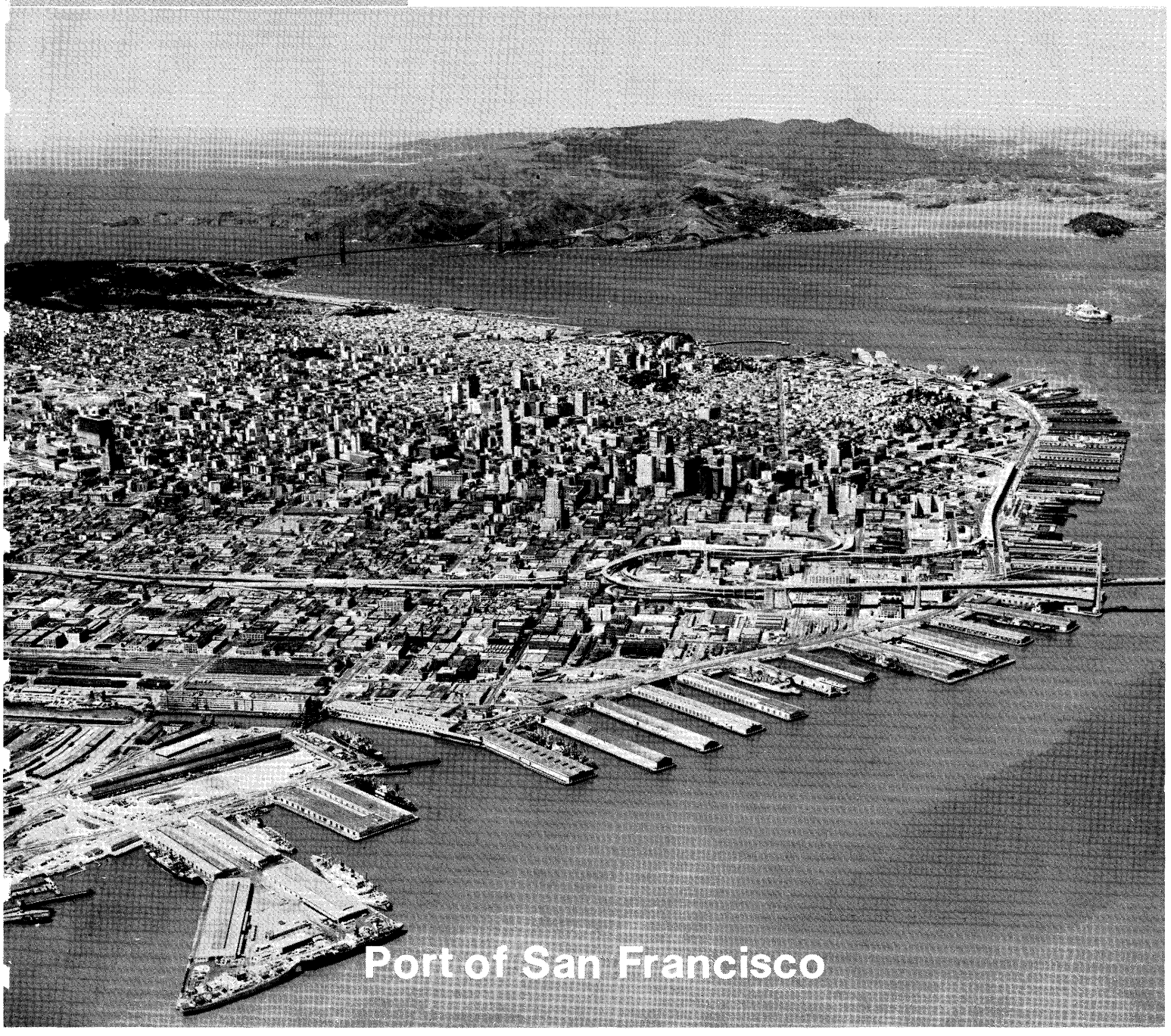
PORTS and HARBORS

November, 1969 Vol.14, No. 11



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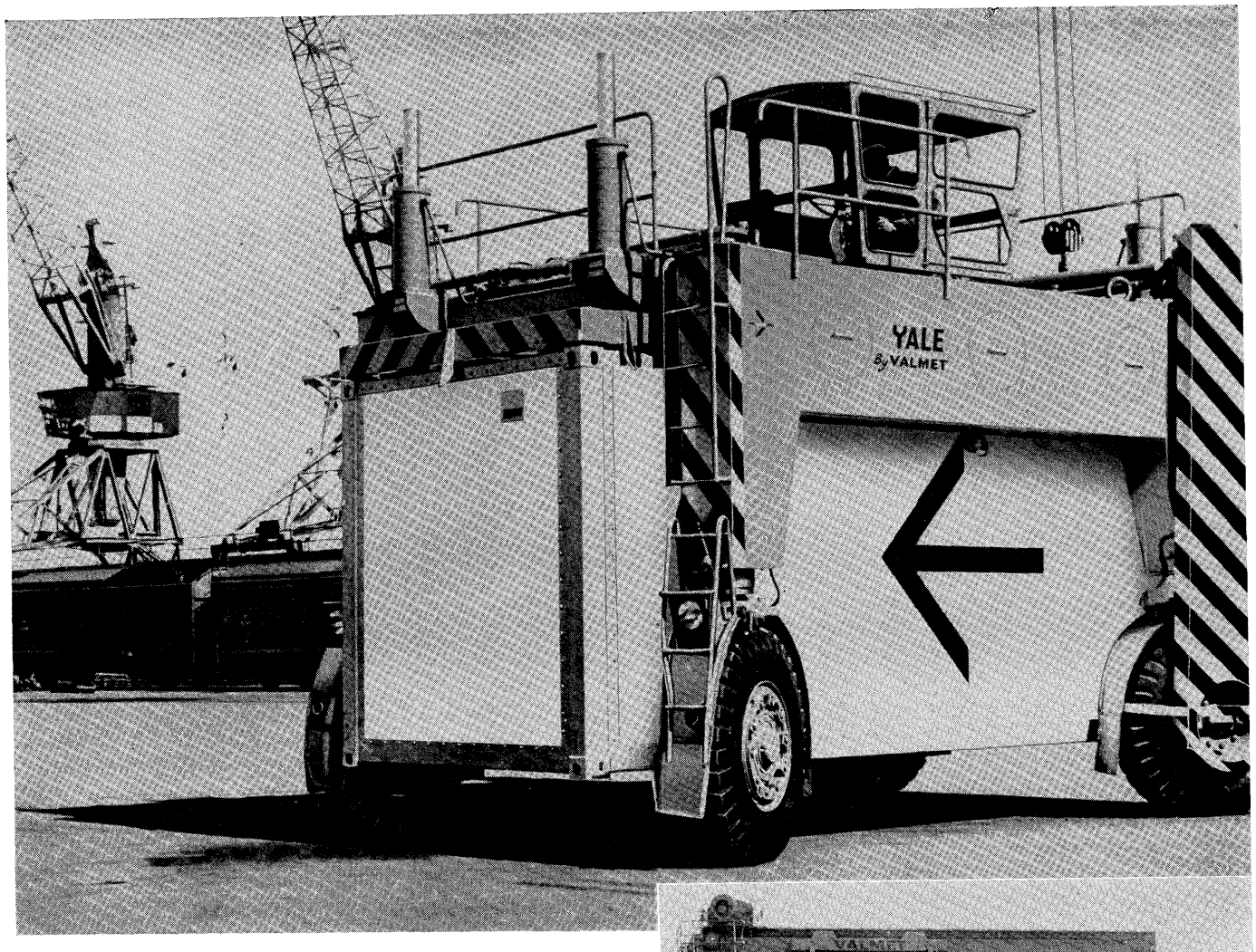

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Head Office:
Kotohira-Kaikan Bldg.
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Tokyo 105, Japan
Tel.: TOKYO (591) 4261
Cable: "IAPHCENTRAL TOKYO"

Secretary General:
Toru Akiyama

Editor: Yoshio Hayashi

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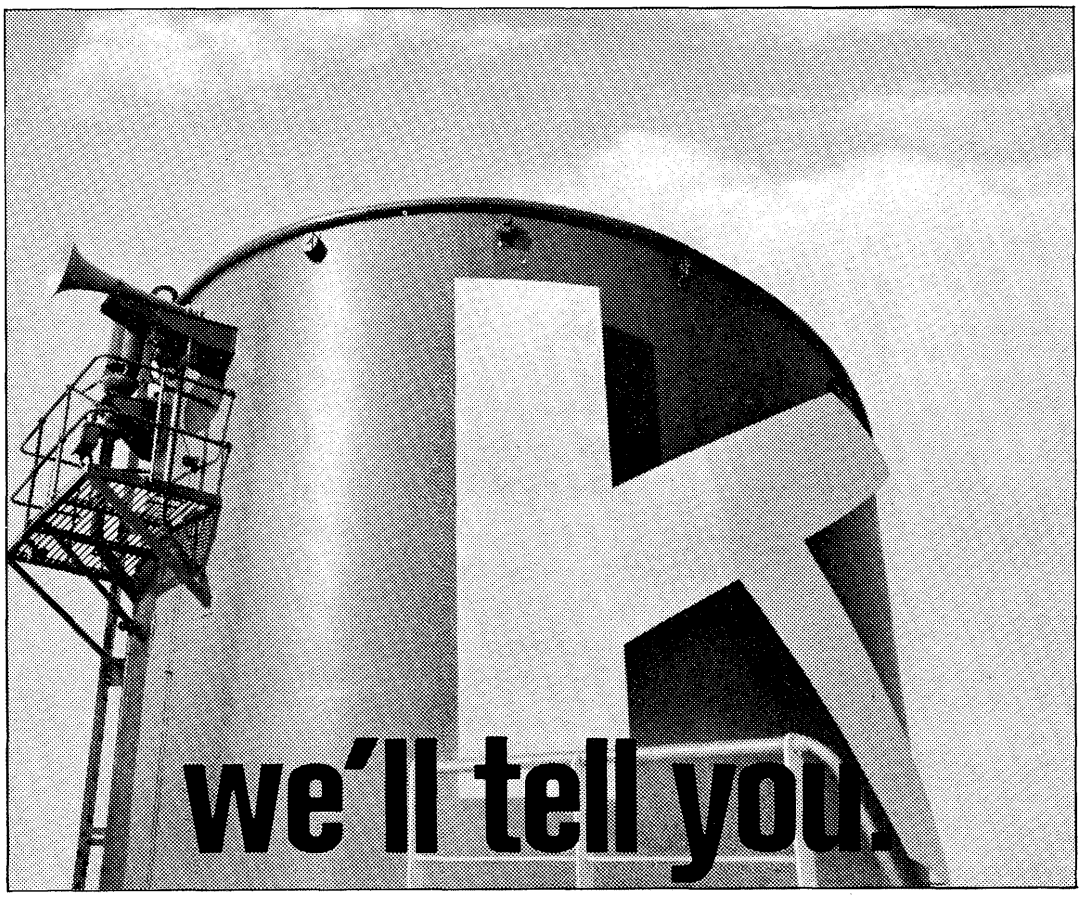
The Cover: The Port and City of San Francisco with its famed Golden-Gate Bridge at upper left. Mission Rock Terminal, the Port's largest pier, is shown lower left.

If there's a better way to ship,



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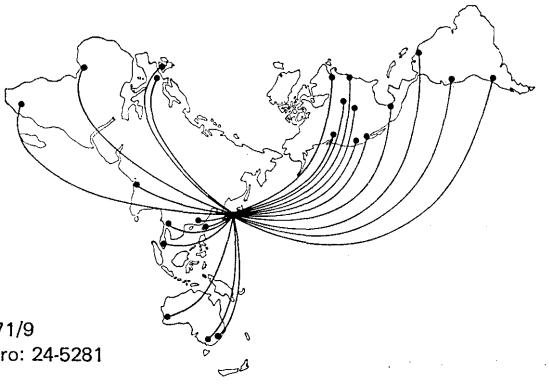

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General Agent in Japan
"K" LINE AGENCY, LTD.
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PORTS and HARBORS

Forum on Port Problems:

The Seaway's First Decade

Reprinted from
Port of Toledo News

This June marks the tenth anniversary of the St. Lawrence Seaway, one of the largest and most controversial transportation projects in the history of the United States. Its first decade of life has been tough, challenging, adaptive and most important—successful.

Prior to the opening of the Seaway, 50 million tons of cargo was set as an objective to be attained within its first ten years. Last year the total cargo handled by the Great Lakes-St. Lawrence Seaway System reached 48.5 million measurement tons, the second highest tonnage carried by the trade route since it opened, and only 700,000 tons below the record high attained in 1967.

What's more, this was accomplished despite a three week strike by Canadian lock workers and a late season walkout by Superior grain elevator operators. Most port officials predict that the mark will be surpassed well before the close of the 1969 season.

Coastal prophets of doom still hang on, but the meat and potatoes figures indicate the Seaway's unqualified success. Indeed, they were impressive enough for Joseph H. McCann, former administrator of the St. Lawrence Seaway Development Corp., to affirm, "this waterway has more than lived up to its promise and potential."

Powerful Opposition

Nonetheless, verbal warfare still seems to surround this young transportation highway. Depending on the source, the Seaway has been acclaimed as a historic commercial achievement or berated as a giant navigational "white elephant."

For many observers, these contradictory opinions have effectively camouflaged a clear view of the system.

Unfortunately, a rational appraisal of the Seaway is possible only with the realization that a huge arsenal of political torpedoes is just as much a part of the Seaway's architecture as the locks it embraces.

Opposition from the cities and businesses on the eastern seaboard, and railroads have gripped the waterway since its conception. Powerful as these forces are, it would be unfair to saddle the Seaway's problems on their presence alone. The Midwest's inability to mount a coordinated regional initiative significantly impaired action on early Seaway legislation, and, to a lesser degree, still handicaps optimum utilization of the trade route today.

Every U.S. president since Woodrow Wilson supported the Seaway, but the tenacity of the opposition groups and the Midwest's political ineffectiveness caused an impasse for years. Finally, the threat of unilateral Canadian development of the navigational portion of the system in 1952 forced the U.S. Congress to act.

Issue Changed

Canada's willingness to construct the Seaway alone changed the whole character of the issue. The question before the U.S. Congress was no longer one of Seaway or no Seaway, but whether or not the country was to have any voice in an inevitable waterway vitally affecting its economy and international policy.

U.S. Seaway advocates massed their forces in 1952, knowing that it was the last chance for their country to participate in the project. The fact that the waterway was inevitable made little difference to an opposition to whom the very word "Seaway" had seemed to become synonymous with the plague. Proponents were forced to alter many facets of the original Seaway concept in order to make legislation more acceptable.

The 11th hour legislation that resulted, while assuring U.S. participation in the Seaway, also contained a number of operational chains that today restrain full development of the Seaway's potential.

Early lake port concern was focused on the development of modern overseas general cargo facilities to accommodate the big stream of "salties" spawned by the opening of the Seaway. But, with much of this initial bulldozer work near completion, emphasis appears to be shifting to a concentration on the economic issues and unnatural impediments affecting the waterway.

These basic principles are applied by U.S. Great Lakes Ports in their bid for overseas trade:

1. Because the heart of production and purchasing power is much closer to the Great Lakes than seacoast ports, high-cost inland transportation is greatly reduced.
2. Any additional time encountered by transiting the Seaway is offset through far shorter inland distances.

A number of elements affecting this principle require a strong unified response from the Seaway community.

Factors such as Seaway tolls, discriminatory inland freight rates, lack of desired steamship service (particularly American flag lines), the impact of containerization, and lock dimensions and channel depths must undergo an intensive regional examination and evoke a coordinated response if the ports are going to take full advantage of the riches that are literally at their docksides.

One obstacle to a mobilization of Seaway thought is the belief by many port officials that lake ports

are primarily competing with one another. However, one of the foremost experts on the waterway, Professor John Hazard of Michigan State University, believes this conception is statistically unfounded. In reality, according to Hazard, lake ports compete with each other only at the hinterland margins and 80 per cent of their hinterland potential moves out of competitive seaboard ports.

Hazard also concludes that most vessels enter the Seaway because of the combined cargo-generating capacities of all lake ports with little reference to individual port loyalties. This would seem to indicate a jointness of purpose that could be moulded into a forceful tool in dealing with the crucial issues which face the entire "fourth seacoast."

The recent formation of the Great Lakes Task Force may be a sign that this mutual interest has been realized. The organization is a multi-sided group representing ports, terminals, labor, vessel operators and governments of the lake states.

It is composed of the International Association of Great Lakes Ports, the Council of Lake Erie Ports, the Great Lakes district of the International Longshoremen's Association, the Great Lakes Terminals Association, the United States Great Lakes Shipping Association and the Great Lakes Commission.

Why Tolls?

The Seaway is now the only inland waterway on the North American continent that has a user charge, a situation incongruous with the historic "toll free" policy followed by both the United States and Canada. While high level discussions in both countries center on a possible increase in Seaway tolls, the Task Force has taken a firm position for a toll-free Seaway.

Indeed, it makes little sense for a system to attract new users by raising the cost of its product. Furthermore, Seaway backers are asking why the waterway should have tolls at all, when such huge government-financed projects as the Houston Ship Canal, Chesapeake & Delaware Canal, and the Mississippi River Gulf Outlet are all toll free.

Perhaps the key factor toward reaching the Seaway's full potential is the problem of equitable inland access to the ports served by the waterway. A system of unreasonable railroad freight rates to lake ports handicaps them in competing for cargo generated in their back yards.

Railroads are charged with discrimination against lake ports by publishing lower rates to coastal ports. For example, the freight rates on certain commodities produced in Ohio and shipped to the Port of Toledo are higher than the rates for the same products moving to coastal ports. On a mileage rate basis, this arbitrary system contradicts the logic of compensatory rate making.

The Trump Card

If past performance is a valid indicator, the Seaway community cannot expect a new wave of governmental concern to solve these crucial issues. Rather than anticipating Federal action or a singular miracle from the waterway itself, they could unite their overwhelming economic strength into a powerful force that would guarantee the future success of their common heart.

In this end, Seaway backers can labor in full knowledge that they hold the ultimate economic trump card. The Mid-continent region of the United States and Canada produces about 34% of the gross product of their combined countries and accounts for about a third of their capital investment. Furthermore, the region initiates and receives approximately 40% of the freight traffic in each country.

The recognition and development of this region as an integral part of the Great Lakes-St. Lawrence Seaway Transportation System will insure a remarkable cargo growth in the Seaway's second decade.

Annual Report for 1968 of The Port of London Authority

from The PLA Monthly, June

Thanks to a Vigorous Marketing Policy, the close and continuous examination of every activity and the closure of East India Dock, St. Katharine Dock and London Dock, the PLA's deficit of £1.6 million in 1967 was halved to £0.8 million in 1968—despite the depressed trading conditions in the docks industry with which 1968 began, the recent devaluation of the £, and the unexpectedly slow negotiations between port employers and trades unions over recommendations of the Devlin Committee on decasualisation.

It should also be remembered that national policy, dominated by the persistent balance of payments problem and aimed at the expansion of exports and restriction of imports, affects the Authority adversely because the PLA's policy for years has been to keep its charges on exports as low as possible, seeking profits on imports.

The dock closures, plus the increasing changeover from conventional cargo-handling to unit-load systems, required a substantial reduction in manpower which could only be effected by a generous scale of severance payments to men willing to leave the industry — by the end of 1968, 1,075 men had done so.

The annual report goes on to say "It is clear that formidable tasks still lie ahead. However, the Authority's programme of modernisation initiated some years ago is proceeding steadily. Two more of the new berths in the Tilbury extension came into operation during 1968 and although during that year they could not make much contribution to profitability, they are expected to do so in 1969, in which year other new berths will also be brought

into use."

