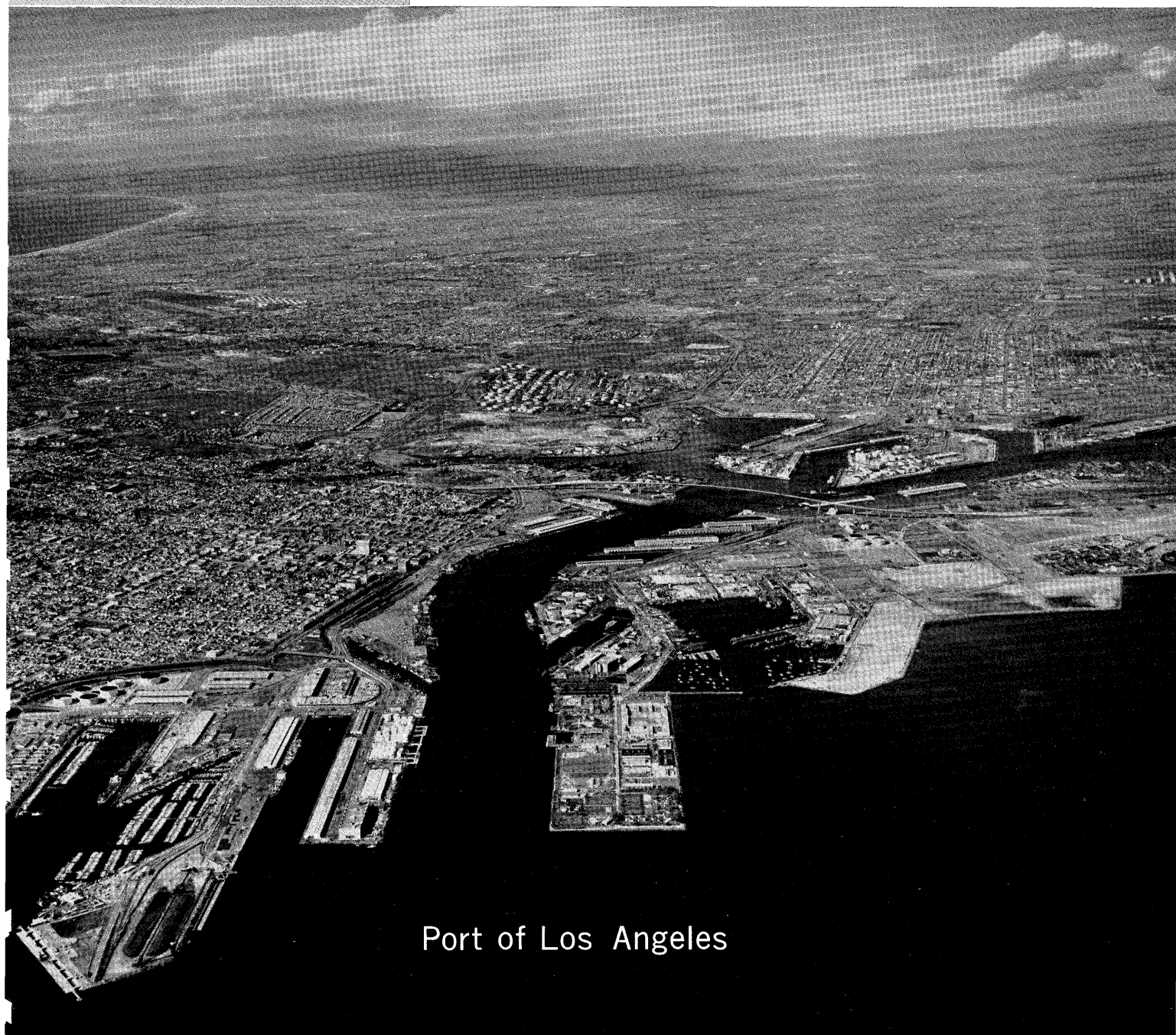


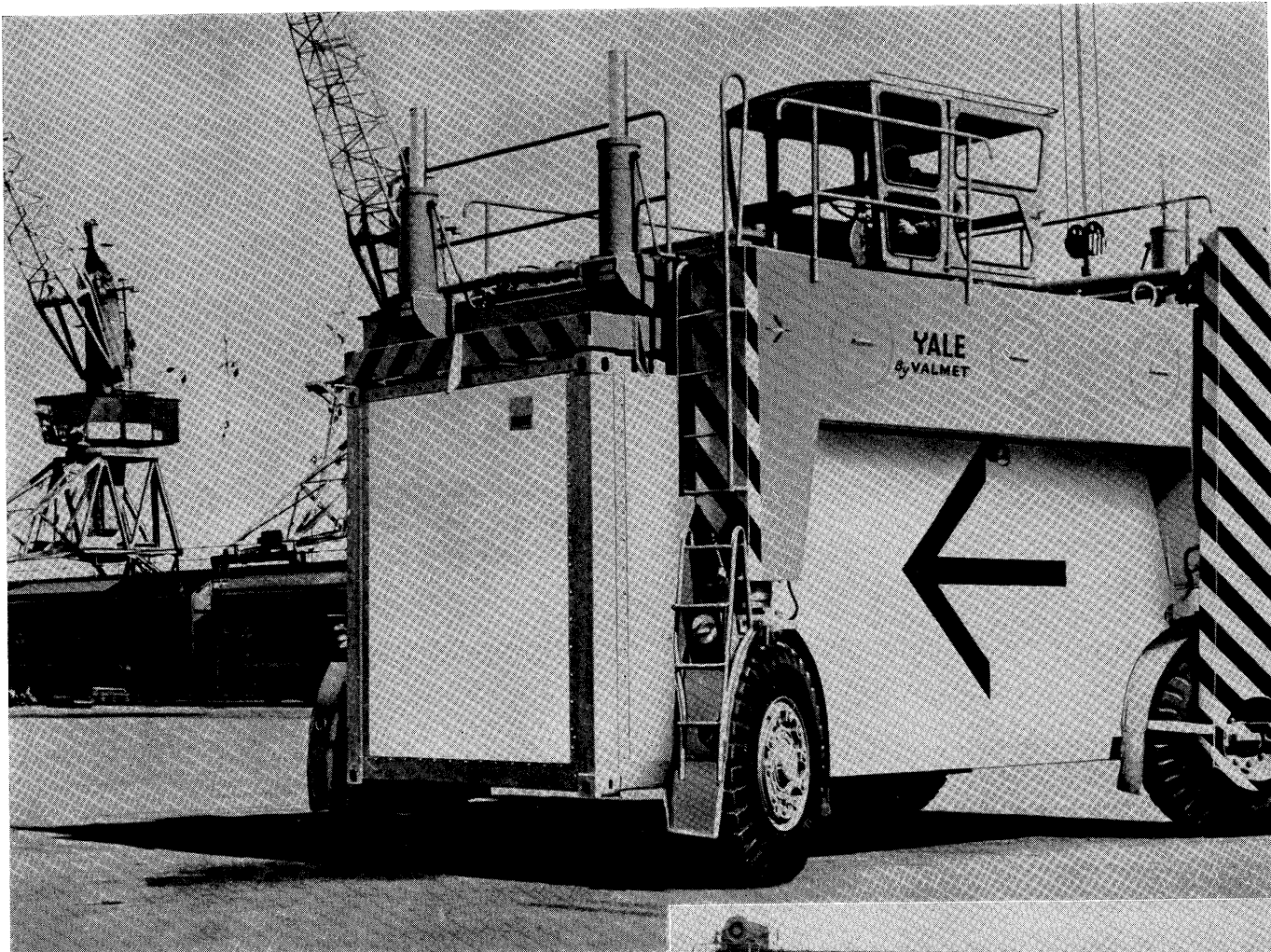
PORTS *and* HARBORS

September, 1968 Vol. 13, No.9



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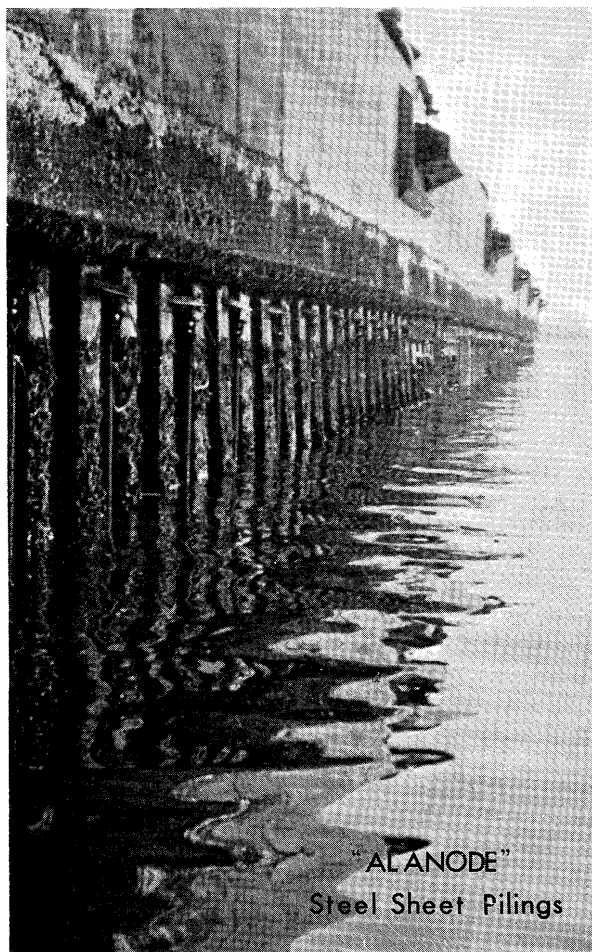
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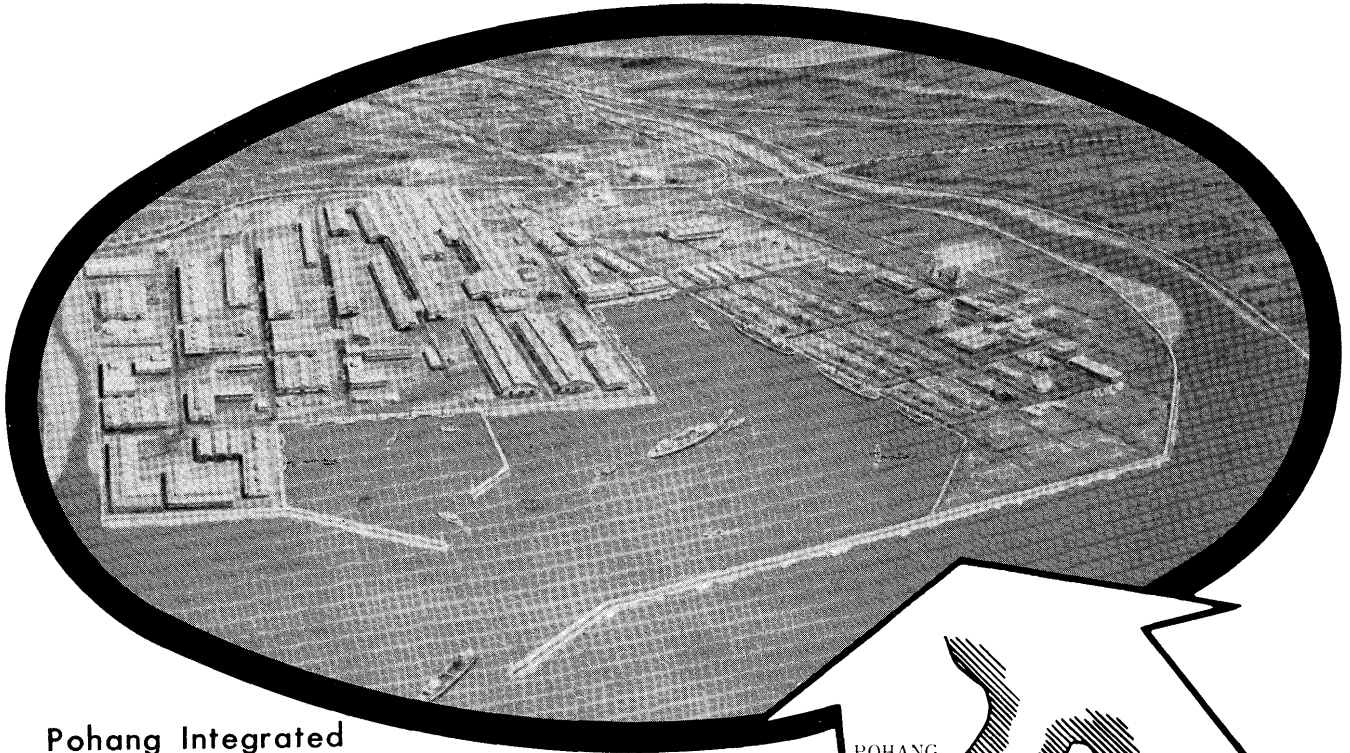


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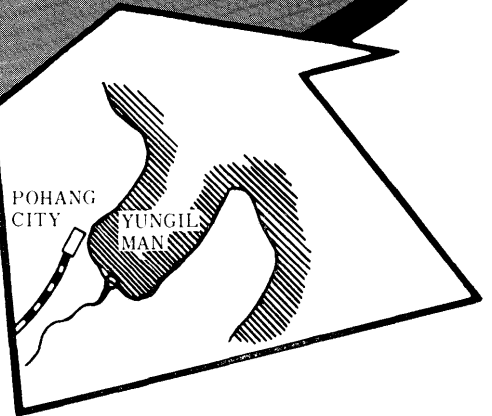
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PORTS *and* HARBORS

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September, 1968 Vol. 13, No. 9

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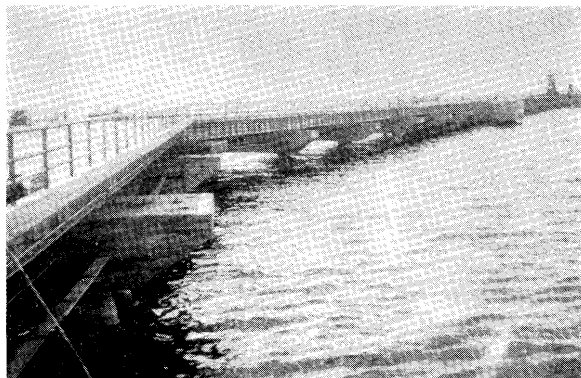
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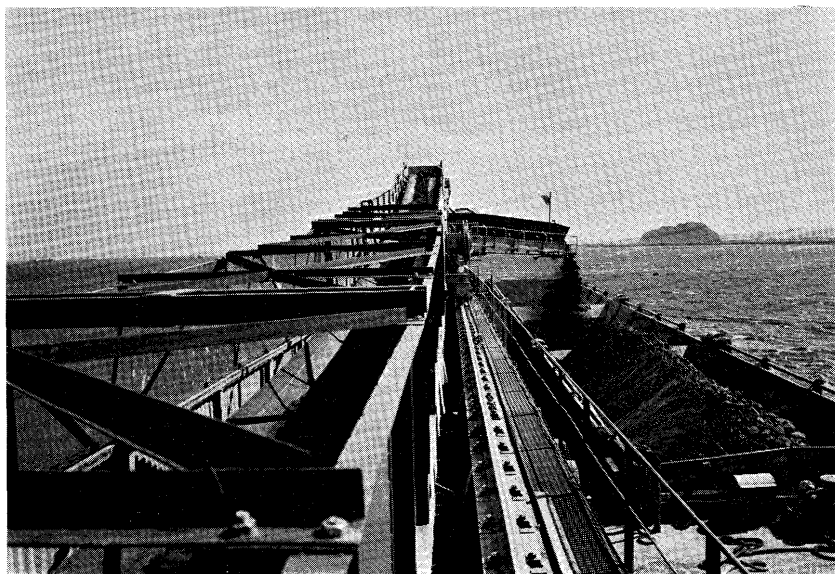
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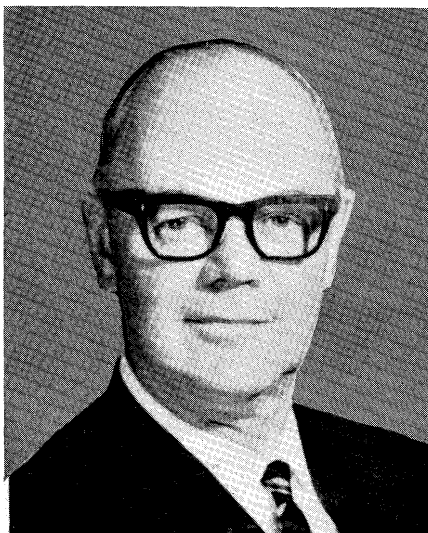
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Mr. V. G. Swanson

Invitation to **MELBOURNE**

V. G. Swanson

Chairman

Melbourne Harbor Trust Commissioners

Conference Chairman

The Sixth Conference of

The International Association of Ports and Harbors

Melbourne, Australia, March 3-8, 1969

(Reprinted from Brochure issued by the Organizing Committee)

The Port and City of Melbourne, Australia—the land sometimes referred to as being “Down Under” by residents of the Northern Hemisphere—extends a very warm welcome to all associated with the International Association of Ports and Harbors, to attend the Sixth Biennial Conference in this garden city of more than two million people.

Melbourne is the capital of Victoria, one of the six States of The Commonwealth of Australia, which lies in the rich fertile south-eastern corner of the 2.9 million square mile Continent, and which is the financial and industrial hub of the Nation.

THE PATRON of the Conference is His Excellency The Governor of Victoria, Sir Rohan Delacombe, who is the direct representative of The Sovereign Queen Elizabeth II, Queen of Britain, Australia and Canada.

YOUR HOST will be Mr. Victor G. Swanson, Chairman of the Melbourne Harbor Trust Commissioners—the Authority controlling the Port of Melbourne, which is the major general cargo port on the Australian coast, currently engaged in extensive development in containerisation and unit-load cargo handling.

All members of the Organizing Committee, who are principally staff members of the Port Authority, as well as the Government of the State, the Municipal Council of the City, and the people of Melbourne will endeavour to ensure that attendance at the Sixth Biennial Conference of the International Association of Ports and Harbors will be an interesting, different and memorable experience.

The Conference:

The Conference will open on Monday, 3rd March, 1969, and continue until Saturday, 8th March.

On the morning of Monday, 10th March, delegates and their accompanying ladies have been invited to view Melbourne's annual Moomba Day procession through the streets of the City. The parade is the climax to Moomba Week which is an annual festival of music, drama, arts, sporting and social activities.

On the afternoon of Monday,

10th March, the Post Conference Tour will leave Melbourne by air for Canberra, the National Capital, 407 road miles north-east of Melbourne, and Sydney, 560 road miles to the north on the east coast.

Conference Site:

The Conference will be held in the Southern Cross Hotel, 131 Exhibition Street, Melbourne, Victoria 3000, Australia. The Hotel is also one of five hotels which will accommodate delegates and accompanying ladies.

