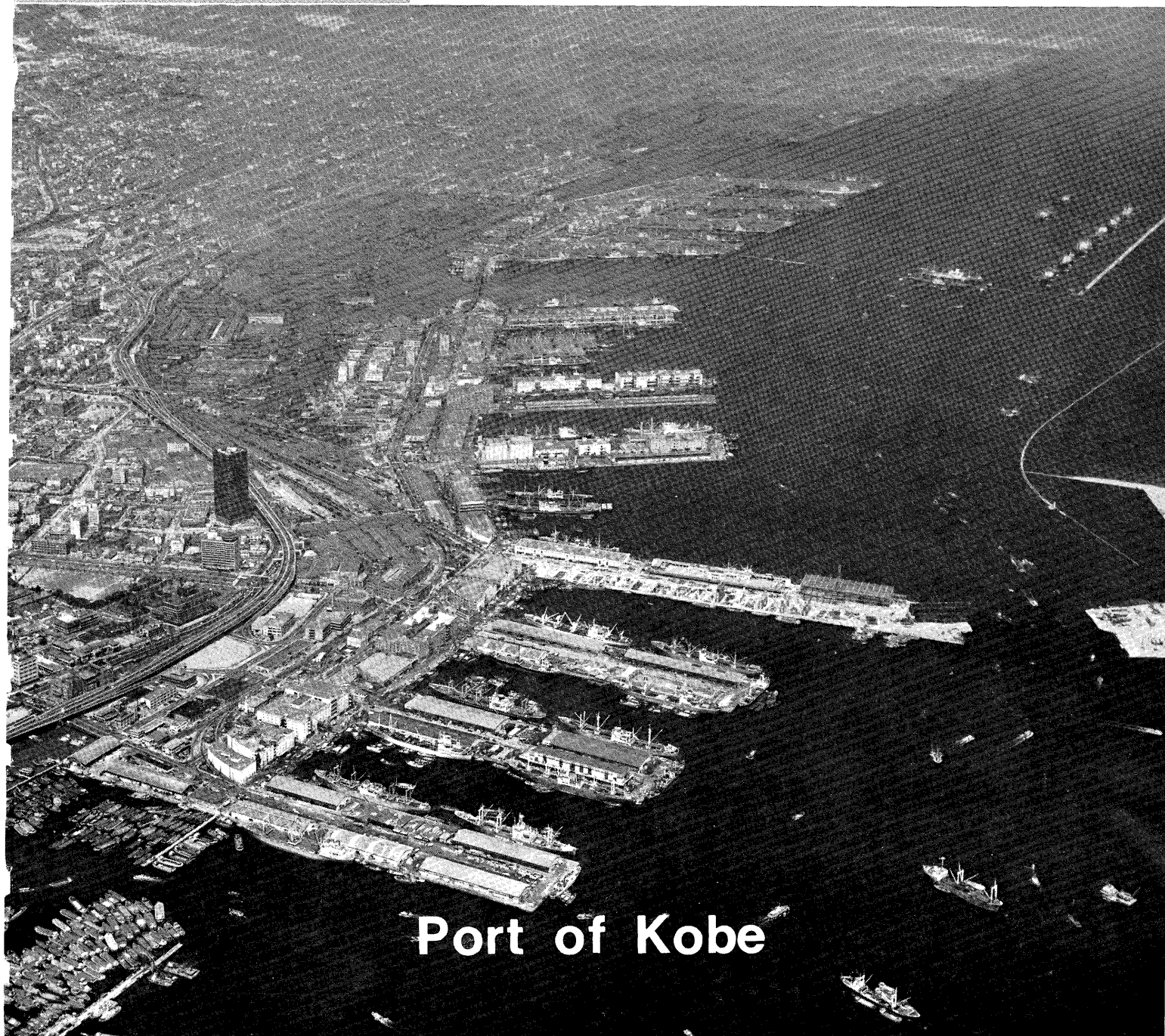


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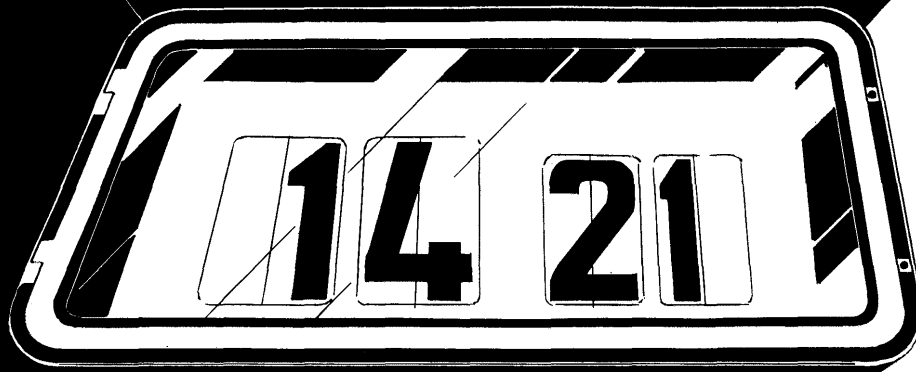
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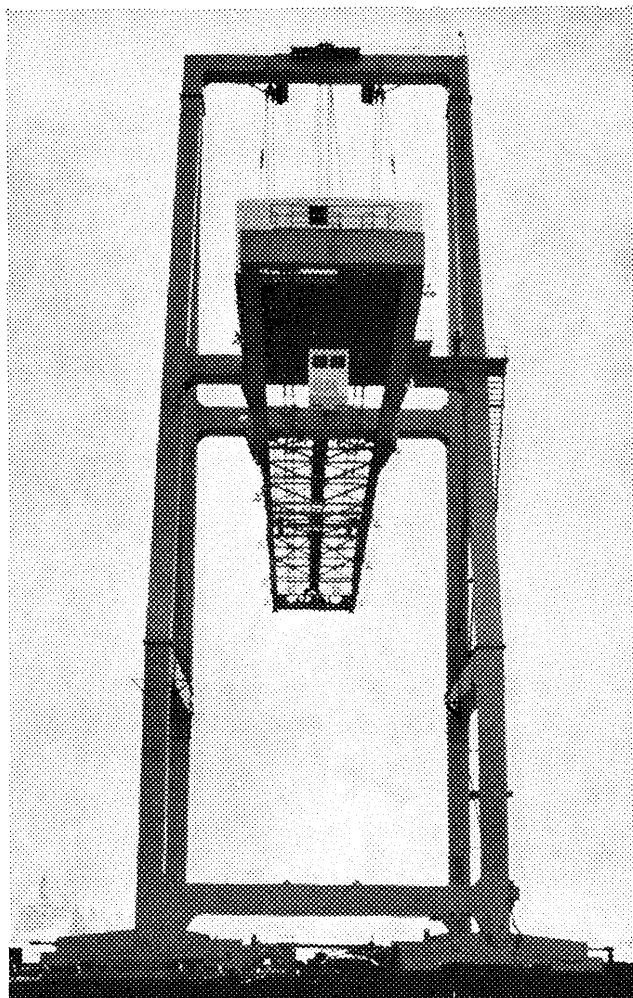
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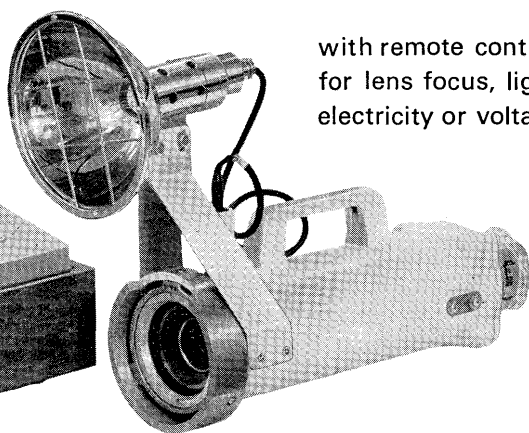
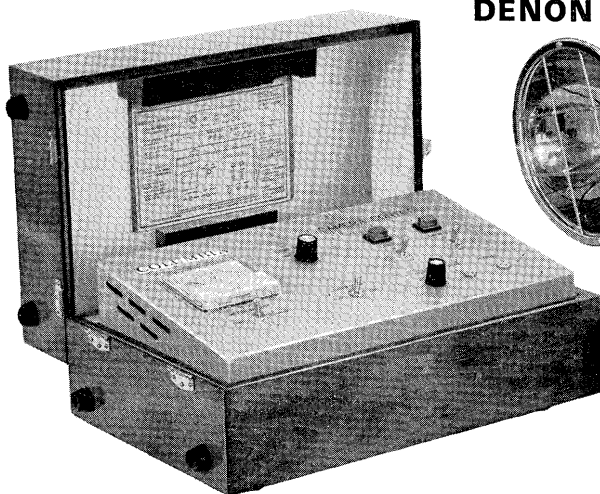
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December, 1969 Vol. 14, No. 12

