the incoming

containers. It would be to the advantage of India to be prepared for berthing of container ships and handling of containerised import cargo as it may improve the turnaround of ships and result in freight reduction.

As the country could derive maximum advantage only if matching containerised export cargo is available—for containerisation to be established as an economic proposition, a two-way pipeline is essential—it is proposed to make earnest efforts to provide such cargo.

It is, however, felt that for the success of any containerisation scheme, it will be necessary to streamline the Customs Department and to secure its full co-operation. Otherwise, it will be extremely difficult to keep up the tempo of clearance of import and export cargo moving in containers.

The most important facility required from the Customs is the duty-free entry and re-shipment of containers as is the practice in several other countries with international standardised containers. In addition, the Customs should arrange for the Customs examination to be conducted in consolidation and distribution yards away from the docks. There should be a co-ordinated arrangement by the railways and road transport to facilitate the inter-modal transport of containers.

For expeditious clearance of containerised cargo, it is proposed to simplify the documentation required by the Customs Department. Its regulatory, examination and appraisal procedures are also to be streamlined. The report of the Customs study team on the subject has been submitted to the Union Government and action will be taken on the recommendations as soon as a decision is taken. (Lloyd's List)

Largest Iron Ore Loader

Tokyo:—IHI (Ishikawajima-Harima Heavy Industries Co., Ltd.) recently received an order for a world's largest iron ore loading facility from Mt. Newman Mining Co., Pty., Ltd., Australia.

The facility has a normal loading capacity of 8,000 tons per hour and

Europe-Africa

a maximum capacity of 9,500 tons per hour and will be installed at Port Hedland, North-west Australia for shipment of Newman iron ore to Japan.

Mt. Newman Mining Co. was jointly established by private enterprises in Australia, Japan and the U.S.A. for mine development of Mt. Newman, West Australia. Iron ore mined by Mt. Newman Mining Co. will be exported by AMAX Iron Ore Corp. and Pilbara Iron Ltd. of Australia, with whom Japanese iron and steel companies concluded a long-term buying contract for a total of 100 million tons of iron ore in October 1966.

Contract price (for main body only) is approximately 300 million yen (US \$830,000) on CIF basis and delivery is scheduled for October of this year.

For Studies in Europe

On April 14, 1968, Sub.-Lt. Calit Sawangsakdi, RTN, Chief of Port Operations Department, left for a seminar and observation tour on port aspects in Europe. He will attend the Fourth Seminar on Port Management in the Netherlands from April 22 to May 25. The theoretical part of the course consists of lectures on transportation problems, nautical subjects, port management, the lay-out of port area and cargo handling, given during a two-week study period. These courses are organized by the Delft Technological University in cooperation with the Netherlands Universities Foundation for International Cooperation. The remaining three week visits will be made for a study and observation tour to the ports in Amsterdam and Rotterdam.

From 2nd to 8th June 1968, upon invitation of the Belgian Government, he will attend the International Harbour Conference held at Antwerp, Belgium. This conference is the most important events in the field of harbour all over the world. The interesting subject is port development on containerization which the Port Authority is now anticipating. His knowledge from attending the conference will benefit the Port

Authority in improving its work in the field of port operations.

During this trip, Sub.-Lt. Chalit will also visit four plants which are the procedures of folk-lift trucks, mobil cranes, portal wharf cranes, floating cranes and will see various types of dolphins at work and under construction.

Another port official, Charoen Sudhithes, Assistant Chief of Harbour Service Division, Port Operations Department, departed on April 24 for Denmark to attend the Eighth Session of the Ports and Shipping Training Centre to be held in Holte from 28th April to 18th May 1968 under the joint cooperation of the United Nations and the Government of Denmark. (PAT Monthly, May)

New Container Service

Glasgow, 7th July:—The first vessel on a new container service from Clydeport direct to U.S. and Canadian Pacific-coast ports sailed from King George V Dock, Glasgow, yesterday (Sunday) for Los Angeles.