Registration:

Registration will take place at the Southern Cross Hotel, and has been arranged for the convenience of delegates on two consecutive days. All delegates can register between 10.00 hours and 17.00 hours on Sunday, 2nd March, and between 09.30 hours and 17.00 hours on Monday, 3rd March. By providing two days, it is hoped to reduce unnecessary delays and congestion.

The Registration Fee for the Conference is A\$90, and all delegates are asked to forward either the whole, or 10%, with their application forms. Any balance outstanding is payable at the time of registration.

Ladies accompanying delegates are NOT required to pay a registration fee.

One copy of each of the four application forms headed—

1. Attendance Information
2. Application for Accommodation
3. Conference Outings
4. Financial Requirements

is required by the Conference Organizers and delegates are requested to return the forms to reach the Organizing Committee no later than 1st December, 1968.

In Australia, the Christmas period is in the middle of summer and an-

CONFERENCE PROGRAMME :

The timetable of the Conference covering both business sessions and combined social functions and outings is as follows:—

Sunday, 2nd March	10.00 a.m.- 5.00 p.m.	Registration of delegates.
Monday, 3rd March	9.30 a.m.- 5.00 p.m.	Registration of delegates. Calls on the Honorable the Premier of Victoria, and the Right Honorable the Lord Mayor of Melbourne by the President, Vice-Presidents, Secretary-General and the Immediate Past President. State Reception by the Premier.
	* 8.00 p.m.	
Tuesday, 4th March	* 9.00 a.m.-10.00 a.m.	Opening of Conference by His Excellency the Governor of Victoria.
	10.00 a.m.-12.30 p.m.	Conference.
	12.30 p.m.- 2.00 p.m.	Lunch.
	2.00 p.m.- 4.45 p.m.	Conference.
	* 6.00 p.m.- 7.30 p.m.	Reception by the Governor in the State Ballroom of Government House. (His Excellency will receive members of the Executive Committee and their wives in the State Drawing Room.)
Wednesday, 5th March	* 10.30 a.m.- 5.00 p.m.	Visit to Healesville Wildlife Sanctuary (approximately 40 miles from Melbourne) where Australian native birds and animals may be viewed in their natural habitat.
	Evening Free.	
Thursday, 6th March	9.00 a.m.-12.30 p.m.	Conference.
	12.30 p.m.- 2.00 p.m.	Lunch.
	2.00 p.m.- 4.45 p.m.	Conference.
	* 8.00 p.m.	Civic Reception by the Lord Mayor and Councillors of the City of Melbourne.
Friday, 7th March	9.00 a.m.-12.30 p.m.	Conference.
	12.30 p.m.- 2.00 p.m.	Lunch.
	2.00 p.m.- 5.00 p.m.	Port Inspection and Sightseeing.
	* 7.00 p.m.	President's Dinner.
Saturday, 8th March	9.00 a.m.-12.30 p.m.	Conference.
	12.30 p.m.- 2.00 p.m.	Lunch.
	2.00 p.m.- 3.30 p.m.	Closing Session of Conference.
	* 7.00 p.m.	Dinner by new President.
Sunday, 9th March	Free	
Monday, 10th March	* 10.00 a.m.-12.30 p.m.	View Annual Moomba Procession through the City of Melbourne.
	* 1.30 p.m.- 3.30 p.m.	Depart by chartered aircraft for Canberra for Post Conference Tour.
	* Joint function for Delegates and Ladies.	

nual holiday period for the majority of people, and the organizers are making allowance for this fact.

All forms and other communications should be completed in BLOCK letters or TYPE and forwarded to:—

The Secretary,
Organizing Committee,
Melbourne Conference IAPH,
C/-The Melbourne Harbor Trust,
G.P.O. Box 2239T,
Melbourne,
AUSTRALIA, 3001.

Conference Procedure:

At the Plenary Sessions at the Conference the right of delegates to speak and vote will be conducted according to the By-Laws as follows:—

Privileges of Members (By-Laws)

Sec. 6. Each Regular, Supporting and Life Supporting Member shall have the privilege of subscribing for any number of membership units and of attending Conferences at the rate of one delegate per subscribed membership unit.

Each Regular Member shall have the privileges of the floor in considering all matters that may be brought before a Conference and shall have the right to exercise one vote, without regard to the number of membership units subscribed or the number of delegates. Regular Members whose membership dues are delinquent for more than one year shall not be privileged to exercise their vote.

Each Supporting, Life Supporting and Honorary Member shall have the privileges of the floor in considering all matters that may be brought before a Conference, including the privilege of participating in debate and being appointed to any Standing Committee, but not the privilege of moving resolutions or bills, making or seconding nominations, or of voting.

Non-members are not entitled to vote or speak during Business Plenary Sessions.

Panel Discussion:

It has again been decided to include a Panel Discussion in the programme of the conference, and the subject at Melbourne will be "Port Administration and Responsibility."

Members of the panel have not yet been finally selected, but it is

intended that they represent various types of port administrations, and that they will speak on the policy making structures of their particular ports in relation to their respective Municipal, State or National Administrations. The Chairman of the Clyde Port Authority in Scotland, Mr. Alister McCrae, will lead the panel discussion with a paper dealing with Etsuarial Grouping of Ports.

The time provided for this section of the conference programme is two hours.

Languages:

The official language of the Conference is ENGLISH, but arrangements are being made for simultaneous translation into Japanese, Spanish and French. All Conference papers will be presented in English, Japanese and Spanish.

Apart from the official languages, information is sought by the Conference Organizers as to the national language of the delegate and accompanying lady, as well as OTHER languages spoken or understood. This information is of value in arranging social functions and outings, as well as official Conference business, in order to make attendance at the Conference as enjoyable as possible for everybody.

Conference Record:

At the completion of the Conference, all proceedings, Papers, Speeches, etc., will be published and forwarded to all members.

The major conference Papers in the three languages will be available to delegates before the Conference, PROVIDING the authors have forwarded the materials as requested, to allow sufficient time for printing and publication.

Conference Facilities:

For the convenience of delegates and their ladies, a number of facilities will be available in the foyer adjoining the main conference room at the Southern Cross Hotel, the venue for the conference.

The facilities will comprise a:—

BANK: A branch of the Bank of Australia and New Zealand which will provide full banking services. The Bank is also closely associated with the conference organisation.

POST OFFICE: An office of the Australian Government's Postmaster-General's Department will pro-

vide full postal, telephonic and telegraphic services.

TOURIST BUREAU: A branch of the Victorian Government Tourist Bureau which will be able to provide information and make any private travel and tour arrangements. The Tourist Bureau is also closely associated with the official conference outings, and is handling the Post Conference Tour.

OFFICIAL PHOTOGRAPHER: For delegates and their ladies who may wish to have a photographic record of their visit to Melbourne, an official commercial photographer will take series of photographs during the conference itself; on their various outings for the ladies and on combined outings; as well as at the official functions. Photographs will be displayed in the foyer adjacent to the conference room on the following morning. Photographs may be purchased in black and white of all occasions, and as colour slides of a limited and suitable number of occasions only.

INFORMATION BUREAU: In addition to the Tourist Bureau there will also be an Information service dealing with individual problems regarding conference functions and outings, as well as enquiries regarding shopping, hair salons, locating places in the city and suburbs, and any others which may arise.

AIRLINE REPRESENTATIVE: In cases of changes in air bookings and other travel arrangements and problems, an airline representative will be available to deal with various air travel matters.

WRAPPING CENTRE: Most Melbourne stores will wrap, pack and forward purchases direct on demand, and for payment of the costs involved. However, a wrapping service will be provided in the foyer of the conference hall to assist with wrapping of conference documents and parcels generally, which can be forwarded by the Conference Post Office if required.

Electric Power:

The normal electric current in Australia is 240 volt A.C. with only minor variations from place to place, such as Perth in Western Australia, where the current is 250 volts.

Fittings for plugs and power points are also completely different from those overseas. Australian elec-

trical appliances are fitted with plugs which have three flat pins, and the arrangement of the pins is roughly triangular, with two pins set at an angle.

All hotels in Melbourne have 240 volt 3-pin socket fittings on power points, and while all hotels at which delegates will be staying have a very limited number of transformers, only two hotels have adaptors which will fit electric cords with American or English type plugs.

Unless electrical appliances, particularly shavers, brought by delegates operate on roughly similar voltages, delegates are advised to bring their own adaptors and/or transformers to avoid inconvenience and unnecessary expense. Adaptors and transformers are not readily available in Australia.

Alternatively, delegates and their ladies may choose to bring battery-operated electrical appliances with them.

Hotel Reservations and Charges:

Because of the demand for accommodation throughout any year, advance reservations have already been made by the Conference Organizers, but Conference Application Forms, particularly for accommodation, should be returned as early as possible to make it possible to meet the specific requirements of delegates.

It is requested that delegates forward a prepayment of A\$15 per room with the application forms. This amount will confirm the reservation and will be credited towards the total accommodation and other hotel costs incurred. Payment of these charges are a matter for finalisation between delegates and the hotels concerned.

Where it is not possible to forward any advance payment because of foreign exchange regulations in their own countries, delegates are requested to ensure that this fact has been noted in the space provided on the form dealing with "Financial Requirement".

Hotel Accommodation:

Accommodation for delegates and their ladies has been reserved in five Melbourne Hotels, which are different in atmosphere and appointments, but which offer satisfactory rooms and service. The Hotels are—

The Southern Cross, an Inter-Continental hotel, is the American style with approximately American style standards and services. Particularly popular with overseas visitors.

The Windsor: A quieter, more conservative type hotel more in the English style, also popular with Australian Prime Ministers, Members of the State and Federal Parliaments, Diplomatic Representatives, and Graziers and Pastoralists.

The Sheraton: A modern style hotel-motor inn with an interstate and overseas clientele, located opposite one of the city's popular and famed gardens area, which features particularly fine hot houses and Captain Cook's cottage.

The Victoria: A quiet, reserved type of non-licensed hotel which is very popular with overseas and interstate visitors because of its more moderate rate of tariff, its family style atmosphere, and its slightly more central location in the City. (Licensed restaurant only.)

The Ress Oriental: Centrally located amid the charm of tree-lined Collins Street, surrounded by a variety of exclusive little shops in what is the hub of medical specialists' consulting rooms.

The hotels are in the City area itself and are in close proximity of each other and the Southern Cross Hotel, the venue of the Conference.

Official Air Carriers:

For the convenience of delegates and their ladies, the Conference Organisers have appointed two Australian airlines—one operating exclusively in the international sphere, the other exclusively domestic—as the official air carriers for the conference. The overseas airline is QANTAS, and the domestic airline is Ansett-ANA, both of whom are making special arrangements to cater for conference delegates, and for the smooth, trouble-free, exchange from one to the other in onward movements.

Numerous international airlines fly into Australia, and delegates are of course free to choose any of the international carriers, but Qantas is recommended because it will enable delegates and their ladies to set foot

CONFERENCE PAPERS AND SPEECHES :

The Conference Organizers intend that delegates shall have the opportunity to discuss ALL papers presented at the Conference and discussion time has been allocated for each paper.

There will be SIX major papers presented (in precis form only) at the Conference, and the total time allocated for both presentation AND discussion is one hour.

There will also be NINE other papers and the *total* time allowed for presentation AND discussion 25 minutes. These papers should be limited by the speaker to a maximum time of 15 minutes, so as to allow *at least* 10 minutes for discussion.

1. MAJOR PAPERS:

1. Tonnage Measurement.

To be presented on behalf of IMCO by
Captain A. Pearson,
Nautical Adviser,
Department of Shipping & Transport, Australia.

2. Relative Merits Unitised and Containerised Cargoes.

By Mr. D. L. Beattie,
Director,
National Materials Handling Bureau,
Department of National Development, Australia.

3. The Impact of Mineral Development on the Growth of Australian Ports.

By Mr. W. W. Sweetland,
General Manager, Engineering and Development,
The Broken Hill Pty. Co., Ltd., Australia.

4. World-wide Transportation Problems from the Viewpoint of the United Nations.

By a Representative,
The United Nations.

5. The Economic Impact of Ports on the Regions they Serve and the Role of Industrial Development.

By Mr. R. Vleugels,
General Manager,
City of Antwerp, General Management of the Port.

6. Development of Ports of Emerging Nations.

By Prof. V. K. R. V. Rao,
Minister of Transport & Shipping, India.

in Australia immediately on boarding their aircraft in their own countries.

At the present time, all but one of the international flights terminate in Sydney, and passengers will have to transfer to the domestic airlines for onward movement to Melbourne. For this part of the journey, Ansett-ANA has made special arrangements to cater for delegates, and on arrival in Melbourne will transport them to the selected conference hotels.

Both the international and domestic companies are all Australian in origin, and their development typifies the tremendous growth and development of the nation as a whole.

Qantas had its beginning in 1919, in a survey for the Federal Government to prepare landing fields in

the outback of Queensland and the Northern Territory for the England-Australia air race.

In 1920, an air company was formed to link isolated settlements in the Queensland outback, and its imposing name "Queensland and Northern Territory Aerial Services" was quickly shortened to its initials QANTAS. The company established its first regular service in 1922, over a route of 577 miles in Queensland from Charleville to Cloncurry via Longreach, with an Armstrong Whitworth and a DH4, which each carried a pilot and two passengers.

From this modest beginning, the company—the oldest international airline in the English-speaking world—now carries the Australian flag to 30 countries on five continents.

The international services were

II. MINOR PAPERS:

1. **The Role of the Port of Kobe in Development of Seto Inland Sea Regions.**

By Mr. Yasuhiko Nagata,
Director,
Port & Harbor Bureau, Kobe, Japan.

2. **The Liability of Carriers in Cargo Transportation.**

By Mr. R. K. Trimmer,
Chairman,
Northland Harbour Board, New Zealand.

3. **The Seaports of the Future.**

By Mr. S. Johnson,
Managing Director,
British Transport Docks Board.

4. **The Administrative Organization of Port Authorities of France.**

By Mr. C. Barrillon,
Director,
Port Autonome de Marseille.

5. **The Ports, Motive Elements of Economy.**

Mr. R. Boeuf,
Director,
Port Autonome de Dunkerque.

6. **Port Politics.**

Ing. Jorge Luis Frias,
Administrator General of Ports,
Republic of Argentina.

7. **On the subject of Containerisation (title yet to be advised).**

By John T. McCullough, ffi
Editor "Distribution Manager".

8. **Modern Trends in Cargo Handling in India.**

Being arranged by the Government of India.

9. **The advantages of a Seaport located for Inland, also in the era of unit loads and containers, demonstrated by the Port of Hamburg.**

Mr. H. Westendorf,
General Manager,
Port of Hamburg.

inaugurated in 1934, following the formation of QANTAS Empire Airways Limited, established by Q.A.N.T.A.S. and Imperial Airways (later B.O.A.C.).

Ansett-ANA, one of Australia's two principal domestic airlines, has a similar Cinderella-like story, which began in 1936 with a six-passenger Fokker Universal F-XI monoplane and the vision, determination, and enthusiasm of a 27-year-old road passenger operator. The man was Reg Ansett who had started a passenger car service over 180 miles between Hamilton and Ballarat, two Victorian provincial centres, in 1931.

Today, 30 years later, Ansett-ANA is the nation's largest transport organisation with a major domestic airline system; an express intercapital road passenger coach service; express road freighters; a holiday tour company; and a chain of hotels; as well as manufacturing companies, and a TV station.

The Fokker Universal began to

operate for Ansett Airways in the Hamilton-Melbourne service in 1936, and in 1957 in a \$6 million transaction, Ansett Airways bought out Australian National Airways, one of its main domestic competitors, to establish the existing ANSETT-ANA organisation.

Air Travel Bookings:

When overseas delegates make their air bookings to attend the Melbourne conference, they are advised to ENSURE that their round trip air ticket INCLUDES a Melbourne to Sydney section.

This will allow delegates to participate in the Post Conference Tour without the payment of any additional air fares, as the flight will be covered by their international ticket. The Post Conference Tour includes air travel from Melbourne to Canberra and then to Sydney.

Australian delegates, who intend to participate in the Post Conference Tour, should ensure that their air tickets include the Melbourne-Can-

berra-Sydney section.

The conference organizers advise that delegates must indicate their intention to join the Post Conference Tour when forwarding their Conference Application forms, and they should therefore make sure that their air tickets cover the air travel section concerned.

Delegates intending to take part in the Post Conference Tour, but who do not hold the correct air tickets at the time of registration, will be required to pay an additional \$A21.20 over and above the \$A100 which is the cost of the Post Conference Tour.

Customs Procedures and Requirements:

Australia maintains strict, and in some instances inflexible, customs and quarantine requirements for all persons and goods entering the country, and the following details are aimed at informing delegates and their ladies in advance of the Australian customs requirements, so that they will have as little difficulty as possible, and to avoid any misunderstanding.

Australian customs officers are courteous in their dealings with travellers and special considerations are given to short term visitors.

Upon arrival in Australia, Customs officials will require delegates to make either a written or oral declaration about the contents of their baggage. They will be advised about this declaration on the ship or aircraft as they near Australia.

While baggage is being examined, Customs Officers may ask some further questions. They have been trained to assist, so seek their advice if uncertain about anything.

GENERAL CONCESSIONS:
The following goods may qualify for admission free of duty:—

Personal Effects: These include wearing apparel and personal articles of the type normally carried on the person or in personal baggage, such as jewellery, toilet requisites and articles of personal adornment.

Other personal articles may include a camera, binoculars, portable typewriter and one portable battery-operated radio receiver. Delegates may also import as personal effects a portable battery-operated gramophone or tape recorder or dictating machine. However, special conces-

OFFICIAL FUNCTIONS AND RECEPTIONS :

During the course of the Conference a number of official functions and receptions will be held. While the majority will be INFORMAL, there will be some functions at which EVENING DRESS comprising dinner jacket (black tie) or national dress would be preferred.

Receptions in honour of delegates and their accompanying ladies will be held by His Excellency The Governor of Victoria, the Premier and Government of Victoria, and The Lord Mayor and Councillors of the City of Melbourne.

Official functions include a Dinner by the President of the IAPH and by the New President.

Delegates participating in the Post Conference Tour will also attend Receptions in Canberra and Sydney.

sions may be allowed to temporary residents.

Personal sporting equipment such as fishing tackle, golf clubs, and other sporting goods for own use are free of Customs duties.

Cigarettes and Spirituous Beverages: Maximum allowances for each adult passenger are:—

Cigarettes: 400.

or

Cigars:

1 lb. (about 80 medium size).

or

Tobacco: 1 lb.

Spirituous Beverages:

Three 26 oz. bottles.

Souvenirs, Gifts and Other Goods:

Quite apart from personal effects, delegates are allowed to land goods up to a value of A\$100 free of duty. In addition, similar goods up to a value of A\$160 may be imported but these will be dutiable at a rate of 25 per cent. If the total value of A\$260 is exceeded, duty and sales tax must be paid on the amount in excess of A\$260.