Trade

The Port's 1967 trade figure of 60.1 million tons was maintained in 1968, a fall in fuel shipments offsetting a rise in other cargo. Fuels accounted for 63 per cent of the Port's tonnage—of the 38.1 million tons handled, 27.6 million was petroleum. The just under 2 million tons fall in petroleum shipments reflects a marked decline in coastwise trade and disguises a continued rise in foreign imports. Excluding fuels, but including transhipments, foreign imports rose by 7 per cent; foreign exports rose by 3 per cent while foreign imports discharged within the Authority's docks rose by 11 per cent and foreign exports increased by 6 per cent. The tonnage handled across the Authority's quays, including those operated by tenants, rose by 1 million tons. The contribution to this increase made by the new deepwater berths at Tilbury is particularly striking.

The unit load traffic of the Port — excluding palletised cargo — increased by 73 per cent to 607,000 tons which represents 3.6 per cent of the Port's non-fuel foreign imports and exports.

Finance

The outstanding balance of £4,677,149 3½ per cent registered port stock 1966/68, was redeemed on the due date June 1, 1968, being financed by issuing £3.5 million Port of London 1-year bonds, £0.3 million accumulated in the relative stock redemption fund and the balance by temporary bank loan. The £10.9 million capital expenditure during 1968 was financed by Government loans of £4.9 million under section 11 of the Harbours Act 1964, and port modernisation and investment grants under the Harbours Act 1964, the Docks and Harbours Act 1966 and the Industrial Development Act 1966 amounting to £2.4 million. To finance the balance of capital expenditure, severance payments and the deficit of current trading account, accommodation has been arranged through the Authority's bankers, supplementing the Authority's free investments built up over the years amounting to £1.5 million.

The Docks

Early this year the St. Katharine Dock was sold to the GLC for £1.5 million and London Dock was closed to shipping in September, 1968, the services using it being transferred to the Surrey Commercial and the India and Millwall Docks. The running down of warehouse facilities has begun and with the exception of the bulk wine installations, the complete closure is expected early in 1969.

In the Surrey group, the filling of Lady Dock has been accomplished and the part-filling of Lavender Dock begun. The tipping rights will provide some £92,000 for the Authority and when the work is complete a substantial area will be available for disposal. Work has also commenced on two new amenity blocks each of which will provide facilities for 200 men.

Work on the new road bridge over the south dock entrance at the India and Millwall group is substantially complete and construction of the first stage of the new bulk wine storage facility (reported in the December, 1968, issue of **The PLA Monthly**) will soon be in commission. The first stage of the programme of construction of modern amenity buildings for 800 men is almost finished and work has begun on accommodation for a further 250 as well as a single storey structure for the police. Other work in the group includes the manufacture of a stand-by pair of lock gates which will be stepped in the near future.

At the Royal Docks operating trials of the mechanised meat-handling installation have been continued and modifications to the installation to meet the users' needs for increased discharge to lighters have been undertaken. Amenity blocks providing for 850 men are now open and premises for a further 700 men are under construction. Further filling-in of the Gallions upper entrance lock, closed in 1967, has started.

There has been much activity at Tilbury. At dock extension stage II the construction of the container crane beam and piled reinforced concrete apron behind monolith quays was completed on berths 39, 40, 41 and 43. Development at 39 Shed by OCL proceeds with the construction of a shed for refrigerated containers with gantry cranes for stacking containers five high. The 45-ton container crane is under construction. At 40 Berth paving was completed for a 12-acre container stacking area and two 30-ton cranes are now in service. Similar work at 43 Berth has also been completed.

At dock extension stage III the quay construction was completed at Berths 45, 46, and 47 and dredging at 46 Berth has been finished. The rail container terminal has been in operation since January 1969, and amenity blocks for 600 men are now in use. A new principal road entrance for eight lanes of traffic has been completed in readiness for the calling of tenders by the Minister of Transport for stage III of the Tilbury docks approach road on which work should commence later this year.

At the riverside grain terminal work on the original project and silo 2 nears completion and dry runs have been carried out on the approach and shipping-out conveyors. Work is proceeding on three mill sites with a total area of some 10 acres on a site leased by the Authority.

The River

It has been a busy year on the river too. Work carried out by the PLA to improve and maintain facilities for deep draught tankers has been justified by the steady increase in this type of traffic using the Port. Up-river in the Pool, the re-building of London Bridge is on schedule and completion in 1971 appears to be an attainable target. The tunnel from Denton Marshes to East Tilbury carrying power cables has been completed. This was built instead of overhead cables after representations from the Authority in the interests of safe navigation and radar clarity.

The Thames tidal control structure and its associated problems are still under review. Outline schemes for alternative locations on the river, in addition to the previously published Long Reach Scheme are in course of preparation for later consideration. A tidal survey of the river, for model investigation purposes, was carried out by the Hydraulic Research Station assisted by

(**Continued on Next Page Bottom**)

Port of San Francisco Launching Largest New Construction and Expansion This Year

Port of San Francisco

Before the end of the year, the Port of San Francisco will have embarked on one of the largest new construction and expansion programs in its history, encompassing containerization, specialty terminals and the unique LASH (lighter aboard ship) system.

Moving ahead with the changing technologies of ocean shipping, as it has for more than a century, the Port is providing facilities to accommodate the exacting needs of individual lines, according to Rae F. Watts, Port Director.

By early October, construction will begin on the LASH Terminal—a facility unlike any marine terminal in the world.

For the new LASH ships of Pacific Far East Line, the terminal will cover approximately 40 acres in the India Basin area at the southernmost corner of the Port's eight-mile long waterfront. There will be two berths to dock the ships, with acres of open container storage area behind each prestressed concrete wharf. Two large container cranes will be installed.

A lighter loading and discharge station also will be constructed consisting of a 300,000 square foot cargo transit shed designed with a canal system so that lighters may be floated inside the shed for easy movement of cargo. Lighters not in use will be moored at a lighter anchorage basin.

The six Pacific Far East Line ships, currently under construction, will be 814 feet long, with a beam of 100 feet and a cruising speed in excess of 23 knots. The 26,000-ton (gross) ships will each have a capacity for 49 61-foot long lighters and 356 standard 20-foot containers. The ships are to be in service by mid-1971.

Two other American-flag, San Francisco-based steamship lines — American President Lines and States Steamship Company — will move to new and expanded terminal headquarters at the Port of San Francisco by the end of the year.

The Port is improving the Army Street Terminal, constructed in 1967 at Islais Creek to accommodate the lines' increasing developments in Trans-Pacific container and break-bulk service.

Moving from its present assignment at Mission Rock Terminal (Pier 50) to the Army Street location (Pier 80), American President Lines will have the use of six large berths and approximately 47 acres of cargo storage space.

The terminal complex will include three clear-span cargo transit sheds (650,000 square feet), approximately 15 acres of open storage space for containers, 27,000 square feet of terminal office space, and a gear and maintenance building.

States will occupy the remainder of the terminal, approximately 21 acres, which includes two berths, a transit shed 225 feet by 1,000 feet, and more than 10 acres of open storage area for containers.

A Paceco portainer, capable of handling 20 and 40 foot containers weighing as much as 30 tons, will be erected on the terminal's southern wharf. Both APL and States will use the crane equipped for the most efficient handling of containers.

All three lines—APL, PFEL and States—have their home office and main headquarters in San Francisco. By providing new and improved terminal facilities, the Port assures that these lines will continue to center their far-reaching cargo operations in this city.

The lines which presently berth at the Army Street Terminal, major European carriers to the Pacific Coast and some of the Japanese lines, will be accommodated at other locations on the San Francisco waterfront, including APL's vacated Pier 50 and States Pier 15-17 complex.

And, passenger ships of American President Lines will be berthed at Pier 33 in the northern section of the waterfront near San Francisco's famed Fisherman's Wharf and convenient to the downtown area. The pier is adjacent to Pier 35, terminal point for the passenger liners of Matson, Oceanic, P & O, Holland-America and Princess Cruise Lines.

Two other important improvement programs in the Islais Creek-India Basin area are new grain handling facilities and an expanded automobile terminal.

Construction is underway at the grain terminal—called Port of San Francisco Grain Terminal and operated by a subsidiary of Pacific Vegetable Oil—to double its present storage capacity to 2,000,000 bushels, and to increase its loading capacity to more than 1,200 tons per hour.

At a cost of approximately $5 million, construction will include a new grain elevator, new headhouse, modern handling facilities and six mechanized loading spouts arranged

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PLA vessels. Transit sonar equipment came into use during the year. Designed for the study of sea-bed topography and to locate sunken objects and obstructions, it is already proving its worth.

A permanent headquarters for the Harbour Service (Middle Section) is to be established in the new River Depot under construction at the Gallions entrance to the Royal docks. The depot is scheduled for completion in 1969 and will include a new communications centre (Thames Navigation Sub-Centre) that will have its on local radar and be capable of future expansion.

The capacity of the TNS at Gravesend will be complete when the remote installations at Broadness and Crayfordness are complete. The radar coverage of the centre will then extend from Southend to Erith.

to load the large bulk carriers without shifting the ship.

The grain terminal is operational through the construction period, and offers the only facilities in northern California capable of handling grain carriers with a draft of 40 feet or better. When completed early next year, it is expected that the terminal will handle three-quarters to one million tons of grain annually for export to Far Eastern markets.

A three-berth, 45-acre automobile terminal will be completed later this year to accommodate the new Toyota automobile carriers. Other foreign imports are also expected to be handled at this facility.

There is an additional 150 acres for development at India Basin adjacent to the LASH Terminal. The Port sees the site as a perfect location for container terminals with all the modern developments for that type of facility—high capacity container cranes, concrete wharves, acres of open storage area for containers, freight stations, rail and truck accesses and water depths of at least 40 feet.

New freeway extensions and a planned second east-west suspension bridge crossing San Francisco Bay makes the area one of the most serviceable of any waterfront area in the Bay Area. Rail marshalling areas for the three trans-continental railroads serving San Francisco — Southern Pacific, Western Pacific and Santa Fe—are all close by.

The development of the Islais Creek-India Basin area is part of an overall waterfront plan by the San Francisco Port Commission to shift a large portion of San Francisco's waterfront area to the southern section.

The shift of maritime activity will free certain piers in the Port's northern section for commercial redevelopment. Expansion of retail, restaurant, entertainment and residential facilities on port property is envisioned to increase revenue. This increased revenue would, in turn, be used for additional shipping facilities.

Report on Port of Marseilles During 1968

Port Autonome de Marseille

Introduction

On February 9, 1968, the Board of Directors re-elected Mr. BETOUS as Chairman and elected Mr. CHABAS as Vice-Chairman. At the same time the Executive Board was reconstituted, comprising the following members: Messrs. BETOUS, CHABAS, ANDRIEUX, BERGEAUD, COURAU, MARROC, RUHLMANN and TEPLANSKY.

It has, moreover, confirmed and amplified the mission of the interior study organisations to define their different functions: Permanent Study Committee (with its different working groups: containers, oil tankers, technical aspects of commercial policies) and Commercial Delegation. This has improved certain working conditions and has led to the establishment of good liaison with the different users of the Port.

Commercial activities of the Port have developed as can be seen from the publication of numerous pamphlets prepared to make known the possibilities offered by the Port, as well as from publicity in both the national and international press.

Study sessions, promotional activity days and participation in several French and foreign fairs have opened up fruitful dialogues with hinterland professionals.

As for the financial situation, the evolution of the French economy having been upset by the events of May-June, port activities have suffered from the consequences in both revenue and expenditures.

Hence, the year 1968 has been financially difficult due, in particular, to a considerable raise in overall salaries which have now reached 11.7 per cent.

Costs have also increased as an inevitable consequence of the measures taken by the Port to adapt to prevailing conditions and to increase equipment. The rythm of debts can, however, be expected to decrease in the years to follow.

The results of 1968 which show a deficit of 3.6 per cent in the working budget must be looked at from a long-range point of view and hence the necessity is felt for studies in depth of evolutions to come in the near future.

Investments

The predominant events of 1968 in Marseilles, especially in Fos, have been the installation of new equipment and, in particular, the arrival on August 5 of the first ore carrier, and on December 20 and 24, the inauguration of the first oil tanker berth followed by the docking of the first 210,000 ton tanker, all of which are noted as necessary steps in the history of the evolution of the Port of Marseilles. In the Gulf of Fos, dredging projects continue as well as work to strengthen retaining walls of the wet docks thus created. Important decisions have been made to bring the port access channel to (−23.00) and the manoeuvring basin to (−22.00), and new decisions have already been made by the Board to go beyond those estimates in 1969.

Oil tanker equipment will be completed with the opening of a handling wharf to receive refined hydrocarbons, and a second berth for large tankers.

North of the ore handling wharf, a 250 meter-long quay equipped with a 45 ton gantry crane will enable container ships to dock from June 1969. Thus, while not overlooking the necessity for improvements to the Marseilles, Lavéra and Port-Saint-Louis facilities, considerable efforts have been made in the Gulf of Fos, and the visit of the Prime Minister on December 20, 1968, shows how greatly concerned the State is in the development of the Port of Marseilles and the Fos industrial zone which promises a great future not only for the region itself but also for France and for an entire area of Southern Europe.

There is much work still to be

undertaken in Marseilles itself and in 1968 the Board made a number of decisions concerning the Anse (bay) de Saumaty, the Môle (breakwater) Léon Gourret, the design of dry dock No. 2, as well as diverse adaptation works for hangars, buildings, floating engines and Port networks; the deepening of the Mirabeau basin, the construction of the Léon Gourret breakwater, land reclamation, reinforcement of the Large seawall have all continued, and other works, such as the extension of the Large seawall and certain new facilities for sugar and car ferries will be terminated in 1969.

Finally, at the Port-Saint-Louis-de-Rhône the extension of the Quai de la Suisse is finished. At Lavéra, the quay for bulk chemical products is now ready for users.

Study of Traffic—White Book Under Preparation

The major concern of the Board has been to study, based on known or foreseeable statistics, prospects for future traffic so that necessary measures can be taken in advance, and in particular to prepare the program of projects to be proposed for the VIth Equipment Plan.

From now on, given the importance of current problems which have ensued, such as, in particular, the great change in the maritime transport picture and the evolution in the conditioning and commercialization of cargoes, it appears necessary to prepare a White Book to be ready around the middle of the year. Proceeding from an analysis of traffic, taking into account present alterations in the shipping pattern, managing and expediting transport, and defining the impact of air transport competition, this White Book should be able to determine the probable importance of traffic and the level of services necessary in the near future.

In paralled with the editing of this White Book, a study will be made of budgetary estimates for the future years, based on the prospects of traffic as shown in the White Book and which will take into account decisions taken on the subjects of tariffs and the level of services to be offered users of the Port. This study therefore will be particular importance and will be a prolongation of the White Book in the fields of finance and accounting.

It was with this definite objective in mind that certain traffic studies for 1968 were made: after having taken into consideration question which are sure to arise concerning port equipment, tertiary port activities, air traffic competition and the closing of the Suez Canal, it is possible to try to foresee what the 1975 Port of Marseilles traffic will be by distinguishing between that which is linked to Marseilles proper regional activities, that which comes from the hinterland and traffic directed to Fos.

In such studies only tentative conclusions can be drawn which would doubtless need to be reviewed and modified.

An analysis can also be made of the consequences of the closing of the Suez Canal. The modification in the flow of hydrocarbons which ensued has not strongly influenced the Marseilles traffic. As for other cargoes, it is striking to note that exports to countries beyond the Suez Canal have remained constant up to now and have even increased by 8 per cent between 1966 and 1968, mainly due to the development of traffic with Continental China. On the other hand, imports have decreased by 21 per cent for the same period.

This situation has, however, hastened the rationalisation policy of the international ship commissioning services which have always tended to draw traffic to North European ports which are their principal bases. This was done by means which to all appearances could be considered as dumping, particularly in the case of container traffic. These risk being only temporary measures which, in the long run, after prolonged diversion of traffic, will be seen to be very prejudicial to the Mediterranean economy.

With even further foresight, it can even be envisaged that in the case of a definite closing of the Suez Canal, the overall European economy, handicapped by higher transport rates and delays due to longer distances to cover faces the loss of certain markets, to Japan in particular.

The Board is aware of the fact that the future of the Port of Marseilles, threatened by diverse evolutions, could cause anxiety if favourable factors did not exist which could, on the contrary, give it a "second wind" — factors which the White Book will endeavour to bring to light. At the same time it is convinced that the exploitation of these favourable factors could bring to the whole of South-East France the development sought for by the Government to become a necessary counterbalance to the enormous Rhine complex.

Future Prospects

Among those favourable factors must first be mentioned the development of horizontal handling techniques in the Mediterranean and Morocco, resulting in such an important saving in time and transport costs that European traffic should find it to its advantage to use a Southern port for main forwarding transactions.

On the other hand, Fos and its deepwater facilities could create a distribution traffic representing not only sums resulting from the "natural" development of Marseilles but also a determinative element. In other respects, the certain industrial development of Fos, the region, the Rhone Valley and the entire Marseilles countryside is a factor which looms with some importance on the 1976 horizon, and will become even more important if estimates are made to cover an even longer period of time.

It is this factor which could enable Marseilles to reach, in the case of dry cargo traffic, and to maintain, in the case of petroleum, a growth rate at least equal to that of the world's largest ports.

These few considerations which prove to what extent port problems are now studied on a European and global scale, show even more succinctly—should that be necessary—the great importance that the dreation of new container routes from Marseilles would assume, as well as the modification of cargo f.o.b. conditions—conditions which currently are generally unfavourable to Marseilles in comparison with the great Northern ports.

Industrial Establishments in Fos

It must also be noted that 1968

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Port of Marseilles Promoted in Switzerland

The (five) days of June 2 to 6, 1969, have been, for the Autonomous Port of Marseilles, an important stage in promotional activities in Switzerland, undertaken within the framework of its commercial policy as laid down by the Board of Directors.

It is certainly not the first time that a delegation from the Marseilles Port Authority has visited the Helvetic Confederation. For more than twenty years it has had relations with Geneva and participated last year in the Sample Fair of Basle, while the city of Lausanne has also had exchanges with Marseilles.

The Autonomous Port has, however, believed it to be opportune to present to its present and future clients a perspective of work undertaken in the Gulf of Fos and to show the efforts made in Marseilles in the matter of equipment, of commercial competitivity and industrial installations.

This campaign opened in Saint-Gall on June 2 and was brought successively to Zurich, Basle, Berne, Lausanne and Geneva.

Mr. Jean-François ROUX, Chargé d'Affaires a.i. of France in Berne and the Consuls General of France in the interested cities, the Swiss Chamber of Commerce in France, and the local French Chambers of Commerce gave their patronange to these events which were presided over by a member of the Board of Directors of the Autonomous Port, together with Mr. MANDRAY, Commercial Director.

Thus, Mr. Louis BONNAND presided at the Saint-Gall events, Mr. BERTHIER, President of the Arles Chamber of Commerce and Industry presided at Zurich, Mr. RUHLMANN in Basle, Mr. FABRE in Berne and Mr. GOUT in Lausanne and Geneva.

The film, "Fos, Port de l'Europe (Fos, Port of Europe)" was shown in all the interested cities.

Although only recently completed, this very beautiful documentary film which well illustrates its title, is already outdated by the progress in construction works.

The principal themes of these promotional days, placed under the sign of the adaptation of Marseilles to new maritime transport patterns and to the new commercial spirit which has resulted, have been: a presentation of the Fos facilities from a portuary and industrial point of view; waterway and overland maritime connections; liaison with the center of Europe in which Switzerland is an important link; safety, costs and speed conditions which all ports must offer if they wish to benefit from a volume of traffic important enough to enable them to apply tariffs attractive to clients.