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*Season's Greetings and Best Wishes for
A Happy New Year*

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Secretary General and Staff

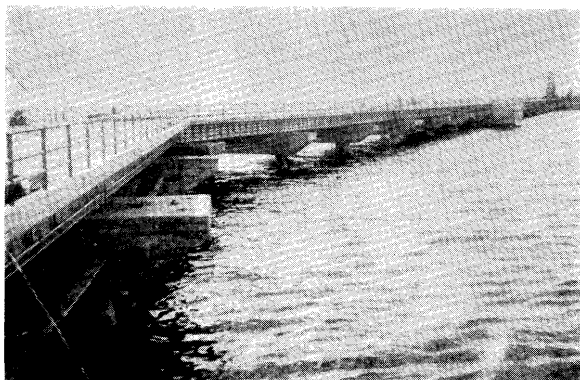


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PORTS *and* HARBORS

Forum on Port Problems:

Radio Pratique in U.S.

Mr. Austin J. Tobin, Executive Director of the Port of New York Authority, in sending this AAPA bulletin to the Secretary General of IAPH, wrote as follows:

"Enclosed is a copy of a bulletin published by the American Association of Port Authorities concerning the new Radio Pratique Quarantine Service, which was put into effect on October 1, 1969. Roger H. Gilman, Director of Planning and Development at the Port Authority, is also president of the American Association of Port Authorities and has asked me to forward this bulletin to you for publication in PORTS AND HARBORS magazine."

"This new streamlined vessel quarantine clearance procedure, which allows for substituting radio pratique in lieu of anchorage inspections for ships entering a U.S. port from overseas, was instituted on an experimental basis in New York, San Francisco, New Orleans and San Juan late last year. The system has been extremely successful; however, only about one-half of the vessels requiring clearance are requesting radio pratique. It is for this reason that AAPA is instituting a program to orient vessel owners and ship captains in the new procedures."

1. Bulletin U.S.-159

Of the American Association of Port Authorities, Inc.

(To: U.S. Corporate Members)

Radio Pratique Quarantine Service

October 1, 1969 marks the date on which the U.S. Public Health Service will implement extended radio pratique procedures for the quarantine clearance of cargo vessels on a nationwide basis, thereby eliminating the need for more costly and time-consuming inspections, many of which take place at anchorages. The change was sought and endorsed by AAPA resolutions since 1964. Originally, the nationwide extension was to have taken place on May 15, 1969 following procedural trials at four ports. However, additional improvements in the new system were found to be necessary and have just recently been completed.

Under the new procedure, a ves-

sel subject to quarantine clearance will be required to provide certain information to its agent at the first U.S. port of entry. The agent, in turn will use this information to complete a Maritime Quarantine Declaration. The data is then telephoned to the appropriate Quarantine Station from four to 24 hours (during normal station working hours) prior to the arrival of the vessel. If radio pratique is not requested, only the vessel's call sign and name and Section II data need be provided. If radio pratique is requested, Section I must also be completed. A vessel diverting to a different United States port must resubmit a new Declaration to the Quarantine

Station of the new port. A sample of a Maritime Quarantine Declaration form is attached.

In most cases vessels requesting radio pratique will have no health or medical complications and will be cleared for docking and operations without an inspection. However, about one out of five such vessels will be selected by random sample for a dockside inspection. In such cases, the agent will be notified, and the vessel will be inspected and cleared at the dock. Afterhours inspections requested by the vessel will entail overtime labor costs, but not transportation costs. Vessels with specific problems may also be granted provisional clearance until such problems are corrected, often by telephone. Vessels that are denied radio pratique, or those not requesting such clearance, will be inspected and cleared by traditional means, including at anchorages where this practice has prevailed in the past.

The new procedure will be available at all so-called Type I, II and III Quarantine Stations throughout the United States. Type I stations are Seattle, Portland, San Francisco, Los Angeles, San Diego, Anchorage, Honolulu, Houston, Port Arthur, Brownsville, Galveston, Mobile, New Orleans, Tampa, Miami, St. Thomas, San Juan, Ponce, Norfolk, Washington, Detroit, Chicago, Baltimore, Philadelphia, New York and Boston. Coverage for other ports will in most cases be provided through one of the aforementioned ports.

The heart of the Maritime Quarantine Declaration is Section I, which has recently been reduced to seven questions structured for "yes" and "no" answers. Steamship companies are developing codes to reduce the cost of radio-telegraphy. The most common, AIN means "all information negative for Section I". The four diseases of major concern in the procedure are smallpox, cholera, plague and yellow fever. Each

(Continued on Page 10 Bottom)

MARITIME QUARANTINE DECLARATION

(See instructions on reverse side)

RADIO CALL SIGN	NAME OF VESSEL
-----------------	----------------

I. ALL VESSELS COMPLETE ITEMS A-E. VESSELS REQUESTING RADIO PRATIQUE COMPLETE ITEMS A-H.

A. Itinerary for past 15 days or since last port under control of the U.S., whichever is shorter. Enter last port first.

INCLUDE	Port	Date of	Port	Date of
	City/Country	Departure	City/Country	Departure
IN				

REQUEST	B. Deratting/Deratting Exemption Certificate issued more than 6 months prior to estimated time of arrival in the United States?	NO <input type="checkbox"/>	YES <input type="checkbox"/>	IF YES, GIVE NUMBER
FOR	C. Ill persons during past 15 days or since last U.S. port (whichever is shorter)?	<input type="checkbox"/>	<input type="checkbox"/>	<input style="width: 50px;" type="text"/>
RADIO	D. Crew members with expired or no smallpox vaccination certificate?	<input type="checkbox"/>	<input type="checkbox"/>	<input style="width: 50px;" type="text"/>
PRATIQUE	E. Passengers embarked at ports listed in A above with expired or no smallpox vaccination certificate?	<input type="checkbox"/>	<input type="checkbox"/>	<input style="width: 50px;" type="text"/>
	F. Persons embarked at ports listed in A above who have been in a smallpox infected country within 15 days of arrival in the United States?	<input type="checkbox"/>	<input type="checkbox"/>	<input style="width: 50px;" type="text"/>
	G. Aliens (immigrants, exchange visitors, students) without USPHS stamp on visa?	<input type="checkbox"/>	<input type="checkbox"/>	<input style="width: 50px;" type="text"/>
	H. Vessel in plague infected country since last U.S. port?	<input type="checkbox"/>	<input type="checkbox"/>	

II. ALL VESSELS COMPLETE THIS SECTION. DO NOT INCLUDE IN RADIO REQUEST FOR PRATIQUE.

Crew		Passengers		All dogs, cats, monkeys, and psittacine birds must remain on board until released for entry by authorized official. Contact quarantine station upon arrival.
U.S. Citizens	Aliens	U.S. Citizens	Aliens	

I certify that the foregoing statements are true and that, to the best of my knowledge and belief, the vessel, passengers, officers, crew, and cargo conform, except as indicated above, to the requirements imposed by the Quarantine Laws and Regulations of the United States.