Delegates should specially note that these extra concessions do **not** apply to cigarettes, cigars, tobacco and spirituous beverages. Radio and television receivers, tape recorders, dictating machines, gramophones and any combination thereof are also excluded.

Tourists and Temporary Residents: Facilities exist for special treatment to be accorded to some dutiable goods landed by persons arriving in Australia for a temporary stay.

Certain types of goods, such as fur apparel valued at more than A\$150, and less than 12 months old, electrically-operated tape recorders and dictating machines are normally

subject to payment of customs duties and sales tax.

However, provided such goods are exported within 12 months of arrival, they may be landed free of duty. In these cases, the passenger is required to either furnish a cash or documentary security, or a personal written undertaking, guaranteeing exportation within the prescribed period.

QUARANTINE: Australia maintains a strict quarantine service to prevent the entry into the country of contagious diseases. Many of these diseases, which affect humans, animals and plants, are not present in Australia, and the various procedures of quarantine are designed to prevent their introduction into the country. Quarantine Regulations are administered by the Commonwealth Department of Health.

It is compulsory for travellers to Australia to be vaccinated against smallpox and to carry a current valid International Certificate of Vaccination.

Passengers are advised against bringing any plant material with them, as there are strict regulations on the importation of all fruit, seed and plants. Permission must be obtained to land plant material, and the importation of some types is prohibited altogether. This also applies to milk and meat products, vaccines, or any biological matter.

Australia is free from many live-stock diseases such as foot and mouth disease of cattle, and serious diseases and insect pests of agricultural, horticultural and forest crops. The co-operation of delegates and their ladies is therefore sought in observing the provisions of Australia's Quarantine Law.

Weather and Dress:

The month of March is the beginning of Autumn in Australia, and in Melbourne the weather is usually very stable, with warm to hot days and rather cool to cold mornings and evenings.

Melbourne is notorious for the changes which occur in its weather. Temperatures can fall rapidly, and changes of 30 degrees F. in a matter of an hour or so are not uncommon.

Autumn, however, is one of the best seasons of the year, with a range of temperature between an average minimum of 55 degrees F. and an average maximum of 75 degrees F.

For this reason both Summer and light Winter weight clothing should be included, as variations in temperature can make the cool weather appear colder than it is.

On the matter of dress, delegates and their ladies are reminded that Evening Dress—that is Dinner Suit with black tie, or national dress for men would be preferred for some of the receptions and social functions.

For the ladies, national dress or cocktail frocks or evening gowns would meet the formal dress requirements.

Similar weather conditions prevail in both Canberra and Sydney during the months of March except that maximum temperatures can be higher than in Melbourne, while the minimum in Canberra is frequently lower.

In Canberra the average temperature range is from a maximum of 78 degrees to a minimum of 54 degrees.

In Sydney the average temperature range is from a maximum of 77 degrees to a minimum of 63 degrees.

Tipping:

In Australia, the practice of tipping is generally not as widespread as in many other countries. However, it has become a practice in the majority of hotels and the better class of restaurants.

Delegates are advised that the Southern Cross Hotel includes a 10% tip in the bills presented to people staying in the hotel.

In the majority of cases, food and drink waiters in better class restaurants, and drink waiters in hotel lounges, are tipped although this is

not compulsory. In the case of taxi drivers, most people tell the driver to keep the small change out of a fare. Taxi drivers will offer the passenger the correct change. Where a passenger has baggage which is placed in the boot of the taxi, the driver is entitled to make a charge.

Currency:

Australian currency is dollars and cents. Notes are of \$20, \$10, \$5, \$2 and \$1 denomination, and coins are of 1 cent and 2 cent denomination in copper, while 5 cent, 10 cent, and 20 cent pieces are silver in colour.

Among the coins, some old currency coins inscribed six pence, one shilling, and two shillings are still in circulation and are legal tender. These are equivalent in value, as well as the same size and weight, as the 5 cent, 10 cent and 20 cent coins respectively, and are generally indistinguishable from the decimal currency coinage.

Exchange Rate:

For the guidance of delegates and their ladies, the following table shows the official exchange rates which were applicable as at 1st June, 1968. These should be checked by delegates at the time of forwarding conference payments.

The exchange rates quoted for one Australian dollar are those which are payable for travellers' cheques presented in exchange for Australian currency.

Austria	29.07 shillings
Belgium	55.94 Francs
Britain	9/4 (£E.46)
Ceylon	6.71 Rupees
Denmark	8.38 Kroner
Fiji	9/11 (£F.49)
France	5.57 Francs
Holland	4.05 Guilders
Hong Kong	6.88 Dollars
India	8.50 Rupees
Italy	700 Lira
Japan	407.45 Yen
Malaysia	3.44 Dollars
New Zealand	1.00 Dollars
Norway	8.04 Kroner
Pakistan	5.38 Rupees
Singapore	3/44 Dollars
South Africa	.80 Rand
Spain	78.30 Pesetas
Sweden	5.80 Kroner
Switzerland	4.84 Francs
United States	1.11 Dollars
W. Germany	4.47 Deutsche Marks
W. Samoa	16/4 (WS\$.81)

CONFERENCE OUTINGS AND TOURS :

Because an IAPH Conference is being held for the first time in Australia, strong emphasis has been laid by the Conference Organizers on depicting, for the enjoyment of delegates and their ladies, various aspects of the Australian way of life and Australia's unique flora and fauna.

While a metropolis in any part of the world has many features in common with any other, it is the people, their way of life and their places of interest which give each City its special characteristics and individuality, and Melbourne is no exception.

The Conference Organizers have attempted to fit into the busy Conference Programme a series of interesting and enjoyable outings for delegates and their ladies, while still allowing some free time in which visitors may follow their own inclinations.

As far as delegates are concerned, the principal Conference outing—at which they will be accompanied by their ladies—is a visit to the *Healesville Wildlife Sanctuary* which is a source of never failing interest and enjoyment for overseas visitors. The Sanctuary houses practically every specie of the unique, and peculiarly Australian, animals and birds which can be seen at close quarters.

The Kangaroo is well known as Australia's national symbol, and visitors are free to move among the Kangaroos and Wallabies which will eat food out of their hands. The Australian Koala Bear is also known world-wide and these can be seen at very close quarters, and may on special occasions be handled by visitors.

In addition, there is the unique Platypus, which is extremely rare in captivity. This is one of the really "crazy mixed up" animals of the world. The Platypus is a mammal, which lays eggs but suckles its young; has a bill and webbed feet like a duck, but whose body is covered with fur; it lives in the water, but builds its nest on dry land.

Interesting birds include the Lyre Bird, and the Emu which wanders freely around in the Sanctuary, and will take any food from visitors, whether offered or not.

The other main outing for delegates in the *Moomba Procession* which is the climax of a ten day long Festival of Music, Art, Drama, Sport and other functions and entertainment.

The Moomba Parade features gaily decorated floats as well as Bands, Clowns, Marching Girls, and it takes about two hours to pass any given point.

Delegates and their ladies will be provided with special Grandstand seating from which to view the Parade, as the procession is watched by up to 800,000 people who line streets along the route.

Inspection trips of the Port of Melbourne by launch have been included in the Conference Programme to give delegates an idea of the general facilities and the developments which have taken place in regard to container and unit-load port facilities and cargo handling methods.

Melbourne:

To the tourist visitor to Australia, this cosmopolitan metropolis, sprawled over 625 sq. miles in which tree-lined streets and parklands are a feature, is considered to be a charming, graceful, fashionable city, whose 2.3 million people are generally held to be warm-hearted and friendly.

To the businessman making either a short or long term visit, the city is a bustling industrial and commercial centre, which as the former national capital is still to a large extent the financial hub of the nation. However, this influence is diminishing with the growth and

development of Canberra, established as the national capital in 1927.

Melbourne was founded on the River Yarra, a 153-mile long waterway, in 1835, and in the 133 years of its development has attracted the major proportion of people migrating to Australia. Today more than 7% of its population is of foreign origin, while 19% of its people were born overseas.

A strangely similar pattern of migration is evident in the 1850s and 1860s compared with the 1950s and 1960s. The earlier years included the turbulent gold rush days in Victoria which greatly stimulated

development, while in the latter years boom condition development demanded a substantial increase in population.

Today Melbourne's industries produce 64% of the nation's motor vehicles, both built and assembled in the country, as well as 44% of all motor vehicle parts and accessories. In addition 56% of the nation's textiles and textile goods, and 43% of the nation's clothing, including men's and women's clothing, shirts, shoes, millinery, foundation garments, and waterproof clothing, are manufactured in Melbourne. Other major items produced for the national market include 34% of the nation's paper, stationery and book binding, 40% of rubber goods, including tyres and tyre retreading and repairing, and 30% of chemicals, dyes, explosives, paints, oils and greases.

The influx of migrants from Europe—the largest national group is Italian—has had a considerable impact on the life of the community, and the city always renowned for its high cuisine now has a greater number of quality restaurants than any other city in Australia, with a greater variety of international cuisine.

Melbourne is also regarded as a major Australian fashion centre where a greater variety of world fashion clothing, particularly ladies' clothing, is carried in department stores and small attractive shops scattered through numerous arcades in the heart of the city.

Healesville:

Summer is a pleasant time in Victoria and there's no more pleasant a place than Healesville which lies in the foothills of the Great Dividing Range in the Valley of the Watts River. Healesville, 39 miles east of Melbourne on the Maroondah Highway, was named after Sir Richard Heales who was the Premier of Victoria in 1860.

The whole of the Healesville district is an invitation to walk and motor to viewpoints, forests and waterfalls. The town is surrounded by tree-covered mountainous country with mile upon mile of mountain ash, swamp, gums, beech, sassafras and myrtle. Giant tree ferns choke the mountain gullies; every valley has its bird song choir, accompanied

LADIES' PROGRAMME :

A separate programme has been arranged for the Ladies who will be accompanying delegates to the Melbourne Conference. As this will be the first visit to Australia for many of the ladies, the emphasis has been placed on a number of functions which will give them some appreciation of the way of life, the homes, facilities and services available to women in Australia.

In the main, *only* half-day outings have been specially arranged, starting no earlier than 10.30 a.m. and finishing no later than 4.00 p.m.

Only one full day tour has been organized and this is the combined tour with delegates to the Healesville Sanctuary.

The short morning and afternoon outings, and unassociated luncheons, have been arranged so as to cause as little fatigue as possible, and yet provide a maximum of interest and enjoyment.

(See Opposite Page)

by the unabashed mimicry of the superb lyre-bird.

One of Healesville's—and Australia's—most famous attractions is the Sir Colin Mackenzie Sanctuary in a bushland setting of 428 acres of forest. In this peaceful reserve in the valley of Badger Creek at the foot of Mt. Riddell (2,750 ft.) is a collection of Australia's native animals and birds: kangaroos, koalas, wallabies, wombats, echidnas, platypuses, emus, lyre-birds, bower birds, cockatoos, parrots, eagles, giant lizards, and a host of other native fauna.

The Sanctuary was developed as a research station in 1921 by Sir Colin Mackenzie, a famous Australian anatomist, whose study of Australia's unique fauna yielded a wealth of valuable scientific information. The main purpose of the sanctuary is the preservation and propagation of native fauna, and the provision of facilities for the education of young Australians in the fascinating birds and animals of their own land.

Canberra:

Australia's national capital today is a 39-year-old carefully planned and designed city of 12 square miles with a population of nearly 97,000, which is beginning to develop characteristics and a personality of its own.

Canberra, now the seat of the Federal Parliament, head offices of Commonwealth Departments and an increasing number of banks and insurance companies and commercial houses, as well as diplomatic missions from more than 40 countries, was established in 1927.

The national capital from the date

of Federation in 1901 was Melbourne, but intense rivalry between the nation's two principal cities of Sydney and Melbourne led to the creation of Canberra as a city and capital. Appropriately enough the word Canberra, meaning "meeting place", is aboriginal in origin, and has at various times in its history been called Canberry, Canburry, Kemberry, Caamberra and Kamberra.

"The meeting place" today is the seat of the Federal Government and a parliamentary system based on the British system, but with American influence in the naming of the two houses of parliament "House of Representatives and Senate". In fact there is further American influence in the establishment of Canberra through an American architect from Chicago, Walter Burley Griffin, who won a world-wide competition, and £1,750, for his design for the capital. Prior to 1927 Canberra was pasture area which was first settled in 1823 by a man who purchased 1,000 acres at £5 per acre. In an Australia-wide search for a suitable site for a capital, an area of 938 sq. miles based on the pasture lands which were Canberra was decided on in 1911, and the area transferred from N.S.W. and established as the Australian Capital Territory.

After winning the city development competition, Griffin was appointed Federal Capital Director of Design and Construction, and he took up his duties in 1914.

Canberra today is a delightful city of circular streets and boulevards on which foreign countries have established their Australian embassies, and in its original concept had some similarity to Washington, the Ameri-

LADIES' PROGRAMME :

Monday, 3rd March	10.15 a.m.-11.30 a.m. * 8.00 p.m.	Morning Coffee. State Reception by the Premier of Victoria.
Tuesday, 4th March	* 9.00 a.m.-10.00 a.m. 10.00 a.m.-12.30 p.m. 12.30 p.m.- 2.00 p.m. 2.00 p.m.- 4.00 p.m. * 6.00 p.m.- 7.30 p.m.	Official Opening of Conference. City Sightseeing. Luncheon. Guided Shopping Tour. Reception by the Governor of Victoria in the State Ballroom of Government House. (His Excellency will receive Members of the Executive Committee and their wives in the State Drawing Room.)
Wednesday, 5th March	*10.30 a.m.- 5.00 p.m. Evening Free.	Visit to Healesville Wildlife Sanctuary (approximately 40 miles from Melbourne) where Australian Native Animals may be viewed in their natural habitat.
Thursday, 6th March	9.30 a.m.-12.30 p.m. 12.30 p.m.- 1.30 p.m. 1.30 p.m.- 4.00 p.m. * 8.00 p.m.	Visit to "Como" (an historic home) and the Melbourne Botanical Gardens. Luncheon at a new Restaurant in the Botanical Gardens. Visit to Melbourne's Bayside Beaches. Civic Reception by the Lord Mayor and Councillors of the City of Melbourne.
Friday, 7th March	9.30 a.m.-12.30 p.m. 12.30 p.m.- 2.00 p.m. Afternoon Free. * 7.00 p.m.	Visit to Open Air Art Show conducted each year in conjunction with Moomba Festival and to Melbourne's newly constructed Victorian Arts Centre; and by arrangement to other Institutions of interest to particular ladies. Luncheon. President's Dinner.
Saturday, 8th March	Morning Free. 12 noon- 1.30 p.m. * 2.00 p.m.- 3.30 p.m. * 7.00 p.m.	Luncheon. Closing of Conference. Dinner by new President.
Sunday, 9th March	Free.	
Monday, 10th March	*10.00 a.m.-12.30 p.m. * 1.00 p.m.- 3.30 p.m.	View the Annual Moomba Procession through the City of Melbourne. Depart by chartered aircraft for Post Conference Tour.

* Outings and functions at which ladies will accompany delegates.

the city, perpetuates his name and his association with the capital.

In recent years also, a deliberate and planned move has gained momentum to transfer government departments and head offices to the national capital from all parts of Australia.

Post-war construction of new office and administrative buildings, a network of modern highways and roadways has further enhanced the beauties of the city, and give it a distinctive character as the nation's capital.

Sydney:

Sydney, the capital of the State of New South Wales, is the oldest and most beautiful city in Australia. Founded on January 26, 1788, at the very beginning of white settlement in the continent, Sydney has developed from a struggling penal colony to a gay cosmopolitan and fascinating international city.

With a resident population of 2½ million, the city is one of the nation's major industrial and commercial centres with the busiest port in the South Pacific.

With a total area of 670 square miles, Sydney and its suburbs sprawl along the Pacific Ocean seaboard and inland towards the Blue Mountains, with the heart of the city, both geographically and emotionally, centred around the 22 square miles of the world's finest deep water harbour.

The shoreline of this beautiful harbour, which has a two-mile wide entrance flanked by high cliffs known as the Heads, extends a distance of 150 miles along all its indentations, which are a forest of masts and spars of some 5,000 privately-owned yachts and power boats.

One of Australia's most photographed landmarks is the Harbour Bridge, the largest arch bridge in the world. It has a single 1,650 span which soars 440 feet above sea level, and carries an eight-lane highway, two sets of rail tracks, a footway, and a bicycle way.

Sydney revels in what is essentially an outdoor life for which the climate is ideally suited.

The Nation's Ports:

Australian ports are unique in two aspects: unlike in many overseas countries, the ports of Australia are

can capital.

In the modern post-war concept of urban development, much of

Griffin's design theme has been maintained, and an artificial lake, built in recent years to further beautify

not located in clusters but are separated by long distances. By virtue of this separateness there is almost no competition between individual ports, and so most ports have a monopoly of the internationally traded goods moving to and from their hinterlands.

There is considerable variation with regard to the volume of traffic entering the ports, and the types and quantities of cargo handled; the relative importance of overseas and coastal trade, and the degree of mechanisation used. These variations are due mainly to the distribution of Australia's natural resources and to the pattern of production and consumption in the hinterland served by each port. They are also influenced greatly by external factors such as overseas demand for Australia's exports, and by Australia's dependence on overseas supplies of certain products.

The Australian capital city ports deal with a wide range of cargo, but most outports tend to specialise in one or two particular commodities, usually of agricultural, pastoral or mineral origin. Some ports operate continuously, some operate seasonally, and others operate only occasionally during the year.

There are approximately 66 ports of commercial significance in Australia at which overseas, interstate and intrastate vessels call.

The relative importance of the ports may be measured in a variety of ways. Whatever measure is used, the six capital city ports together with Botany Bay, Newcastle, Port Kembla in New South Wales and Geelong in Victoria usually head the list, and Townsville in Queensland, Yampi in Western Australia, and Whyalla and Port Stanvac in South Australia, occasionally appear in the first ten.

Australian ports are controlled by (a) Trusts or Boards for particular ports; (b) the Marine Department or its equivalent in the State in which the port is located, or (c) private owners. Moreover, in some publicly owned ports, notably Brisbane, certain wharves and jetties are privately owned and controlled. In consequence there is no general co-ordinating authority on either an Australia-wide or a Statewide basis. There is, however, a voluntary Aus-

POST CONFERENCE TOUR :

Once again emphasis has been placed on distinctively Australian characteristics for the Post Conference Tour which will include the Australian National Capital of Canberra, 294 air miles north-east of Melbourne, and the City of Sydney, the cradle of the Australian Nation and largest City, 150 air miles from Canberra.

Overseas delegates should ensure that they have a Melbourne-Sydney section in their air tickets, while Australian delegates should make sure that they have a Melbourne-Canberra-Sydney air ticket, in order to participate in the tour at no extra cost.