She was the 4,979 tons net Sargodha owned by E/A/C Lines of Copenhagen whose British agents are Escombe McGrath & Co. Ltd.

The line will also have two other vessels, the Sinaloa and Simba, engaged on this new monthly service from the Clyde which operates within the U.S. and Canadian North Pacific freight associations.

Each of these ships has a cellular section to accommodate 72 twenty-foot I.S.O. containers and is equipped with its own gear for loading and discharging containers. (Clyde Port Authority)

Sir Clifford Dove

Liverpool:—The Director General of the Mersey Docks and Harbour Board, Sir Clifford Dove, C.B.E., E.R.D., and the Docks and Commercial Manager, Mr. J. C. Marshall, M.B.E., T.D., returned in April from a visit to Australia and New Zealand where they had important discussions concerning trade between those countries and Britain.

With reference to the plans to concentrate Australian containerised

cargoes through one United Kingdom port, Sir Clifford emphasised the risks involved in these proposals. He said, "Within 100 miles of Liverpool live 30% of the population of the United Kingdom. In other words, 16,000,000 people, greater in fact than the population of the whole of Australia. And within that 100 miles boundary 60% of all United Kingdom exports are manufactured.

"Within 25 miles of Liverpool 80% of all imports through the port reach their destination and 43% of all exports originate. In addition to that 50% of everything bought in the United Kingdom is purchased within 100 miles of Liverpool.

"This is surely a ready market for anyone and the Australians have had their feet in it for many years. If they move out someone else is bound to have a go at the same market.

"Similarly, if the Australians vacate berths in Liverpool there are other countries already interested. We will be able to fill these berths. Indeed people are asking for more berths now."

He did not think it prudent to use one port only in any country. "It means if you get a stoppage there the whole trade is halted.

"From the Australians' point of view they have to make up their minds whether they are going to chance their arm. From Liverpool's point of view an assessment must be made of what will not be containerised and how many berths will be required for this rump. In other words, uncontainerised goods."

Some manufacturers in the North have expressed concern if Northern ports are not used and Sir Clifford reports disquiet about the Tilbury move among Australian producers. "What may happen is that the markets in the North may be exploited by others, such as South Africa. This is the risk Australia takes." (Port of Liverpool Bulletin)

Tranmere Oil Terminal

Liverpool:—Facilities for unloading very large crude-oil tankers—some of which will be of the order of 200,000 tons dwt, arriving part-

Tranmere Oil Terminal, Liverpool



Port of Liverpool—The River Mersey at Tranmere Oil Terminal capable of dealing with 200,000 ton oil tankers.

loaded — are to be introduced by Shell UK at the Tranmere oil terminal, on the Mersey, which feeds their Stanlow refinery. Major improvements at the terminal include modifications to the mooring equipment, to be carried out by the Mersey Docks and Harbour Board, and the installation of new oil-loading/unloading equipment. This includes three 16-in fully-articulated Autoflow booms—equipment which, since its introduction last summer, has already brought in orders worth £600,000. In addition to the 16-in flow booms, each capable of unloading 3,500 tons of crude oil per hour, two smaller Woodfield booms are to be installed for bunkering

purposes.

To overcome the problems presented by the exceptional tidal range at Tranmere—there can be a difference of as much as 33 ft between high and low water—and because of the size of the tankers with which they will be coping, the inboard and outboard arms of the two flow booms have been designed with a combined length of 96 ft. (Port of Liverpool Bulletin)

Speed at Tilbury Attested

London, July 11:—The first major demonstration at Tilbury of a rapid turn-round of a trans ocean cellular container ship was held yesterday. Within minutes of the **American**

Lancer mooring at No. 40 berth at 13 00 hours, a P.L.A. shed crew of 13 men and a foreman began unloading 150 containers and loading 155 more. Working continuously, without stops for meals, this task was scheduled to be completed by 01 00 this morning, which would enable the ship to effect a 12-hour turn-round. U.S. Lines have now stopped using No. 4 berth, Royal Victoria Dock, the last ship being the **American Racer** a month ago.