Signature of Master	Check box and sign	<input type="checkbox"/> Surgeon <input type="checkbox"/> Purser Pharmacist Mate <input type="checkbox"/> Other
Date		

III. FOR USE ONLY BY QUARANTINE STATION

QI	D			B		C		T/S		D	S	TV
	M	D	Y	H	M	H	M	H	M			

(Not to Scale)

MARITIME QUARANTINE DECLARATION. This form replaces the Quarantine Declaration HSM 237 (formerly PHS 43). A vessel subject to quarantine inspection entering a port under control of the U.S. is required to complete Items A-E of Section I and all of Section II on Page 1 prior to arrival. A vessel which requests radio pratique will also complete Items F-H. Upon arrival, the completed form (and a copy of the radio message, if radio pratique was requested) will be given to the quarantine inspector or the vessel's agent.

RADIO PRATIQUE. Radio pratique is a quarantine clearance by radio, based upon information received from the vessel prior to its arrival in port and past experience with the vessel and its personnel. A vessel granted radio free or provisional pratique may proceed directly to berth and begin normal business activities, except as advised by the quarantine station and subject to the requirements of other government agencies. In many cases, no inspection will be performed by a quarantine officer. The granting of radio pratique does not exempt a vessel from control measures or quarantine inspection subsequently deemed necessary. A random sample of vessels granted radio pratique will be notified to await complete inspection prior to commencing business activities.

Radio pratique is available at all U.S. ports with full-time quarantine personnel. Contact agent for information on availability at other ports.

To request radio pratique, a vessel will transmit to its agent a brief message containing answers to all items in Section I. The name and radio call sign will identify the vessel. The request will be received from the agent by the quarantine station during the station's normal business hours between 4 and 24 hours prior to the vessel's arrival. The quarantine station will advise the agent of the vessel's pratique status and any further requirements.

If provisional pratique is granted on the basis of Items C-G, the persons reported should be readily available for inspection upon arrival.

Any suspected infectious illness which occurs after radio pratique is requested must be reported immediately through the agent to the quarantine station.

A vessel diverted to another U.S. port after requesting radio pratique should re-submit the request through its agent to the quarantine station responsible for the port to which it is diverted.

A vessel which does not request or is denied radio pratique will undergo complete inspection in accordance with normal port procedures.

SANITATION. The Master should insure that the vessel is maintained in a rat-free and sanitary condition.

SECTION I

INSTRUCTIONS

Item A Include last U.S. port, if within 15 days. If no ports, state "at sea."

Items B-H For each item, enter "X" in appropriate box to indicate Yes or No.

Items C-G If the answer is Yes, give number of persons.

Item B If the answer is No, but renewal of the Deratting or Deratting Exemption Certificate is required before the next port, contact the quarantine station after arrival.

Item C Illness to be reported: Number of passengers and crew members (including those who have disembarked) who have, or have had, any of the following during the past 15 days or since the last U.S. port (whichever time is shorter):

1. Temperature of 100°F (38°C) or greater (1) which was accompanied or followed by any one or all of the following: rash, jaundice, glandular swelling; OR (2) which persisted for 2 days or more.
2. Diarrhea severe enough to interfere with work or normal activity.
3. Venereal disease, if untreated or inadequately treated. Do not report venereal disease which has been treated according to USPHS recommendations. Specify "VD" in the radio message if venereal disease is the only type illness reported in a request for radio pratique.

Item D Applies to all crew members, regardless of port or date of embarkation. A certificate is expired if it was issued more than three years prior to the date of arrival in the U.S. Vaccination must be valid and recorded in an "International Certificates of Vaccination" (form approved by the World Health Organization).

Item E Applies only to passengers who embarked at ports listed in Item A, that is, within 15 days prior to arrival in the U.S. See instructions for Item D.

Item F Applies only to passengers and crew members who embarked at ports listed in Item A, that is, within 15 days prior to arrival in the U.S. Determine smallpox infected countries from the "Weekly Summary - Countries Reporting Certain Diseases for which Quarantine Action may be Required," published by the National Communicable Disease Center and available through consulates abroad and ship's agents, owners, and brokers in the U.S.

Item G Applies to: (1) Any immigrant whose visa (Form FS-511) does not bear the USPHS Approved Stamp; and (2) Any non-immigrant whose visa page of the passport bears the handwritten term "Med." but does not bear the USPHS Approved Stamp (generally students or exchange visitors whose visa bears classification symbol "F" or "J").

Item H Determine plague infected countries from the NCDC "Weekly Summary."



Sample
of
Stamp

SECTION II

INSTRUCTIONS

Enter number of crew members and passengers according to U.S. citizens or aliens.

(Not to Scale)

2. *Health Clearance by Radio Speeds Entry of U.S.-Bound Ships*

***National Communicable Disease Center,
Atlanta, Ga.***

Health Services & Mental Health Administration

Atlanta, Ga., September 9:—All ocean-going vessels en route to the United States from foreign ports after October 1 will have the opportunity to speed up their entry by quarantine clearance by radio.

Dr. David J. Sencer, Director of the National Communicable Disease Center here, announced that a nationwide system of radio pratique, or clearance based on health information supplied by the ship by radio, will become effective after that date.

The system was developed and tested by the Foreign Quarantine Program of the National Communicable Disease Center in cooperation with the maritime industry. The Center is a Bureau of the Health Services and Mental Health Ad-

ministration, U.S. Department of Health, Education, and Welfare.

Dr. Sencer said the new system will result in substantial savings in time and money to the multi-billion dollar maritime industry. It will combine efficiency and safety, at no hazard to the health of the nation, he said. Ships will also present a simplified Maritime Quarantine Declaration upon arrival.

Radio pratique is granted by U.S. Quarantine stations, which grant or deny clearance according to information supplied by the ship. If clearance is denied by radio, quarantine officers will board the ship upon its arrival in port. In the past, they boarded all arriving ships.

The captain is responsible for in-

formation given by his ship. On large vessels the ship's surgeon or purser-pharmacist mate compiles the information. On others, the captain or his representative performs this function.

The ship may make the request within 4 to 24 hours of arrival, by calling the ship's agent in port. The agent asks for certain essential health information. This includes ports (whether or not plague-infested) visited in the past 15 days; the presence of persons aboard without a current smallpox certificate or persons who have been in smallpox areas in the past 15 days; the presence of aliens-immigrants, exchange visitors or students carrying visas without a Public Health Service stamp of approval; illness aboard, such as rash, jaundice, diarrhea, fever, or VD; and the status of the ship's "de-ratting certificate."

The agent calls the Quarantine Station to request pratique, then reports back to the vessel. If radio free pratique is granted, the ship proceeds directly to dockside without inspection by a quarantine officer. Radio provisional pratique may be granted if there are conditions on board requiring further action by the ship's captain or the quarantine officer. The vessel may proceed to the dock and begin business activities, except as advised by the quarantine station.

The quarantine stations will deny radio pratique if there is insufficient information from the vessel, if there is possible presence of quarantinable disease, or if there has been past unfavorable experience with the vessel. To insure reliability a random sample of vessels will be boarded even though granted pratique.