Canberra was established as the National Capital in the middle 1920's, and became the seat of the National Government in 1927, when Federal Parliament moved from Melbourne, which had been the National Capital since Federation of the Australian Colonies in 1901.

Canberra is surrounded by rich pastoral and sheep-raising country, and a visit to a sheep station, with a demonstration of sheep handling by dogs, and sheep shearing, has been included in the Tour programme.

Sydney was the first settlement established by Europeans in 1788 when English Captain Arthur Phillip landed a party of 1,030 soldiers, sailors and 726 convicts at Sydney Cove at the foot of the City. However, considerable "voluntary" migration was to follow, and free settlers established settlements all around the Continent. These later developed into self-governing Colonies, and then into the present six self-governing States, which from the Federation as the Commonwealth of Australia under a Federal Parliament.

Sydney thus has much of historic interest, as well as being a major commercial and industrial centre with one of the finest and scenically magnificent harbors in the world. The port and harbor will feature prominently in the visit to Sydney which is being arranged by the Maritime Services Board of New South Wales, the Authority for the Port of Sydney.

tralian Port Authorities' Association which meets at intervals to exchange views and to make suggestions concerning co-ordination, port development and operation.

Today, more than 100 million tons of cargo is handled at Australian ports in the overseas and interstate import-export trade. The coastal cargo of course is double counted because it is loaded at one Australian port and discharged at another.

Trade through the three major ports of Melbourne, Sydney, and Fremantle is orientated towards the overseas general cargo trade, and in the case of Melbourne about 72% is with foreign countries, Sydney 70%, and Fremantle 63%.

An examination of Australia's total overseas trade shows that the U.K./Continent and Asia are the major trading partners. In the past two years the proportion of total trade with the U.K./Continent has shown a decrease of approximately 5 per cent, whilst trade with Asia has increased by 3.4%.

The principal items of import are related to capital goods for industrial development and include machinery, transport equipment, petro-

leum and products, textiles, chemicals and other manufactures. Commodities exported are predominantly textile fibres and waste (mostly wool), cereals, meat and preparations, ores and scrap, non-ferrous metals, dairy products and eggs, iron and steel, sugar and preparations, fruit and vegetables. The primary sector of the economy, therefore, continues to be Australia's major source of export goods, although there is a developing trend towards increased exports of goods from secondary industry.

At Melbourne, commodities moving through the port in 1967 were principally petroleum and products, wool, meats, fruit, motor vehicles, malt, flour and scrap metal in the export trade, and petroleum and products, phosphate rock, coal, paper, drugs and chemicals, steel, timber, motor vehicles and sugar among the imports.

The principal exports (coastal and overseas) from the Port of Sydney were coal, wool, wheat, petroleum, flour, motor vehicles, iron and steel products, meat and rice. Major imports were petroleum, coal, timber, paper and newsprint, motor vehicles and parts, chemicals, sugar,

POST CONFERENCE TOUR PROGRAMME :

Monday, 10th March	1.00 p.m.- 3.30 p.m.	Leave Melbourne by Chartered Aircraft for Canberra.
	2.30 p.m.- 5.00 p.m.	Arrive Canberra.
	7.00 p.m.	Reception.
Tuesday, 11th March	9.30 a.m.- 5.00 p.m.	Sightseeing and visit to Sheep Station, demonstrations of sheep handling by dogs, sheep shearing, wood chopping and other rural activities, and barbecue luncheon.
	Evening Free.	
Wednesday, 12th March	9.15 a.m.-11.30 a.m.	Leave Canberra for Sydney.
	10.30 a.m.-12.30 p.m.	Arrive Sydney.
	1.00 p.m.	Luncheon at Chevron Hotel.
	3.00 p.m.- 4.30 p.m.	Conducted Tour of City Sights.
Thursday, 13th March	7.00 p.m. for 7.30 p.m.	Official Dinner attended by the Premier of New South Wales and Government Ministers.
	9.30 a.m.- 5.00 p.m.	Tour of Sydney's Pittwater area, one of the city's scenic beauty spots.
Friday, 14th March	Evening Free.	
	9.30 a.m.-12.30 p.m.	Harbour Tour and luncheon on board launch.
	2.15 p.m.- 4.15 p.m.	Choice of inspection of Opera House, or tour of Eastern suburbs beaches, or free afternoon.
	5.45 p.m.- 7.30 p.m.	Farewell Cocktail Party and Buffet.
	Evening Free.	

END OF POST CONFERENCE TOUR

wood pulp, machinery and gypsum.

For Fremantle, the principal exports were petroleum products, wheat, alumina, iron and steel, wool, fruit, minerals, timber and meat, and major imports were petroleum and products, fertilisers, iron and steel, chemicals, motor vehicles, paper, timber, machinery, coal and sugar.

About 1,450 vessels, which may be classified as liners, tramps and tankers, are engaged each year in trades between Australia and overseas countries.

The Port of Sydney:

The Port of Sydney is under the jurisdiction of the Maritime Services Board of N.S.W., a statutory body of seven Commissioners, three of whom are full-time, with the remaining four serving part-time as Nominated Commissioners.

The Board is the port authority for all ports in New South Wales, including Sydney and the three major ports of Newcastle, Port Kembla

and Botany Bay, and 29 proclaimed outports. Together, these ports handle approximately 40 million tons of cargo each year. In addition to its functions as port authority, the Board is the pilotage, navigation and conservancy authority for all navigable waters within the State of New South Wales.

Trade handled through the Port of Sydney totals about 13 million tons each year, the overseas traffic usually amounting to more than 9 million tons.

Bulk oils and timber are major items of the overseas import trade, but essentially Sydney is a general cargo port insofar as imports are concerned. Export tonnages have been showing a marked increase in recent years and coal shipments, mainly to Japan, now total more than 2 million tons per year. In addition, Sydney is a major outlet for primary products, and more than one million tons of wheat and one

million bales of wool pass over the wharves of the port each year.

The principal wharves in the port start about 5 miles from the Heads, in close proximity to the city, and a channel with a depth of 45 ft. at low water enables deep draft tankers to proceed to berths about 7 miles from the harbour entrance.

In 1962, the Board initiated an extensive redevelopment plan, including the construction of new berths to provide a roll-on roll-off terminal and three other berths with large cargo sheds and extensive areas of open flat land, suitable for both unit-cargo ships as well as conventional ships.

In addition, the first stage of a terminal complex for the overseas container trade has been completed and is in service. The second berth and remainder of the terminal area will be ready for use by the middle of 1969 to provide a total land area in excess of 20 acres.

So as to meet future demand for further container facilities, the Board has established the practicability of developing terminal and depot facilities for container operations in other areas of the port.

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Mr. W. H. Brotherson

The Maritime Services Board of N.S.W., a corporate body of three full time and four part time Commissioners, is the port authority, the conservancy authority, the pilotage authority and the navigation authority for the State of New South Wales, Australia.

In its role of port authority, the Board administers all the ports of the State and the ownership of the two principal ports, Sydney and Newcastle, together with Botany Bay on the southern fringe of the City of Sydney, is vested in the Board which is responsible for their full design, construction and maintenance.

The other ports of the State, including the major harbour of Port Kembla, are operated and administered by the Board on behalf of the New South Wales Government and the Department of Public Works is responsible for the construction work and maintenance.

The ports administered by the Board accommodate more than 7,000 ships each year and the total trade handled reached a record level of 43.65 million tons in the year ended 30th June, 1968. Sydney, as Australia's premier port on volume of cargo, catered for 3,947 vessels and 14.82 million tons of goods, with Newcastle handling 11.79 million tons, Port Kembla 10.1 million tons and Botany Bay 6.68 million tons.

Port of Sydney. Sydney Harbour has an area of over 13,600 acres—approximately 21 square miles—about half of which carries a depth

of water not less than 30 feet at low tide. With an average width of slightly less than one mile and extending only about 13 miles inland, there are 152 miles of foreshore bordering the various arms and the many sheltered bays.

The entrance between Sydney Heads is almost a mile in width with a depth of 84 feet and inside the Heads there are two entrance channels which run either side of the well known "Sow & Pigs" reef. The western channel is 700 feet wide with a minimum depth of 45 feet, and the eastern channel carries a depth of 38 feet. Most of the berths used by overseas vessels pro-

vide depths from 35 feet to 38 feet. The mean tidal range is 3 feet 6 inches.

There are about 10 miles of commercial berths in the port, and about 3,000 feet of wharfage for harbour craft. The principal wharfage is located within 4 or 5 miles from the sea and in close proximity to the city.

Although Sydney is essentially a general cargo port, bulk oils and timber form major items of oversea inward trade. A marked increase in export tonnages has been shown in recent years with coal shipments, mainly to Japan, totalling over 2 million tons per year and more than 1 million tons of wheat and 1 mil-



No. 1—Recently completed at the Port of Sydney, this four-berth complex, the first stage of the Darling Harbour reconstruction scheme, is eminently suited for unit and container cargoes as well as for conventional type cargo vessels. The berth in the foreground (No. 7) is equipped to handle roll-on/roll-off vessels operating between Sydney and Tasmanian ports. A 26-ton capacity travelling crane is being installed for use at Nos. 8, 9 and 10 Berths.



No. 2 — At White Bay, in the Port of Sydney, work is now well advanced, and on schedule, on the construction of container terminals which will have a combined wharf face of 2,200 feet, backed by about 20 acres of flat land. The Artist's impression, superimposed on the aerial photograph, shows the complex as its development will appear when the initial stages of construction have been completed.

lion bales of wool are exported from the port each year.

Sydney is the terminal port in Australia, and, in some cases, the only Australian port of call for many overseas passenger liners. Three modern terminals have been provided to cater for tourist and passenger traffic, the main terminal in Sydney Cove regularly accommodating vessels of 45,000 tons. Planning is in hand for an additional passenger facility to meet the growing demand.

Most of the berths in the port are equipped with spacious cargo sheds which have a total area of almost two and a quarter million square feet—a little more than 50 acres—and this accommodation is being increased steadily by new construction.

Much of the port's general cargo is handled by ships gear, but wharf cranes with capacities ranging from 5 tons to 20 tons are available at some berths and all recently con-



No. 3 — The Sydney Cove Passenger Terminal is within a few hundred yards of the centre of the city and in close proximity to all types of public transport.



No. 4 — The Basin Coal Loader, Newcastle, has a designed loading rate of 2,000 tons per hour through the two shiploaders at the loading berth.



No. 5 — The four bay stacking area at the Coal Loader, Newcastle, enables 90,000 tons of coal to be prestacked to ensure the continuous loading of vessels.

structed wharves have been designed to enable the installation of cranes if found necessary in future. Level-luffing travelling cranes to lift 26 tons are being installed on new wharfage at Nos. 8~10 Berths, Darling Harbour, and at No. 11 Berth, Woolloomooloo.

Heavy lifts can be handled by floating cranes with capacities of up to 150 tons, or by the 250-ton crane at the fitting-out wharf adjoining

the Captain Cook Graving Dock.

Rail facilities connected with the main railway system of the State are provided at some berths.

Increasing quantities of coal are being exported overseas each year from the Port of Sydney through No. 1 Berth, Balmain, where coal loading equipment of the conveyor type, with a designed loading rate of up to 1,000 tons per hour, has been provided by the Board.

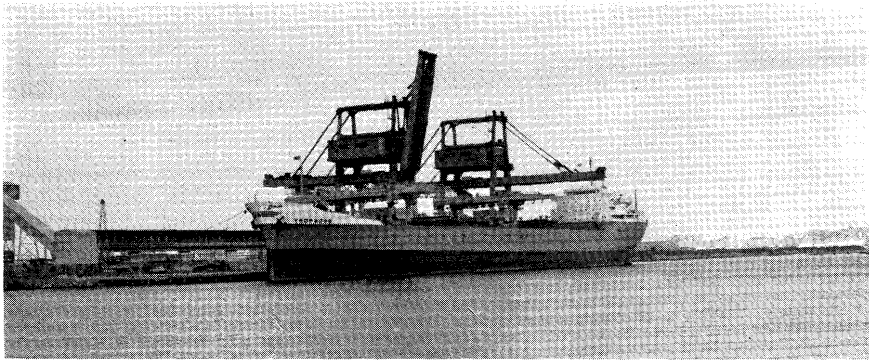
Facilities are available for handling bulk wheat and bagged grain or flour, and the bulk wheat terminal at Glebe Island has a storage capacity of 7½ million bushels (about 200,000 tons). Bulk loaders capable of handling wheat into vessels at more than 3,000 tons per hour are located at the recently modernised grain berth at Glebe Island, which has been reconstructed with a depth of 38 feet in the berth to enable the loading of cargoes in the order of 50,000 tons. At adjoining berths the Board has provided shed accommodation and conveyor equipment for bagged flour or grain.

A continuously manned communications centre, working on radio-telephone as well as on the normal telephone network, is operated at the Board's Head Office and maintains constant contact with the Signal Stations at Sydney, Newcastle and Port Kembla, units of the Board's floating plant including the pilot vessels, dredges, tugs and launches, and with special service trucks which are equipped as mobile radio-telephone stations. The centre serves as the channel outside normal hours for all requests for services to shipping, the supply of information to the public, and all emergency calls.

The international V.H.F. radio-telephone system is used for communication with ships at sea, and for a link between the pilot vessels, ships under pilotage charge, tugs and the Board's Head Office, covering the ports of Newcastle, Port Kembla and Botany Bay, as well as Sydney.

The Board is at present engaged in a major redevelopment programme to meet the continuously changing trends in ship design and cargo handling techniques, a problem common to port authorities throughout the world. The programme, which is now well in hand, has been designed to extend over a ten year period, the plans for the second five years being flexible and capable of being adapted to meet changes in cargo handling methods as they become apparent.

The first stage of the Darling Harbour reconstruction scheme was completed recently, involving the provision of a roll-on/roll-off ter-



No. 6 — The new bulk berth at Kooragang Island, Newcastle, is equipped with two wharf-mounted unloaders each with a nominal capacity of 650 tons per hour.

minal and three modern general cargo berths, and a further stage for the replacement of old berths in the northern section of Darling Harbour has been started.

A feature of the Darling Harbour wharfage is the large, modern, clear span cargo sheds with wide doorway openings, suitable for the movement of mobile handling equipment, and the open spaces of stacking area behind the transit sheds. These berths are particularly suited to the modern unit cargo handling process involving the use of heavy fork lift trucks and the wharf surfaces are designed to accommodate axle loadings of up to 100,000 lbs. A 26-ton capacity travelling crane is being installed at this wharfage, suitable for handling the limited number of standard 20 ft. containers usually carried by unit-cargo vessels.

In the Woolloomooloo Bay section of the port a new general cargo wharf is also under construction and like the new berths in Darling Harbour, it has been designed to carry heavy fork lift loadings and will be equipped with a 26-ton crane.

The most spectacular development at the present moment is taking place on the White Bay foreshores of the Balmain peninsula where a container terminal complex is being built to provide some 2,200 feet of berthing frontage backed by about 20 acres of flat land. The first section of this \$10 million project will be ready for use early in 1969 when the first of the cellular container vessels is due to enter service between Australia and the U.K.

The eastern end of the terminal complex will be leased to Seatainer Terminals Pty. Ltd. and will be

used in conjunction with offsite depots where less-than-container lots will be packed or unpacked. The terminal and depot will be connected by rail, so that a large proportion of the cargo handled at the terminal will not pass over the road system in the suburban and near city areas.

The western section of the new development will be operated by the Board as a general user berth for container vessels not associated with Seatainer Terminals Pty. Ltd., and in the event of this traffic developing to an extent which would call for further special container facilities in the port, there are several other areas in Sydney Harbour which would be suitable and could be considered for that purpose.

Other works completed so far in the redevelopment programme at Sydney include the new bulk wheat berth and four special dolphin berths for the timber import trade

at Snails Bay.

Port of Newcastle. The second major port of the State, Newcastle, is located 62 miles north of Sydney at the entrance of the Hunter River. A bar harbour port protected by two breakwaters, it has a depth of 36 feet I.S.L.W. in the entrance and in the main channels.

Newcastle ranks second among Australian ports in volume of trade but is essentially a bulk cargo port, the main export items being coal, mainly to Japan, and wheat. The major items of import are ironstone and limestone used in the steel industry, phosphatic rock and bulk oils. However, the volume of general cargoes has been increasing, the principal items being iron and steel products, wool, timber, and refrigerated meat.

An extensive programme of works for the development and modernisation of the wharfage facilities has also been undertaken at this port as part of the Board's ten year redevelopment scheme, which makes provision for virtually all of the older wharfage in the Port of Newcastle to be reconstructed. In all, twelve new or reconstructed wharves will be provided in addition to four new tug berths.

The 12 million dollar Basin Coal Loader and berth, commissioned in November, 1967, were among the first of these projects to be completed. The berth, 1,200 feet in length, has a depth of 38 feet along-side and two dolphins at the south-



No. 7 — Port Kembla is essentially a bulk cargo port catering mainly for the steel industry, the fertiliser trade and coal exports.



No. 8— The Maritime Services Board, in collaboration with specialist consultants, has been undertaking hydraulic and engineering studies of Botany Bay and has now decided to construct a hydraulic model of the bay to assist in detailed development investigations.

ern end provide an additional 420 feet of tie-up berthing for vessels awaiting loading. The modern coal loading installation has a designed handling rate of 2,000 tons per hour through two loading heads at the berth. A stacking area enables 90,000 tons of coal to be pre-stacked to ensure the continuous loading of vessels.

A new bulk berth has also been recently completed at Kooragang Island (formerly Walsh Island). Equipped with two wharf-mounted unloaders, each with a nominal capacity of 650 tons per hour, the 600 feet berth is used mainly by industries established on the Island, but bulk cargoes for other industries in the Newcastle area can be unloaded at the berth for movement to the hinterland.

A new general cargo berth 650 feet long with a large compound area at the rear is nearing completion at No. 1 Throsby Basin. The berth has been designed to accommodate the heavy wheel loadings associated with the handling of containers and unitised cargoes and will have two sets of rail tracks on the wharf apron. A travelling crane of 26 tons capacity, suitable for lifting standard 20 ft. containers, will be installed and a transit shed with an overall length of 435 feet and a clear span of 120 feet is also being provided at the berth.

To cater for the considerable in-

crease in the volume of bulk wheat exports from the port a new grain wharf, 700 feet in length, is in the course of construction on the western side of Carrington Basin.

Port Kembla. Located 44 miles south of Sydney, Port Kembla is an artificial harbour formed by two breakwaters with an entrance width of 1,000 feet and enclosing an area of 330 acres, with an inner basin formed by dredging and excavation, and entered from the outer harbour through a 400 feet wide channel. Provision has been made for further expansion of this basin to meet requirements as they arise. The depth of water ranges from 50 feet I.L.S.W. in the entrance between the breakwaters, up to 42 feet at the jetties in the outer harbour, and a minimum of 36 feet in the inner harbour basin.