Among other example cited was notably that of the new unloading and warehousing system for coffee which has practically eliminated all possibilities of loss, thus giving greatly appreciated advantages to both clients and insurers.

In the framework of the new structure for handling tariffs, initiated by Marseilles and adopted nationally, the Freight Conferences have progressively aligned their quotations between Northern and Southern ports closing the gap which existed between them in this matter.

The speed with which cargoes are loaded and unloaded particularly interested our Helvetic Confederation neighbours.

It is true to say that, due to its geographical situation and the evolution in maritime techniques which it has adopted, Marseilles is the port which can give Switzerland the fastest forwarding service for the entire Mediterranean region, notably by the use of horizontal handling shipping.

It could also be the first port of call for imports and the last for exports thus gaining 5 to 6 days time for consigners and consignees in traffic with the West Coast of Africa, South Africa, the Far East and Australia.

The guests of the Autonomous Port were also interested in the container connection routes and the possibilities of investing in Fos.

The classification of the zone of Fos was noted with satisfaction from a taxation point of view. Effectively, classification in category III clearly indicates the solicitude of the government and of the authorities to attract industries and capital into the zone .

Likewise, the recent decision of the Board of Directors of the Autonomous Port of Marseilles to exempt from taxes all export and transshipment cargoes was received with pleasure.

The promotional campaign of the Autonomous Port of Marseilles in Switzerland closed with a dinner given in the Salons of the Château de Coppet in the Canton of Vaud, on the lake shore.

Prominent among guests in attendance were Mr. André RUFFIEUX, State Counsellor of Geneva who is, together with Mr. Léon

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was the year in which land measures were decided in Fos, as well as the administration and financing of the clearing and embankment of 1,600 hectares which can now be offered to industrialists.

The Société du Terminal de la Crau and the Société des Dépôts Méridionaux have already been authorized to build their installations which are a necessary adjunct to the new Port facilities.

Among studies undertaken must first be mentioned those concerning iron works, Gaz de France for the receiving of natural liquified gas from Algeria, Electricité de France for the construction of a great powerhouse of more than 4,000 megawatts and other establishments which wish to be in the neighbourhood either of iron works or the receiving station for liquified gas. Other contacts are being made with chemical — and particularly petrochemical — industries. The Port hopes that decisive evolutions will very rapidly develop in this field.

The Autonomous Port has thus, in 1968, already begun to promote the industrial zone of Fos which promotion will be even easier to conduct in 1969 when it receives ownership of most of the land in this zone.

Record Trade In New South Wales Ports

The Maritime Services Board of N.S.W.
Sydney, Australia

1st August, 1969

A record volume of trade was handled through the New South Wales ports during the year ended 30th June, 1969.

This was revealed by figures released in Sydney today by Mr. W. H. Brotherson, President of the Maritime Services Board of New South Wales.

Mr. Brotherson said that the total trade of the New South Wales ports reached the record level of 47.7 million tons to exceed the record established during the last financial year by more than 4 million tons.

Each of the three major ports of Sydney, Newcastle and Port Kembla established new individual records for the tonnage of cargo handled and Mr. Brotherson pointed out that 1968/69 was the eleventh successive year that a new record had been achieved at Port Kembla.

Commenting on Sydney's trade, Mr. Brotherson said that, although the figures he had released covered all items of cargo, the overseas general cargo trade for the year was higher than for any previous year and this was a very significant figure.

He described general cargo as being the trade which traditionally moves through cargo sheds and embraces items such as consumer and manufactured goods.

During 1968/69, overseas general cargo trade in Sydney reached 4.3 million tons, an increase of 4% when compared with the previous year.

The general cargo trade between Sydney and Japan, both inward and outward, totalled 740,000 tons compared with 600,000 tons of general cargo in and out in the United Kingdom trade.

Mr. Brotherson said that prior to 1966/67 the United Kingdom general cargo trade predominated but since then Japan has taken the lead.

This has been brought about principally because of the increased tonnage of wool exported from Sydney to Japan and the steady increases in the volume of motor vehicles, iron and steel products and non-metallic manufactured goods imported from Japan.

Mr. Brotherson said that the ports of Newcastle and Port Kembla are industrial ports rather than general cargo ports and the trade at Botany Bay is centred almost exclusively around the import and export of petroleum and petroleum products.

Port of Sydney

Mr. Brotherson said that the Port of Sydney retained its position as Australia's leading port, based on the volume of cargo handled.

The total inward and outward trade reached 15.4 million tons compared with 14.8 million tons last year.

The trade was made up of 9.1 million tons imports (8.6 million tons last year) and 6.3 million tons exports (6.2 million tons last year).

Commenting on the increases, Mr.

TRADE SUMMARY

PORT OF SYDNEY:

	1967/1968 Tons	1968/1969 Tons	+ Increase — Decrease Tons
Imports			
Inward Oversea	5,477,439	5,820,021	+ 342,582
" Interstate	1,200,054	1,239,227	+ 39,173
" State	1,954,728	2,060,914	+ 106,186
Total Imports	8,632,221	9,120,162	+ 487,941
Exports			
Outward Oversea	5,851,021	5,905,816	+ 54,795
" Interstate	322,418	332,410	+ 9,992
" State	17,787	55,071	+ 37,284
Total Exports	6,191,226	6,293,297	+ 102,071
Total Trade	14,823,447	15,413,459	+ 590,012

PORT OF NEWCASTLE:

	1967/1968 Tons	1968/1969 Tons	+ Increase — Decrease Tons
Imports			
Inward Oversea	761,384	910,735	+ 149,351
" Interstate	2,896,551	3,341,146	+ 444,595
" State	711,210	746,469	+ 35,259
Total Imports	4,369,145	4,998,350	+ 629,205
Exports			
Outward Oversea	5,196,490	6,716,651	+1,520,161
" Interstate	1,269,827	1,419,819	+ 149,992
" State	957,110	817,978	— 139,132
Total Exports	7,423,427	8,954,448	+1,531,021
Total Trade	11,792,572	13,952,798	+2,160,226

BETOUS, President of the Board of Directors of the Autonomous Port of Marseilles, co-chairman of the Permanent Franco-Swiss Committee of the Port of Marseilles.

Brotherson said that bulk oil imports from overseas, at 2.5 million tons, had increased by more than 100,000 tons, and the major improvement in oversea exports had resulted from increased coal shipments which reached 2.7 million tons in 1968/69 compared with 2.4 million tons during the previous year.

He pointed out, however, that wheat exports from Sydney had decreased by more than ¼ million tons during 1968/69.

Port of Newcastle

Mr. Brotherson said that the Port of Newcastle which has, for many years, been the major exporting port of Australia, is now also firmly, established as the second largest port, based on trade throughput, in Australia.

The total inward and outward trade reached almost 14 million tons compared with 11.8 million tons last year.

The trade was made up of 5 million tons imports (4.4 million tons last year) and 9 million tons exports (7.4 million tons last year).

Mr. Brotherson pointed out that of the total overseas exports of 7 million tons, more than 5.3 million tons were made up of coal shipments, this being an increase of 1.7 million tons over the previous financial year.

He said that the commissioning of the new coal loader at Carrington in November, 1967, combined with the deepening to 36 ft. in the channel had made this spectacular increase in coal exports possible and was the major factor contributing to the record trade of the port.

He added, however, that increased imports from both overseas and interstate of raw materials used in the manufacture of steel and also the major increases in the tonnages of bulk oil imports to serve the expanding industries in the Newcastle area were contributing factors.

PORT KEMBLA:

	1967/1968 Tons	1968/1969 Tons	+ Increase − Decrease Tons
Imports			
Inward Oversea	654,042	604,011	− 50,031
" Interstate	5,046,795	5,134,578	+ 87,783
" State	525,320	553,706	+ 28,386
Total Imports	6,226,157	6,292,295	+ 66,138
Exports			
Outward Oversea	2,354,591	2,659,700	+ 305,109
" Interstate	1,517,771	1,926,384	+ 408,613
" State	156	5,482	+ 5,326
Total Exports	3,872,518	4,591,566	+ 719,048
Total Trade	10,098,675	10,883,861	+ 785,186

BOTANY BAY:

	1967/1968 Tons	1968/1969 Tons	+ Increase − Decrease Tons
Imports			
Inward Oversea	4,318,913	4,647,916	+ 329,003
" Interstate	299,379	348,337	+ 48,958
" State	35,037	7,046	− 27,991
Total Imports	4,653,329	5,003,299	+ 349,970
Exports			
Outward Oversea	156,268	118,063	− 38,205
" Interstate	264,025	378,232	+ 114,207
" State	1,604,843	1,731,281	+ 126,438
Total Exports	2,025,136	2,227,576	+ 202,440
Total Trade	6,678,465	7,230,875	+ 552,410

OTHER PORTS:

	1967/1968 Tons	1968/1969 Tons	+ Increase − Decrease Tons
Total Imports and Exports			
Richmond River	77,841	80,442	+ 2,601
Clarence River	46,572	42,998	− 3,574
Coffs Harbour	7,058	7,929	+ 871
Trial Bay	80,868	95,434	+ 14,566
Eden	45,118	37,970	− 7,148
	257,457	264,773	+ 7,361

Port Kembla

The total inward and outward trade at Port Kembla reached 10.9 million tons compared with 10.1 million tons last year.

The trade was made up of 6.3 million tons imports (6.2 million tons last year) and 4.6 million tons exports (3.9 million tons last year).

Mr. Brotherson said that although imports from overseas had decreased by some 50,000 tons during 1968/69 increases in all other sections of the trade resulted in the establishment of a new record for the port.

In the case of the overseas trade, coal exports increased by 300,000 tons to reach 1.9 million tons whilst exports of iron and steel products increased by some 48,000 tons.

Coal exports interstate, although not reaching the high level of the oversea exports, more than doubled during the last financial year, the respective figures for 1967/68 and 1968/69 being 117,000 tons and 290,000 tons.

The rise in the interstate export trade of Port Kembla can be attributed mainly to coke shipments which increased from 689,000 tons to 935,000 tons.

Botany Bay

The total inward and outward

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Israel Ports Authority Is Ready for The New Era

by Shabtai Raviv

Public Relations Officer
Israel Ports Authority

Tel-Aviv: — International transportation is undergoing, for the last years, a technological development, the essence of which is called unitizing cargo, meaning that instead of dealing with small packages, one should unitize them in several forms into big units such as containers, pallets, slings etc.

The advantages of the new system are:

- by dealing with big units, with unitized cargo, the turn around time of ships in ports is cut down, avoiding iddleness of ships which cost the shipper, in an Israeli port, some $1,000 per day;
- cutting down the turn around time of trucks and land transportation in the port;
- utilization of mechanical equipment replacing manpower;
- cutting down of damage and insurance costs.

Of course, in order to implement the new system as an overall system, many links of the chain must participate in it. The ideal system is by using it from door to door, from the producer to the consumer. The main problem is to bring all the links together to participate and cooperate.

Although Israel is a small market and our ports are mainly terminals rather than ports of transit, we cannot overlook the technological revolution and it will arrive some day here and we have to be ready for it. In as far as the Israel Ports Authority is concerned, we launched already several projects in order to be ready for that day.

First of all, we suggested to the Government—and it approved our suggestion—that all tariffs for unitized cargo be reduced, because we consider that by using mechanical equipment we can reduce our expenses and we would like to give incentives to the exporters and importers to use this method. We also decided, as since 1962 tariffs in our ports are steady, that cargo that can be unitized but is not, should pay more—again as an incentive to use the new methods.

On the other hand, in designing new wharves in the new ports we take into account the requirements of the new system, mainly by allocating more hinterland areas for storing big units. Even by designing the structure itself of the new wharves we take into account the fact that we shall have to install bigger and heavier cranes. A delegation was sent to Europe to study the new requirements and according to its report we shall acquire new equipment.

Besides, we have initiated several studies in order to promote the new idea. For example, the initial study on the land-bridge, which will become feasible if cargo between Europe and the Far East will pass through Israel by containers, was made by Israel Ports Authority and only afterwards handed over to the Ministry of Transports, which has appointed a special team to take care of this national project.

We also started recently a joint research study, together with the Citrus Marketing Board and the ZIM line, to find out whether palletized citrus crates could be sent from the packing house to their destination in Europe. So far, prepalletized citrus cargo is coming from the packing house to the ports, where the crates are taken off the pallets and put into the ship one by one, with the same operation being repeated in the port of destination—only because this is a tradition.

The problem of what is going to happen to the pallet if palletized cargo is to be sent out was put to us and the use of expandable pallets is also studied. But this is only part of the operation and you have to make a thorough study and take into account all the factors, before reaching the stage that everybody should be convinced that by unitizing cargo there is a sensible saving in time and money. We are now under way to study all these and we hope that in the next season the

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trade at Botany Bay reached 7.2 million tons compared with 6.7 million tons last year.

The trade was made up of 5 million tons imports (4.7 million tons last year) and 2.2 million tons exports (2 million tons last year).

Commenting on trade at Botany Bay, Mr. Brotherson said that, although the record reached in 1964/65 of 7.5 million tons was not achieved, total trade during 1968/-69 improved by 552,000 tons and reached the second highest level ever recorded of 7.2 million tons.

He said that all cargo handled at Botany Bay was of a bulk nature and bulk oils and petroleum products were again the principal items of trade.

Mr. Brotherson noted that there have been some significant tonnages of chemicals handled at Botany Bay during the last two years and imports and exports of these are showing signs of steady increase.

Minor Ports of the State

Apart from the four major Ports of Sydney, Newcastle, Port Kembla and Botany Bay, there are five smaller ports on the coast of New South Wales under the jurisdiction of the Maritime Services Board of New South Wales.

Mr. Brotherson said that the trade of these ports, when taken in total, increased by a little over 7,000 tons to 265,000 tons.

Forwarded with the compliments of the Board. I am attaching a summary of the trade figures which have been released by Mr. Brotherson.

D. A. McDOWELL, Secretary.

"It's the same the whole world over..."

by George Edney

General Manager
Port of Bristol Authority

(Reprinted from "Ship Shape", an official Publication of the Port of Bristol Authority)

A wind as from a furnace, was blowing hard out of the arid interior when the big Boeing Jet made a rather bumpy landing. It was two o'clock in the morning and we do not need the additional authority of Napoleon on the subject to recognize that this is an hour when vitality is at a low ebb. It was certainly true of the members of the Port of Bristol's recent overseas delegation landing in Perth, Western Australia, in those circumstances; especially as they had set out from Bombay at about four o'clock the previous morning. They knew, however, that a Port of Fremantle car would be there to meet them. They did not for one moment expect that the Chairman of the Port, fellow Commissioners and officials, would be lined up to meet them at such an ungodly hour, but there they were. It typified the sort of kindness and hospitality with which our delegation was treated throughout its world tour, taking in India. Australia, New Zealand, Honolulu, San Francisco and Canada, besides attending the Melbourne Conference of the International Association of Ports and Harbours.

Port Authority people are without doubt one of the most fraternal common interest groups in the world. Politics, foreign or internal, colour or creed, are no barrier to friendly relations and endless discussion on matters of common interest. Perhaps I may take this opportunity of thanking all those many people the whole world over who were so kind to the delegation from Bristol, of which I was a member, and thank them also for showing and explaining in great detail all the features of their ports and the surrounding regions.

Our thanks are also due to all the customers of the Port of Bristol whom we met, who listened to what we had to say about the Port's service and how trade might be improved.

In another part of this issue of Ship Shape I have given some of my impressions of the Ports we visited. Detailed study is important, but general impressions are very important too. I have made the point that we were impressed by similarities rather than differences. Some of the similarities were depressingly familiar, particularly the entrenched attitudes of some sections of the port industry towards modern developments, but in general we found that we are not alone in our problems, or in the steps being taken to meet them. The container revolution, government attitudes to port planning, labour relations, and the determination of port authorities to progress are much the same in character on the other side of the world as home here.

In Foreign Ports

A stock question one is asked on returning from a world tour is "What impressed you most of what you saw?" My answer, as far as ports are concerned, is that one is impressed not by the differences one finds in overseas ports but by the similarities. Even in the most exotic climes of the Antipodes they have the same problems of finding flat land for new berth development, improving road access, judging the precise extent of the container revolution or establishing new labour agreements, that we have in this country.

In the dozen ports we visited we saw all these problems, and many other familiar ones, being worked out. At the Melbourne Conference of the International Association of Ports & Harbours there was an opportunity for representatives of over fifty countries to compare experience and discuss the port topics of the day, and language or polities were no barrier to this either in formal or informal discussions. It seems that port people are so devoted to their subject that they are always ready to "talk shop", and this applies between fiercely competing ports as well as others.

While in Australia the delegation was able to visit the ports of Fre-

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Citrus Marketing Board will bring five ships to take over palletized cargo to Europe. If this operation will be successful, it will, no doubt, be expanded in the future.

In our views, the main point now is a psychological one. You have to convince people to switch over to the new system, taking into consideration that they are conservative. We have to face it, knowing that they stick to old methods. We cannot ignore as well that the change over involves many expenses —the problem of new documentation, new packaging, carriers' liability etc. But we believe that in the long run, everyone will benefit and understand that Israel should participate in the new revolution and not lag behind.

One of the tools to tackle the whole problem is the Israeli branch of ICHCA — International Cargo Handling Coordination Association —already functioning with the participation of all the factors concerned—truckers, forwarders, shippers, bankers, insurance firms etc. We hope that within a short period of time we shall be able to bring all those factors together in a new project and start applying the new methods in transportation.

Last year already we had in our ports some 1300 containers and pallets are more and more seen in our ports. We hope to be ready in 2~3 years with the new wharves and equipment and thus face the new challenge—successfully. (Mediterranean Business Observer, September 4 Supplement)

mantle, Melbourne and Sydney. They are, of course, old established general cargo ports and like Bristol are in the process of coming to terms with the container revolution, the increase of bulk trades, and the problem of integrating city and port development in the space available. Sydney, for instance, has, like Bristol, its "City Docks". In both directions from what used to be Circular Quay, the equivalent of Bristol's Broad Quay, there are finger piers, transit sheds and restricted road access. These are currently being reconstructed in the form of continuous quays with much improved facilities and in other parts of the Harbour container berths are being constructed or have been completed. This all seemed akin to the sort of changes being made in Bristol and it was no surprise to learn that an entirely new port for bulk cargoes is to be constructed at Botany Bay. But whereas Bristol is denied its West Dock scheme, across the Avon from Avonmouth, the Botany Bay scheme is a New South Wales State plan.

At Melbourne we saw that they were more fortunate in having 250 acres available for a container site adjacent to the existing docks, while at Fremantle there is a vast Outer Harbour area with great scope for bulk trade development. Some plans there are already fulfilled and there is a long term plan to take care of an anticipated doubling of the Port's trade. Australia has, of course, a very buoyant economy, based on the immense mineral reserves discovered in recent years, and most of its ports can look forward to a very prosperous future.

The situation of the ports of New Zealand is even more strikingly like our own. The country is much the same size as Britain—it has a similar ratio of coastline to area and a large number of ports. The population is only about two and three-quarter million so that the ratio of separate port facilities to population might be said to be much higher than in this country. The consequence is that the competition between ports is as fierce as anywhere in the world and the Government has appointed a National Ports Council in an attempt to regulate development and ensure that there is no wasteful duplication of facilities. The only difficulty is that the individual ports are liable to have ideas not in accord with those of the Government —a situation with which we are not entirely unfamiliar in this country.

Both Wellington and Auckland have developments in hand for container traffic and are engaged in assoicated reclamation schemes. In the South Island the ports with mechanical meat loaders have gained traffic from those without, but these latter ports are waiting for the next round when, they say, bulk packing of meat in containers will bring the trade back to them.

The economy of New Zealand rests very heavily on the export of agricultural production and it is not surprising to find sheep farmers on the Harbour Boards. Everyone is deeply concerned with shipping costs and the arrival of a Port Authority delegation attracts far more interest than in countries where the economy is more widely based. It was our business to show that we could help to keep New Zealand products competitive by shipping through Bristol.