The operation yesterday was watched by a large party of ship-pers and the Press. With the aid of the two Paceco-Vickers Portainer cranes and five straddle carriers, I timed the on/off cycle of one crane as four containers in 7.5 minutes

and the other crane as four containers in 11.5 minutes. Within two hours, several containers had already left the dock park by road transport, and the majority of the off-loaded containers will leave the dock area to-day.

Mr. P. M. Edwards, European Freight Manager, United States Lines, said that some 4,000 tons of cargo would be handled during the turnaround, whereas a few miles up river, conventional cargo vessels previously took a week, without Saturday or Sunday working.

The 13-man crew have a guaranteed weekly wage of £29 5s., with overtime additional. These are now 180 P.L.A. men on the so-called perimeter wage agreement with no piece work; 13 men on No. 40 berth is a considerable reduction on the normal gang of, per hatch, eight men on the quay and 14 on board—some 120/130 per conventional break bulk ship.

Commenting on the perimeter agreement, Mr. Peter Padget, Docks Manager, Tilbury Docks, said: "This agreement whereby labour can be called in at any time and can work continuously is unique in the history of the port of London." Incidentally, at berth 43, which is used by E.U.R., the handling operation with a single Portainer crane is worked by eight men.

The **American Lancer** (20,987 tons d.w.) is the first of six purpose-built cellular 1,178-container ships for United States Lines. The second ship, the **American Legion**, is due to sail from New York to-morrow. The European ports of call in this weekly service will be Rotterdam, London and Hamburg in that order. A further weekly service, using the second flight of three ships, is planned for early 1969, serving Havre, Liverpool and Greenock.

Yesterday's off-loaded containers included 15 with copper bars and cathodes, 14 with chemicals, 12 with machinery, 10 with mail, 10 with books and magazines and eight with liquid in drums. British exports taken on board included 10 containers with 8,200 cartons of gin, 14 with bicycles, 13 with household effects, seven with toys, &c. (Lloyd's List)

At Esbjerg

London:—Readers of our last issue, a special Danish number, will know that Danish Week in Britain was marked by a number of special events and displays and, that at the same time, British goods were being promoted in Denmark. In the port of Esbjerg there was also another reason for celebration—the port's centenary. The PLA's Chairman, Lord Simon, and Director-General, Mr. Dudley Perkins, attended the centenary celebrations as guests of Esbjerg. In the course of a speech at the centenary dinner the Director-General stated that "We in London are going into serious competition with every other port in the United Kingdom, large and small . . . We are going to offer prices and service which will make sense to the merchants of Esbjerg."

He was emphatic that small ports, such as Esbjerg, had a vital part to play in world trade. He did not, he said, attach great importance to "league tables" of port tonnages.

Esbjerg is a vital port to London's larder. It handles over half the Danish exports of farm produce that come to Britain. This traffic is expanding and the port is building a new bacon container terminal.

Students of maritime history and commerce may like to note that a new maritime museum was opened in connection with the centenary celebrations. Passenger services to Esbjerg are good. (The PLA Monthly, June)

Southampton, Ocean Container Port

London:—That Britain's premier ocean-going passenger port will soon also become one of this country's major terminals for ocean-going container ships was made certain by the recent announcement that Atlantic Container Line had chosen Southampton for their southern U.K. container service. The decision is seen by the British Transport Docks Board as fully justifying their development of the port to handle large container ships.

"This is the culmination of many months of extremely tough negotiations conducted in a most cordial