Three Government jetties, a berth for bulk oil cargoes and one privately owned jetty for imports of ironstone and other raw materials used in the steel industry are situated in the outer harbour. Wharfage in the inner harbour consists of two Government wharves—one for coal exports and one for tie-up purposes and limited cargo handling—and two steelworks berths for export of steel products and the discharge of ironstone and limestone. The coal export berth is equipped with two wharf-mounted shiploaders each with a capacity of 1,000 tons per

hour.

Botany Bay. Originally intended as the site of the first settlement in Australia, Botany Bay, on the southern fringe of the City of Sydney is, with the exception of some shipments of bulk chemicals, purely an oil port. A jetty with accommodation for two tankers, and four sets of moorings with submarine pipelines to the refineries have been established at the Bay. A depth of 50 feet I.S.L.W. is available at the entrance with 38 feet in the channel and depths ranging from 34 to 43 feet at the moorings and in the swinging basin.

The potential of Botany Bay as an auxiliary port to the Port of Sydney has been recognised by the Maritime Services Board for a number of years and hydraulic and engineering studies have been progressed by the Board involving its own technical staff working in collaboration with overseas experts engaged as consultants.

Resulting from these tests, the Board has made recommendations to the Government in connection with the zoning of the Bay for port purposes, it having been established that Botany Bay can be developed into a still water port. The Board is also constructing a hydraulic model of the Bay to assist in the determination of details for the design of the proposed port development.

Outports. In addition to the four major ports of Sydney, Newcastle, Port Kembla and Botany Bay, 29 proclaimed ports in New South Wales are administered by the Board. These harbours were once of considerable importance in the development of the coastal areas of the State, but most of the shipping services have been withdrawn with the extension of the railways and the increased use of road transport. However, five of these outports, Richmond River, Clarence River, Coffs Harbour, Trial Bay and Two-fold Bay are still visited by trading vessels.

Some limited exports of timber overseas and interstate, and the bulk shipment of raw sugar and molasses to the refinery in Sydney are handled at the Richmond and Clarence

(Continued on Next Page Bottom)

LAFTA Seminar on Container

Montevideo, Uruguay

December 14-15, 1967

Organised by I.E.P.A.L. (Instituto de Estudios
Políticos para América Latina)

Final Report

A. Organisation

1) Opening and closing sessions

At 10:00 hours, on Thursday, 14th December 1967, in Montevideo, the Intensive Seminar on the Container, an Integration Factor in La Plata River Basin was inaugurated in the assembly room of the Office of the National Administration of Ports of the Eastern Republic of Uruguay (A.N.P.). This seminar was organised by the Institute of Political Studies for Latin America (IEPAL) with the patronage of A.N.P. and under the auspices of the Latin American Association of Free Trade (LAFTA).

Present at the opening were the President of A.N.P., General (R) Juan Pedro RIBAS; the Assistant Executive Secretary of ALALC, Dr. Cesar VENEGAS; the Director General of IEPAL, R.P. Paul RAMLOT, D.P., speakers, participants and observers.

General Ribas declared the seminar open, stressing the importance that A.N.P. placed on the meeting, and Father Ramlot in a speech the text of which is included in this report, referred to the reasons which stimulated IEPAL to organise it.

The Seminar was closed at 12:30 hours, Saturday, 16th December, and, at this time, the President of

Rivers, whilst the export of timber is the sole trade at Coffs Harbour. Imports of bulk petroleum products are handled at Trial Bay and Two-fold Bay.

As the outports are still used extensively by vessels engaged in commercial fishing and by pleasure craft, the Board maintains an establishment at most of these areas to administer requirements under its Acts and Regulations.

A.N.P. officially closed the sessions, congratulating the organisers and participants on the good results obtained, and the Director General of IEPAL thanked speakers and participants for the interest shown, and A.N.P. for the facilities afforded, and A.N.P. and ALALC for the high patronage granted to the Seminar, and the valuable contribution of their technicians.

2) Expositions

During the Seminar, expositions were made by those referred to on the following subjects:

Thursday, 14 December:

—"The container in sea and water transport," by Mr. Tomas Sepulveda Whittle, Transport Consultant of the Latin American Association of Free Trade (Programme DE/ALAL).

—"The load unit in land transport," by Walter Giribaldi, Engineer, Coordinator of the Transport Section of the Planning and Budget Office, Chief Engineer of A.N.P.

—"The container in air transport," by Mr. Andre Hillion, Adviser to the General Office of IEPAL.

—"Port organisations and installations for the utilisation of the container," by Mr. Georges Theodoru, maritime and port expert of OIT; Adviser to A.N.P.

—"Customs implications of the utilisation of containers and pallets," by Mr. Hugo Opazo, technological expert of ALALC.

Friday, 15 December:

—"The point of view of the users" by Mr. Milton Reyes, Executive Secretary of the Exporters' Union of Uruguay.

B. Works and Conclusions

The Seminar proceeded in accordance with the prepared programme, with the work of the com-

mittees beginning on Thursday, 14 December, at 17:30 hours, according to the following distribution of Subjects:

Committee 1—Chairman:

Mr. Tomas Sepulveda

Subject: Co-ordination of the use of the container in the three methods of transport: water, air and land. The possibility of establishing a pool of containers in the Basin.

Committee 2—Chairman:

Mr. Milton Reyes

Subject: Analysis of the economic aspects of the use of the container. Rapport between transporters and users of every class.

Committee 3—Chairman:

Mr. Hugo Opazo.

Subject: Study on how to make the circulation of goods easier within the Basin and extrazonally. (prior dispatch, administrative controls, progressive elimination, etc.)

During the Seminar, the film "Highway to Hawaii" was shown, ordered especially for this purpose from San Francisco, California, through the Embassy of the United States of North America in Uruguay, and this describes the activities of the shipping company, Matson Navigation Co., which supplies combined goods transport services, using containers, pallets and such like.

The participants unanimously expressed their satisfaction at the exhibition of this interesting documentary.

The reports presented by the three committees mentioned above were examined in the plenary session held at 11:30 hours, Saturday, 16th December.

As a result of the above examination, the Seminar agreed to adopt the following **conclusions**:

1) To adopt the use of a basic, uniform terminology in Spanish to replace the English vocabulary in use at present, to be used in IEPAL and to encourage it in the relevant organs of Latin America:

contenedor—for container
paleta—for pallet
buque-contenedor—for containership

contenerización—
for containerisation

2) To designate a **Study Group**, composed of participants of the transporters, of the users, and of the labour section, with the advice of experts of the international organisms, and this shall function under the direction of IEPAL, the institution charged with carrying out the formation of the same, regulating its functioning and supervising the fulfilment of its mission.

The **Study Group** shall be responsible for the following purposes:

- a) the collection of antecedents on legislation and regulations both in the countries of ALALC and in other nations, as regards the tools of unitised cargo (containers, pallets, etc.) and the systems of combined or integrated transport;
 - b) to study the international prices of the containers and the possibility of manufacturing these parts in Uruguay, and in complementary fashion with the countries of ALALC;
 - c) to prepare the start of the Committee for the Study of Integrated Transport (C.E.T.I.) to which resolution No. 3 refers, which must begin its work as soon as possible and to which the Study Group shall deliver its studies;
 - d) to report to IEPAL, within 90 days from the constitution of the Group, on the work undertaken, so that the said Institute may inform the participants of this seminar and, if thought necessary, call another meeting.
- 3) To create a Study Committee on Integrated Transport (C.E.T.I.) which shall work in the field of IEPAL, and shall have representatives from the Official sections, the transporters and users, and the labour sections of various means of transport.

C.E.T.I. shall try to obtain the participation of ALALC, BID, CEPAL, DEA, DIT, and other attending organisms, as well as ALAMAR, ALAF, ALATAC, CITA and other international transport associations.

C.E.T.I. shall have the following

objectives, among others:

- i) to study and propose, to the corresponding organs, the measures necessary to achieve the swift incorporation of the new techniques of unitised cargo and of combined transport, and their maximum economic and social advantage, in the exchange of trade between the various countries of La Plata River Basin, with each other and with the other regions of the world, especially with the member countries of ALALC.

- ii) To study the establishment of a direct customs (port-to-port) procedure to allow the use of containers and such like in international goods transport, without breaking load at the frontiers or between the various transport means;

- iii) To encourage immediately the adoption of the following measures before the corresponding authorities:

- a) the establishment of exoneration from import duties in order to facilitate, in this way, the entry of containers and such like into the country, as well as things necessary for their manufacture, and to facilitate their circulation between the countries of the Basin.

- b) the adoption of the custom procedure of prior dispatch (with prior payment) in the customs clearance of the goods, intended for the country which are transported in containers and such like;

- c) the acceptance of the stamps and customs seals placed by foreign customs on containers and closed and sealed cars which transport goods in transit, without affecting the power of the national customs to affix their own seals and stamps;

- d) the elimination of customs custody in international customs goods transit operations, when the goods are

in sealed and stamped containers and cars;

- iv) to study the national legislations connected with the use of containers and such like, especially in the customs, fiscal, port, labour, banking, transport insurance, and other aspects so as to suggest the elimination of the impedances which prevent use and make their intensive use difficult;

- v) to encourage the harmony of legislations of the countries of La Plata River Basin with the idea of adopting common norms to facilitate intensive use of the containers and such like in reciprocal trade, as well as with the other countries of ALALC and with the rest of the world;

- vi) to promote basic studies of possibilities intended to facilitate the financing of the acquisition and manufacture of containers and other parts for the transport with unitised cargo for companies of the countries of ALALC, on the part of the organisms present and especially BID, as the Bank of Latin American Integration;

- vii) to study the possibility of establishing pool systems of administration of pallets and containers in La Plata River Basin, with the participation of Latin American transporters in associations and co-operatives similar to those of the main trade centres of the world.

- viii) to study the basic norms for the establishment of general tariffs for unitised cargo, between the different means of transport in La Plata River Basin and between the countries of ALALC.

4) To offer the authorities of the National Administration of Ports and the Executive Secretariat of ALALC their thanks for the valuable collaboration in granting the prestige of their patronage as well as the local facilities and the invaluable contribution of the technicians and experts from both institutions.

Orbiter Probe

IAPH News :

Mark Dec. 1, 1968

December 1, 1968 is the date by which your Application Forms for the Melbourne Conference must reach the following address:

The Secretary
Organizing Committee
Melbourne Conference IAPH
c/- The Melbourne Harbor Trust
G.P.O. Mox 2239T
Melbourne, Australia 3001

The Conference Information Booklet and Application Form have been sent late August to all IAPH Members and interested bodies. Those who have not received these materials or those wishing to have extra copies for business associates and interested observers, should also write to the above address.

Tobin Committee

On August 1, Mr. Austin J. Tobin, Chairman of the Committee on International Port Development (Executive Director, Port of New York Authority), sent a voluminous (308 type-written pages) "Study Team Report on the Major Ports of India" to Dr. V. K. R. V. Rao, Minister of Transport and Shipping of India. Altogether a hundred copies of the Report have since been sent to Dr. Rao at his request.

The Report is the product of the surveys made by the Study Team organized by Mr. Tobin at Dr. Rao's request (ref. Ports and Harbors, March '68, page 12). The Team was composed of the Team Leader, Mr. Stig Axelson, General Manager, Port of Gothenburg, Sweden, and 3 members, Mr. Robert P. Schulze, General Manager, Marine Operations, Port of New York Authority, Mr. John N. Black, Planning Officer, Port of London Authority, and Mr. Robert L. Pettegrew, Manager, Freight Transportation Planning, Port of New York Authority.

A copy of the Report was sent also to Dr. Chujiro Haraguchi, President (Mayor of Kobe) for his confidential reference. The President voiced admiration at the achievement in his letter of acknowledgement to Mr. Tobin. Any revelation of the contents should come either from Dr. Rao or Mr. Tobin at Dr. Rao's consent.

It is said that during the five-week stay in India, the Team traveled about five thousand miles while inspecting eight major ports and two satellite ports. About 70 meetings were held at the ports. Nearly 300 representatives of port, commercial and shipping interests, labor and regulatory agencies were interviewed.

Posthuma Committee

Ir. F. Posthuma has exchanged more cables and letters with members of his Committee (on Large-Sized Vessels) and the Secretary General on the first Committee meeting, which had originally been slated for October 16~18, 1968 at Rotterdam.

According to the latest information, the meeting was postponed by one week to October 23~25, to enable Mr. Schultze of N. B. C. to join the meeting after witnessing the arrival of the 312,000 dwt tanker Universe Ireland (world's largest, christened in Yokohama August 15) at the Bantry Bay. Meanwhile, Mr. Stig Axelson, General Manager of Gothenburg, has replaced Mr. H. Westendorf of Hamburg on the Committee.

Thus the participants of the meeting will be: Ir. F. Posthuma, Managing Director, Port of Rotterdam-Europoort, Chairman of the Committee, Commander Stig Axelson, Managing Director, Port of Gothenburg, (Rt.), Royal Navy (Sweden), Mr. Charles Barrillon, Director General, Port Autonome de Marseille,

Mr. A. Lyle King, Director of Marine Terminals, The Port of New York Authority, Commander E. H. W. Platt, (Rt.), R. N., Director of B. P. Tanker Co., London, Mr. A. E. Schultze, Director of Marine Operations, National Bulk Carriers, Inc., New York, Mr. Takao Tsuji, Managing Director, Taiheiyo Kaiun, Japan (substitute for Mr. Gengo Tsuboi).

The following two guest speakers will be invited: Ir. W. Langeraar, Rear-Admiral, Netherlands Royal Navy, Chief of Hydrography, Ministry of Defense, and Commander J. W. Oosterbaan, Lt. Commander, Netherlands Royal Naval Reserve, Deputy Harbour Master, Port of Rotterdam-Europoort. There will be three more present: Mr. E. S. Olcott, Chief of Central Planning Division, Planning and Development Department, The Port of New York Authority, Ir. H. P. Meijer, Deputy Managing Director (Technical), Port of Rotterdam-Europoort, and Ir. N. P. Van Den Berg, Civil Engineer, in charge of Europoort matters, Port of Rotterdam-Europoort (Secretary of this meeting).

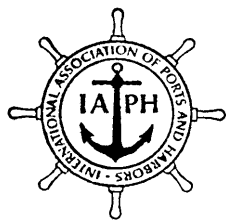
Directors

- Mr. M. Overvad of the Port of Aarhus takes the place of the late Mr. Aa. Hendrup of Copenhagen as IAPH Director for Denmark, and Mr. Eigil Andersen, Acting General Manager of Copenhagen will act as Alternate Director until the Melbourne Conference.

- Mr. I. Rahav, Manager of Haifa Port, has taken the place of Mr. A. Landman as IAPH Director for Israel. Mr. J. Peltz, Head of Operation and Coordination Dept., Israel Ports Authority, Tel-Aviv, continues as Alternate Director.

- In Kenya, East Africa, where Mr. W. W. Gow has been Director and no Alternate Director has been appointed, Mr. Gow has withdrawn and nominated a new Director (Mr. Cornelius Tamale, Director-General, East African Harbours Corporation) and an Alternate Director (Mr. Joseph Musembi, Chief Ports Manager Designate).

Letter of Invitation



MELBOURNE CONFERENCE IAPH

March 1969

29 Market Street, Melbourne, Australia, 3000.

Tel. 61 3281. Cables — Harbor, Melbourne.



PATRON: His Excellency The Governor of Victoria, Maj. Gen. Sir Rohan Delacombe, K.C.M.G., K.B.E., C.B., D.S.O., K.St.J.

Dear Sir,

As you are no doubt aware, the Port of Melbourne is to have the honour of being the Host for the Sixth Biennial Conference of the International Association of Ports and Harbors which will be held at the Southern Cross Hotel, Melbourne, from the 3rd to the 8th March 1969, and I now have pleasure in enclosing Application Forms for the Conference together with a General Information Booklet in which is set down for your information the Official Programme for the Conference and also the social activities. Details of a special programme which is being planned for the accompanying ladies is also included.

We feel that we can promise a most enjoyable and informative Conference, with many interesting Papers being presented and, from indications already received, it is apparent that representation from most of the major world ports can be expected. We feel also that Australia has something a little different to offer from the point of view of tourist attraction and we are endeavouring to incorporate some of this into the Post Conference Tour which is to be offered to delegates and their ladies.

It is appreciated that you may wish to delay making a firm commitment for your attendance at the Conference, but in order to ensure that all the necessary arrangements can be completed for the success of the Conference and for the comfort of delegates and their ladies, it is essential that applications for attendance be in the hands of the Organizing Committee no later than 1st December 1968.

The Conference Organizing Committee will be only too pleased to provide any further information which you may desire concerning the Conference.

I trust that we may look forward to the pleasure of your company in Melbourne in March next year.

Yours sincerely,

V. G. SWANSON,
Chairman,
Organizing Committee.

Legal Counselors

Seven Legal Counselors of IAPH have been named, as follows:

Mr. M. Dunne, Solicitor to the Board of the Maritime Services, The Maritime Services Board of New South Wales, Box 32, G.P.O., Sydney, N.S.W., Australia

Mr. Sidney Goldstein, General Counsel, The Port of New York Authority, 111 Eighth Avenue, New York, N.Y. 10011, U.S.A.

Mr. Cyrus C. Guidry, Port Counsel, Board of New Orleans, P.O. Box 60046, New Orleans, Louisiana 70160, U.S.A.

Mr. Arthur W. Nordstrom, 5, Clove-tree Place, Portuguese Bend California 90274, U.S.A.

Mr. J. Kerwin Rooney, Port Attorney, 66 Jack London Square, Oakland, California 94607, U.S.A.

Mr. Leslie E. Still, Jr., Deputy City Attorney, Port of Long Beach, 925 Harbor Plaza, P.O. Box 570, Long Beach, California 90801, U.S.A.

Mr. Gengo Tsuboi, Director of the Japan Shipowners' Association, Osaka Building, No. 1, 2-chome, Uchi-saiwai-cho, Chiyoda-ku, Tokyo, Japan

Mohamed Razalli, Member

Mr. Dato Laksemana Mohamed Razalli, Chairman, Penang Port Commission, Penang, Malaysia, strolled into IAPH Head Office August 16 morning, and exchanged loud hellos with Dr. Hajime Sato, Deputy Secretary General.

Mohamed Razalli was on his private tour eastward to Hawaii and on, and took time out to drop in just to see how IAPH was faring, and missed his close friend, Mr. Gaku Matsumoto, former Secretary General. In leaving abruptly, he shook hands with Dr. Sato vehemently, exchanging "See you in Melbourne".

Seminarists

In response to the Secretary General's circular (Ports and Harbors, April '68, p. 24), lists of participants at port seminars have been received from Mr. Den Toom of Amsterdam (for participants of the past three years) in March, Mr. Vleugels of Antwerp and Mr. Swan-

son of Melbourne in April. Thus 99 names have been added to the mailing list of Ports and Harbors, on top of the 167 participants of the past seminars in Japan, to make a current total of 266.