The Foreign Quarantine Program first put radio pratique into effect in December 1968 at ports under the jurisdiction of the New York and San Francisco quarantine stations, and a month later extended the procedure to quarantine stations in New Orleans and Puerto Rico.

Dr. Sencer said the procedure is in keeping with modern epidemiologic concepts and with other efforts of the National Communicable Disease Center to prevent the introduction and spread of disease in the United States.

week American Consulates abroad obtain a summary of "Countries Reporting Certain Diseases for which Quarantine Action May Be Required at U.S. Ports of Entry" for use by shipmasters in preparing the Declaration radio message to the agent. Declaration forms are also available at American Consulates.

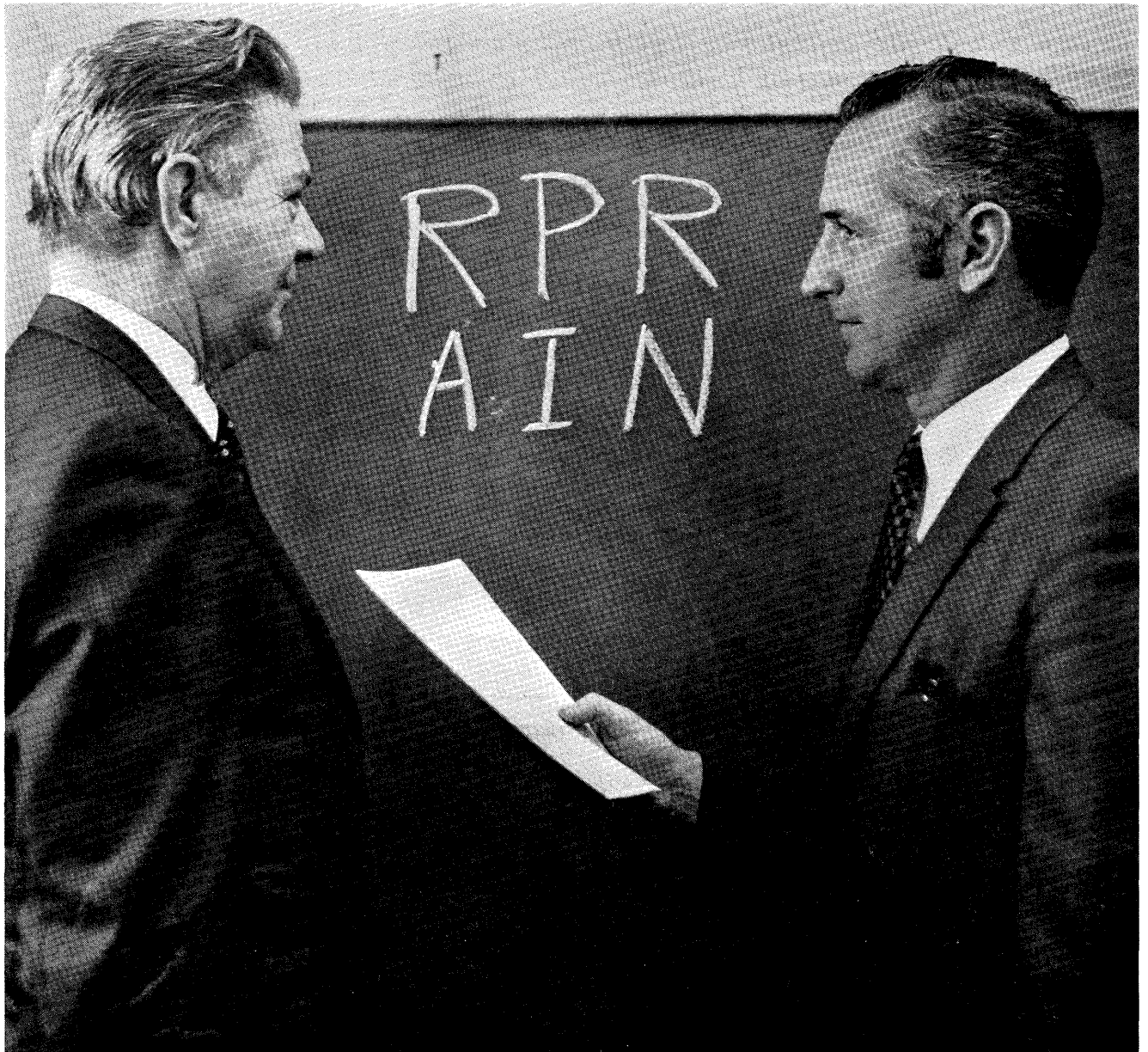
During the past six month trial, 1100 vessels were cleared by radio pratique. All but one per cent was granted either free or provisional radio pratique. "If properly applied", notes the Public Health Service, the new procedure "presents no increased health hazard to the American public" obviously, the key to such success will be the diligent and conscientious filling of complete and accurate radio information by shipmasters.

The port industry, which urged the Public Health Service to adopt more modern maritime quarantine clearance procedures, will enjoy low-

er port operating costs as a result of the new procedures. Public Health Service officials view it as the "preferred" system, and because of the inefficiency in running both the old and new system, are anxious to see it eventually used on a uniform basis. The port industry, which will enjoy indirect cost benefits stemming from radio pratique procedures, should support such a uniform system in the interests of maximizing these benefits and reducing Federal costs. It of the new system, and U.S. Corporate Members are urged to publicize the new techniques in their respective port areas to assure a fuller understanding and more rapid acceptance. The Public Health Service has already conducted staff seminars on the new procedures in certain ports, and will shortly conduct seminars to acquaint the maritime industry with them.

Paul A. Amundsen
Executive Director

3. *Radio Pratique In Practice*



San Francisco, Calif.:—Not “Rest in Peace” but “Radio Pratique Requested” (RPR) is explained by Frank E. Newport (left), Public Health Officer-in-Charge, to D. R. Van Iderstine, San Francisco Marine Exchange facilitation chairman, at a recent Customhouse meeting with the maritime industry. The added “AIN” (“All Items Negative”) completes the total radio message required of in-bound vessels wishing to avoid Quarantine inspection on arrival (except for sample ships selected by computer). Successfully tested at San Francisco, New Orleans, New York and Puerto Rico last year, the major facilitation measure is being extended by the U.S. Foreign Quarantine Program on October 1 to all U.S. ports. Even when limited inspection is required, ships can normally dock and commence cargo operations—and drastically reduce expenses compared to earlier requirements of anchoring for inspection. (September 18)

The Fifth Centenary Observed By Port of Barcelona

*From Puerto De Barcelona Boletin Informativo
April, 1969*

On the 25th March last the opening took place of the commemoration acts of the Fifth Centenary of the Port of Barcelona and the First Centenary of the constitution of the Board. To preside over these acts at the Port Authority, there arrived especially in Barcelona the Minister of Public Works, Mr. Federico Silva Munoz. Also present were the Captain General of the IV Military Region, the President of the Provincial Government, the Provisional Mayor, the Director General of Ports, the Military Governor, the Admiral in Chief of the Naval Sector, the Director General of Highways, the Director General of Transports, the Presi-

dent of Assize Court, the Ambassador of Spain, Mr. Mateu, and a large representation of Presidents of Port Authorities and Engineering Chiefs for same from other parts of our coasts.

At 12 noon the Minister arrived at the Port Authority building accompanied by the Civil Governor of the Province, being greeted by the Chairman.

An important meeting was held in the Hall of that building presided by the Minister, who was accompanied by the highest Authorities of the Presidency of the Board.

On opening of the meeting the Chairman of the Port Authority of

Castellon in the name of the Chairman of all the Port Authorities of all Spain presented to the President of the Barcelona Port Authority, a parchment signed by all his colleagues, in memory of this event.