So far our impressions of container operations were based on berths in course of construction or barely completed, but at the next stop, in Honolulu, it was possible to study a container berth which had been in continuous operation for seven years and this was an invaluable opportunity in relation to our planning for container operations at "T" and "N" Berths in Avonmouth Docks.

Arriving on the American mainland we found that San Francisco, which has had its difficulties in recent years, had made a major change last November when a Referendum had turned the Port over from State control to Municipal control. It was particularly gratifying to find that this particular change had led to a great revival of enterprise in developing the Port.

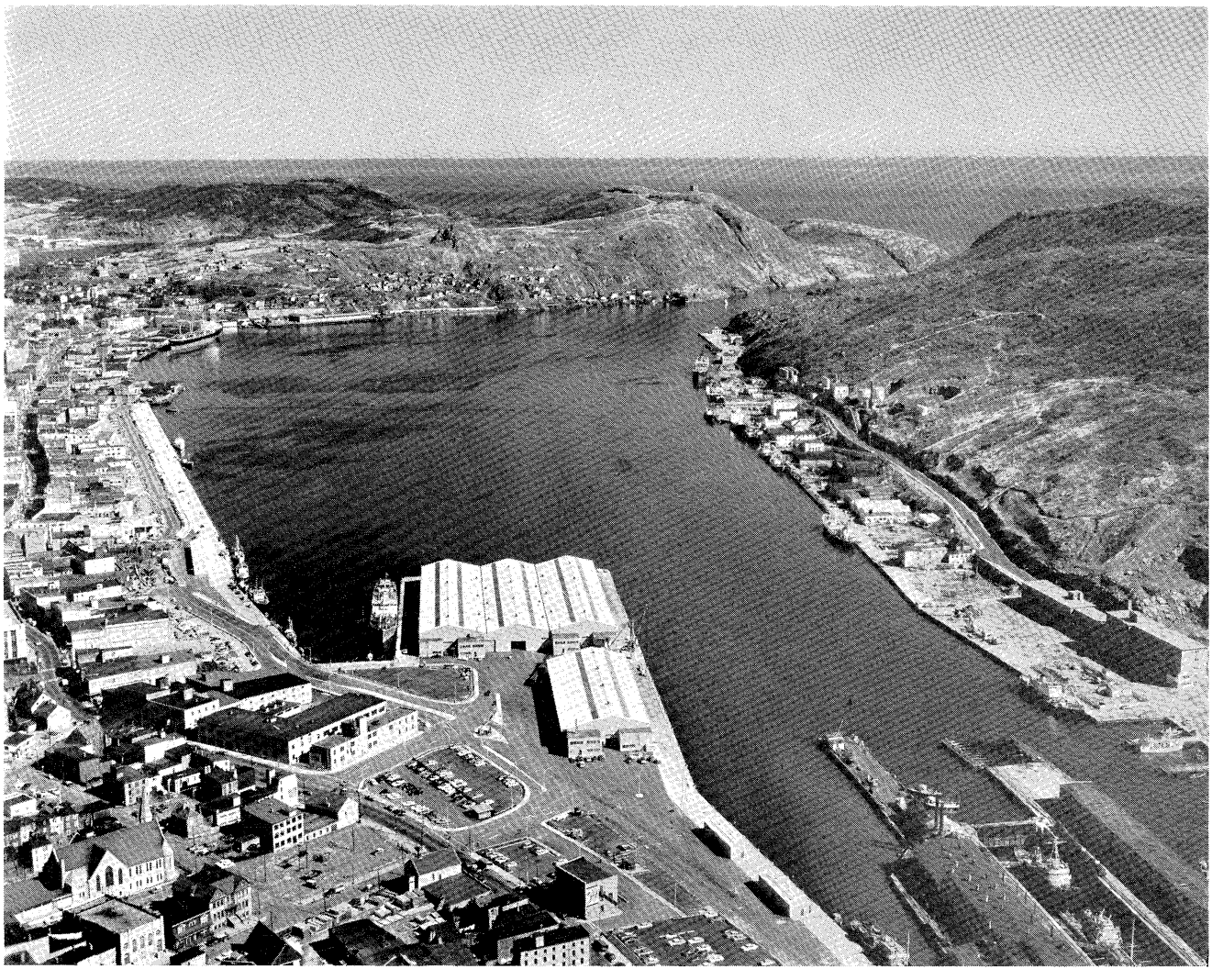
In Canada some ports are state controlled, by the National Harbours Board, and some are Commission administered. In British Columbia, Vancouver is a N.H.B. port, but at New Westminster there are the Fraser River Harbour Commissioners, and there is also a Commission at Port Alberni on Vancouver Island.

Whatever the form of administration we did not find any suggestion of complacency in any port visited. In every case a great deal was done to meet the new demands, either by rebuilding existing facilities or developing completely new port areas. On the other hand we did not feel that we are trying any less hard in Bristol and could be satisfied that our efforts to improve the Port of Bristol stand comparison.

9 Ports of National Harbours Board of Canada

9 photographs over 5 pages (P. 17-21)

(photographs were furnished by the National Harbours Board of Canada, Ottawa, Ontario, Canada.)



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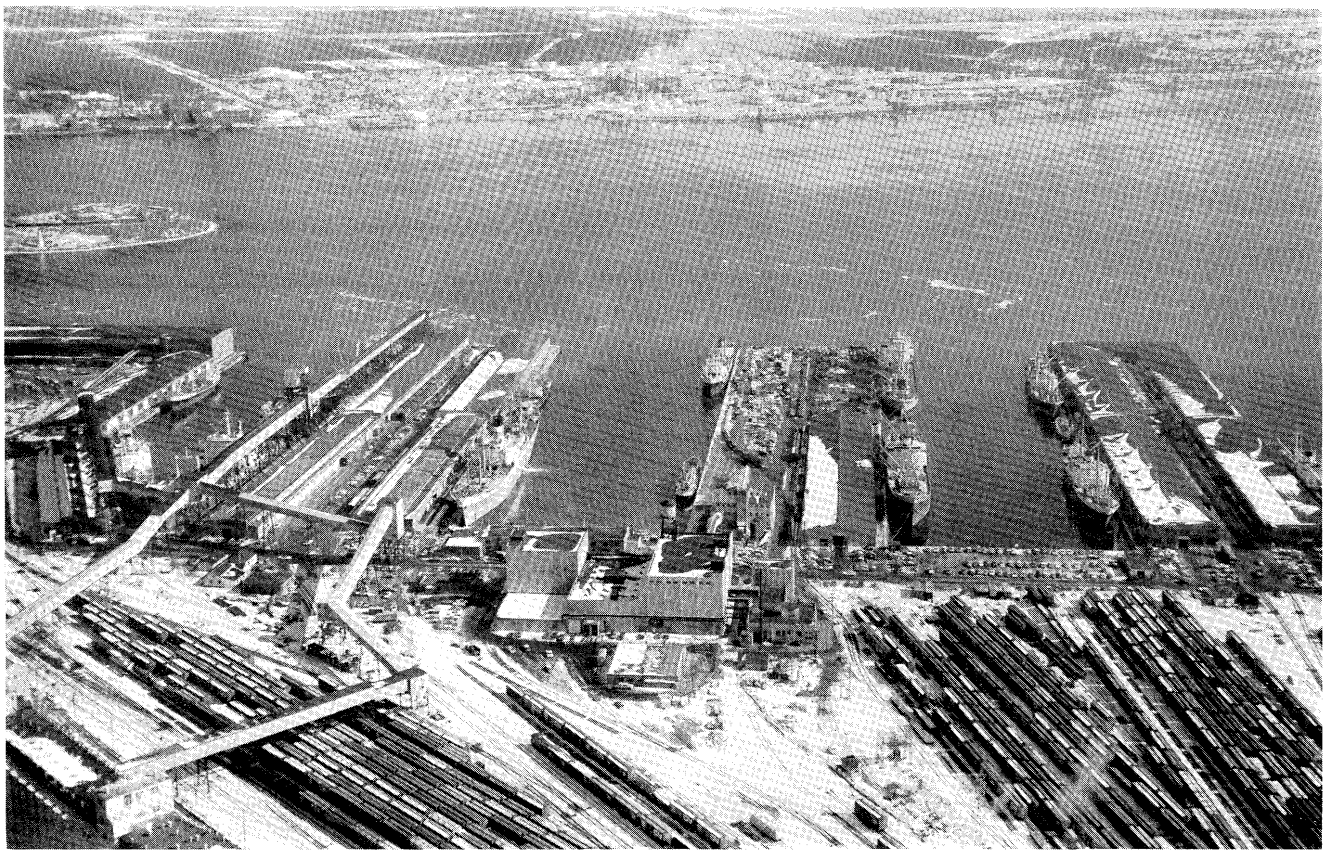

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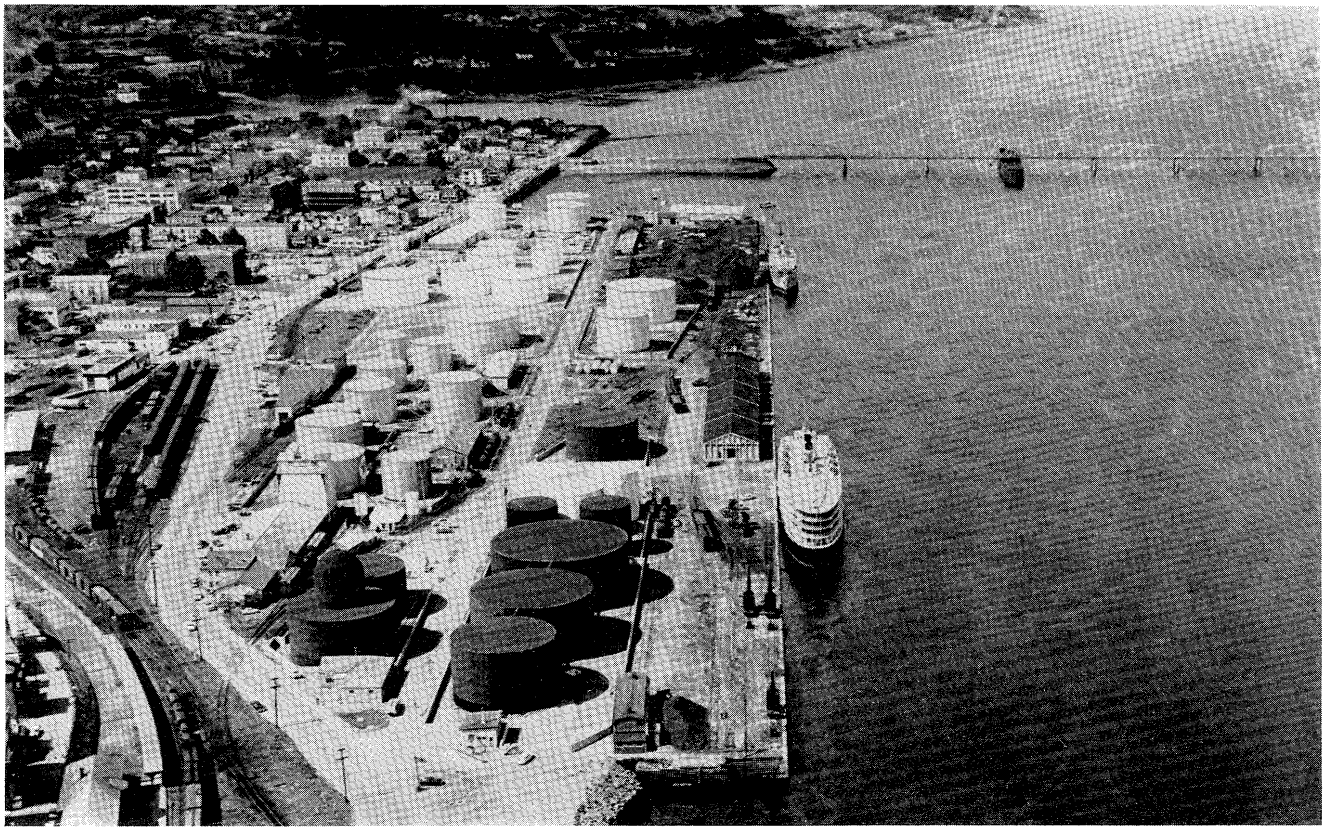

Chicoutimi, Quebec

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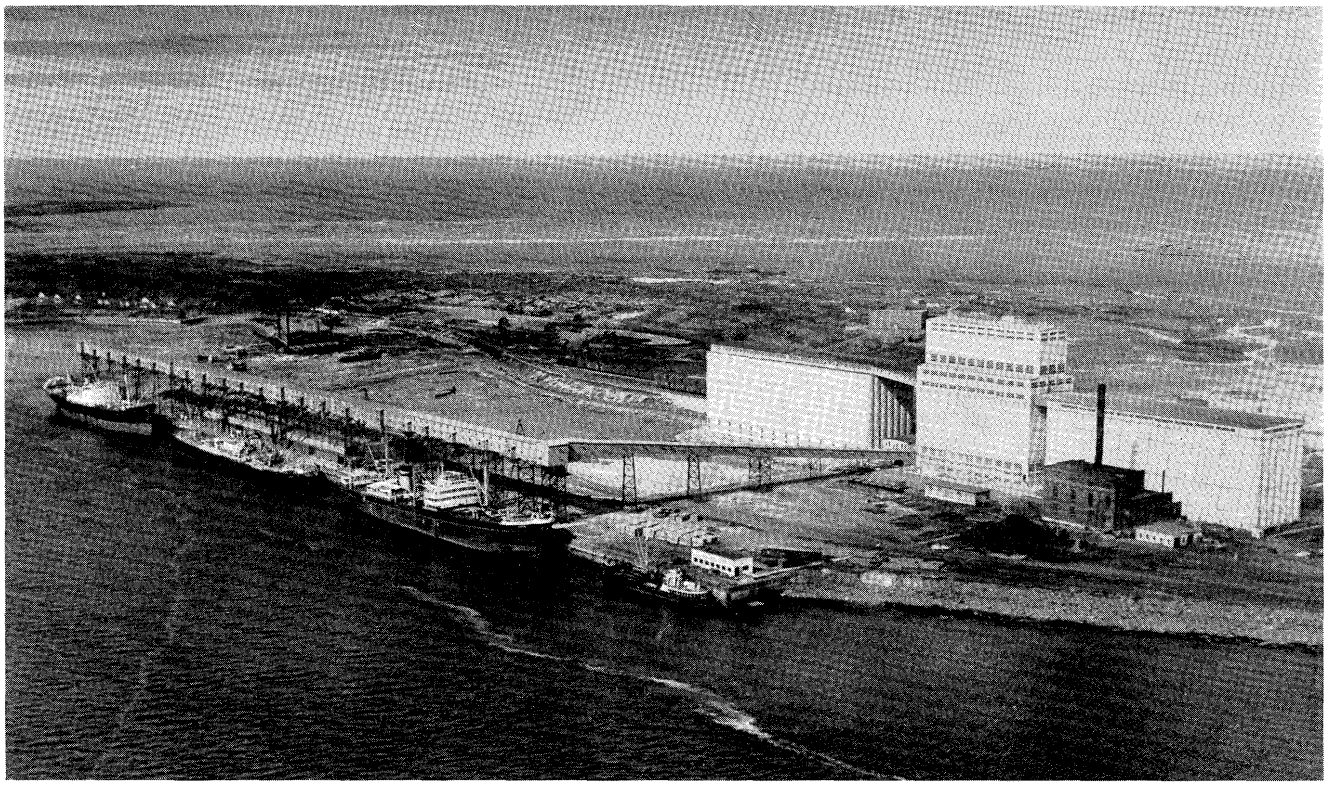
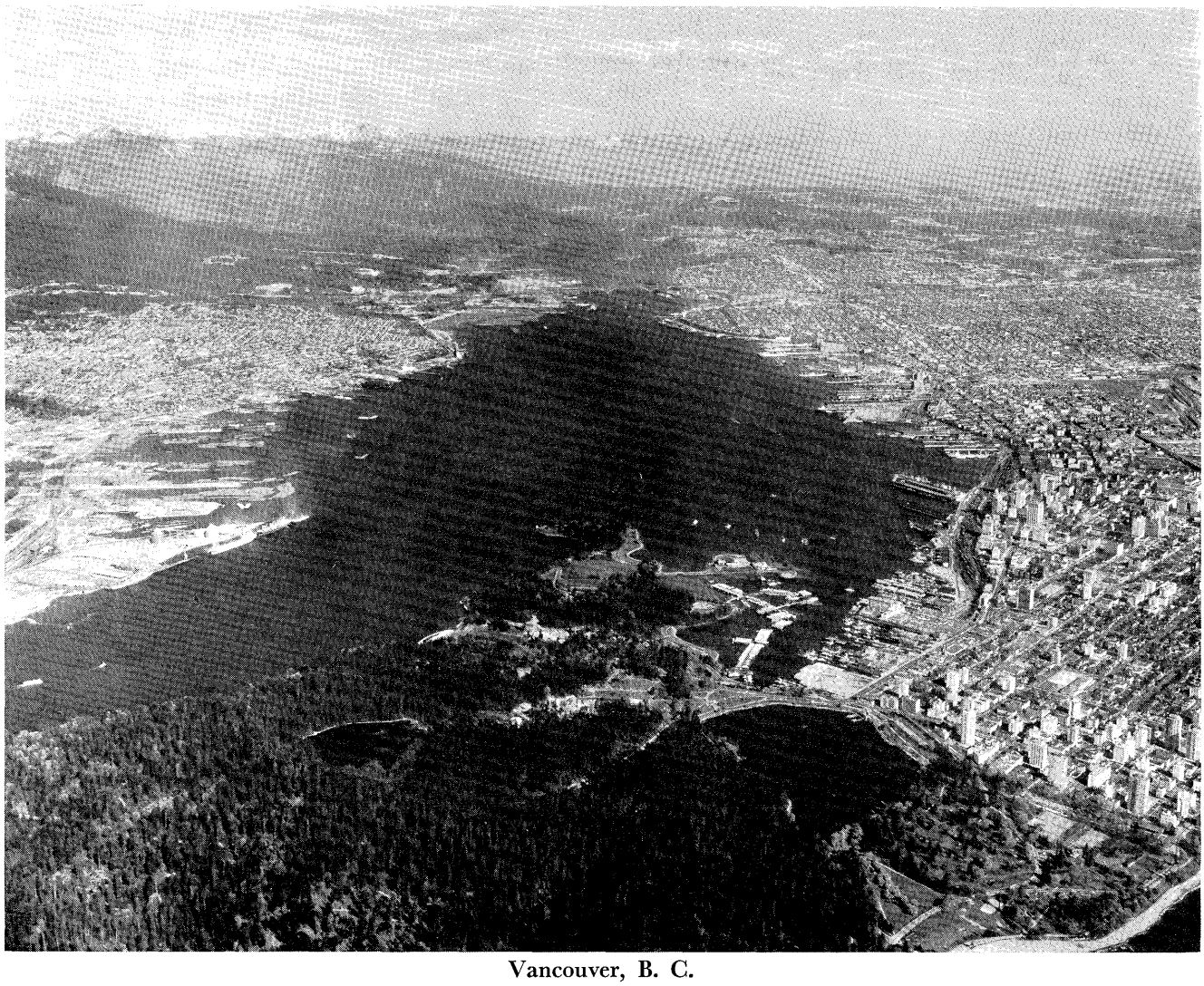
Trois-Rivières, Que.

Montreal, Que.



Churchill, Manitoba



Vancouver, B. C.

Orbiter Probe

IAPH News :

Travelers

Mr. K. S. Renner, Deputy Chief Engineer, Wellington Harbour Board, New Zealand, accompanied by Mrs. Renner, arrived at the Tokyo International Airport Sunday, September 28 for a 10-day visit in Japan.