Australian Seminar

The Maritime Services Board of N.S.W., Australia forwarded the Secretary General's letters concerning the assistance programs rendered to developing countries to the Department of External Affairs for direct reply, and meanwhile, Mr. V. G. Swanson, Chairman of Melbourne Harbor Trust Commissioners, sent to the Secretary General a list of ten names of the Study Group sponsored by the Commonwealth Department of External Affairs.

More recently, the Australian Department of External Affairs in Canberra wrote to the Secretary General on the subject and sent a 416-page report of the study program conducted April-July this year.

Officially called "A Study Programme in Ports and Harbours Administration for Visiting International Fellows" the course was conducted on behalf of the Department by various Government Departments and Port Authorities in Australia. All ten officials who attended the course did so under the auspices of one or other of aid schemes such as the Colombo Plan, the Special Commonwealth African Assistance Plan and the Australian South Pacific Technical Assistance Programme.

This is the second course of this type which has been conducted in the last two years; 17 Fellows attended the first course which was conducted in 1966. The third is not scheduled before 1970. The subject matter of each course varies somewhat depending on the general level of trainees attending the course.

Australia also has provided training for a number of individual trainees who have come to Australia to make a study of some specific aspect of Port Administration. In these cases individual programs tailored to the needs of the particular trainee have been arranged.

Of the ten trainees of this year, two were from Indonesia, and one

each from Cambodia, Ceylon, Fiji, India, Kenya, Malaysia, Singapore, and Tonga.

Genoa Container Show

The Second International Container Exhibition sponsored by the International Fair of Genoa is scheduled to be held in the Genoese Fairgrounds from October 19th to 27th, 1968. The first was held October 19~21, 1967. (In Ports and Harbors July issue, page 36, the year was indicated as 1969 according to an equally authentic source, but more than one other news from the same source point to the year 1968. —Ed.)

Portless Port

San Francisco, Calif.:—As intermodality becomes more and more an integral part of international transport, the ports of the world can be expected to undergo great change.

Just how greatly they will change and in what manner depends on what eventually comes out of the growing effort to unite land and water transportation in the worldwide movement of freight, and its somewhat later link-up with air transport.

Men in the forefront of the intermodal movement are agreed that changes are ahead for the ports and that they will, without a doubt, be drastic alterations.

The most far-out term coined to date to describe what's coming is "the portless port." A picture of such a port was verbally drawn at a recent seminar at the United Nations Port and Shipping Center in Holte, Denmark.

The man who saw the prospect of the "portless port" was R. P. Holubowicz, vice president of the Ingalls Shipbuilding division of Litton Industries. The advent of truly transmodal shipping, he suggested, will make a port no more than an "interface" a point where freight in containers or other units is transferred from one mode of transport to another.

The port, as a place where cargo is sorted, stored, inspected, marketed and packaged, Mr. Holubowicz believes, will simply cease to exist.

"The port will diminish gradually as a focal point of international commerce and business activity and become merely a link in the over-all system of transportation."

He said it is important to keep in mind from now on that water transportation no longer can be considered a separate or independent mode. It must be thought of in terms of a total concept that includes land and air carriers as well.

Small ports, he predicted, will eventually disappear and their place will be taken by fewer and larger ports, functioning regionally rather than locally. These large "load centers" will rule out "feeder services utilizing breakbulk methods of cargo handling" as "uneconomical."

If Mr. Holubowicz's words impress you as concerned too much with possibilities that may or may not be realized at some future time, recent statements by Erik Severin, the director general of the Swedish merchant marine, may bring matters closer to home. Mr. Severin says: "Whether we like it or not, the evolution (of larger, specialized vessels of all kinds) points to a reduction in the number of commercial ports."

The method of transportation now served by "a series of small ports," he says, is being replaced by "a combination of different modes of transport—trucks, rail and ships. . . . We shall have in the future regions with one or several large ports, equipped in a modern way."

Mr. Severin's predictions are limited to his own bailiwick—Sweden; but they have universal application nevertheless. Of the Swedish experience, he says: "During the last 10 years, the evolution (of merchant vessels) has been more rapid and profound than during the preceding decade."

And the larger modern vessels are making work aboard easier and safer. "As the tonnage grows, we have fewer but larger ships. . . . This evolution will have its effect on ports and all maritime transport facilities." (Pacific Shipper)

New Port

Buenos Aires:—The Argentine Government has appointed a special

board to determine a site and prepare plans for a new port capable of handling the world's largest tankers and ore carriers.

Transport Department experts believed an adequate site might be found near Cape San Antonio, 150 miles south-east of here, or at Puerto Madryn, 700 miles to the south-west.

In Buenos Aires, constant silting of the port is making it obsolete even for small tonnage vessels. (Lloyd's List)

Canadian 'Land Bridge'

San Francisco, Calif.:—Plans for "land bridge" movement of containerized freight, involving multiple-car trains carrying as many as 300 vans each, were announced early this month by Canadian National Railways.

The movement would link the Far East and Europe via Canada and also contemplates carriage of cargo between both overseas areas and inland Canadian points.

Furthermore, the plan encompasses traffic originating or terminating in the United States, provided it enters or leaves the North American continent through Canadian points.

Canadian Pacific was reported to be studying the possibility of using double-tiered containers and developing along with the "land bridge" trains, movement of containers between shippers in Canada and points in Canada and the U.S. (Pacific Shipper)

Mission to Far East

New Orleans, La.:—The scheduling of a large International House trade and cultural mission to the Far East this fall has been announced by E. M. Rowley, president.

The 63rd mission organized by the New Orleans trade promotion group will spend much of its time in Japan in September, following visits to Hong Kong, Manila and Taipei.

"It is most appropriate that several leading Louisiana business and professional men this year will spend about 10 days in Japan, the number one trading partner in our state's ports," Rowley said. The announce-

ment came in connection with "Japan Week," and final arrangements for the mission were made while Ambassador Takeso Shimoda of Japan was in New Orleans for celebrations.

Thomas Q. Winkler, IH first vice-president, will lead the delegation, scheduled to leave New Orleans August 31st with a stopover in Honolulu on the way to the Orient.

About 50 IH members are expected to take part in the mission, designed to promote a larger exchange of goods, services and cultural projects between Louisiana and the nations in the Far East. The governments and trade organizations in the Philippines, Taiwan and Hong Kong extended invitations for the IH mission, Rowley said.

The 24-day schedule will include meetings with government officials, chambers of commerce executives, university leaders, professional and trade groups in several Japanese cities and in Manila, Hong Kong and Taipei. In Tokyo, the World Trade Center of Japan, the country's leading private international organization, will host the Louisiana group, together with government agencies. (New Orleans Port Record)

Port Handbook

New York, N.Y.:—Culminating 10 years of painstaking effort and presenting an accurate annual chronicle of the Port of New York's services, facilities, trade and shipping information—the 1968 edition of the New York Port Handbook—the 10th Anniversary edition, is off the presses and in the mail to a world-wide list of approximately 25,000 members of the international business community including important shippers; exporters—importers; forwarders; brokers; airline and steamship operators and others whose activities are to a great extent dependent on the efficient economical functioning of America's leading port complex.

Almost a full year in preparation, the impressive 224-page Handbook is lavishly illustrated with photographs, maps, charts and graphs—many of them in color. The handsome compendium of New York port information deals with every con-

ceivable category of service available to the shipper via Port of New York—steamships, railroads, trucks, aircraft, lighters, towboats, barges, international and domestic freight forwarders, Custom House brokers, stevedores, chandlers, bankers, underwriters, export packers and many others.

Included in the Handbook are 12 pages of detailed maps and an 80-page Directory section listing the names, addresses and telephone numbers of all Port District companies offering services to carriers, shippers and foreign traders.

As in past years, the 10th Anniversary edition of the New York Port Handbook was published by the Port Resources Information Committee, a non-profit organization devoted to the promotion of the Port of New York District, with headquarters at 90 Broad Street, New York City, New York. (Port Resources Information Committee, Inc., Port of New York)

3-Level Automobile Cars

New York, June 13:—A facility for the direct unloading of tri-level railroad cars carrying new automobiles for export will be provided on a 16-acre site at the Elizabeth-Port Authority Marine Terminal under a \$1,060,000 project authorized today by the Commissioners of The Port of New York Authority. Announcement of the action was made by Chairman James C. Kellogg, III, following the monthly Board meeting.

The new facility will accommodate the growing volume of automobiles for export moving through the Elizabeth seaport and adjacent Port Newark. Last year some 29,000 new cars—60 per cent of all the new cars exported through the New York-New Jersey Port—were shipped through the two marine terminals. Virtually all these automobiles arrive in the port area on tri-level railroad cars, a convenient method of transportation developed over the past five years. Each of these rail cars, carrying some 15 automobiles, is 89 feet long, about twice the length of the average boxcar.

The unloading facility will be leased to Port Service, Inc., which

handles automobiles at the Elizabeth terminal for the railroads, for five years beginning January 1, 1969 at an annual rental of \$165,019.

The new Elizabeth project calls for the paving and fencing of a 695,737-square-foot area bounded by Bay Avenue and Izmir, Surabaya and Formosa Streets; and the installation of about 4,000 feet of rail tracks to permit the unloading of twenty tri-level rail cars at one time. The paved open area, with space for 3,000 vehicles, will accommodate both export and import automobiles moving through Port Newark and Elizabeth. Construction of the unloading facility will begin this summer and will be completed by the end of the year. (News from the Port of New York Authority)

Stanford Group Visiting

Oakland, Calif.:—Seventy members of Stanford University's Transportation Management Program will inspect containerized freight facilities at the Port of Oakland this Thursday (June 27).

The group consists of executives from throughout the U.S. and from 11 foreign countries who represent all modes of the transportation industry and the transportation activities within the Armed Forces and manufacturing concerns. Director of the 4-week management program is Dr. Karl M. Ruppenthal, nationally known transportation authority.

At Oakland, the management group will inspect Sea-Land Service's 44-acre container terminal, which serves as the company's West Coast Headquarters. Sea-Land's freight volume at Oakland is one million tons annually.

Port executive director Ben E. Nutter will give the group a detailed briefing on the \$30 million, 140-acre Seventh Street Terminal, the Pacific Coast's largest container complex.

This terminal will have eight deep-water berths and will start handling cargo this September. Matson Navigation Company's Bay Area container operations will be based at the terminal, along with those of six Japanese flag lines which are building a fleet of new container ships. (Port of Oakland)

New Executive Director

For 34 years Thomas H. Lipscomb's Army career took him around the world, constructing bridges, dams, airfields, missile-warning systems and buildings.

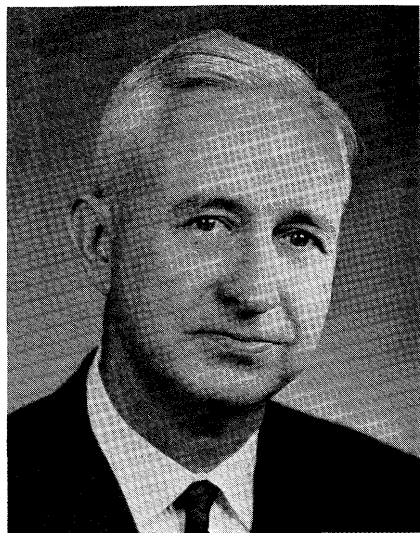
Now, straight from Army Corps of Engineers, he'll be concentrating on the buildup of the Philadelphia Port area, with its piers, bridges and transportation network. Lipscomb retired from the Army as a Major General on July 31, he has eight days "vacation" left before he starts work as executive director of the Delaware River Port Authority. The Philadelphia Port area and the whole Delaware River is not new territory to Lipscomb.

From 1959 to 1962 he served as North Atlantic Division engineer for the Army, and this area came under his jurisdiction. "I was involved in supervising the maintenance of the port area". The silver-haired Lipscomb explained "and I worked on the Delaware River Basin Commission". Nevertheless, Lipscomb said, he'll have to catch up on what has been going on here since 1962.

Lipscomb said he does plan to take a break from his homework and do some sailing on his 28½ foot sloop. His home will be in Haddonfield, N. J., a location he chose for two principal reasons, he said. "My old hometown of Columbus, Miss., looks like Haddonfield—with the big trees and the houses. I felt right at home in Haddonfield right off the bat. "Then, the Authority's new rail line will go through Haddonfield and I'll be able to commute to work. I got to like commuting when we lived in Westfield, in North Jersey, while I was assigned to duty in New York City. I rode the Jersey Central Railroad then".

Lipscomb, 55, his wife, Louis, and daughter, Jane, 19 a sophomore at North-Western University, soon will move into their new home. The Lipscombs have two other children, Thomas S., 3D, of New York City, and Mrs. Margaret T. Lehartz, 25, of Ossining, N.Y.

Lipscomb said he thinks it would be "premature" to comment on what might be done to improve the port area. However, he said, he feels that "the solution to America's



**Maj. Gen. Thomas H. Lipscomb,
U.S. Army, Rtd.**

problems of the next ten years lies in making the cities attractive". He said he feels the Port Authority has "major role" to play in the effort to attain such a goal. In his new post, Lipscomb will oversee the construction of two bridges across the Delaware, the high-speed rail line and the operation of the Authority's Benjamin Franklin and Walt Shitman Bridges.

Lipscomb is a 1934 graduate of West Point and holds a master's degree in engineering from Cornell University. During his Army career he served in Korea, Turkey and the Arctic with the Army Engineers. From 1965 until last year he served as commander of the army's combat development command at Ft. Leonard Wood, Mo.

In 1958 in Korea, he served with the 8th U.S. Army Engineers, taking part in saving hundreds of Koreans threatened with floods on the Han River. He received the Ulchi Medal with silver star for his part in the rescue work. Lipscomb also holds the Legion of Merit and the Army Commendation Ribbon with Three Oak Leaf Clusters. His latest award was the Distinguished Service Medal, the highest award the Army gives for non combat performance. This was given to him in the name of President Johnson on July 31, his last day in the Army. His last position was director of International Logistics for the Army Material Command.

Lipscomb, who is under a two-

year, \$40,000-a-year contract with the Authority, will replace Paul MacMurray, 59, as executive director. (Delaware River Port Authority, Tokyo Office)

Piggy-Back Depot

San Diego, Calif.:—A complete piggy-back depot adjacent to the warehouses and transit sheds of Tenth Avenue Marine Terminal gives the Port of San Diego a strong position in handling this specialized form of cargo shipment.

This is the opinion of shippers' agents at the terminal whose aggressive development of the piggy-back business has given the Port a competitive edge in distribution rates.

A marshaling yard adjacent to the 10th Avenue terminal complex includes a complete piggy-back depot which permits importers using the Port facility immediate access to piggy-back equipment, speeding the handling of shipments to mid-west and east coast areas.

Unified Port District marketing executives have reported the adjacent facility has enabled many importers to deliver merchandise to New York and Chicago at lower costs through the 10th Avenue terminal than by water directly to the east coast.

Leading the list of shippers' agents who report a strong growth in demand for the piggy-back shipment technique are the Les Friend Company and Marine Terminals Corporation, both well established service agencies with offices at the Tenth Avenue Marine Terminal. (Port of San Diego Newsletter)

Grain Terminal Redesign

San Francisco, Calif., August 20:—A goal has been set to export one million tons of grain per year through the Port of San Francisco's Islais Creek Grain Terminal, which is being redesigned and modernized, Port Director Rae F. Watts announced today.

Construction of new grain handling facilities has begun, following award of a \$4.7 million contract by the San Francisco Port Authority to Homan & Lawrence Engineering Company, of San Francisco.

The redesign and new construc-

tion of the grain elevator will make it one of the most modern and efficient facilities on the Pacific Coast, Watts said.

Involved in the construction is building a new 1,000,000 bushel capacity grain elevator, to double the terminal's present storage capacity, and modern loading and handling facilities to increase its loading capacity to more than 1,200 tons per hour. Existing facilities also will be modernized.

The terminal, only Northern California facility capable of handling the large grain carriers with a draft up to 40 feet, will remain operative through the new construction period, Watts said.

The grain terminal is operated by Islais Creek Grain Terminal, part of the Pacific Vegetable Oil group. C. M. Rocca, President, said that recent market studies of Far Eastern markets indicate a potential for doubling in the next five years the grain tonnage from the United States through the Port of San Francisco.

"With San Francisco's ultra-modern terminal offering mid-Western producers the shortest route to the Orient and with the advent of more favorable overland freight rates, considerably more grain tonnage will move through the port," he said.

The terminal's capability of loading more than 1,200 tons per hour on super-ships with a draft of up to 40 feet will attract much new trans-Pacific business, Rocca said.

Every ton of grain handled through the Port of San Francisco will put an additional \$6 into local economy through transportation revenues, elevator and stevedoring payrolls and consumer spending by ship and shore crews," he said.

"As standards of living continue to rise in the Orient and as the people of those nations change their dietary emphasis from rice, there will be constantly increasing demand for supplemental grains," Rocca added.

The modern unloading facilities will accommodate both hopper cars and boxcars with maximum efficiency. It will be possible to handle as many as 100 rail cars each day.

A conveyor belt will be construct-

ed to carry the grain from the car dumper and distribute it throughout the elevator at the rate of 25,000 bushels an hour.

An important feature will be six mechanized loading spouts that will be arranged to load the large bulk carriers without shifting the vessel.

24-Hour VHF Recording

San Francisco, Calif.: — Another national "first" was inaugurated today when all ship VHF radiotelephone communications in the San Francisco Bay Region were recorded on a 24-hour basis.

Announcement was made by Capt. J. W. Dickover, vice president of States Steamship Co. and a director and operations chairman of the Marine Exchange, which sponsors and maintains the vessel movement and location reporting system.

Two special, slow-speed tape recorders—each capable of operating continuously for a full day—have been installed at the Exchange's Main Lookout Station at Pier 45, San Francisco. The units will alternate on 24-hour duty to record the heavy volume of radiotelephone traffic between the station and ships, tugs and equipment operating through the Golden Gate and on the Bay and river navigation system. Monitored are channels 10 and 18A (156.50 MHz. and 156.90 MHz.)—the former used for commercial messages and dispatching, the latter for movement, location, weather and related safety and navigation purposes.

When it went operational in January last year, the Exchange-sponsored reporting system was the nation's first comprehensive harbor ship radio plot program. Development of a similar system is now planned for the Delaware Bay by Philadelphia port interests, and the United States Coast Guard is studying sophisticated equipment applications to harbor ship traffic congestion and low visibility problems.

The San Francisco-headquartered operation utilizes a graphic display console and movable "tiles" which represent the 5,000 ships (plus Naval units, tugs and local units) which annually arrive at the Golden Gate. The concept was borrowed directly

from the Federal Aviation Authority, and the addition now of a full tape recording capability also duplicates the FAA's aircraft control system. The ship communications tapes will be retained for a period sufficient to permit transcripts and records in the event of mishaps or to confirm actual content of messages.