A speech was then given by Mr. Suque, Chairman of the Barcelona Port Authority, in which, after welcoming the Minister and thanking him for his presence, he gave a brief account of the history of the Port of Barcelona, which was created by a Decree issued by King Alphonso V in the year 1438. Mr. Suque concluded his excellent speech with a reference to the new problems of this Port and to the difficulties of its future extension.

After his speech, Mr. Suque presented to the Minister the gold medal of this Fifth Centenary, of which the first issue was recently presented to His Excellency, the Head of the State.

After receiving this distinction, the Minister of Public Works delivered an important speech in which
(Continued on Page 14)



BARCELONA — 500 YEARS





he stressed the importance of this Port, which has been a great centre of irradiation and communication for commerce throughout Mare Nostrum, and even beyond its confines with so many atlantic countries, and the beloved countries of Latin America. He then referred to the extension of the Port during our Century, which commenced with traffic of goods of little more than one million tons in 1900, which grew to 3 million in 1960.

However, it is from this moment that Port of Barcelona began growing in importance in its constant trade movement, to the extent that in 1968 traffic reached a figure of 7,800,000 tons, and it is foreseen that for the year 1971 this figure will reach 11,000,000 tons.

He then referred to the extent of investments made in the Port through the 1st and 2nd Development Plan, this being 900 million for the former, and 1000 million pesetas for the latter, for which the financing is entirely solved. In a summary of works effected he stressed the basic importance of the extension of the East Dike, and the new counter Dike, a work which cost 470 million pesetas, now completed, and work is in progress to complete the sheltering of the Port by the

construction of the submerged dike and the completion of the East Dike, with which work a sheltered area is obtained of 750 hectares, including

the 250 acquired by the Free Zone Board.

Regarding the increase in equipments, he recalled that, instead of the 59 cranes available in the Port in 1964, there are now 120. He concluded his speech with a reference to the "containerization" as one of the most effective elements in transports of the future, and he had words of encouragement for all those who collaborated in the Port of Barcelona, when he finally uncovered a memorial stone to this Act.

The Minister of Public Works and all the above Authorities then went to the Building of the Real Atarazanas, in which was installed the commemorative exhibition of these Centenaries, where one may appreciate the interesting engravings and Photographs of the past and present of our Port, as also engraving, plans, and models which refer to the near future. After visiting this exhibition, the Minister passed on to the Palacete Albeniz, there he was offered a lunch by the High Authorities of Barcelona.





IMCO's Tenth Anniversary

1959—1969

July 1969

Inter-Governmental Maritime Consultative Organization, London

The Inter-Governmental Maritime Consultative Organization, or IMCO as it is more generally called, has now been in existence for ten years. What has been its contribution to the achievements of the decade? This seems an appropriate moment to take stock.

First, however, it might be well to set IMCO in perspective against the background of sea transport—one of the oldest of human callings. Because of its essentially international character, sea transport has for centuries required a high degree of co-operation between the countries of the world; but it is only recently that a central organization has been set up to co-ordinate activities. Such inter-governmental co-operation was very marked where saving life is concerned. But although the safety of life at sea has long been recognized as a major problem in national affairs, it was only in 1889 that the first international maritime conference took place. This Conference, held in Washington, discussed many matters which are still topical: regulations for preventing collisions at sea, saving of life and property from shipwreck, qualifications for officers and seamen, lanes for steamers on frequented routes, the establishment of a permanent international maritime commission, to cite a few. On the latter point however, the Conference considered that the establishment of such an international body was “not expedient” at that time.

Eight years later, in 1897, the International Maritime Committee was created to deal with the legal aspects of merchant shipping. This Committee assisted in the work of several international conferences, among them that which directed the 1914 Convention for the Safety of Life at Sea—a treaty which was a direct result of the loss of the

“Titanic” in 1912. Because of the First World War, however, this Convention never became completely operative; its provisions were in any case overtaken by the rapid developments in shipbuilding techniques. The United Kingdom Government therefore proposed a further Conference to draw up more up-to-date requirements—a proposal which culminated in the London Conference of 1929.

From this Conference came a new agreement: the Convention for the Safety of Life at Sea, 1929. The following year, another international conference drew up regulations determining the load line of merchant ships engaged in international trade.

1945 marked a significant advance in inter-governmental co-operation: the creation of the United Nations. Now the whole field of scientific, technical, industrial and maritime activity was subjected to more detailed study, leading to the eventual establishment of a number of specialized agencies of the United Nations. In 1948, the United Nations Maritime Conference at Geneva drew up a convention which created IMCO. The purposes of the new Organization were designed to cover the whole field of sea transport and to provide a means for co-operation among governments on technical matters affecting international merchant shipping, with special emphasis on the safety of life at sea. The IMCO Convention required the formal approval of 21 States, including seven each of which possessed a merchant fleet of at least 1 million gross tons, before the Organization could start functioning. On 17 March 1958 the target was reached and on 6 January 1959 the IMCO Assembly met in London. The first permanent international maritime

body had come into being.

IMCO's structure is laid down in its Convention: the Assembly which comprises representatives of all Member States and is the sovereign body; the Council of 16 nations (subsequently expanded to 18) which acts as governing body between the biennial Assembly sessions; and the Maritime Safety Committee of 14 nations (subsequently expanded to 16), which is the chief technical body of IMCO. The Committee has a number of sub-committees of a non-permanent character, set up to deal with specific problems as need arises.

The IMCO Convention stipulated that the headquarters of the new Organization were to be in London, and it was here that a small secretariat of technical and administrative officers—drawn from IMCO's Member States—began work in the early months of 1959. There were several tasks which had been assigned to IMCO in advance of its final establishment: duties under the International Convention for the Safety of Life at Sea, 1948 (this superseded the earlier treaty and had been drawn up by another international conference which had taken place in London shortly after the United Nations Maritime Conference at Geneva); duties under the International Convention for Prevention of Pollution of the Sea by Oil, 1954, revision of the International Code of Signals; and the complicated question of a universal system for tonnage measurement of ships. In the first two instances, the United Kingdom Government had assumed the duties assigned to IMCO as an interim measure, until such time as the Organization was ready to take over. These tasks are considered in the order in which they are mentioned above, since work proceeded simultaneously on all of them.

I. SAFETY OF LIFE AT SEA CONVENTION

The first major event in IMCO's life was the calling of the International Conference on Safety of Life at Sea in 1960, out of which emerged the present Safety Convention (as it is often called, for convenience) and a number of Recommendations. These latter formed the backbone of IMCO's work in the early years, in addition to the original tasks the Or-

ganization has been assigned.

Ship Stability

A ship's stability (the tendency to return to the upright when inclined from that position) is a most important feature; and although a number of countries have national stability requirements, there are as yet no international regulations on intact stability. It is not surprising, therefore, that a group of recommendations of the 1960 Safety Convention dealt with this very specialized field and with the desirability of laying down international standards. The IMCO Sub-Committee on Subdivision and Stability and the Sub-Committee on Safety of Fishing Vessels (set up in 1961 and 1964 respectively) have been active in working out such standards for passenger and cargo ships and fishing vessels.

In 1963, the IMCO Assembly approved recommendations on stability information to be supplied to the masters of ships carrying grain; in 1966, recommendations on the use of the rolling period test were circulated, and in 1968 recommendation on the intact stability of passenger and cargo ships under 100 metres in length were approved.

Mounting casualties to fishing vessels (to which the 1960 Safety Convention does not apply) brought sharply into focus the need to pay special attention to their safety. In 1968, the IMCO Assembly approved a recommendation on the intact stability of fishing vessels, which included minimum requirements on icing (always a hazard on the Far Northern fishing grounds), and recommended practices on portable divisions for fish-holds and on exterior hatch coamings and door sills, as well as practical suggestions to fishermen for precautions "specifically related to stability".