Mr. Renner visited the IAPH Head Office Monday morning, and inspected the Port of Tokyo in the afternoon. Tuesday morning he had technical discussion with engineers of the Keihin (Tokyo Bay) Port Development Authority, and in the afternoon inspected the Authority's container facilities in Yokohama.

Mr. Renner plans to inspect Ports of Osaka and Kobe before flying to Hong Kong and then home. Before coming to Japan, Mr. Renner had been visiting ports around the world for nearly 4 months, and Mrs. Renner joined him in the last month, we were told.

It was a coincidence that Mr. R. K. Trimmer, Chairman of the Northland Harbour Board, New Zealand, who had planned to arrive in Japan October 6, arrived one week ahead of schedule and Monday morning gave a ring to Mr. Toru Akiyama, the Secretary General. Mr. Akiyama invited the two New Zealanders to a lunch at the Crown Room of the Palace Hotel in Tokyo Tuesday, with Dr. H. Sato, Deputy Secretary General, and Mr. K. Enomoto, Counselor of the Keihin Port Development Authority, also present.

According to Mr. Trimmer, he made a business trip to London accompanied by Mr. J. S. Mason, Chief Mechanical Engineer of Northland Harbour Board. The mission was accomplished successfully more quickly than had been anticipated. Mr. Mason was scheduled to fly home via Japan, too, Mr. Trimmer said. Mr. Mason's purpose of visit here would be to inspect Japanese ports and exchange engineering information with Japanese counterparts.

In parting, Mr. Trimmer said, "See you in Montreal!"

Japanese Port Specialists

Rio de Janeiro, August 20:—A mission of Japanese specialists in port affairs, led by Dr. H. Sato, General Director of the Japan Port Association and composed of Messrs. S. Kitajima (Ministry of Transportation), M. Mizuta (Yawata Iron & Steel Co., Ltd.) and Y. Higuchi (Fuji Iron & Steel Co., Ltd.), arrived at Rio de Janeiro. They will confirm the remarkable progress of operation of the Tubarao ocean terminal, besides visiting the ports of Rio and Vitoria.

In addition to this, as a point of great importance in the list of Brazilian exportations to Japan, the mission will pay special attention to the site at the Sepetiba which was selected by the United Brazilian Mining Co., Ltd.—MBR—for constructing a second Brazilian ocean terminal for the exportation of iron ore in accordance with the project already approved by the two Governments of Revolution and which is now about to get through the internal formalities.

PROJECT:

The MBR is a Brazilian private enterprise dedicated to the mining and sales of iron ore from the Vale do Paraopeba, and their exportations now represent nearly 30% of the movement of the said ore from the port of Rio. By the above-mentioned project, the MBR will merge the properties of the Novalimense Mining Company, subsidiary of the St. John d'El Rey Mining Co., thus bringing, under the control of Brazilian stockholders, substantial deposits of iron ore, so as to be able to give a strong reinforcement to its position getting each time more remarkable in the world market. Initially, the project contemplates an exportation in the order of 10 millions of tons per year from the new Sepetiba terminal having capacity to accommodate large bulk carriers which are now dominating more and more in the inter-ocean transportation of iron ore.

The MBR, which has been in active contact with Japan, one of the largest iron ore consumers of the world, had requested the cooperation of Dr. Watanabe, former director of the Secretariat of the Commission of Iron and Steel and Raw Material; however, before retiring from the position, Dr. Watanabe suggested the visit of Dr. Sato, who selected the other members of the Mission.

The visitors are scheduled to leave Brazil tomorrow. (Jornal do Brasil, translated into English by Simul International, Inc.)

Seaway Handbooks

Cornwall, Ontario, August 29:—Due to delays in the delivery of Seaway Handbooks, a number of authorized outlets, which normally carry the Handbook, have been without stock for some time.

We are now informed by the Distribution Division of the Department of Public Printing and Stationery that shipments have been made to sales outlets.

The Seaway Handbook may therefore be obtained at the price of $5.00 per copy from:

a) Authorized marine supply firms.

b) The Office of the Regional Director,
St Lawrance Seaway Authority,
Administration Building,
St. Lambert Lock,
St. Lambert, Quebec.
Tel: (514) 672-4110

c) The Office of the Regional Director,
St. Lawrence Seaway Authority,
508 Glendale Avenue,
St. Catharines, Ontario.
Tel: (416) 684-6571

d) By mail from:
The Queen's Printer, Ottawa, Canada

or through:
Canadian Government Bookshops in Ottawa, Toronto or Montreal.

(The St. Lawrence Seaway Authority).

Historic Voyage

New York, N.Y.:—The tanker Manhattan completed its navigation of the Northwest Passage September 15 in an historic voyage that could open the way to development of the rich oil and mineral deposits of the Arctic wastes and reshape the trade routes of the world.

The 1,002-foot vessel emerged from Prince of Wales Strait and steamed into Amundsen Gulf in the Beaufort Sea at midnight Sunday, September 14 to become the first commercial ship to complete the legendary passage leading across the top of the world from the Atlantic to the Pacific oceans.

Humble Oil and Refining Co., which is gambling $39 million on the project, gave a champagne party for the 54-man crew, the 72 scientists and observers aboard the Manhattan, the largest U.S. merchant ship.

The Manhattan reached the remote Canadian port of Sachs Bay at 2 p.m. and Eskimo school children from a nearby village, given a holiday for the event, greeted the vessel.

The Manhattan's final destination is Point Barrow, Alaska, which it is scheduled to reach Sunday. Point Barrow would be a primary loading point for the billions of barrels of oil Humble hopes to be able to transport by ship to East Coast refineries.

Humble will decide after evaluating data from the voyage whether it is feasible to construct a new giant fleet of ice-breaking tankers to carry crude oil. Shipping the oil would be 60 cents a barrel cheaper than moving it by pipeline and could save more than $5,000 million a year.

Opening of the Northwest Passage, a goal of traders for 500 years, could lead to development of rich Arctic deposits of iron, sulphur, copper, nickel, lead, silver and other minerals and promote a shipbuilding boom unequaled since World War II. (Japan Times, Wednesday, September 17)

Retiring Port Manager

Ottawa, August 11: — Capt. B.D.L. Johnson, Port Manager at the Port of Vancouver for nearly 15 years, is going on retirement leave starting Tuesday, the National Harbours Board announced today.

At the same time the Board said William (Bill) Duncan, Assistant Port Manager, will perform the functions of Port Manager until a successor to Captain Johonson has been named by the Board.

Mr. Duncan now is in Japan for a two-week series of meetings with Japanese interests in several areas of business for the Port of Vancouver, including the establishment of container services to the West Coast Port.

In its announcement, the Board paid tribute to Captain Johnson's nearly 15 years as Port Manager. "Since he took over at the beginning of 1955, cargo traffic through the harbour has more than doubled to nearly 25 million tons in 1968", the Board said.

"This success is due to 'Barney' Johnson's untiring efforts in improving conditions and facilities and in

Help Wanted at UNCTAD

A vacancy exists in the Secretariat of UNCTAD for an economist to work on the economic issues involved in the development of ports in developing countries. The duty station is Geneva, but frequent missions may be expected. The man appointed is likely to be a graduate in Economics and to have several years experience working in a port (or airport) on either general administration or development plans. He will join a team headed by a systems analyst and including an engineer and an economic geographer; the whole team works under the overall supervision of a senior economist. Salary in accordance with age and experience on official UN scales. The appointment may be for a fixed term of two years or on a probationary basis with the possibility of a career appointment. Fluency in English is essential. French or Spanish highly desirable.

For further particulars and application form please write to Office of Personnel, UNCTAD, Palais des Nations, Geneva.

attracting more business to 'his' port."

"Under his management, the harbour limits were extended, the groundwork was laid for full container operations, a long-standing land dispute was settled and the extensive negotiations and planning and development of Roberts Bank took place".

"His birthplace overlooked Burrard Inlet and the Port of Vancouver has been and likely will continue to be, even in retirement, closest to his heart".

Bernard Dodds Leach Johnson was born in 1904 in a big house overlooking Burrard Inlet—a body of water which has been the focal point of his life.

Son of a seafaring man, B.D.L. attended school in Vancouver and Victoria, picking up the name "Barney" which still sticks today. He wound up his formal education is 1922 at the Royal Naval College of Canada and immediately went to sea on the deepsea tugs of Hecate Straits Towing Company following by service on cargo ships of the Canadian merchant marine and Canadian National Steamships, and deepsea tankers of the Imperial Oil fleet.

He became a deepsea captain in 1928 at age 24. (National Harbours Board Press Release)

Business Boom in Port

Los Angeles, Calif.:—The part a harbor plays today in the development of an urban society is wide and varied. Take such things as paints, paint thinners, soaps, plastics, insecticides, solvents, cleaning and anti-freeze solutions and rubbing alcohol, all widely used and manufactured in the Greater Los Angeles area.

Ingredients for everyone of these daily necessities of modern life are moved across the docks of Los Angeles Harbor through one of the most unusual and fastest growing facilities at the port.

Booming industries of the Los Angeles Basin have been responsible for the almost "fairy tale" story of the progress of McGuire Terminals Company, formed back in 1957 to supply chemicals to Southland industry.

"We have grown from a two-employee company with 23 storage tanks and a total capacity of 2,940,000 gallons to a company with 45 employees and 170 storage tanks with a capacity to store 17 million gallons of material," says Murl L. Parker, general manager for the terminal.

The company is strictly an all-American concern. The major portion of shipments handled at the McGuire Terminals Company facility at Berths 70-71 on the main channel of the Port of Los Angeles arrives by ship and departs by ship and tank truck. Materials come from the Gulf and East Coast. An average of four sea-going freighters per month deliver materials for the burgeoning plants in the Los Angeles area which use chemicals in manufacturing processes.

McGuire Terminals Company was purchased about five years ago by General American Transportation Corporation with headquarters in Chicago. Tank ships which deliver chemicals manufactured in the East and Gulf states, pick up other chemicals manufactured in the Southland for the return voyage.

A few years ago, ships brought an average of 400,000 gallons of chemicals per month into port. Today more than six million gallons per month are handled through the terminal. Vessels require from eight to 24 hours to unload and load.

"The amazing thing about it is that we are still handling the same products," Parker declares. "Demand for chemicals in this area has continued to grow." He acknowledges that some change has taken place in the physical character of some materials. For instance, a 120,000-square-foot warehouse to handle dry bulk and package goods has been added to the McGuire Terminal facility.

Parker estimates that 90 per cent of the products handled through the terminal are marketed in this Los Angeles Basin and that a similar percentage of the growth of his firm's business can be credited to the remarkable growth of Southland industry.

A few years ago, the company was reported to have taken a flier in the wine business. "Actually," Parker explains, "the company handled a number of shiploads of industrial alcohol made from grapes." This 200 proof alcohol was a surplus commodity at the time and was readily diverted into commercial fields.

Industrial alcohol is made of many ingredients, is used as paint thinner, in solvents, window cleaners and as rubbing alcohol, but is unfit for human consumption. Known in the trade as SDA, which is Special Denatured Alcohol, the products are under strict supervision of the Alcohol, Tobacco and Firearms division of the Bureau of Internal Revenue. Industrial alcohol carries a special tax of $22 per gallon or $1,210 for each 55 gallon drum.

The McGuire Terminal receives about 10,000 drums of industrial alcohol each year. Only a small percentage is used in such things as window cleaning materials, however, and all are warned, they are harmful if taken internally. (Port of Los Angeles)

Elected Chairman

Norfolk, Va.: — Richard L. Cheeseman of Alexandria has been elected Chairman of the Board of Commissioners of the Virginia State Ports Authority.

He succeeds John F. Meredith of Richmond, who has served as Chairman since 1964. Mr. Meredith declined re-election but will remain on the Board for another 6-year term.

Mr. Cheeseman is President of Robinson Terminal Warehouse Corporation. He was appointed to the VSPA Board in 1964 by Governor Albertis S. Harrison, Jr., to fill the unexpired term of Clarence J. Robinson. He was appointed to a full 6-year term in 1967 by Governor Godwin.

A native of Florida, Mr. Cheeseman was educated in Florida and Virginia and served with the U.S. Navy during World War II and again between 1951-1952, leaving the service with the rank of Lieutenant Commander.

In addition to his position with Robinson Terminal Warehouse Corporation, he is also President of the

Fellsmere Corporation and Linedsall Corporation, Vice President of Alexandria Warehouse Corporation, and a Director of the Aero Geo Asrto Corporation.

He is a member of the Virginia State Chamber of Commerce, Metropolitan Washington Board of Trade, the Board of Trustees of St. Stephen's School in Alexandria, the Army-Navy Country Club in Arlington, and St. Paul's Episcopal Church in Alexandria. (Virginia State Ports Authority Sailing Schedule, September)

Record Trade Volume

Portland, Oregon, August 14:—A new record for the volume of cargo handled through the Port of Portland was established during the 1968/69 financial year.

Total port trade showed an increase of 43.8% over the previous year's figure, and was 6% higher than the former record of 446,678 tons established during 1966/67.

Imports handled during the year showed a substantial rise of 31.8% to total 372,424 tons, the best ever recorded in the history of the Harbor Trust; whilst exports during the year totalled 101,056 tons.

Although exports were up by 156% on the previous year's figure, the overall total was considerably below the tonnages handled during a four year period between 1961/1965.

As a result of the year's operations the Trust's shipping revenue increased by 28.8% over the previous year to a record figure of $357,288.

Excluding oil exploration traffic, there were 136 vessels berthed in the port during the year. Of these, vessels discharging imports increased by 10 compared with the previous year, whilst the number loading exports declined by six and oil tankers by two.

Of the 22 other vessels berthed, 12 called at the port for bunkers, with a total of 1700 tons being loaded during the year.

One major feature of port trade during the year under review was the quantity of materials landed at the Trust's new bulk berth for Cresco Fertilizers Ltd. During its first full year of operation at Portland, this company imported almost 120,000 tons of phosphatic rock, sulphur and sulphate of ammonia for manufacturing purposes.

An analysis of cargo statistics discloses that although pertoleum products showed a slight decline of 1.1%, the quantity of paper pulp handled rose by 61% to 2,570 tons, whilst imports of raw coffee beans at 6,178 tons was almost equivalent to the previous year's figure.

The main feature of export trade during the year under review was a marked recovery in the shipment of bulk oats, which totalled 71,903 tons. It is of interest to note that more than 50% of this tonnage was shipped for the first time to a new export market in Japan.

Exports of wool also continued on an upward trend with 73,503 bales being shipped to overseas markets. This was 9,561 bales in excess of last year's figure.

The overall tonnage of meat and allied products handled during the year remained almost static at 7,112 tons, whilst exports of dairy produce (butter, cheese and milk products) at 11,372 tons, were on a par with the previous year. Although there was a marked decline in the tonnages of cheese and milk products, exports of butter increased by almost 5,000 tons. Of this, one shipment of 1,080 tons was consigned to Brisbane during March.

Of the 59 vessels which lifted export cargoes, 24 loaded for U.K./Continental ports, 16 for Eastern and Indian ports, 12 for Japan and 6 for the United States and Canada. (Portland Harbor Trust Commissioners)

Record Cargo Tonnage

San Diego, Calif.:—Total cargo handled over Port of San Diego piers set an all-time record in 1968-69 fiscal year when it exceeded 1,259,000 tons.

Marketing officials of the Port District's Community Relations office said the year-end figure was a 16% gain as compared with the prior year, with a net increase of approximately 152,000 tons.

The new cargo total was accompanied by a strong upsurge in ship calls, with 668 vessels calling at the Port as compared with 546 in 1967-68. Both inbound and outbound cargoes showed a strong upward slant, recording 629,497 tons and 614,575 tons respectively. Only minor increases were noted in domestic and offshore cargoes.

Largest commodity increases were scored by lumber, at 234,555 tons as compared with 201,704 tons the year before; potash, 345,500 tons in comparison to 291,694 tons and plywood, 61,798 tons vs. 44,002 tons in 1967-68.

Among imports, big increases were scored in toys and sporting goods, earthenware and china, textiles and clothing, footware and foodstuffs. Outbound tonnage records showed major gains in soda ash, foodstuffs, cotton and other items. (Port of San Diego Newsletter, September)

Quarantine by Radio

San Francisco, Calif., September 3:—Successful clearance of ocean vessels through quarantine by radio at the Port of San Francisco during the past six months has led the National Communicable Disease Center to extend the procedure to all ports of the United States on October 1, it was announced today.

Key personnel at quarantine stations at five West Coast ports were in San Francisco last week for a series of instructional seminars on the proper clearance procedures. Similar seminars are to be held at four other areas throughout the country.

Known as "radio pratique", the system permits inbound ships to meet quarantine requirements while at sea and to proceed directly to their berth to start cargo operations. Formal Public Health inspection is performed at the berth, and in many cases crew members and passengers are not examined.

Ships advise by radio, while one day at sea, as to illness aboard, status of vaccination certificates, previous ports of call, and other quarantine information. If the report indicates no health hazard, permission to dock the ship and start cargo operations

is granted without the necessity of inspectors boarding the ship prior to docking.

During the six-month experimental period at the Port of San Francisco and three other major ports, the radio pratique system was carefully reviewed and analysed. A total of 1100 vessels were cleared. Of these, 57% were cleared with no quarantine inspection of the vessel required; 42%, including vessels selected at random for complete inspection, were granted provisional, or limited clearance; while only 1%, or 12 of the 1100 vessels, were denied radio pratique mainly because of insufficient information.

With the system in full operation, 93% of the ships arriving from foreign areas will secure permission to dock via radio. About 7% of the thousands of vessels annually serving U.S. commerce will be inspected, but in many cases after the ship has docked and commenced its cargo operations.

Vast savings in time and expense to the $60 billion U.S. import-export business, and more efficient use of Quarantine Inspection personnel is expected to be realized through the complete use of the radio pratique procedure. (Port of San Francisco)

Container Terminal

Hong Kong:—Government has decided to make available to the Hong Kong and Kowloon Wharf and Godown Company Limited some 157,000 square feet of land in the Tsim Sha Tsui area for use as a Container Terminal. Announcing this today, a Government spokesman said the company would also be granted exclusive use of the adjoining water basin. The land is to be made available on a five-year tenancy agreement renewable at the option of the company for a further five years. The annual rental will be the standard rate of $3 per square foot per annum for the first five years and $4.50 per square foot for the second five years if the company exercises its option. A charge of 40 cents per square foot per annum will also be made for the adjoining water area. "The grant will be subject to a restriction on the use of the land and water to a container terminal", the spokesman said. The company intends to operate the terminal in association with its existing land, buildings and piers to the south. At present, the Crown land earmarked for the terminal is occupied by some Government buildings used either by Government or lot on short-term tenancies to commercial concerns. "Action is being taken to terminate the commercial leases and to clear the buildings," the spokesman said. "It is onvisaged that the area will be handed over to the Hong Kong and Kowloon Wharf and Godown Company in stages as it becomes available. The first section—that occupied by the old sea terminal building—is likely to be handed over within the next few months. Government's intention in making this grant is to ensure that the best use of the area is made to provide facilities for the handling of container ships and cargoes at the earliest possible date." "The facilities that can be provided here," the spokesman emphasised, "are, however, limited and are not regarded by Government as a substitute for the larger facilities planned for Kwai Chung." (Hong Kong Government Information Services, The Week in Hong Kong, August 5)

Port During Typhoon

Hong Kong:—During the approach and passing of Typhoon 'Viola', the Hong Kong Port Operations service proved invaluable in dealing with emergencies and the operation of the port, a Marine Department spokesman said today. The signal tower, port operations room and the harbour services patrol were at full strength on Sunday, July 25, organising typhoon moorings for 'dead' ships, ships from dockyards and others at wharves, also vessels in anchorages not considered safe during typhoons. Continuous V.H.F. communications were maintained throughout, and the situation in the port was made clear to controlling officers at all times. During the passing of the storm on Monday and Tuesday, ocean-going vessels fitted with V.H.F. were able to speak directly to professional officers for advice and requirements in relation to emergencies, and immediate accommodation of requests for tugs or pilots became possible. A total of 140 messages were sent and received. The storm affected berthing arrangements for the P. & O. liner Orsova, and continuous contact was maintained with the vessel on V.H.F. to advise the master of weather conditions in the harbour, availability of pilots, and berthing prospects. "All in all, the value of the service was demonstrated beyond doubt, and it is hoped more vessels will use the facilities offered as the advantages become apparent to them," the spokesman said. (Hong Kong Government Information Services)

Engineering Seminar

Tokyo:—The 6th Group Training Course in Port and Harbor Engineering, 1969 organized by the Overseas Technical Cooperation Agency of Japan is in session August 15 through December 2, 1969.