Designer of the reporting system was William Nations, Port Radio Officer for the Pacific Far East Line, Inc., who is technical advisor to Capt. Dickover's task force. Nations also established the standards for the new recording capability, and supervised its installation.

Robert E. Mayer, Todd Shipyards' Sales Manager and Marine Exchange President, noted that in its eighteen months' operation, the Golden Gate reporting system has earned the endorsement of pilots, ship operators, port interests and all concerned with harbor safety and efficiency. "Addition of a full tape recording capability is but another step in assuring that the San Francisco Bay Region will continue as one of the world's most modern harbors", he said.

Keeping Railroads Busy

Savannah, Ga.: — We've been working for the railroad all the live long days and nights and week-ends.

Proof that we kept the rails busy is evident by the March report of the Association of American Railroads which lists Savannah eighth in the nation with general cargo car loads unloaded for export and coastal destinations.

We are proud to be up there with the big boys: New York, New Orleans, San Francisco, and Hampton Roads with this general cargo export traffic.

Excluding the military terminal at Sunny Point, North Carolina, Savannah leads the South Atlantic Ports with rail export traffic almost doubling the amount of rail cars handled for export by its nearest competitor.

The Port is served by the Seaboard Coastline Railroad Co. and the Southern Railway System.

In addition the Georgia Ports Authority operates its own short

line railroad on its Garden City terminal with two diesel engines and over 25 miles of track.

GENERAL CARGO EXPORT AND COASTAL CARLOADS UNLOADED AT ATLANTIC, GULF AND PACIFIC PORTS

AS PUBLISHED BY THE
ASSOCIATION OF AMERICAN
RAILROADS, CAR SERVICE
DIVISION

(15 of 42 Ports as Listed in
March 1968 Report)

Port	Rail Cars
1. New Orleans	5,371
2. New York	4,491
3. Sunny Point	3,651
4. San Francisco	3,067
5. Hampton Roads	2,235
6. Mobile	2,096
7. Houston	2,057
8. Savannah	1,706
9. Baltimore	1,616
10. Seattle	1,602
11. Philadelphia	1,276
12. Galveston	1,266
13. Los Angeles	1,199
14. Beaumont	970
15. Charleston	949

(Georgia Anchorage)

New Wheat Loaders

Sydney, August 2:—The new bulk wheat loading facilities at No. 7 Berth, Glebe Island, in the Port of Sydney, will be used for the first time on Monday next, 5th August, 1968.

Mr. W. H. Brotherson, President of the Maritime Services Board, said in Sydney today that the British bulk carrier "Oratava" was due to commence loading 39,500 tons of wheat at the berth for shipment to Amsterdam at 7.30 a.m. on Monday.

He said that the berth had been reconstructed by the Maritime Services Board in conjunction with the provision of new grain loading facilities by the Grain Elevators Board.

The new berth accommodates vessels with a length of over 700' and a depth of 38' of water is available alongside to enable the vessels using the 36' channels leading to the berth to load to maximum capacity.

Each of the four new loading heads are capable of loading wheat at the rate of 800 tons per hour so that the potential loading rate of the ship is 3,200 tons per hour.

The "Oratava" came to Australia from Japan in ballast where it loaded a cargo of iron ore at Yampi Sound for discharge at Port Kembla. After leaving Port Kembla, the ship will be cleaned prior to loading its wheat cargo in Sydney. (The Maritime Services Board of N.S.W.)

Floating Restaurant

Sydney, July 31:—The Maritime Services Board has approved of the establishment of a floating restaurant in Rose Bay.

This was announced in Sydney today by Mr. W. H. Brotherson, President of the Maritime Services Board, who said that the Board has approved of an application by Mr. A. J. Gemenis to moor a floating restaurant off Lyne Park.

In making the announcement, Mr. Brotherson said that the Board had considered the matter after the applicant had approached the Woolahra Council and the Council had indicated that no objections would be raised to the mooring of the restaurant off the foreshores of the Municipality.

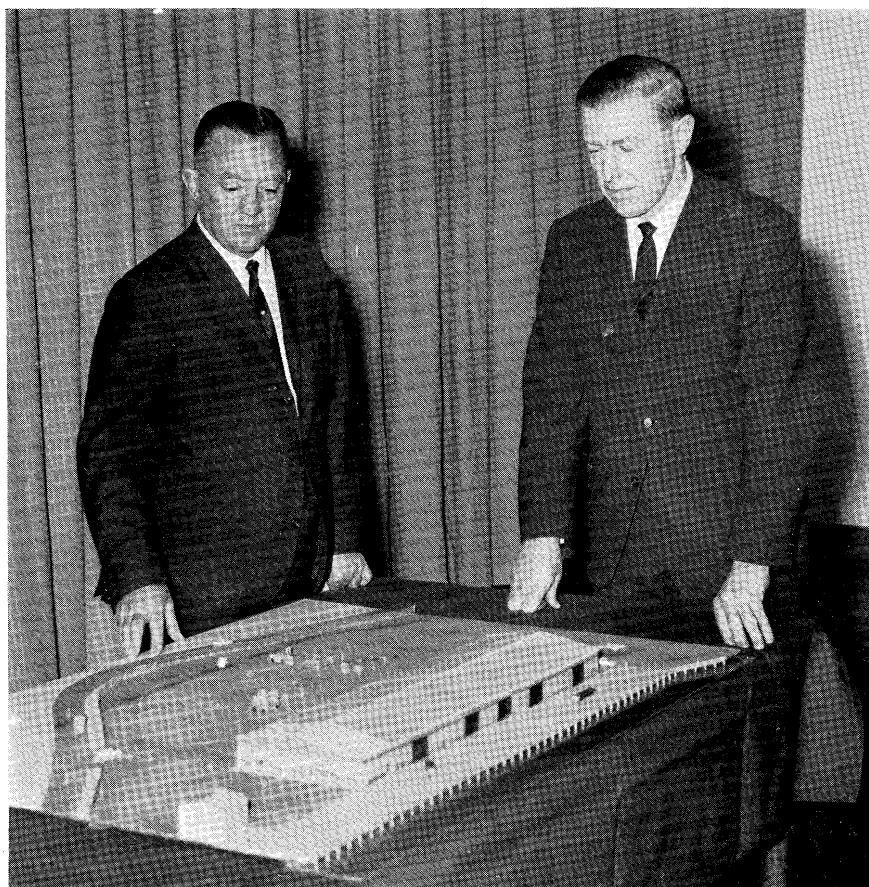
He said also that no objections had been raised by Government Departments having an interest in the immediate vicinity of Rose Bay.

Mr. Gemenis intends to construct a vessel to be used for the purpose, and the conditions imposed by the Board include a requirement that the plans of the vessel be approved by it prior to work commencing.

It is intended that a small jetty be constructed off Lyne Park against which the vessel will be moored. (The Maritime Services Board of N.S.W.)

Colombo for Containers

Colombo, August 19: — In a bid to make Colombo a transshipment port for containers bound for East Africa, the Arabian Sea and the Bay of Bengal, the port commissioners have already started on a container berth project. It will provide 850 ft. of berthing length and will be dredged to 40 ft., L.W.O.S.T.



Mr. W. H. Brotherson (left) discusses aspects of the model of No. 1 Berth, Throsby Basin with the Maritime Services Board Engineer-in-Chief, Mr. J. M. Wallace. The crane to be installed on the berth is not shown on the model. (The Maritime Services Board of N.S.W.)

The Ceylonese are hoping that ships on the U.K./Australia run, in particular O.C.L. and A.C.T. vessels, will, initially at least, carry small numbers of containers for these destinations and find Colombo a convenient place to off-load them.

Nine acres of land will be made available to the berth, by filling up a portion of the harbour within the inner arm of the south-western breakwater, to serve as a marshalling and stacking yard for containers awaiting transshipment, export or removal outside the harbour.

The Queen Elizabeth Quay warehouse No. 4, when enlarged, will serve at the start as a break-bulk depot for containers in the import trade and for packing export containers where necessary.

The terminal will be equipped with the necessary shore-based equipment for discharging and loading containers and for movements on shore in the break-bulk depot. Door-to-door containers will be han-

dled from ship on to road trailers alongside and also on to railway flats. The existing railway will be extended by the Government.

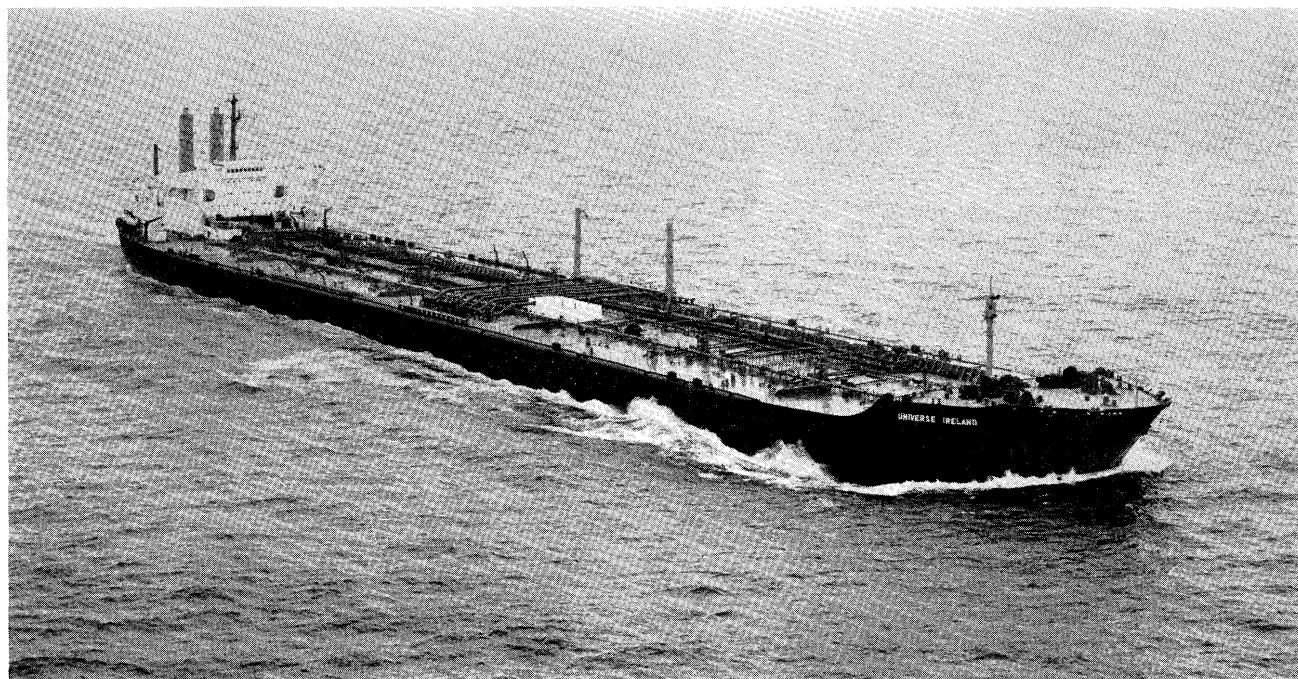
The Ceylon Government Railway has flat cars for carrying the normal I.S.O. standard containers of 20 ft. by 8 ft. by 6 ft.

The terminal's commercial potential has been assessed, mainly, on the basis that Colombo, strategically placed as it is, would inevitably become the entrepot for containers in transit for the Bay of Bengal, Arabian Sea, Persian Gulf and East African ports.

Container-carrying vessels on the European / Australian / Far Eastern run will necessarily find Colombo the most economical intermediate port to drop containers consigned to these ports and to collect loaded containers or empties on their run. It is assumed that feeder services will operate between Colombo and these ports.

Although the two British consortia

312,000 DWT Tanker “Universe Ireland”



“Universe Ireland”, 312,000 dwt tanker, largest in the world, built by IHI (Ishikawajima-Harima Heavy Industries Co., Ltd., Japan), is seen clipping the ocean fully loaded. Her anatomical figures are: Length o.a. 346 m, Breadth mld. 53.3 m, Depth mld. 32.0 m, Draft mld. 24.1 m, Gross tonnage abt. 148,810 tons, Main engine (Steam turbines) 37,400 hp, Speed 14.6 knots, Cargo hold capacity abt. 399,600 m³, Complement 51. (IHI)

—Overseas Containers, Ltd., and Associated Container Transportation—formed in the U.K. to put container cellular vessels on the U.K./Continent/Australia run, have assumed full shipments of containerised cargo to and from the U.K./Continent and the terminal ports in Australia, Ceylon presumes that these ships may not have an absolutely full complement of containers in the beginning and that, as a consequence, they would be able to carry casual containers to the Bay of Bengal, Arabian Sea, Gulf and East African ports; also, that containers for these ports could come on conventional liners on the route and that it would be uneconomic for fast ships on the direct line to divert more than a few hundred miles.

It is considered prudent that Colombo should limit itself to a transshipment trade in containers but, should the trade not materialise, the facilities could be converted to handling the normal traffic of the port.

If, on the other hand, Ceylon is

accepted as a terminal by combines supplying container vessels, Colombo would provide the extra necessary facilities of more container berths and a larger back-up area in the proposed second stage of the technical development of the port.

Depending on the expansion of container traffic, the prospect is envisaged not merely of extending facilities in Colombo port but also providing similar facilities in the port of Trincomali where it could be combined with the establishment of the proposed free trade zone. (Lloyd's List)

New Taiwan Port

San Francisco, Calif.:—Taiwan's government has announced plans to develop a \$100 million port in the area of Taichung, about 100 miles southwest of Keelung.

A third major port facility is needed, Taiwan said, because increased trade has resulted in frequent congestion at Keelung and Kaohsiung. (Pacific Shipper)

World's Largest Tankers

Tokyo:—The first two of a total six 312,000-dw/t tankers—largest in the world—on order from Bantry Transportation Co. of Bermuda, an affiliate of National Bulk Carriers Inc. (NBC) of the United States, will be completed in christening ceremonies to be observed on Aug. 15 and Aug. 30, respectively, according to their builders.

The builder of the one to be christened the **Universe Ireland** on Aug. 15 is Ishikawajima-Harima Heavy Industries (IHI).

The other to be christened the **Universe Kuwait** on Aug. 30 has taken shape at the Nagasaki Yard of Mitsubishi Heavy Industries.

Both builders landed orders for three each in September 1966.

According to IHI, Prime Minister and Mrs. John H. Lynch of Ireland will be guests of honor at the **Universe Ireland's** christening ceremony to be held at its Yokohama No. 2 Works.

IHI laid the keel for this behemoth

moth on Oct. 7, 1967 and launched her in March 1968.

The ship will be delivered to the owner on Aug. 24, and operated under a long-term charter with Gulf Oil Corporation of the United States to haul Kuwait oil to Ireland's Bantry Bay via the Cape of Good Hope.

Meanwhile, Mitsubishi's **Universe Kuwait** was constructed according to an almost identical schedule.

The ship will also ply the Ireland-Kuwait tanker route along with the **Universe Ireland** upon completion. (Shipping and Trade News)

Containership Race

Tokyo:—Six new Japanese container ships are scheduled to be commissioned on the Japan-North America liner shipping route between now and November opening a new age of container competition.

The first of the six ships, the 15,800-ton Hakone Maru of Nippon Yusen Kaisha, is capable of carrying 752 containers of the international standard size (8 by 8 by 20 feet). It is scheduled to start a regular Tokyo-Los Angeles run on Aug. 28, covering the distance across the

Pacific in eight and a half days.

The 15,800-ton Haruna Maru of the same capacity, jointly owned and operated by NYK and Showa Shipping Co., will start plying between Japan and North American on Sept. 15.

During October, the 14,000-ton America Maru of Mitsui-OSK Lines of Osaka, with a 709-container capacity, the 12,900-ton Golden Gate Bridge of Kawasaki Kisen Kaisha ('K' Line of Kobe), with a capacity of 712 containers, and the 15,000-ton Kashu Maru of Yamashita Shinnihon Steamship Co., capable of carrying 728 containers, will be commissioned.

In November, the sixth ship, the 15,400-ton Japan Ace of Japan Line of Tokyo, with a 730-container capacity, is expected to be commissioned on the route.

Pacific container shipping runs was started by Matson Navigation Co., a well-known San Francisco-based shipping firm, in September last year.

Matson has since been operating two container carriers, each hauling 300 containers aboard, between Japan and the Pacific coast of North America with steadily increasing cargo volumes.

From November, Sea-Land Service, Inc., of the U.S., the world's largest container shipping service, will enter the race by scheduling four sailings a month on the route.

The annually-expanding international marine cargo market is estimated to have involved a total of two million tons of cargo carried by Japanese or foreign ships during last year. Of the total, 12 to 13 per cent is believed to have been containerized.

The ministry foresees an increasingly fierce international competition on the important shipping route, with the Japanese shipping industry facing up to the mounting foreign challenge despite the tremendous cost of building, new, efficient container ships. (Japan Times)

Malacca Strait Council

Tokyo:—Shipping, shipbuilding and petroleum industries here jointly inaugurated the Strait of Malacca Council July 29 and decided to

conduct a preliminary survey to facilitate safe navigation through the strait.

The council is participated by the Japanese Shipowners' Association, the Shipbuilders' Association of Japan, the Petroleum Association of Japan and four other organizations.

The council will conduct a survey on the depths, currents, and sea beds of the strait for two months starting from September at a cost of ¥100 million.

Of the ¥100 million the Transport Ministry is expected to subsidize ¥27 million.

The Transport Ministry, upon completion of the preliminary survey, will consult the Governments of Indonesia, Malaysia, Singapore and Britain with the view to conducting a full-scale survey designed to improve the water way, which is too shallow to let large vessels pass safely. (Japan Times)

Back from Europe

Chittagong:—Commodore Mohammad Asif Alavi, S. K., P. N., Chairman, Chittagong Port Trust, returned on 6-6-1968 after attending the Fourth International Seminar on Ports Management sponsored by NUFFIC, Netherlands and was received at Patenga Airport by the Heads of Departments, other officers and staff of the Port Trust, and a large number of his friends and relatives.

During his tour he visited Holland, the United Kingdom, West Germany and Turkey. He also performed Umrah on his way back. (Chittagong Port Trust Port Bulletin)

Decade Celebration

Karachi:—All over Pakistan the celebrations of Decade of Reforms are in progress. The celebration aims to highlight the achievements made in various sectors of national life during the past ten years under the dynamic leadership of President Mohammad Ayub Khan. The theme of these celebrations is to inform the public of the problems which the country was facing ten years ago and the efforts that have been made to solve them and to

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Container Traffic

The rapid expansion of the container traffic continued during the first quarter of 1968. As shown in the table below the total number of containers shipped via Antwerp during the first quarter amounted to 15,165 as compared with 11,618 in 1967 and 10,709 in 1966. The traffic to and from the United States and Canada accounts for over 64% of the total.