International Maritime Dangerous Goods Code

The 1960 Safety Convention recommended that IMCO should direct its efforts towards drafting a "unified international code for the carriage of dangerous goods by sea", because of the obvious advantages which would accrue. After four years of intensive work—in collaboration, wherever appropriate, with other international bodies working in the same field—the IMCO Sub-

Committee on the Carriage of Dangerous Goods produced the International Maritime Dangerous Goods Code. In it, substances are divided into nine classes according to the major physical hazards associated with each substance; they are listed together with their chemical formulae, physical properties and hazards, and detailed recommendations are given on such matters as packaging, labelling and stowage.

In 1965, the IMCO Assembly approved the Code and recommended it to governments for adoption or as a basis for their national regulations. The Code is periodically amended and amplified by the Sub-Committee to take account of new developments and the advent of new substances.

Bulk Cargoes other than Grain

Another recommendation made by the 1960 Safety Convention concerned the desirability of framing international standards for the carriage by sea of bulk cargoes other than grain. This recommendation was taken up by IMCO's Maritime Safety Committee in 1961, and governments were invited to send in information on their practices with regard to precautionary measures in the loading and stowage of such cargoes.

By 1964, a considerable quantity of information had been assembled by IMCO, and a Sub-Committee was set up to draft a Code of Safe Practice for Bulk Cargoes. In 1965, the IMCO Assembly approved the Code and recommended it to governments for adoption or as a basis for their national regulations. The Code gives advice on general precautions to be taken with bulk shipments of ores, ore concentrates and similar cargoes, and includes sampling and test procedures for determining moisture content. The types of cargoes covered are listed separately in a series of appendices, and periodic revision keeps the Code up to date.

II. PREVENTING POLLUTION OF THE SEA

In 1959 as we have seen, IMCO took over from the United Kingdom Government, duties under the 1954 Convention for the Prevention of Pollution of the Sea by Oil while from the United Nations it took over responsibility for collecting and disseminating technical information

about oil pollution. The following year, in preparation for an international conference on the subject, IMCO carried out a world-wide survey into the extent of marine pollution by oil, facilities in ports for the reception of oil residues from ships and the progress of research into ways of combatting this increasing menace. The enquiry was on the lines of an earlier United Nations survey, and the replies formed part of the documentation for the International Conference on Prevention of Pollution of the Sea by Oil which IMCO convened in 1962.

This Conference drew up the current Oil Pollution Convention (1962); this widened the scope of the 1954 agreement and laid down more stringent provisions. It came into force on 27 June 1967. Preventing Pollution of the sea continued to occupy IMCO's attention, and in 1965 the Sub-Committee on Oil Pollution (later renamed the Sub-Committee on Marine Pollution) was set up to keep the problem under review. Pollution by agents other than oil was also to be considered.

In 1967 came the "Torrey Canyon" disaster, and IMCO took prompt action. An eighteen-point programme was launched covering both technical and legal aspects (IMCO's first entry into the latter field). At the end of 1968, an IMCO Assembly, specially convened to consider the "Torrey Canyon" programme, approved measures designed to prevent the recurrence of similar incidents and to promote rapid and efficient action to deal with them should they occur. They included recommendations to improve national and regional co-operation in anti-pollution action, to introduce effective systems for reporting significant spillages of oil, and to improve application of the detection and enforcement clauses of the 1962 Oil Pollution Convention.

Certain other practical measures to prevent accidents (and relative also to general safety at sea) were also approved by this Assembly: a number of amendments to the 1960 Safety Convention were adopted, concerning the mandatory carriage of navigational equipment by ships under certain conditions, approval was given to a considerable number

of traffic separation schemes to operate in various parts of the world which are considered as dense traffic areas.

Finally, in regard to the legal aspects, the Assembly decided to call a conference on marine pollution damage in the autumn of 1969; and at the invitation of the Belgian Government, Brussels was selected as the venue. The basis for the conference's discussion was to be a draft convention (or conventions) worked out by IMCO's Legal Committee, which had been set up in 1967 initially to tackle the legal problem arising from the loss of the "Torrey Canyon", and subsequently to consider any legal problems which might be put to the Organization. Keeping to a stringent time-limit, the Committee's draft articles on "public law" questions (mainly the right of a coastal State to take measures to prevent, mitigate or eliminate actual or anticipated pollution damage resulting from a maritime accident) were circulated to governments by the end of 1968, followed early in 1969 by draft articles on "private law" matters (principally liability and insurance in respect of pollution damage resulting from a maritime accident). The International Legal Conference on Marine Pollution Damage (10-28 November 1969) will therefore face a heavy work programme.

III. INTERNATIONAL CODE OF SIGNALS

When IMCO came into being, the International Code of Signals (dating from 1930), which is used by ships all over the world, was in need of revision to cope with developments in shipping. In 1961 an IMCO Sub-Committee was set up to prepare a revised Code in nine editorial languages (English, French, German, Greek, Italian, Japanese, Norwegian, Russian and Spanish). By 1964, the work was completed and a new, streamlined Code of Signals, suitable for transmission by all forms of communication—including radiotelegraphy and radiotelephony—had been prepared. It is designed to cater primarily for safety of navigation and persons, especially where language difficulties might occur, and is based on the principle that each signal has a complete meaning.

In 1965, the IMCO Assembly approved the Code, which came into

force on 1 January 1969. In future, any revision or amendment will be undertaken by an IMCO sub-committee.

IV. TONNAGE MEASUREMENT OF SHIPS

To produce a unified system for tonnage measurement of ships was, as we have seen, one of the tasks originally assigned to IMCO; it was, in fact, the first task and it was a particularly difficult one. The first attempt at unifying these regulations had been made by the League of Nations in 1925; in 1939, that body had produced a draft Convention together with proposed regulations. The outbreak of the Second World War halted further progress and the plans for a conference to adopt the Convention had to be abandoned for the time being. In 1947, the regulations drawn up by the League of Nations were adopted by a conference in Oslo; but the Oslo Convention, as it was called, was never regarded as a treaty having true international status. The United Nations, in its turn, took up the task of unifying tonnage measurement systems and this work was passed on to IMCO.

This then, was IMCO's first task and has for ten years been one of its major preoccupations. The Sub-Committee on Tonnage Measurement started its arduous work in June 1959. Six years later, in 1965, the IMCO Assembly formally recognized that, for establishing any international system of tonnage measurement to be finally adopted, the most appropriate instrument would be an international convention; but it was not until two more years had elapsed that, in 1967, sufficient progress had been made for the Assembly to decide on 1969 as the date for the conference.

The International Conference on Tonnage Measurement of Ships was convened by IMCO in London from 27 May to 23 June 1969, and from it emerged the International Convention on Tonnage Measurement of Ships, 1969—the first international agreement ever made in this field. It embodies a unified measurement system for merchant ships engaged on international voyages; it will be simpler and more rational than the various national regulations and will be suitable for worldwide applica-

tion.

The new Convention, which provides for gross and net tonnage, computed independently, will come into force two years after the date on which it has been formally accepted by twenty-five countries, the combined fleets of which make up not less than 65 per cent of the gross tonnage of the world's merchant shipping.

V. LOAD LINES

One of the earliest safety measures for ships was the assignment of load lines; marked on the ship's sides, these lines indicate the vessel's safe carrying capacity, and their position is determined by the watertight integrity and geometric properties of the ship. They are therefore fundamental not only to shipping economics but also to the safety of ships and life at sea. Load lines, as we have seen, have been internationally agreed since 1930 by an international Convention; but this had been overtaken by the vast strides made by technical development in recent years. In 1963, therefore, the IMCO Assembly decided to call a conference in 1966 to draft a new convention.