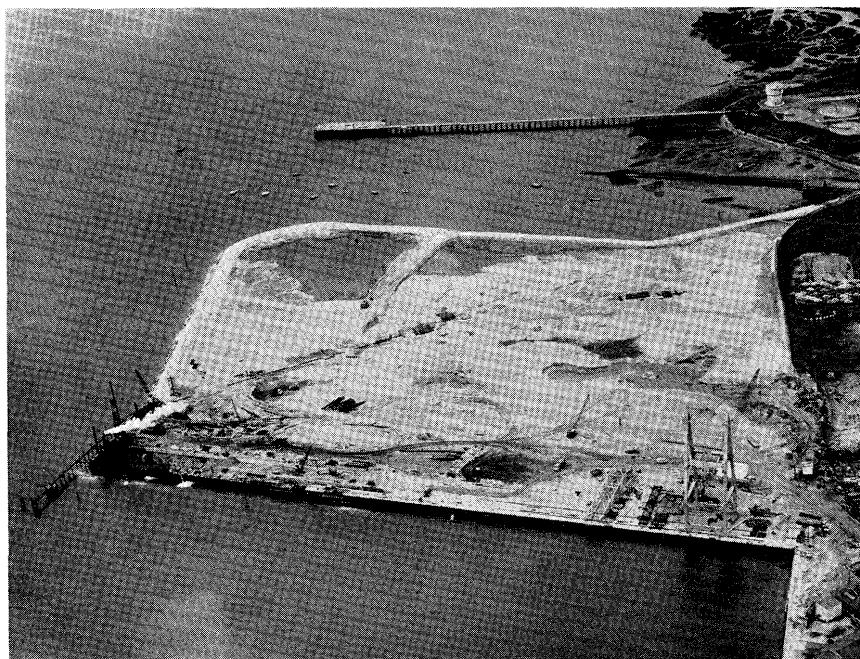
atmosphere," said Mr. Donald Stringer, the Docks Board's Deputy Managing Director, "and our faith in Southampton's future—based on its very real natural advantages and high reputation for good service, backed up by the findings of our market research studies—has been amply rewarded by this decision. Southampton was by no means the only port considered and I am delighted with the outcome."

The Docks Board are providing a 1,000 ft. long deep-water quay with 18 acres of adjoining operational area which will be fully completed early in 1969. Equipment includes two 30-ton Paceco-Vickers 'Portainer' cranes, straddle carriers, side loaders and towing units. The berth is now required to be provided with a link span to deal with the units of cargo that will pass through the stern door of the Atlantic Container Line vessels.

"The terminal had to be planned with a realistic assessment of forward demands upon the port in mind at a time when many potential customers were very much undecided as to their future intentions," Mr. Stringer continued, "and as it involved an investment of over two million pounds we had to be quite certain we would in the event be proved to be right."

"Our major convictions were rooted in the underlying facts that the Port of Southampton has a fine protected natural harbour; that entrance locks are unnecessary and therefore access to its deep-water berths is available at all states of the tide; that it is situated on the major trade routes to and from Europe and therefore offers the fastest assured turnaround for the largest container ships; and, by no means least, the quality and performance capabilities of all sections of the labour force."

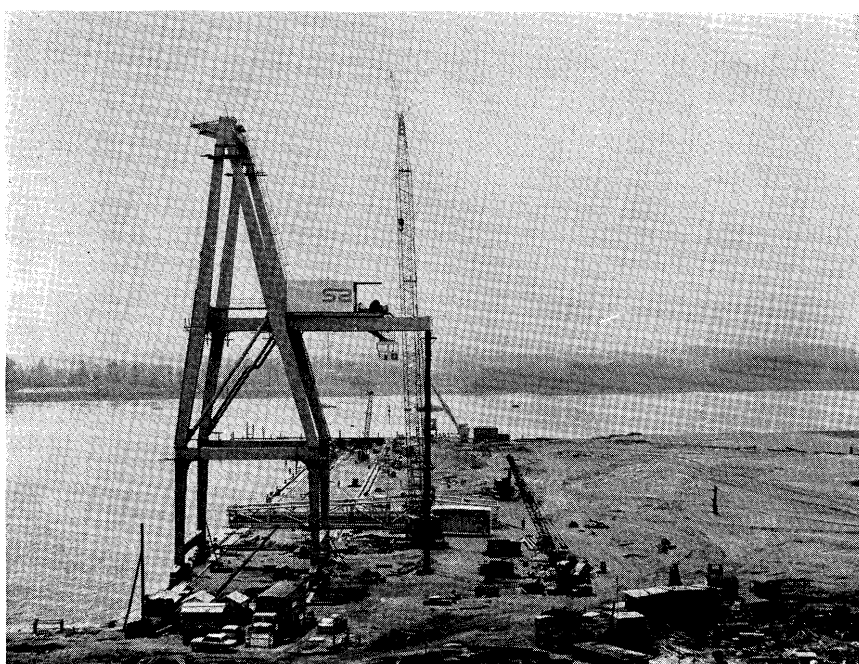
The Atlantic Container Line service will be sharing the Southampton terminal on a common user basis but with certain guarantees of berth availability. The Docks Board is currently negotiating with other important shipping lines interested in using the terminal which is capable of extension to provide additional berths as and when re-