	Unloaded		Loaded		Total	
	Containers	Cargo (T)	Containers	Cargo (T)	Containers	Cargo (T)
I. Quarter '66	7,265	43,903	3,444	21,130	10,709	65,033
I. Quarter '67	7,738	58,298	3,880	32,727	11,618	91,025
I. Quarter '68	8,678	82,295	6,497	68,221	15,165	150,516

	Unloaded		Loaded		Total	
	Cont.	Tons	Cont.	Tons	Cont.	Tons
I. Quarter '66	3,573	13,105	1,039	4,037	4,612	17,142
I. Quarter '67	4,345	32,849	1,911	18,480	6,256	51,329
I. Quarter '68	5,041	54,492	3,187	42,160	8,228	96,652

(Antwerp Port News)

present a graphic resume of the work done with special emphasis on how the common men have benefited with the development. All the Government departments, Autonomous and semi-autonomous organizations, Social and Cultural associations, Schools and Colleges, etc., are participating in the celebration in a grand manner. The celebrations have already started in the various sectors and are moving towards the special weeks earmarked for the culmination of the programme of each sector.

K.P.T. is also participating in the celebration in a benefitting manner. A coordinated programme for the celebration in the sphere of Ports and Shipping has been formulated in a meeting held at the Directorate General of Ports and Shipping on 28th February. The meeting was presided over by Commodore S. B. Salimi, Director General of Ports and Shipping and attended by officers of the Ports and Shipping, representatives of Karachi Port Trust, Chittagong Port Trust, Chalna Anchorage Authority, National Shipping Corporation and Ship-owners of Pakistan. Sub-committees have been formed at Karachi and Chittagong ports as well as a central committee at the Directorate General of Ports and Shipping to coordinate the efforts among ports and shipping and to make arrangements for the celebrations at the

two ports.

The highlight of the Port and Shipping celebration programme will be a Ports and Shipping week from September, 4th to 10th when an exhibition will be held at Karachi in which the three ports of Pakistan, Shipping concerns, Customs, Railways, Shipyards, Stevedores and other concerned with the ports and shipping would participate. The participants will show the development and reforms in their concerns since 1958, by means of maps, charts and graphs, photographs, models, appliances and equipments, etc. (K.P.T. News Bulletin)

Russian Oil

Antwerp:—Mr. K. Chveckkov, director of the Belgian-Russian joint venture NAFTA stated in an interview with Tass press agency that exports of Russian oil to Belgium will amount to some 700,000 tons in 1968 as compared with 250,000 tons during previous years.

During the first five months of this year 320,000 tons of petroleum derivatives were shipped to Antwerp. Mr. Chveckkov reported that the purpose of NAFTA is first to supply the Belgian market and later also the neighbouring countries. The company plans the set up of refining installations in Antwerp. (Antwerp Port News)

Hovercraft Service

Dover, England, Aug. 1:—Britain's giant new cross-channel hovercraft service was inaugurated July 31 as the **Princess Margaret**, with its royal namesake aboard, skimmed the waves between England and France.

The air-cushion vehicle previously known as the **Mount-batten** class **SRN4**, was named after Queen Elizabeth II's younger sister in a ceremony at the Dover hoverport.

The Princess and her husband, Lord Snowdon, boarded the craft with invited guests for the 35-minute skim to Boulogne. A luncheon was held at Le Touquet, France, where British and French officials exchanged gifts.

The party then returned to Dover.

The **Princess Margaret**, owned by British Railways, will carry 30 cars and 254 passengers on each trip of the commercial service beginning August 1. The hovercraft cuts 55 minutes off the present channel ferry service from Dover to Boulogne.

A British rail spokesman, said it hopes to carry 360 cars and 3,000 passengers a day by hovercraft. (Shipping and Trade News)

Record Timber Discharge

Liverpool, June 20:—The Mersey Docks and Harbour Board report that a record rate of packaged timber discharge is being achieved at their specialised berth at the North side of Canada Branch Dock No. 3. 36,000 tons of the commodity have passed over the berth in sixteen working days and on the 4th June, 1,211 standards were put out in ten hours. Since Sunday, 2nd June, three ships have used the berth. The first, the "Chennai Ookkam", which carried the largest timber cargo ever to arrive in this country, discharged almost 13,000 tons of timber and plywood and completed work on the 6th June.

This ship was followed by the "Eva Brodin", whose cargo consisted of almost 9,000 tons of packaged timber and which commenced discharge on the 7th June and completed early on the 12th June.

The "Eva Brodin" was followed immediately by the "Captain De-

mosthenes" which arrived on the same afternoon and has now completed the discharge of a total of 11,250 tons of packaged timber and 2,750 tons of plywood.

It is significant that these large timber carriers have followed each other at the berth without causing any congestion on the quay. North Canada No. 3 Branch Dock is easily capable of handling large quantities of the commodity continuously. A rate of 55.4 tons per gang hour achieved in working the "Eva Brodin" is the highest net average attained so far at this berth since packaged timber operations commenced in August, 1966. (Mersey Docks and Harbour Board)

Port Nationalisation

London, July 19: — The Cabinet has approved a plan to nationalise about 40 of the nation's larger ports, leaving the remainder in private hands. "Mr. Richard Marsh, Minister of Transport, is believed to have secured Cabinet approval for his modified scheme which would take the major ports into public ownership but omit the smaller ones—like Shoreham, Felixstowe, Ipswich &c.," says "The Port" newspaper. "A Government white paper is expected to be published shortly announcing this."

"Under the Marsh plan ports like London, Liverpool, Glasgow, Bristol and Manchester would be brought under the control of a National Ports Authority along with existing publicly-owned ports, like Hull and Southampton," says "The Port."

"Of the nation's 70 ports, about 40 would be nationalised but the remainder left in the hands of private companies. The original Labour Party plan for the docks was to nationalise the entire industry."

"But the nationalised ports would, under the Marsh plan, handle the bulk of the country's trade—about 90 per cent. of all dry cargo traffic passes through them at present."

"One of the problems about splitting the industry into a public and private sector would be the dock labour force."

"To have them divided could create difficulties. So the Government are considering bringing the

entire dock labour force under a single labour authority—similar to the Dock Labour Board.

"Private employers would be able to employ dockers along similar lines to the present decasualisation system provided they adhered to minimum standards of pay and conditions."

"The most likely date for take-over would be January, 1970." (Lloyd's List)

Hydraulics Research

London: — Experiments carried out upon two hydraulic models and described in the 1967 Annual Report of the British Transport Docks Board's Research Station at Southall, Middlesex, resulted in considerable reductions in construction costs at the £17 million Port Talbot Tidal Harbour. This was revealed today by Mr. W. H. Jackson, the Docks Board's Director of Research.

Wave tests carried out on a scale model cross section of the harbour's main breakwater showed that it would withstand the worst storm conditions with armour stones of only 6 to 8 tons weight, the original design having called for a more expensive 15 ton armouring.

"It is not easy to quantify the financial savings from this discovery owing to the complexities of the operation," Mr. Jackson said, "but I would estimate that they would cover the annual costs of the Research Station several times over."

The second model involved in the Port Talbot experiments is another wave model, to a scale of 1:180, this time of the complete harbour as it will be when operational for 100,000 ton ore carriers in 1969. The purpose of this was to record residual wave heights at the unloading jetty within the harbour as percentages of the waves being generated against the breakwaters and entrance.

"Both wave heights and the distance between wave crests depend on the stretch of water over which the wind is able to generate them," Mr. Jackson went on. "In the case of Port Talbot, on a bearing of 240° there is no land between the harbour and the Caribbean and long, high waves generated in the Atlantic will bear down on the harbour."

At the Research Station a wave generator throws waves correctly scaled to represent real life 18 ft.—high waves at the model harbour. With the final harbour design, it was found that waves of only a quarter of the height of the waves at sea reached the ship berthed at the unloading jetty. This is regarded as a highly satisfactory result.

A considerable amount of field work has also been carried out. Studies of the quantities of silt in suspension in the Humber have led to the discovery that water temperature is an important factor and that there is a lower silt concentration in summer than in winter.

A check of the movement of silt past a particular point on a neap tide showed that the total weight of silt to pass upstream on the flood was 330,000 tons, of which only 230,000 tons was carried seaward on the ebb tide, giving a nett upstream drift of 100,000 tons.

Siltation will be one of the subjects to be studied on the tidal model of the Humber estuary being constructed jointly by the Docks Board and the Humber Conservancy Board at Hull. Due for completion in September 1968, the model will be 337 ft. long and 55 ft. wide at its widest point, and will reproduce the estuary's tides once every 8 minutes and 46 seconds.

Other studies carried out by the Research Section during 1967 involved the proposed Grangemouth entrance lock, the Severn Estuary model, a tidal model of the proposed basin at Uskmouth, and various investigations for other Docks Board ports and for the British Waterways Board.

The Docks Board is the only port authority in Britain with a permanent hydraulics research station and its expenditure on research in 1967 was £51,196 compared with £43,285 in 1966 and only £30,000 the previous year. (British Transport Docks Board)

The Late Mr. Hendrup

Copenhagen, August 13:—After a long period of illness Mr. Aa. Hendrup, General Manager of the Port of Copenhagen, passed away on June 2nd 1968. It was a severe and also a personal loss to all who knew

him and to all who had any connection with the Port of Copenhagen.

Mr. Hendrup was born on August 4th 1904 and became a lawyer in 1931. After his degree he was attached to the Ministry of Public Works. In 1935 he started to work for the Port of Copenhagen Authority, was appointed Assisting General Manager in 1945 and General Manager in 1955.

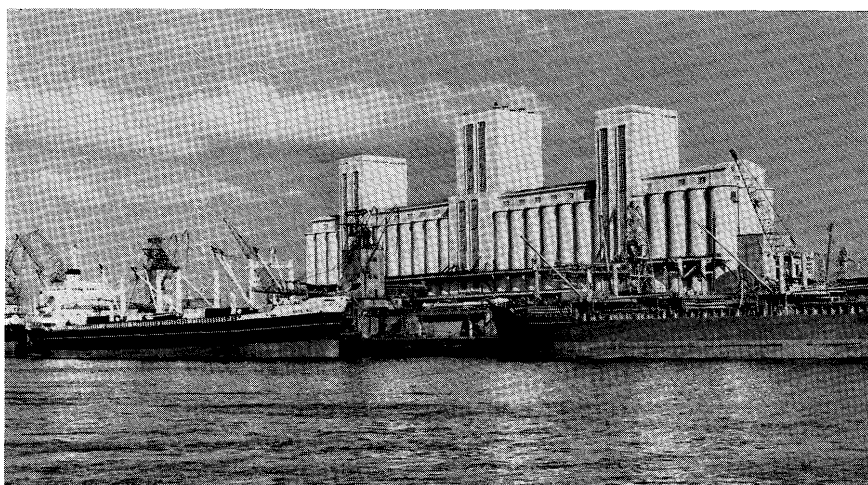
To describe Mr. Hendrup's achievements during his term of office is the same as describing the history of the Port of Copenhagen during the last 13 years.

Mr. Hendrup was a man of co-operation. He certainly maintained the port's point of views with great vigour and precision, but he was always aware of the justification of other point of views, and this was the foundation of the excellent co-operation he had in all directions, last but not least to the City of Copenhagen. His co-operation also reached far beyond the Danish borders, and he was on friendly terms with a number of his foreign colleagues. Mr. Hendrup's calling, however, was the Port of Copenhagen and many new constructions and modernizations have been made during his management.

During the last few years about 28 routes have been established for the roll-on/roll-off traffic to foreign as well as domestic ports, and in order to meet the urgent demand for adequate facilities for this special kind of traffic, which has great importance for the Port of Copenhagen, new piers with large back-areas have been constructed. But Mr. Hendrup will now never live to see the coming container-terminal, which is well under way and which was so much in his thoughts during the last couple of years. This coming terminal with its 2,000 metres of quay at a water depth of 11 metres will be used for containers as well as for conventional cargo. With its sheds, cargo gear and container crane the total cost of this project is expected to amount to about 150-200 mill. d. kr.

After the war and up till now the Port Authority and the Free

m/s "Kate N.L." at Rouen



Port Company have invested about 200 mill. d. kr. in extensions and modernizations. The Port of Copenhagen Authority mourn the loss of Mr. Aa. Hendrup, who has left such a profound mark on the development of the port. (Port of Copenhagen Authority)

Record Grain Loading

Rouen:—The m/s "Kate N.L." holds the new record of the maximum tonnage loaded at Rouen with 16,800 t of grain for China. The former record belonged to m/s "Ringvard" with 13,700 t for China too.

M/s "Kate N.L." (ARASA COMPANIA NAVIERA, Le Piree) is 30,000 tdw, 184 m long and 30' draught. Rouen has already accommodated tankers of over 33,000 tdw and 200 m long, but only for unloading.

M/s "Kate N.L." has loaded at the S.C.A.C. sheds and at Elie pier silos (40,000 t capacity). Arrived on July 1968, Saturday the 20th at 3 p.m., she began to be loaded on Monday and she sailed downriver on 30th with a draught of 24'6".

The former draught record belongs to m/s "Irish Rowan" with 26'7". The s/s "Armelle" came down with 28'7" by stopping four hours between Rouen and the sea.

Both ships came up for loading grain. Rouen is indeed the French leading port for grain exports. (Port of Rouen Authority)

Grain Handlers Merged

Hamburg:—Effective May 1st, the firms engaged in handling and storing grain have joined into the "Pool of Hamburg Cargo Handling Concerns". The aim is to offer the port's customers a fast discharge of deepsea vessels, expert handling and storage, but also a rational utilization of the discharge and storage capacity available. A central office will ensure that ships arriving are directed to an operator ready for unloading, taking customers' special wishes, of course, into account. The rates for services rendered have been incorporated into a common tariff without any changes in the respective prices. Partner firms are the Getreideheber-Gesellschaft, Hansa-Lagerhaus Stroeh & Co., Neuhof Hafengesellschaft, Hamburger Getreide-Lagerhaus AG., Silo P. Kruse, Rethe Speicher Erich und Rolf Mackprang and Schiffahrts- und Speditionskontor "Elbe". (Ship Via Hamburg)

2 Mud-Carrying Barges

Lisbon:—Following higher directives and projects relating to the naval material re-equipment programme, and in step with developments in the best equipped ports of Europe, the Port of Lisbon Authority began in 1967 to install in its mud-carrying barges highly economic and efficient self-propelling groups.

In Rotterdam, Hamburg and London this same solution was adopted by port authorities and private bodies concerned with the rational operating of cargo and dredged-

mud transport. We recently had the opportunity of witnessing there the great efficiency of such installations, and of hearing from the responsible authorities enthusiastic comments on them.

In the Rhine, where conditions are worse than in the Tagus as regards not only strength and direction of current but also manoeuvring space, self-propelled barges have given full satisfaction to their operators.

Until recently, the dredgers employed by the Port of Lisbon Authority in depth maintenance operations worked in conjunction with two mud-carrying barges and one tug to tow them, the tugs (Serra de Montejunto) and/or (Serra de Palmela) being normally used for this purpose. Since, in view of the large capital invested and of the considerable charges involved, they increased dredging costs, their use in operations of this kind had as a result that many services requested of the Port of Lisbon Authority went unfulfilled.

The crew of a tug like the ones mentioned above includes, besides a skipper and a mate, two engineers, an assistant, three common seamen and a ship's boy, totalling nine persons.

If we take into account, besides salaries, such costs as fuel, lubricating oil, all the material required for normal work on board and, above all, the amortisation costs of the unit and occasional repairs, it will be realized that a self-propelled barge represents a considerable economy in dredging operations; yet another advantage is that tugs are thereby released for other services.

Even when not self-propelled, barges require one common seaman for manoeuvring and another man on deck; if self-propelled, they will require just one additional man for manoeuvres, with the grade of skipper of medium qualification.

In various countries, independent propelling groups have been recently installed also in cheers and floating derricks, with splendid results; this solution is of particular interest to the Port of Lisbon Authority since the 100-ton shears hulk (A. A. Aguiar) and the 60-ton floating der-

rick (Eng.° Manuel de Espregueira) need likewise a tug to tow them from place to place. For this purpose, the tugs normally employed are the (Serra de Portalegre) or the (Serra da Arrabida). These latter, which were very costly and which involve considerable operation and maintenance expenses, substantially aggravate the operation costs of those two units.

In Hamburg we had the opportunity of inspecting the (Magnus), a shears hulk of 400 tons' hoisting capacity, equipped with two independent propelling groups. The Operator was enthusiastic as regards their use in the movements and manoeuvring of units of this type.

The mounting on the (A. A. Aguiar) and on the floating derrick (Eng.° Manuel de Espregueira) of propelling groups like those installed in barges nos. 7 and 8 is worth pondering to release the two tugs which are indispensable to them. The installation of similar groups in two other barges also deserves consideration so that the dredgers are equally able to operate without needing any tugs.

The utilization of these independent propelling groups offers, indeed, the greatest advantages:

- the groups can be interchanged when the units are docked for repairs, and it is possible to work out a thorough repair programme for the groups, since they are absolutely identical and much easier to mount and dismount;
- compared with tugs, maintenance, repair and piloting costs are very low;
- only one man is needed to start and pilot the units.

The groups mounted in the Port of Lisbon Authority barges are giving full satisfaction as, even when the barges are completely loaded, it proved possible to obtain a speed exceeding that provided for in the Specification (7 knots); also, their manoeuvring possibilities and greater simplicity, efficiency and profitability of operation aroused the enthusiasm of all those who sponsored the idea of introducing this type of equipment in the Port of Lisbon.

These groups will no doubt reduce operation costs and place this port among the most technically advanced ports in the world. (boletim do Porto de Lisboa, July/August/September, 1967)

Suez Oil Pipeline

Cairo:—Egypt has decided to go ahead with a project for the construction of an oil pipeline linking the Gulf of Suez with the Mediterranean.

The decision to establish the 207-mile pipeline was taken after the British consultant firm International Management and Engineering Group (IMEG) submitted a report on the economic and technical feasibility of the £60 million project.

An IMEG spokesman said here August 5 the planned pipeline would considerably reduce the freight costs of oil transiting from the Persian Gulf to Europe and would also provide Egypt with substantial revenues.

The proposed line would have a 50 million ton annual capacity to be doubled.

Egypt has lost about £90 million a year as a result of the closure on the Suez Canal following last year's Middle East War. About 200 million tons of oil was passing annually through the canal which was the country's second largest foreign currency earner after cotton.

Roland Shaw, project manager, said construction of the 42-inch line would present no unusual engineering difficulties, though it will pass through rocky hills near Suez and cross the River Nile.

The line will run from just south of Suez—recently shelled by the Israelis—to a point just west of Alexandria, crossing the Nile just south of Cairo.

It was understood the line would not come nearer than 40 miles to the canal, ceasefire line since the Arab-Israeli war in June last year.

Shaw said the increasing use of supertankers, the biggest of which cannot transit the canal, had provided the spur to the project.

But closure of the canal, where 15 ships still lie trapped, is believed to have speeded up the Egyptian Government's decision to go ahead with the project. (Japan Times)

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