The International Conference on Load Lines, held in the spring of 1966, drew up the International Convention on Load Lines, 1966. The new Convention, which came into force on 21 July 1968, allows for a smaller freeboard for large ships but requires more stringent protection of openings in decks and superstructures. It introduces requirements for subdivision (the dividing of the ship's hull into watertight compartments) of large ships if reduced freeboard is to be assigned.

VI. FIRE SAFETY MEASURES IN SHIPS

There is no doubt that fire is one of the most serious hazards of ships; and a series of casualties to passenger ships in the years prior to 1966 prompted IMCO's Maritime Safety Committee to meet in special session in May of that year. The problem of the older passenger ships being of particular urgency, the Committee recommended a series of appropriate amendments to the 1960 Safety Convention, all concerning fire safety measures. The amendments contained specific provisions for improvements to different cate-

gories of existing passenger ships—those built before the 1948 Safety Convention came into force, those which come up to the standards of that Convention, and those built to the 1960 Safety Convention standards. The result would be to bring very old ships into close conformity with one of the methods of fire protection laid down in the 1960 Safety Convention.

The Maritime Safety Committee also proposed a number of amendments to the 1960 Safety Convention which would apply to new passenger ships only, and others which would apply to both new and existing passenger and cargo ships. All these amendments were adopted in November 1966 by the IMCO Assembly specially convened for the purpose.

The second stage of tackling this problem—the question of the ships of the future—was completed the following year when, in October 1967, the IMCO Assembly adopted further amendments to the 1960 Safety Convention. These set out a single unified method of fire protection for future passenger ships, permitting two variants—in one of which the basic protective elements are incombustible materials and an automatic fire detection and fire alarm system, while in the other the latter element is replaced by an automatic sprinkler and fire alarm system. The Assembly likewise approved a recommendation for crew training in fire-fighting.

VII. FACILITATION OF TRAVEL AND TRANSPORT

It will be apparent that the great bulk of IMCO's work is of a technical nature; facilitation marks the one purely administrative problem so far tackled. As early as 1961, the IMCO Assembly had recognized that there was a need to simplify and reduce the number of governmental documents and formalities required of ships entering and leaving port, and approved the IMCO Council's proposal to set up an Expert Group on Facilitation of Travel and Transport.

The Group started work in 1962, and with its three sub-groups on Customs, Health and Immigration, set about diminishing the "red tape"

with which international shipping is encumbered. By January 1965, the task was finished and a draft Convention was ready.

The International Conference on Facilitation of Travel and Transport was convened by IMCO in the spring of 1965, and it gave its approval to the Convention on Facilitation of International Maritime Traffic, 1965. This Convention consists of Standards (with which governments are expected to comply) and Recommended Practices; it reduces to eight the number of governmental (as opposed to commercial) documents which should be required of ships, and eases the burden of formalities. The Convention came into force on 5 March 1967.

The Facilitation Conference recommended progressive international consultation to ensure that the Standards and Recommended Practices reflect up-to-date methods and that they actually facilitate port traffic. An *Ad Hoc* Working Group, composed of experts from the governments which are parties to the Convention, meets periodically at IMCO Headquarters; and in 1967 the IMCO Assembly approved six of the standard forms for shipping documents laid down in the Convention and proposed by the Group (General Declaration, Cargo Declaration, Ship Stores' Declaration, Crew's Effects Declaration, Crew List, and Passenger List).

This account has been deliberately confined to the principal tasks which IMCO has actually completed during its ten years' existence. It would be impractical to describe in detail the numerous other subjects on which it has worked to good effect. To cite a few at random—in 1967, the Assembly approved recommendations on life-saving appliances for hydrofoil boats, and in 1968 similar recommendations for air-cushion vehicles (popularly called hovercraft). On the subject of the training of officers and men the use of navigational aids, in 1965 the Assembly approved recommendations which had been framed by a Joint Committee of IMCO and the ILO (International Labour Organisation). No mention has been made, either, of subjects on which work is still under way.

These are the facts about IMCO's

first decade. It is for the international maritime community to assess the worth of IMCO's work.

* * *

Presidents of IMCO Assembly

Louis C. Audette (Canada)	1959—1961
W. L. de Vries (Netherlands)	1961—1963
Dr. B. Nagendra Singh (India)	1963—1965
Jean Morin (France)	1965—1967
Y. K. Quartey (Ghana)	1967—

Chairmen of IMCO Council

J. Roullier (France)	1959—1963
H. Mori (Japan)	1963
Dr. F. Ghiglia (Italy)	1963—1965
G. Bertrand (Belgium)	1965—1967
I. Averin (USSR)	1967—

Chairmen of IMCO Maritime Safety Committee

Captain C. Moolenburgh (Netherlands)	1959—1965
Captain K. J. Neuberth Wie (Norway)	1965—1968
Rear-Admiral C. P. Murphy (USA)	1968—

Principal events in IMCO's life

1959—First IMCO Assembly
1960—International Conference on Safety of Life at Sea*
1962—International Conference on Prevention of Pollution of the Sea by Oil*
1965—International Conference on Facilitation of Travel and Transport*
1965—International Code of Signals, International Maritime Dangerous Goods Code, Code of Safe Practice for Bulk Cargoes
1966—International Conference on Load Lines*
1966—Fire Protection Measures (amendments to International Convention for Safety of Life at Sea, 1960)
1967—Fire Protection Measures (amendments to International Convention for Safety of Life at Sea, 1960)
1968—Oil Pollution ("Torrey Canyon")
1969—International Conference on Tonnage Measurement of Ships*
1969—International Legal Conference on Marine Pollution Damage

* Resulted in Convention

A Passenger Ship Terminal of the Greatest Structure in the Orient Emerges at Kobe

By Port & Harbor Bureau Kobe City

The Kobe Municipality has been building a big passenger liner terminal at the seaward end of Pier No. 4 in the "Shinko" area of the Port of Kobe, since the beginning of this year. The work has been progressing at such a high speed that with its red framework almost completed, the terminal building is beginning to show its imposing look at the pier. The Port of Kobe has been from the first, one of the few big trading ports in this country. At the same time, it is one of the leading entry ports for foreign tourist vessels, too.

In the tourist season, one well-known luxury passenger liner of the rest of the world after another, much as the CANBERRA, visits the Port of Kobe, bringing as many as 30 to 50 thousand sightseers from abroad. In the hope of providing more and better berths for the tourist vessels which are increasing in number year after year and of making a worthy front door of Japan out of Kobe, a decision was taken to lengthen Shinko Pier No. 4 by 200 meters at its seaward end to provide 4 more berths, and the same time, to build the biggest passenger liner terminal in the Orient in the eastern part of the lengthened portion of that pier. The cost is to total ¥1.6 billion. The goal for completion of the terminal is March 1970 when Japan's World

Exposition opens in Osaka.

The highlights of the planned terminal building contain these:

1) A transit shed—

First floor:

For goods only 3,500 m²

Second floor:

For passengers only 4,900 m²

On this floor there are an immigration office, a lobby, etc.

Third floor:

For passengers only 3,200 m²

On this floor there are an entrance hall, a shopping center, a restaurant, etc.