This latest view of progress on the first stage in the British Transport Docks Board's multi-million pound Western Docks development at Southampton shows the 1,000 ft. deep-water quay which is to be the base for Atlantic Container Line's southern U.K. service, due to begin operating to the U.S.A. next year.

Partially erected is the first of the two giant Paceco-Vickers 'Portainer' cranes which will serve the first berth. (See below)

The new terminal stands on some 20 acres of land reclaimed from the River Test to provide the necessary marshalling area. Up to 458 acres can be reclaimed as required by the growth of Southampton's trade.



quired to meet the port's growth requirements.

Mr. E.A.C. Howells, Chief Docks Manager at Southampton said: "The Atlantic Container Line decision is a notable step in the history of the port. We are confident in the ability of Southampton to meet all the Line's requirements." (British Transport Docks Board)

Tidal Model

London: — A complete tide cycle will be reproduced once every eight minutes forty-six seconds on the tidal model of the River Humber, now virtually complete at Hull, Yorkshire, and due to be opened officially in September. (See photo)

The model represents the Humber Estuary from a point about six miles seaward of Spurn Head to the confluence of the Yorkshire Ouse and the River Trent—a total distance of 55 miles—and has been built in a specially constructed building at King George Dock, Hull, jointly by the British Transport Docks Board and the Humber Conservancy Board, under the scientific supervision of the Hydraulics Research Laboratory of the Ministry of Technology, at a cost of about £200,000.

The model's purpose is to determine the best alignment of deep-water channels for the Humber Ports and to investigate the possibilities of land reclamation within the estuary. It is envisaged that this model will enable engineers to study, more closely than has so far been possible, many problems as widely varied as dredging, detailed design of new harbour works, flooding and pollution.

The model is 337 feet long and 55 feet wide at its widest point. (British Transport Docks Board)

First in Timber Import

Bremen:—Timber imports to the Federal Republic of Germany in 1967 totalled about one million tons, of which some 60 per cent entered the country by way of Bremen ports. Bremen thus maintained its leading position among German ports for this branch of the economy.

As in the previous year the Ivory

Europe-Africa

Coast was the main supplier, and succeeded in stepping up its exports to the Federal Republic by 12 per cent to 360,000 tons. Bremen's share of this was an above average rise of 100,472 to 129,342 tons, or about 29 per cent. On a quantity basis the Soviet Union followed with 75,646 tons, while the U.S.A. took third place with 60,479 tons.

From the point of view of value, the U.S.A. topped the list with 49.1 million Marks because of its higher proportion of precious wood, followed by the Ivory Coast with 35.1 million Marks and the Soviet Union with 25.1 million Marks.

Bremen is going ahead with efforts to increase timber imports, which at the present time already hold fourth place after cotton, coffee and tobacco. (Bremen Air Mail)

South African Fruits

Mamburg:—The first shipment of fruit from South Africa of this year's season arrived in MS "Clan Robertson": 20,769 boxes of pears (450 tons) and 135,460 boxes of grapes (880 tons). The largest part was dispatched immediately to inland destinations, smaller quantities went to Holland, Italy and Switzerland. A weekly average of 100,000 boxes of South African grapes is expected to arrive in Hamburg. The first shipments of apples have also been discharged.