There are 16 participants this year, 3 from Thailand, 2 each from India and the United Arab Republic, and one each from Burma, Ceylon, Indonesia, Malaysia, Nigeria, Republic of Southern Yemen, Syria, and Venezuela.

Malacca Straits

Tokyo:—The Japanese Maritime Safety Agency said August 5 its preliminary survey has discovered numerous shallow points and sand hills dangerous to huge oil tankers in the Straits of Malacca.

The survey of the 2,200-kilometer vital international sea channel in Southeast Asia was conducted by the Japanese Government as part of its cooperation program with Malaysia, Singapore and Indonesia. The straits is surrounded by the three nations.

The findings by the 2,061-ton Japanese hydrographic ship Koyo Maru between last January and March, revealed that there were 21 shallow spots with a depth of less than 23 meters and three big sand waves or sand hills, the agency said.

The discovery meant that fully loaded tankers of around 200,000 dw/t or more could easily be stranded in the strait.

The agency said its findings have been reported to all maritime nations of the world through the

agency's regular international hydrographic report.

The agency said it hopes to start a fullscale survey of the strait beginning next January. (Shipping and Trade News)

New Bureau Director

Tokyo:—Yoshiaki Kurisu, 51, director of the Bureau for the Third District (Kobe) Ports and Harbors Construction, was approved by a Cabinet meeting August 12 afternoon to succeed Moichi Miyazaki as director of the Bureau for Ports and Harbors.

Kurisu joined the Interior Ministry in 1941 on graduation from Kyoto University's Engineering Department. In 1962 he became chief of the Planning Section of the Bureau for Ports and Harbors. Transport Ministry, and in 1963 engineering counsellor attached to the same bureau. He assumed his present post in 1967.

Miyazaki intends to run in the next general election for the House of Representatives from the first voting district of Kagoshima Prefecture. (Shipping and Trade News)

Port Projects

Tokyo:—The Council for Ports and Harbors, an advisory body to the Transport Minister, adopted at its recent planning group meeting a ¥13,803,800,000 development project of 86 ports and harbors including Tokyo for fiscal 1969.

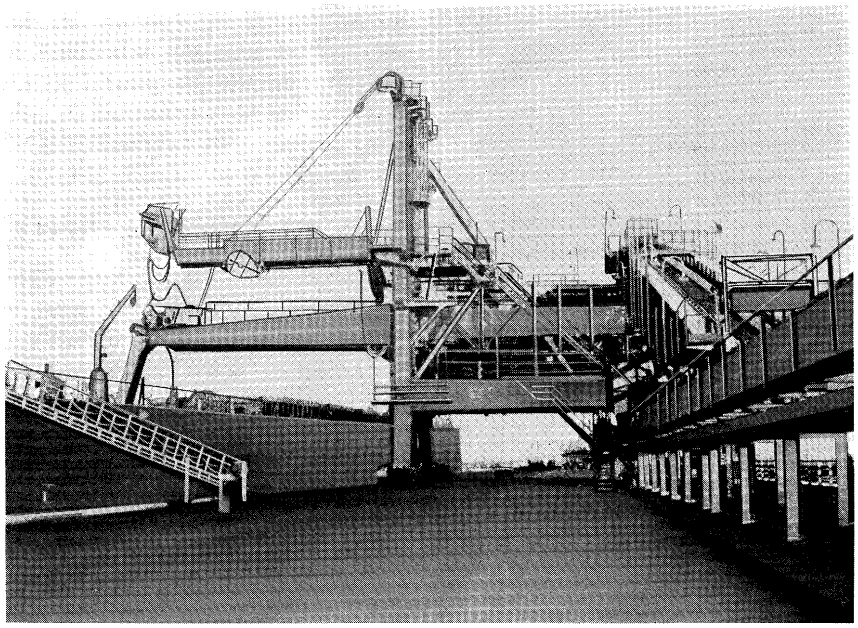
Covered in this project are the construction and development works of sheds, cargo handling gears, lumber yards, tugboats, wharf sites, industrial sites and civic re-development sites.

When the final report is submitted to the Transport Minister, the ministry will exercise good offices in the issuance of local bonds to secure enough funds.

The construction works will be broken down into: Sheds: 57 units at 31 ports and harbors including Muroran at a cost of ¥4,855,000,000. Cargo handling gears: 28 units, at 14 ports including Nagoya, at ¥2,276,000,000. Tugboats; three units, at three ports including Kanazawa, at ¥203,000,000; Wharf sites: 2,054,900 square meters, at 55 ports including Osaka, at ¥6,876,800,000.

Lumber yards: 19 places, at 15 ports including Tokyo, at ¥2,398,000,000. Industrial sites: 17,605,000 square meters, at 50 ports including Chiba, at ¥60,371,600,000; and civic redevelopment sites: 4,418,300,000 square meters, at 14 ports including Kobe, at ¥36,823,400,000. (Shipping and Trade News)

8,000 t/h Ore-Loader



8,000 t/h Ore-loader

Tokyo:—The global trend to employ ore bulk carriers of ever growing capacity is rapidly causing bulk cargo-handling equipment for ship-loading and unloading to become bigger.

IHI, which is turning out larger cargo-handling equipment one after another, has recently designed and constructed for delivery to the Mt. Newman Mining Co., Pty., Ltd. of Australia an 8,000 tons/hour iron ore shiploader of the world's largest class to handle the loads of ore bulk carriers of from 20,000 to 10,000 deadweight tons.

This shiploader currently used at Port Hedland, in the northwestern part of Australia, is contributing immensely toward shortening the ship-loading time, in other words, decreasing the loading cost. Moreover, it is operated by one-man control.

The development of Australia's rich ore resources is now being advanced briskly. In this connection, special mention must be made of the great project of the Mt. Newman Mining Co., Ltd. to develop the mine fields of Mt. Whaleback and Mt. Newman which lie some 625 miles to the north of Perth. This project, together with the Hamersley Mines Development Project, represent mine development projects of the largest scale.

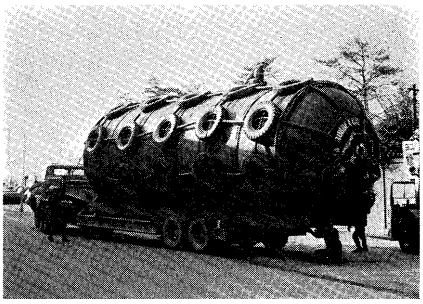
In fact, the iron and steel manufacturing companies of Japan and other countries have concluded contracts with the Mt. Newman Mining Co. for purchase of more than 100 million tons of iron ore during the 15-year period beginning from April 1969.

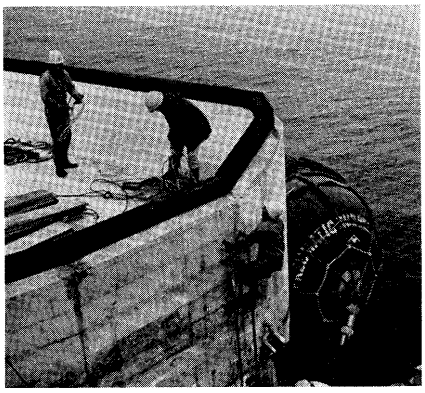
The iron ore from the Mt. Newman Mine is transported northward for 260 miles by freight cars to Port Hedland situated in the northwestern part of Australia, then loaded into carriers.

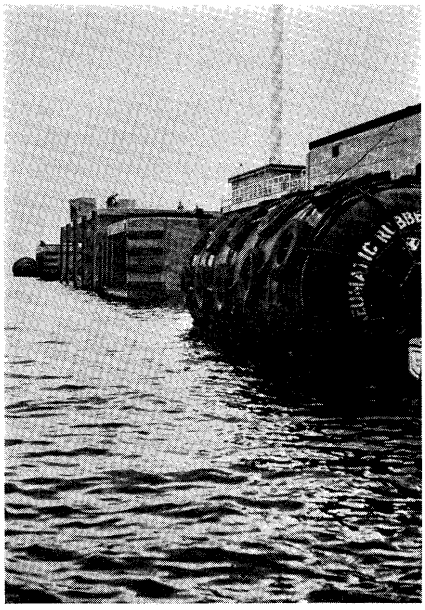
The 8,000 tons/hour iron ore shiploader operating here is the products of IHI. The technical consultant for this shiploader was the McDowell Wellman Engineering Company for the U.S. and the designing of electrical and supplementary equipment was done by the client. The shiploader was completed in March this year.

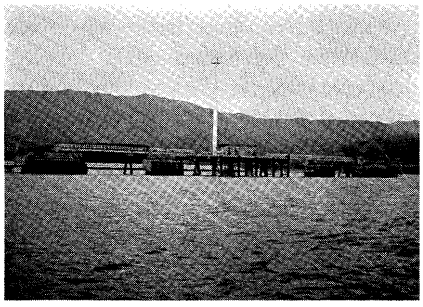
On April 1, the 54,000-dead-

Biggest in the World









Photos-Yokohama Rubber Co.

weight-ton bulk carrier "Osumi Maru" entered Port Hedland, and the 8,000 T/H shiploader displayed its full worth by making the first shipload of iron ore scheduled for shipment to the Japanese iron and steel market that continues to achieve remarkable growth. (IHI Bulletin).

Biggest Rubber Fenders

Tokyo:—The world's largest rubber fenders have recently been installed at the 150,000-ton berths in the crude oil transshipment terminal of Japan Petroleum Co., Ltd. located at Kiire in Kagoshima Bay near the southern tip of Kyushu, Japan. The pneumatic rubber fenders have a diameter of 3,300 millimeters and a length of 10,600 millimeters respectively.

The manufacturers of these rubber fenders, Yokohama Rubber Co., Ltd., have previously supplied similar products to oil jetties in Teesport (England), Stavanger (Norway) and Curacao (West Indies). (Yokohama Rubber Co., Ltd.)

Kiire CTS Ready

Tokyo, September 4:—The Nippon Oil group's oil Central Terminal Station (CTS) at Kiire, Kagoshima Bay, will start operation Sept. 13 with the arrival of Tokyo Tanker's 175,891-dw/t tanker Kaimon Maru which will unload 50,000 kiloliters of crude oil from the Middle East.

The partially completed CTS will serve as a base for the Middle East crude oil hauled by super tankers. Then the oil is distributed to Nippon Oil refineries at Yokohama, Kudamatsu, Muroran, Niigata and other places.

According to Nippon Oil, two or three mammoth tankers will enter Kiire CTS monthly beginning September with a load from the Middle East and eight tankers for domestic service commencing October, totaling 34 to 36 units within the year. (Shipping and Trade News)

National Container Terminal

Whangarei, N.Z.:—The Northland Harbour Board is pursuing, through the Transport Commission, and the newly-appointed National Ports Authority, its proposals for the establishment of New Zealand's National Container Terminal at Marsden Point, Whangarei.

Already the Board has won widespread support, and world-wide interest, with its 78-page Container Report—the results of an exhaustive study by its containerisation committee and consultants.

The study examined the siting of a National Container Port for New Zealand taking into account the total imports and exports that could be carried in containers in the years 1980 and 1990.

It concluded that Marsden Point, with its deep water, hundreds of acres of vacant land already available for the marshalling of containers, and many other advantages, is the logical site for the National Container Terminal, although Auckland and Wellington should have the facilities to handle container traffic generated in their own environs.

Since the publication of the Conference Lines' proposals, and the Metra report commissioned by the Government, the Board has declared that whatever decision is reached for the handling of the "trickle" of containers envisaged by the Lines, the broader and more far-reaching issue of a National Container Terminal for the future, and servicing all the nation's trade, will remain.

Mr. R. K. Trimmer, Chairman of the Board, declared: "We will be satisfied that the question of containers in this nation's trade has been resolved fully only when all aspects of this great issue have been the subject of a competent, independent investigation by New Zealanders, with New Zealand's interests as the major consideration." (Points North)

Floating Crane

Chittagong: — Chittagong Port Trust floating crane "TAQATWAR" arrived in Chittagong Port on the 19th April, 1969.

Order for this 125-ton capacity self-propelled floating crane, costing about Rs. 10 million, was placed on M/s. Hensen, Holland in November, 1966.

With the commissioning of "TAQ-ATWAR" the handling of heavy cargo in Chittagong Port will be facilitated, which, in turn, will improve the turn round of ships. This floating crane will also assist in salvage operations, as and when required. The creation work of this crane is in progress. (Chittagong Port Trust Fortnightly Port Bulletin, April 16-30)

Schemes Approved

Karachi:—The Executive Committee of the National Economic Council which met in Dacca on 12th May, 1969, under the Chairmanship of Vice-Admiral S. M. Ahsan, Deputy Chief Martial Law Administrator and member, Council of Administration, considered and approved schemes relating to the development and expansion of Karachi Port and Chittagong Port. The schemes of Karachi Port Trust, which have been approved, provide for the mechanisation and modernisation of cargo handling equipment at a cost of approximately Rs. 3 crores and the construction of eight multipurpose and dry cargo handling berths at a cost of Rs. 12.4 crores. The Committee also approved the proposals for Comprehensive Planning, Investigations, Surveys and Designing of Major Port Development Schemes. The approved scheme for Chittagong Port Trust provides for construction and rehabilitation of warehouses and transit sheds at a cost of Rs. 1.1 crore.

The schemes were presented from the K.P.T. side by Commodore Mahmud-ul Hasan, S.K., T.P.k., P.N. (Rtd.), Chairman, K.P.T. (K.P.T. News Bulletin, June 1)

World's 3rd Port?

Singapore, Aug. 14:—The government will spend U.S.$54.6 million on Singapore's port over the next five years in a bid to replace Yokohama as the world's third largest port, it was announced recently

More than half of planned expenditure by the Port of Singapore Authority (PSA) will be on a container terminal project expected to be in operation by 1971.

Other projects include multi-story warehouses, wharf extensions and modernization of quay and shore facilities.

According to the PSA 1968 report port operational improvement projects include buildings, roads, electrical installations and communications, wharf mechanical equipment, motor boats and housing and welfare scheme for employes.

The report showed that shipping and cargo handled in 1968 was a record—a 9.6 per cent increase in shipping tonnage and a 17.5 per cent increase in cargo tonnage. (Shipping and Trade News)

Container Traffic

Antwerp: — The 1968 previsions for container-traffic in the port of Antwerp have come true. The initially postulated figure, 600,000 tons of containerized goods, was realized. According to the statistics of the General Management of the port, Antwerp handled in the course of the year, 57,000 loaded containers with 605,000 tons of goods (net-weight).

The container-traffic would undoubtedly have been greater if Antwerp would not have been subject to the harmful influence first of the threat for strike and then of the strike itself in the North-American ports, at the end of the year.

Compared to 1967 the traffic as a whole has risen by 26% and compared to 1966 it has even doubled. From 1967 to 1968 loadings increased by 30% and since 1966 they almost tripled. Compared to 1967 loadings have increased by 22.5% and compared to 1966 they increased by 66%. As a result of the higher growing rhythm of loadings, a better balance is attained between incoming and outgoing container-traffic.

The Antwerp container traffic is mainly and to a steadily increasing extent concentrated on America.

From 1967 till 1968 the total container-traffic with North America rose by 38.5%, i.e. by 44% for the loadings and 35% for the unloadings. Since 1966 this traffic is almost four times as much.

Better Cargo Handling

Liverpool:—Cargo handling conditions in the port of Liverpool have undergone a considerable improvement in the last six months according to Capt. Vilim Buratovic, UK representative of the Yugoslav shipping company Atlantska Plovidba, of Dubrovnik.

Speaking to reporter from the Liverpool Journal of Commerce on board his company's latest vessel, the motorship Cavtat, 2,300 grt, in Liverpool, he stated that they operated a three-week service from Liverpool to Mediterranean and Adriatic ports. In the past they had not been too happy with productivity at Liverpool but "things are now very much better although we hope the improvements will continue.

"Our future prospects would be very much brighter if we could visualise a long period of complete stability," he added. "The main thing must be to bring further increases in cargo handling productivity but it is not just a question of modernisation. The types of cargo handled must be taken into consideration and questions of packaging and palletisation must be borne in mind.

"In the last six months there has been a positive increase in Liverpool productivity and we expect that in the future we will see further evidence of the wish to bring about further improvements," he added.

The Cavtat, which was built at Trogir, was outward bound for Malta, Rijeka, Trieste, and Venice and Koper. The Liverpool agents for the ship are Sivewright, Bacon & Co. (Port of Liverpool Bulletin)

The total container-traffic in the port of Antwerp evolved as follows:

	Loaded	Unloaded	Total
1966	98,000 tons	198,000 tons	296,000 tons
1967	213,000 tons	268,000 tons	481,000 tons
1968	277,000 tons	328,000 tons	605,000 tons

(Antwerp Port News)

"Sidney Alexander Finnis"

Address by

Sir Arthur Kirby, GBE, CMG,

at the
Memorial Service
at
St. Marylebone Parish Church
24th July 1969

We are here today to pay tribute to an outstanding man in the port industry. Many of us have lost a grand colleague: all of us have lost a staunch friend. In the ports industry Sidney Finnis' untimely death leaves a gap which it will be impossible to fill adequately.

He was born in October 1908 at Leyton in Essex and was educated at Brighton College. He joined the London and North Eastern Railway early in 1927 under a training scheme which was the nursery of many distinguished men in the transport profession. He became Assistant Divisional General Manager of the North Eastern Area in 1947. When the British Transport Commission was set up early in 1948 he was appointed Assistant Chief Regional Officer. By December of that year he was Chief Docks Manager of the Humber Ports. In October 1956 he took over as Chief Docks Manager at Southampton. Wherever he worked he left an enduring reputation for efficiency and public service, was a man of wide ranging interests and extended his public service outside the ports industry. Examples are that at Southampton he was Chairman of the Governors of the College of Technology and also Chairman of the National Savings Group.

When the British Transport Docks Board was established in January 1963 he was appointed to the key post of General Manager. He became a member of the Board in May 1965 and Managing Director in November of the same year. In June 1967 he was appointed Chairman. The high reputation for the efficiency of British Transport Docks and their enviable record of financial success is largely due to his untiring and skilful efforts. His keenness and devotion to duty evoked an enthusiastic response from all ranks of the Docks Board staff by whom he was held in the highest regard. His subordinates found him an inspiring man to work for. Not only did he set a high example, but he had the ability to inspire trust and loyalty. His wide knowledge, his practical experience and his deep devotion to duty were peculiarly valuable in an industry which is at a climacteric of deep and far reaching change. Men of his calibre of personal integrity and ability are rare, and it is a sore deprivation to be without his wisdom and understanding at this critical time.