The central handling of the South African fruit business is in the hands of the export organisation Deciduous Fruit Board, London. Its programme for this season's exports to Harburg includes 1,150,000 boxes of grapes, 900,000 cartons of apples and 140,000 boxes of pears, an increase of over 420,000 packages or almost 25 per cent over 1967. (Ship Via Hamburg)

Lisbon in 1966

Lisbon:—In 1966, 5836 ships came to the port of Lisbon; of these, 1977 were Portuguese (34 per cent of the total), and 3859 were foreign vessels. In the whole there was an increase of 251 ships in relation to the previous year. This was due to a remarkable increase in foreign shipping as the Portuguese fleet registered a considerable decrease.

The gross tonnage of incoming shipping totalled 23,822,977 gross tons, which represents an increase of 9 per cent, relating 1965, and was distributed as follows: 5,914,159 gross tons for Portuguese ships and 17,908,818 for foreign ships; to these figures there correspond the percentages of 25 and 75 per cent, respectively.

July was the peak month followed by September, October and August. The month with the lowest movement was February.

The port of Lisbon handled, in 1966, 7,352,321 metric tons of cargo, being 5,280,821 tons of unloaded cargo and 2,071 500 tons of loaded cargo. This means an increase of 4.8 and 1.9 per cent, respectively. The peak month for both loaded and unloaded cargo was December.

In 1966 there was an increase of 54,047 (15.2 per cent plus) in sea passengers, over the preceding year. The peak months were July, August and September.

There was also in 1966 a notable increase of passengers in the river Tagus—nearly 15 per cent as compared with the previous year. The monthly number of 2 million passengers was exceeded except for February, November and December.

Ordinary and extraordinary revenue collected in 1966, in accordance with the Port of Lisbon Authority's own budget, totalled jointly 305,020,000 escudos; this is fairly over the 1965 figure of 235,666,000 escudos.

Ordinary and extraordinary expenses attained jointly, in the economic year of 1966, 292,392,000 escudos, which represents an increase of 81,774,000 escudos over the preceding year. (boletim do Porto de Lisboa)

Barcelona News

As from February last a new shipping line was inaugurated for service between Central America and the Gulf of Mexico. This service will comprise five 9,500 ton vessels which will sail from Barcelona every fifteen days.

On the 24th February the Italian Transshipper (CANGURO BIANCO) docked at our Port on her maiden voyage, and as from that

date will run a fortnightly service between the Port of Genoa and our Port. This vessel, of 5,300 tons gross, develops a speed of 20 knots, and can do the voyage in 18 hours. It is equipped to carry 420 passengers and 160 assorted vehicles.

For this maiden voyage the Italian Minister of their Merchant Navy, Mr. Natali, was present especially for the trip, together with other notable authorities of that Country. Also on board was the Spanish Ambassador in Italy, Mr. Sanchez Bella.

On the 28th February last the vessel (EXECUTOR), of the American Export Isbrandtsen Lines, sailed from our Port after loading for the U.S.A. the largest number of 20 ft. long, 31 cu. m. capacity containers, ever carried by a single ship, and which is a record figure to date.

The vessel loaded a total of 687 tons of general merchandise, of which half was stowed in 50 containers of the above characteristics. This case goes to show the ever increasing tendency to use this modern and efficient system of transport which is becoming more and more general in Barcelona. (Puerto de Barcelona Boletín Informativo)

Port of Tartous

Tartous, Syria:—Syrian Premier Youssef Zeayen inaugurated July 27 a new port here and saw the first shipment of Syrian oil exported from it.

The new port, built on the site of a 2,500-year-old Phoenician harbor, took eight years to build and cost 400 million Syrian pounds (£40 million).

Dr. Zeayen also inaugurated a 600-kilowatt radio station in Tartous whose transmissions will be beamed to countries on the Mediterranean, South Europe and North Africa.

Another celebration marked the completion of a 42-kilometer railway line, costing 25 million Syrian pounds (£2,500,000) and linking Tartous port and the railway network in the heart of Syria.

During the next three days Dr. Zeayen will tour Latakia and Tartous governorates to inspect development projects. (Japan Times)

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