I hope I may be forgiven for sounding a personal note. I do so only because I feel that it will but reflect the experience of others who had dealings with Sidney Finnis. I had the good fortune to work closely with him during my five years as Chairman of the British Transport Docks Board. I was a complete stranger to him and an unknown factor, but he received me generously and from the very beginning gave me unstinted loyalty and built me up within the organisation. This was the nature of the man. I soon came to realise that Sidney's driving motive was an almost passionate determination to ensure that the British Transport Docks should survive as a successful group and not be broken up as was recommended by the Rochdale Committee. Looking back to those difficult days, I count myself extremely fortunate in having had someone of the calibre of Sidney Finnis at my right hand. More recently I came to admire increasingly the sterling qualities which he revealed as a member of the National Ports Council.

I knew him as a man of great charm and quiet kindliness. He had the sense of humour which goes with a well balanced man. The thoughtfulness and forward-thinking which he used so well in his professional job he applied equally, though never blatantly, to his friends and associates of all ranks. He was devoted to his family and in return received loving support and admiration from his courageous wife Joan and his brave daughter, Jane.

Sidney Finnis did not find it easy to unbend to strangers and those who did not know him well may have thought him a little stiff, for his natural reserve tended to conceal his innate qualities. He did not give himself lightly to anyone or to anything. He took people and things seriously. He was a man of ideas but not an impractical visionary. He did not waste time in trying to change facts: but he used facts to the best advantage and got on with the job.

Sidney Finnis had a distinguished record of military service. He had joined the Supplementary Reserve, Royal Engineers, before the war and was called up in September 1939. He went to France with the British Expeditionary Force as Adjutant of No. 1 Railway Operating Group. After the fall of France, he was posted to the Middle East and in 1941-42 he was in charge of Tobruk Harbour under conditions of considerable danger and difficulty. He was twice mentioned in despatches. At the fall of Tobruk in 1942 he was wounded and taken prisoner. The manner in which he kept up his courage and promoted educational and social activities was an inspiration to others during that difficult period of oppressive detention. Far from his imprisonment having been of supine acceptance, he used it to develop those characteristics which have been so much in evidence during his career; his strength of purpose, his leadership, his self-discip-

25th September, 1969

Obituary

It is with the deepest regret that I have to inform you that our Chairman, Mr. R.L. Wills, C.B.E., M.C., died suddenly at his home in London in the early hours of this morning.

As you know, Mr. Wills was appointed Chairman of the Board on 6th August this year, having been a member of the Docks Board since its inception in 1963 and Vice-Chairman since January 1968. He had a wide knowledge and experience of commercial and business affairs and his death is a tragic loss to the Board, particularly following as it does so closely upon the death of Mr. Finnis.

British Transport Docks Board
Stanley Johnson
Managing Director

line and his understanding in handling people.

Sidney Finnis took an active interest in the promotion of good professional standards. He was a keen member of the Institute of Transport and became President of the Institute in 1967 for an outstandingly successful year of office. He did much to encourage the development of facilities for staff training and education, and it was largely owing to his initiative that the British Transport Docks Board set up a Staff College at King's Lynn in 1965, which was a pioneer institution in the dock industry of this country. Of his fine intellect, he provided ample proof in learned papers on various aspects of port operation and administration presented by him from time to time to the Institute of Transport and other bodies, in papers and speeches.

Though he was conservative by nature, he met the challenge of change and tackled modernisation with great determination. He inspired several ambitious programmes of development and evidence of his vision and foresight can be seen at many of Britain's ports today. Just before he died, he read in a well-known transport journal an editorial in which the highest praise was bestowed upon the British Transport Docks Board as "perhaps the most successful major port authority in the United Kingdom". This must have pleased him immensely because he was justly proud of the organisation did so much to create.

In Psalm XV there is this line—

> "Even he that leadeth an uncorrupt life: and doeth the thing which is right and speaketh the truth from his heart."

Such a man was Sidney Finnis: such a man he will always be.

Port Nationalisation

London, Friday, April 25:— There is sufficient flexibility in what the Government has said regarding port nationalisation to meet the points which the shipping industry considers to be of real importance.

This was the view of the president of the Chamber of Shipping, Mr. Francis Hill, who was speaking yesterday after a council meeting of the Chamber. He said: "We hope the Minister will heed our practical advice and make good use of that flexibility."

Mr. Hill reported to the council that the views of the Chamber had been frankly discussed with the Minister of Transport and that they were now waiting for the White Paper on port nationalisation to be translated into draft legislative form.

The Chamber have emphasised that there are five main conditions which they feel should be met.

The status of the oil terminals at Milford Haven, Medway and Finnart, and of the ports of Bristol and Manchester should be maintained.

That there should be no cross subsidisation between ports.

The importance of genuine competition between the ports in price as well as service.

The importance of a "cooling off" period before further ports are considered for nationalisation.

Competition in port services and port labour is to be preserved in those sectors which vitally affect the competitive efficiency of shipowners.

"We would like to see the oil companies left in charge of the oil terminals," said Mr. Hill. Where there was one owner and one employer—such as Manchester—he could see no reason to nationalise.

Concerning subsidisation between ports, he said it was a basic thought that capital should be used sensibly. "There would be a temptation to switch capital to ports that are not doing so well," he said. This would ruin competition between the ports. (Lloyd's List)

Memorandam Refuted

London, September 5: — The ministry of Transport has rebutted the declaration made in a memorandum of the Association of British Chambers of Commerce that the government's nationalization plans are "at best irrelevant" to solving the problems of the United Kingdom's ports.

"In the opening part of your memorandum," the ministry says in a statement, "doubt is expressed about the need for central planning in the ports industry, or the need for

strengthening it.

"This was a subject to which Lord Rochdale's committee accorded special importance. Indeed, they described the lack on any central planning as a fundamental defect in the organization of ports in this country. The committee proposed that a national ports authority should be set up, charged with this function and armed with powers of direction, but in the event, as you know, such an authority was not set up by the Harbors Act, 1964.

"Instead, the National Ports Council was established as a purely advisory body. The Harbors Act, nevertheless, charged the National Ports Council with the duty of formulating and keeping under review a national plan for the development of harbors in Great Britain, together with other duties.

"It is now widely accepted—indeed by some chambers of commerce —that, although much progress has been made in dealing with the problems of the ports industry in the last five years, the present structure needs to be strengthened."

The statement goes on to say that the government does not, however, consider that the solution lies in reverting to the recommendation of the Rochdale Committee which was not adopted in 1964. The arguments for now setting up a body on the lines proposed in the white paper are, in the Government's view, compelling ones.

The need for central planning and direction is shown both by the conclusions of the Rochdale Committee and by experience since then; and the structure of organization for this purpose must, in the government's view, necessarily be one which will provide positive and responsible control.

The government thinks that the only sensible and practicable way of achieving this is to establish a national ports authority which would have the discipline of responsibility for the success or failure of its policies. They do not see how a central body could be given positive powers to direct independent harbor authorities to invest money or to do other necessary things; in the government's view, such powers of direction can only make sense if the central body has to bear full responsibility for the consequences.

"The intention, as has been made clear by the minister, is that the national ports authority would exercise control, in practical management terms, in much the same way as a holding company exercises control over its wholly owned subsidiaries. By this means, local managerial responsibility will be encouraged while the national ports authority will be answerable for the main guidelines of policy."

Rejecting the argument that oil tonnage at Manchester, Milford Haven and the Medway should be exempted from the 5,000,000-ton dividing line for takeovers, the ministry states: "We consider it unrealistic to omit these tonnages. The provision of port facilities for oil traffic gives rise to investment and planning problems which cannot be considered entirely in isolation from the provision of port facilities for other traffic. Moreover, ports catering mainly for oil traffic are not necessarily entirely different in kind from other ports, particularly those where there are large traffics in bulk cargoes."

Another point which the ministry's statement makes clear is that ports will not automatically be taken over in the future when their trade reaches 5,000,000 tons. (Shipping and Trade News)

Export Pre-Booking

London, 12th September:—The Port of London Authority's pre-booking scheme is to be extended, with the co-operation of South African Marine Corporation (U.K.) Ltd. to cover export cargoes for vessels of the company. The scheme is aimed at providing an even flow of cargoes into the docks ready for loading aboard ships, thus reducing vehicle waiting time. It will also provide shippers and transport operators with up-to-the-minute information on the receiving position at the export berths.

The scheme is to be introduced for exports to South and South East Africa on Tuesday, 16th September, 1969, and will apply to vehicles tendering export cargoes at No. 2 shed, King George V Dock and any other from which the company may operate.

Shippers or hauliers wishing to deliver exports to the berth should telephone or telex for a booking for their vehicle. Telex and telephone numbers, which will be available between 7.00 a.m. and 7.00 p.m. Monday to Friday are:- Telephones: 01-476 4595, 01-476 6265, 01-476 6266, 01-476 7667, 01-476 7777, or 01-481 2000 Extns. 95/489 & 95/490. Telex: 896816. When making a booking the following information will be required:- Port of Destination; name of shipper or carrier; brief description of load; gross weight of load; number of packages; gross weight of heaviest individual package. Vehicles will be booked to arrive within specified four-hour periods and every endeavour will be made to meet the requirements of transport operators. Pre-booking will not guarantee off-loading immediately on arrival, but booked vehicles will be given preference. Pre-booked vehicles which fail to arrive within the arranged period will be treated as un-booked vehicles.

By arrangement with the Safmarine Corporation the closing dates for vessels will be strictly adhered to so that prompt sailings can be made. Vehicles unable to obtain bookings during the receiving period, and those unbooked vehicles which arrive after the closing date, will only be dealt with by special arrangement. Therefore, application should be made as far in advance as possible.

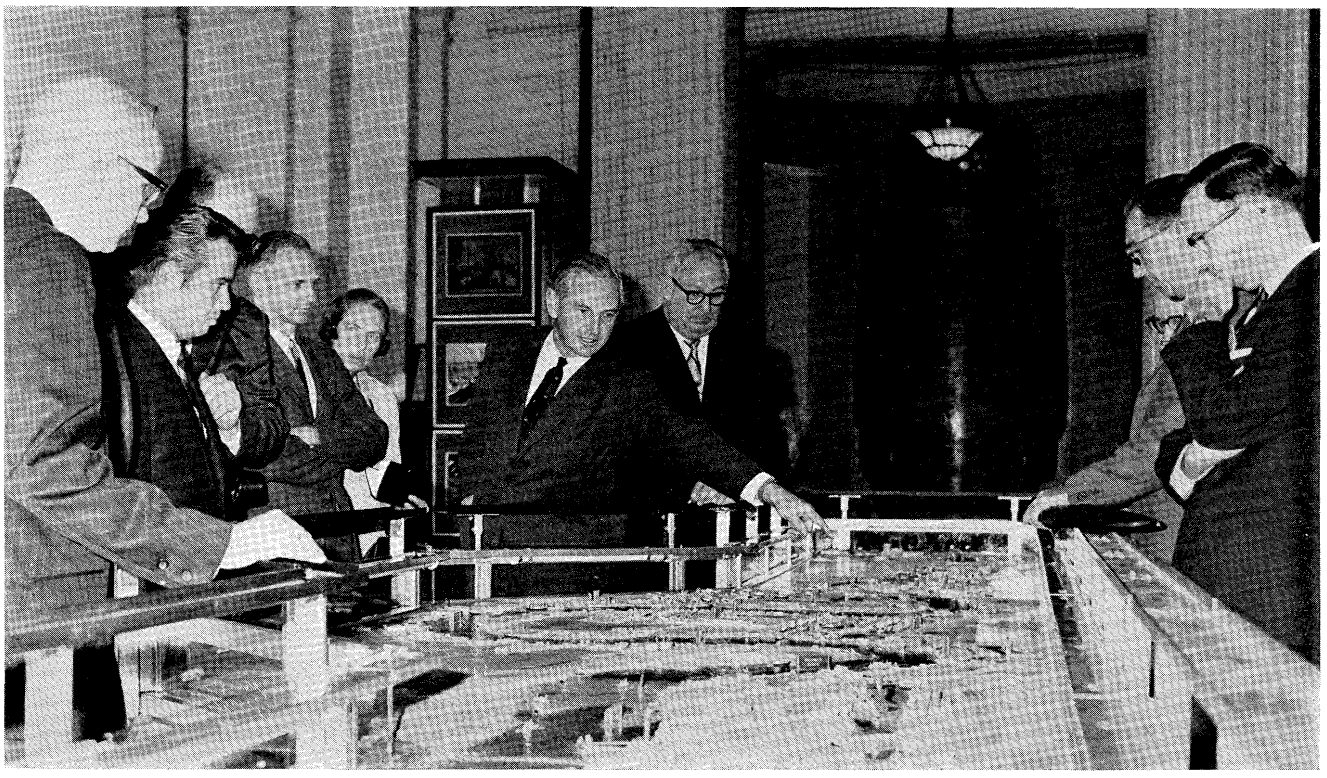
When the carrying line has advised the P.L.A. that the vessel is fully committed, no further vehicle bookings will be made. (News from PLA)

Chief Accountant

Liverpool, August 29:—Mr. Frank Mundy, Chief Accountant of the Mersey Docks and Harbour Board and one of the world's leading authorities on port computer techniques, retires next week.

He joined the Dock Board as a 17-year-old clerk and stayed for 48 years, taking charge of revenue in-

U.S. Port Officials Visit London



A party of senior officials from major United States port and shipping interest visited the Port of London 22nd September, 1969. They were received at the Port of London Authority's Head Offices by Mr. John Lunch, Assistant Director-General, who is seen here explaining to his guests details of PLA port developments, shown on the model of London's river and docks. This 26-ft long model was recently on display at the 4th Export Services Exhibition at Olympia and has now returned to its customary position in the Authority's Head Office main entrance hall. The guests were taken on a visit to Tilbury Docks, where they were shown the Authority's £30 million dock extension for container traffic and unit-load cargoes. The first ocean container service to start from this new port complex was one of those visited by the party today.
The U.S. visitors were Capt. S. E. Kamphuis (Port of New Orleans), Capt. A. F. Blanco (Port of Chicago), Mr. R. Montgomery, Jr. (Port of New Orleans), Capt. H. G. Joffray (Port of New Orleans), Mr. H. D. Hindrichs (Port of New Orleans), Mr. L. Gilbert (Port of Tampa, Florida), Mr. B. Sick (Shipbuilding Chester, Florida) and Mr. R. H. Haskell (Traffic Service Corp., Washington). (news from PLA)

come amounting to some £16 million and of statistics for 16,000 ships and 30 million tons of cargo annually.

As Chief Accountant, Mr. Mundy was responsible for the Board's accounting procedure, and for the pay and pensions of a work force of 9,500 and looks after a loan debt of £80 million.

He is a Fellow of the British Computer Society, a Fellow of the Institute of Company Accountants and a Member of the Institute of Office Management.

With his fascination for maths, Mr. Mundy pioneered the use of computers in the port transport industry 10 years ago. Liverpoor became the first port in Britain and the fourth in the world to install a stored programme computer and can now claim to lead the world in this field. The system is estimated to have saved the Dock Board a net £350,000 since it was introduce.

Overseas visits to many ports have been made by Mr. Mundy who last year presented a paper on the development of computers as an aid to port management at an international conference in Antwerp.

For the last five years he has been chairman of the Accountants' Sub-Committee of the Dock and Harbour Authorities Association and led its representatives on the Government's Rating Committee for Public Undertakings. He also served on the Association's Computer Sub-Committee since its formation four years ago.

He and his wife are leaving Merseyside for a new home near their married daughter outside Per-

shore, Worcestershire.

Appointed to succeed Mr. Mundy as Chief Accountant is Mr. Colin H. Campbell, who came to Liverpool from Nottingham in 1950 to the staff of the Liverpool City Treasury.

Mr. Campbell, who is 52, is a chartered Municipal Treasurer and joined the Mersey Dock Board in 1953, becoming Principal Assistant Accountant 10 years ago.

He is married with two sons and lives at Gipsy Lane, Liverpool 18. He is a member of Woolton Golf Club and Captain of the Dock Board's Neptune Golf Society. (Mersey Docks and Harbour Board)

Fast Timber Discharge

London, July 29: — Dockers at Cardiff recently discharged a cargo of 929 standards of Russian packaged timber and 27 standards of loose timber in only 65 gang hours—an average of 14.29 standards per gang hour, the British Transport Docks Board revealed today.

The cargo was discharged at Fletcher's Wharf from the motor vessel **Kolymales,** owned by the Northern Steamship Company of Archangel. Four gangs working eight-hour shifts began unloading the vessel by ship's gear at 8 am on Monday, July 21st. Discharge of the cargo was completed by 11.20 am on Wednesday, July 23rd. The fastest average rate of discharge achieved over the first two days by one gang was 18 standards an hour.

Mr. John Williams, Cardiff's docks manager, commented: "This was a really magnificent effort. Just a week after dockers at Tilbury achieved a rate of 12 standards per gang hour on a similar cargo, Cardiff dockers have shown the Russians that they can do even better." (British Transport Docks Board)

Swansea Ferryport Opened

London: — Swansea Ferryport, specially built for a service opening up the fastest freight and passenger route from the Southern half of Britain to the Republic of Ireland, was officially opened at noon today (Tuesday, May 13). The ceremony was performed by Mrs. S. A. Finnis, wife of the Chairman of the British Transport Docks Board, which built the terminal at a cost of over £600,000 to serve the B.&I. Line m.v. Innisfallen, the fastest ferry vessel in Europe.

Situated on the River Tawe close by the lock entrance to Swansea Docks, the terminal has been designed to cater for the rapid disembarkation and embarkation of passengers, accompanied cars, and wheeled freight at any state of the tide (which rises and falls some 30 feet in the River Tawe). When working to capacity the terminal will cater for 240 cars and 1200 passengers in each direction every trip. Very much a fast transit terminal, Swansea Ferryport has been given six traffic lanes and checkpoints to speed Customs and Immigration formalities for motorists. To make the terminal as attractive as possible the area is to be landscaped by the Parks Department of Swansea Corporation.

The terminal building is well-appointed and provides comfortable accommodation, with refreshments available day and night, for passengers arriving early and visitors meeting the ship. Foot passengers have direct access to the ship by a covered way from the terminal building. A wide, sweeping curved approach road takes drivers onto the 250 feet long two-lane hinged tridge (believed to be the longest in the country) linking ship with shore at all states of the tide, and giving even at low water a maximum gradient of 1 in 9.

Welcoming the guests attending the ceremony, Mr. T. S. Roberts Chief Docks Manager of the South Wales Ports said, "This terminal has been designed with expansion in mind and we are confident that trade through Swansea Ferryport will grow."

Referring to the B. & I. Line's decision in selecting Swansea as their Welsh base Mr. Roberts said, "I have it on good authority that there was an earlier official opening on this spot in the year 1002. In those days the River Tawe divided near its mouth into two streams of equal strength and it was the sandy island in between which was chosen by King Sweyn as his headquarters from which he directed his sinister ships of the Viking Fleet against the seaboard of South Wales, Lundy, Somerset and Devon. The island became known as Sweynseie, pure Danish for Sweyn's Islands—and so Swansea got its name."

"Swansea is now experiencing another invasion but this time there will certainly be no attempt to repel the 'rainders'. Indeed, they will be welcomed with open arms and it says much for the perspicacity of Mr. Liam St. John Devlin, Chairman of the B. & I. Line, that both he and King Sweyn reached the same conclusion that the mouth of the Tawe provides the most accessible and safest base in the Bristol Channel".

Mr. Roberts went on to congratulate all concerned in the project which had been completed within a very tight schedule, "The facilities that have been provided here and at Newport Docks to service the investments afloat in container ships and car ferries serve to underline the mutual trust and co-operation that exists between the Docks Board and the B. & I. Line and which can only lead to greater prosperity for us all".

Swansea Ferryport will, it is anticipated, cater for other ferry services in the future, possibly to the Continent, and is expected to attract increasing unit load freight traffic to the port. In its first year of operation Swansea Ferryport is expected to deal with 150,000 passengers, 30,000 cars and 60,000 tons of freight.

The terminal was constructed in only 18 months from the date of the agreement between the Docks Board and B. &. I. Line. Main contractors were Edmund Nuttall Sons & Co. (London) Ltd., and the work was designed and carried out under the supervision of Mr. E. R. Radway, Chief Engineer, South Wales Ports. (British Transport Docks Board)

Hydraulics Research

London, June 16:—Nine British ports were the subject of hydraulics research investigations carried out by the British Transport Docks Board Research Department during 1968, according to the annual report of the Docks Board's Director of Research, Mr. W. H. Jackson.

The nature of the problems

studied during 1968 necessitated more field work and less model work than in 1967, the report states. Field studies were carried out in the Humber Estuary, at Garston, Swansea, Southampton and Silloth, while model work at the Southhall Research Station included the completion of the Port Talbot Tidal Harbour wave study and of experiments for the Forth Ports Authority regarding a proposed new entrance lock at Grangemouth. Work on a tidal model of the area at the mouth of the River Usk at Newport (Mon.) continued and a model study of sea wall erosion at Lowestoft was also carried out.

The largest model project undertaken by the Docks Board involved the construction of a 350 ft-long tidal model of the Humber. The Humber Model costing some £250,-000 and located at Hull, was officially opened in September 1968 and has been undergoing proving tests before the programme of experiments on proposed future development schemes begins.

One basic research project in which the Research Station expects to participate will be study of the oscillation of long slender piles in deep, fast-flowing water. Knowledge of this phenomenon, which is similar to the vibration of tall chimneys, is likely to be of increasing importance in the future with the need for jetties to be built in deeper water to accommodate larger vessels. It was considered desirable, therefore, to collect data to enable basic design criteria to be evolved so that undesirable vibration can be avoided.

Another development by the Docks Board Research Department which has been of world-wide significance has been in the field of instrumentation. A siltmeter designed at the Research Station and manufactured under licence has been purchased by port authorities in a number of countries and, the Report says, during 1969 consideration will be given to modifying the equipment to make it more versatile in application.

The Docks Board's Research Station at Southall in Middlesex is the only permanent hydraulics research establishment operated by a port authority in Britain and has a total staff of 16. (British Transport Docks Board)

New Port Folders

London, June 20:—Details of accommodation and facilities at the ports of Swansea and Goole are given in the two latest additions to the series of U.K. port folders published by the British Transport Docks Board.

The folders, produced for use by shippers and shipowners, give information about equipment available, dock accommodation, storage, and main traffics handled and include a map of the port layout and a list of useful addresses.

The new Goole publication reveals that Britain's most inland port offers 1,000 liner sailings a year to ports on the Continent and in Scandinavia, while the Swansea folder records the port's importance as an oil port and gives details of the new ferry terminal recently brought into use for a passenger and freight service to the Republic of Ireland.

Profusely illustrated and published in colour in a handy pocket size, both folders are available free of charge from the Marketing Manager, British Transport Docks Board, Melbury House, Melbury Terrace, London, N.W.1. Tel: 01 486 6621. (British Transport Docks Board)

Oil Slick Hits France

St. Brieuc, France, Aug. 27:—An eight-mile long oil slick floated toward the sandy beaches of Brittany August 25 and maritime authorities said it was almost inevitable the black, oozy slime would wash ashore.

The black carpet of crude oil was less than two miles from Cap D'Erquy at the eastern most corner of the Bay of St. Brieuc.

The slick was the worst threat to the region's tourist industry since the Torrey Canyon disaster sent thousands of barrels of crude oil onto Brititany's beaches in April 1967. Oil from the Torrey Canyon also ruined miles of beaches in Southwest England.

The new oil slick was believed to have come from the French oil tanker Gironde, which collided August 19 with the Israeli cargo ship, the Harubashan, in the English Channel.

French Navy ships and fishing vessels have been fighting the oil since the threats to Brittany became clear Friday (August 22).

Another much smaller oil slick hit the beaches north of Dieppe Sunday at the resort towns of Worgnarne, Onival and Ault. Tourists joined local residents to help clean the slime from the sand. (Shipping and Trade News)

Man-Made Atoll?

Bremen:—Bremen and Hamburg are contemplating a joint venture into the future, with plans for a stupendous atoll in the Northsea. This artificial harbour in the open sea is to serve as the anchorage and discharging location for supertankers of 500,000 tons burthen and over:- ships which, due to their excessive draft, would be unable to berth at any of the present North-Sea ports. Both hanseatic ports have now co-jointly engaged the services of a Dutch expert in Bremen for the purpose of obtaining an authoritative judgement on this atoll project. The sea area between Wangerooge and Heligoland is the proposed site for the deep-water harbour, which will be connected to the mainland by oil pipelines. Whether there is any merit in creating a German atoll harbour—and how this could be achieved—are the points now to be clarified by this expert's opinion. (Bremen Airmail)

12% Better

Bremen:—The upswing in ocean maritime-cargo handling of the Bremerhaven port installations again carried on through the first four months of 1969. A total of 2.17 (previous year 1.94) million tons was handled from January to April, which represented an increase of about 12%. The number of overseas passengers increased in the first third of the year to 26,399 (22,964), of which 19,378 (15,286) constituted passengers using the ferry-service to England. (Bremen Airmail)

Tobacco Via Hamburg

Hamburg:—Last year, some 61,-000 tons of tobacco were imported via Hamburg, one fifth of it being transit shipments. The main suppliers were the United States with a share of over 20,000 tons, followed by Greece with 15,000 tons. Other countries supplying tobacco, though in considerably smaller quantities, were Japan, the People's Republic of China, South Korea, Bulgaria and Turkey.

In Hamburg, experienced warehousing companies take care of the storage and handling of tobacco in the Free Port warehouses where a large part of the total 600,000 square meters available are reserved for this commodity. (Ship Via Hamburg)

Facility for Fertilizer

Hamburg:—The firm of Louis Hagel have put into operation a new installation with a rainproof ship loading plant for fertilizers in bags and bulk as its principal item. Bags travel via chutes, loose cargo via feeding hoppers to the feeding belt, and from there via a belt conveyor to the actual ship loading plant. The plant handles bags by means of a spiral chute and telescopic belt, bulk cargo by a downcomer. Goods arrive at the company's own rail sidings.

The maximum output expected in the case of bulk goods handled out of TD wagons is 500 tons per hour, in the case of bags, 1,800 (50 kg) or 1,200 (100 kg) per hour.

A grab luffing crane lifting 12 tons at an outreach of 15 m and equipped with an automatic weighing installation is available at the new jetty for the direct handling between wagon/deepsea vessel or inland watercraft/seagoing ship and viceversa. (Ship Via Hamburg)

Special "Car Carriers„

Hamburg, 18th September:—On Saturday, 20th September, 1969, at 10.30 a.m. the first ship of a series of special car transporters, under construction for the Norwegian Shipowners, Ugland, Grimstad, will be launched at the Shipyard Blohm+ Voss AG, Hamburg.

Mrs. Franklin Delano Roosevelt Jr., daughter-in-law of the late President of the United States of America is going to name the ship "LAURITA" after their youngest daughter Laura.

These owners have placed a total order with Blohm+Voss for 3 units of this new type (about 6,500 GRT) which might be called a floating multi storey garage. Extensive operations research by the yard and Ugland preceded the placing of the order not only influencing the design, but also inducing the owners to arrange the contract with Blohm+Voss.

These special ships will be the largest units of their type at the present time. Based in the measurements of a Fiat 850 the ship can transport 3100 cars per voyage.

Similar to a multi storey garage the cars are driven into each deck space through two large ports and one small one on either side. The decks are connected by means of ramps.

Transportation of cars, however, is not the only purpose of these ships. In order to achieve maximum efficiency the decks were designed for carrying also other cargo. By hoisting No. 5 deck, about 84 containers or trailers can be stowed on No. 6 deck, which is strenged for heavy cargo. No. 9 deck is also removable, thus allowing stowage of about 30 × 20′ containers on the double bottom.

A tank stabilizing plant reduces the rolling motion of the ship by 70%. Two 16 cylinder OEW-PIELSTICK-Engines, built by the yard under licence, will give the ship a trial speed of 21 kn at 90% engine output.

Delivery of the ship to the owners is scheduled for the end of the year. (Blohm+Voss)

Containers

Lourenço Marques:—The General Administration of the Port of Lisbon has signed a contract, which was proceded by public tender, with a firm in that capital, representatives in Portugal of the manufacturers concerned, for the purchase of a stacker specially constructed for handling Containers up to 25 tons.

In Moçambique, a Comission especially set up to study the use and consequent requirements of Containers in our main ports, particularly Lourenço Marques, has almost completed its work.

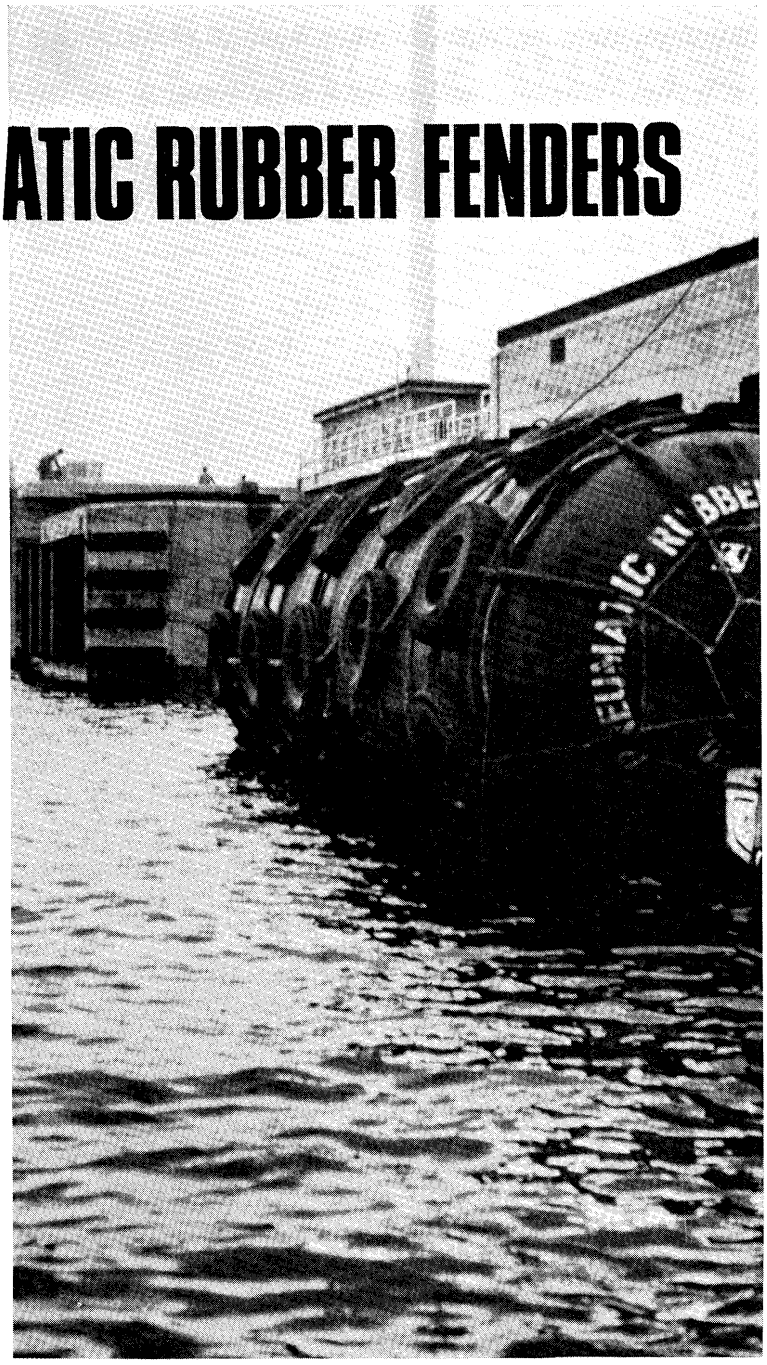
The Administration, as we have several times, is always attentive to what is happening in world ports, especially developments which can be of advantage to users, whom it wishes to continue to serve always with greater and better efficiency. (Boletim Portos, Caminhos de Ferro e Transportes de Moçambique, Janeiro 1969).

Barcelona Fair

Barcelona: — The Maintainance and Storage Sub-Group is planning to hold an exhibition for the coming 37th Barcelona Fair relating to containers, their traffic, carrying and promotion, bearing in mind the importance that this type of packing and transportation has acquired all the world over. This idea coincides with the fact of the works being performed by our port in its installations to build a specific container terminal with a storage capacity over 6 hectares which, in time, may be extended with a further 100,000 sq.m. which, with the 14 metres water depth, will make it one of the best in its class in Europe. During the meeting of the Port Authority corresponding to January, the allocation was made for the construction of a container terminal with a budget of more than two hundred million pesetas and to be built in a period of forty months. Also it was decided to repair the second section of the Floating Dock with a budget of twenty seven million pesetas and to be done in forty five months.

During the meeting of the Port Authority Permanent Committee held on the 14th February last, among other items, it was decided to allocate the works for the building of wharfs backed up to the Dyke, for a total of 6,000,000 pesetas. (Puerto de Barcelona Boletin Informativo)

WHY SHELL CHOSE YOKOHAMA PNEUMATIC RUBBER FENDERS



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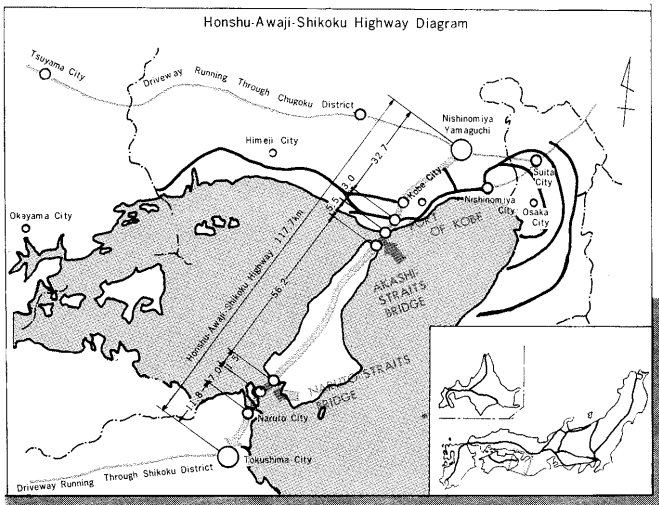
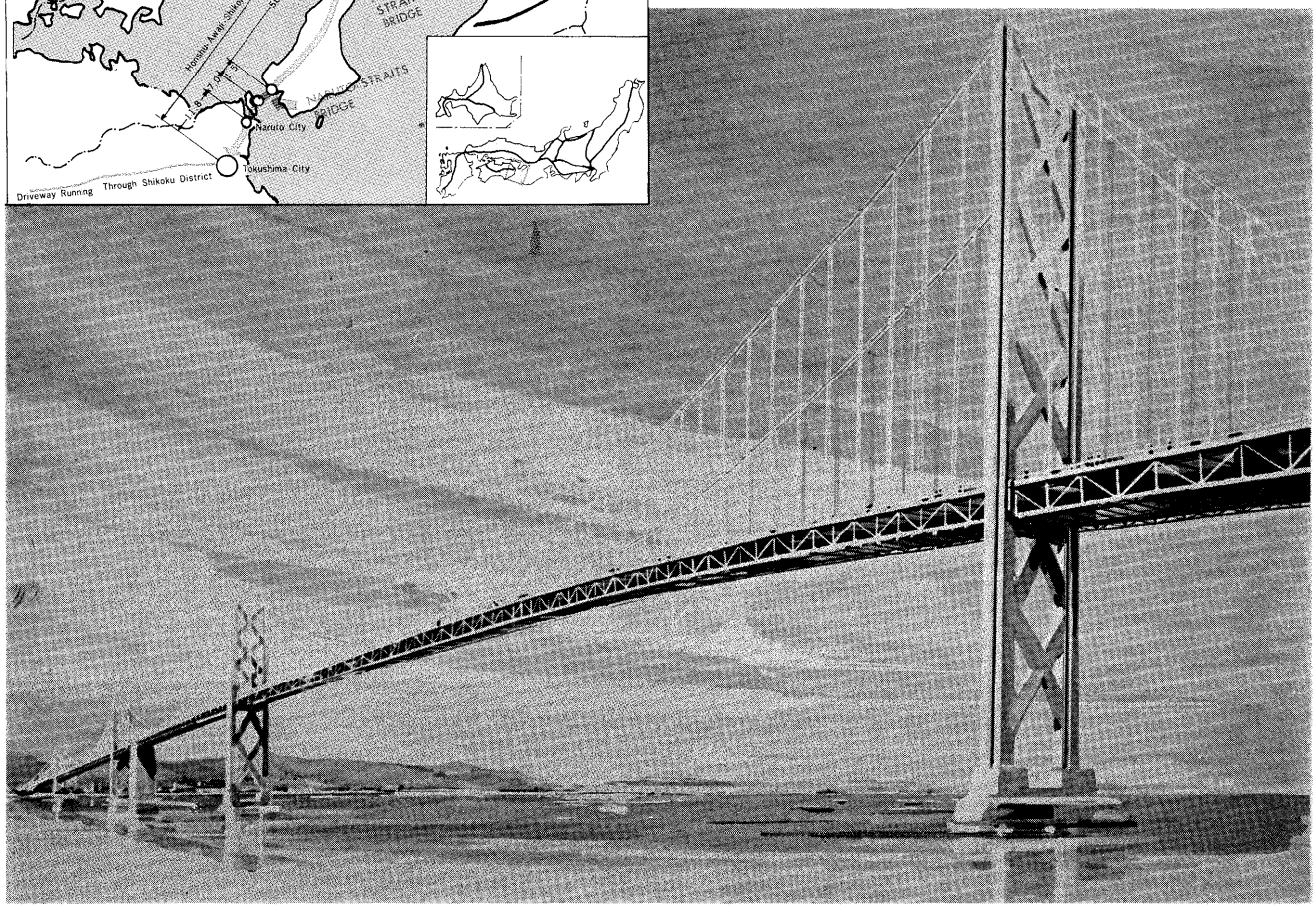
WORLD'S LONGEST SUSPENSION BRIDGE PLANNED IN KOBE!



List of Volumes for the Akashi Straits Bridge Project
(Figures by The Construction Ministry)

Site ... {Honshu Side: Tarumi-ku, Kobe
{Awaji Side: Awaji-cho, Tsuna-gun, Hyogo Pref.
Type.....Triple Suspension Bridge
Length...5,438m
Main Span.....1,514m (Center Suspension Bridge)
Height of Tower.....236.5m (Over Water Level)
Clearance...65m (Over M.H.W.L.)
Diameter of Main Cable.....72cm
Water Depth at Pier Sites.....50m (Maximum)
Width .....36m (Between Centers of Stiffening Truss)
Deck .....6 Lanes (Single Deck)
Concrete...About 900,000m^3
Steel .....About 300,000t



Position of Kobe and an artist's drawing of Akashi Straits Bridge.

All Islands in the West Japan Connected

Kobe is undertaking a gigantic bridge-construction project over the Akashi Straits, thus completing overland connections with all its promising hinterlands in the West Japan—Awaji, Shikoku and Kyushu Islands.

Kobe Invites World Enterprises

Kobe, the largest port in the Orient, will soon serve you with the three-way local transportation networks all provided—by land, air and sea—functioning as the pivot of the new industrial districts stemming along the coast of the Inland Sea.

The Akashi Straits Bridge, when constructed, will be the world longest.

KOBE CITY GOVERNMENT

6-7, KANO-CHO, IKUTA-KU, KOBE, JAPAN Phone (078) 33-8181