2) Parking-places—

Second floor:

For passenger cars only 3,400 m²

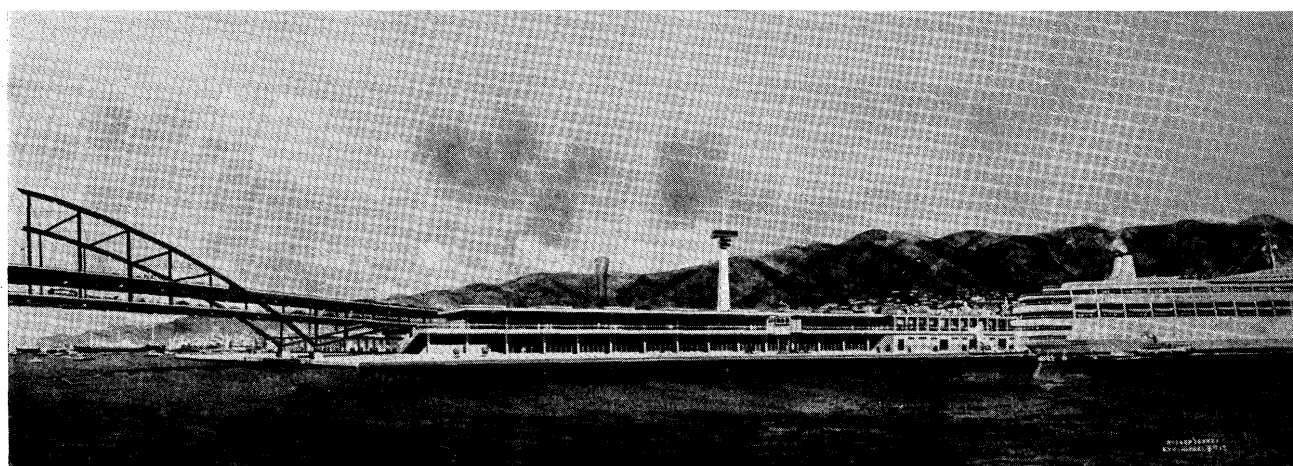
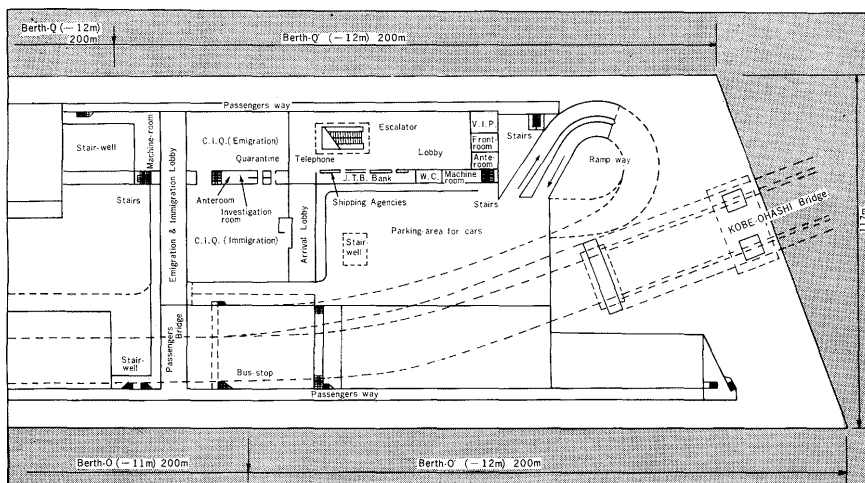
Third floor:

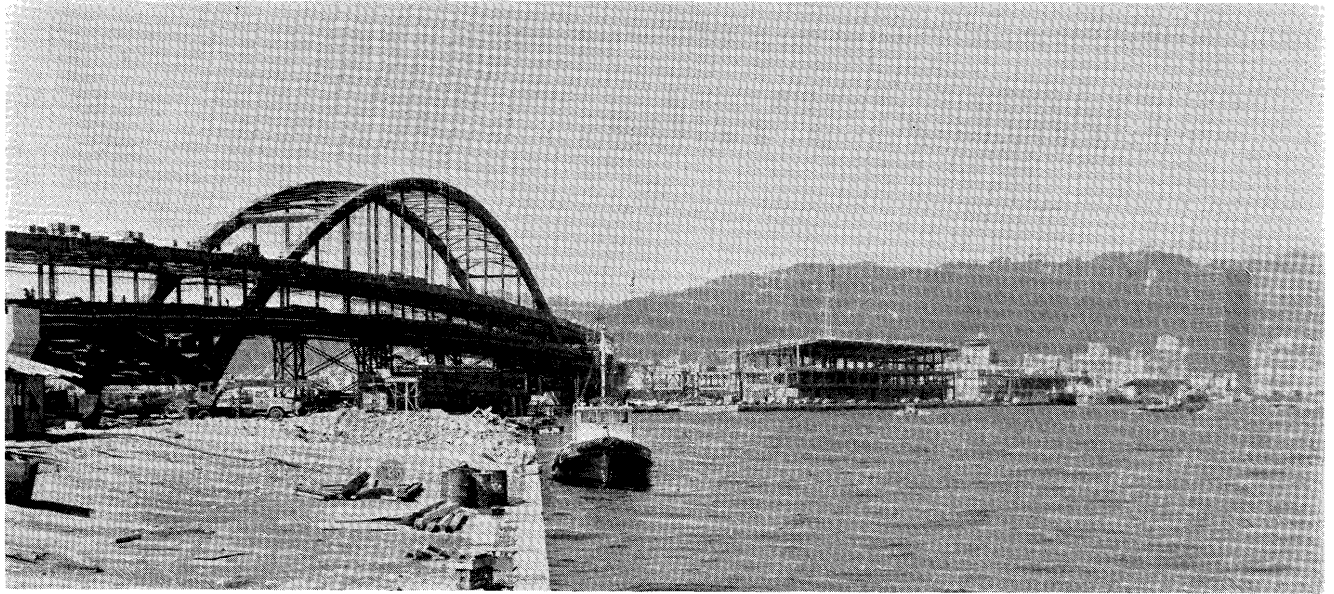
For buses only 4,800 m²

The terminal building is of three-storied ferro-concrete. Its second floor accommodates local offices of government and public agencies concerned with the Port, such as the Immigration Office, Customs and Quarantine Station, so that the formalities for entry will be finished in 4 minutes or so per person instead of 7-8 minutes in the past. In addition, this part of the building is well air-conditioned and spacious enough for foreign visitors from distant places to go through customs clearance in a happy frame of mind. It is a matter of course that there will be banks for the exchange of money, tourist bureaus and stores, too.

The third floor of the terminal building, connected by an escalator with its second floor, provides a welcome and send-off deck, a shopping corner and a restaurant. In the

Ground Plan of Passenger Terminal 2nd Floor



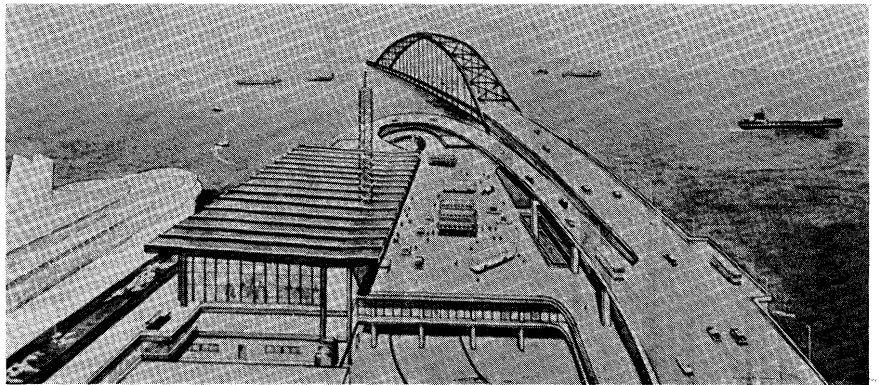


mezzanine floor between the 2nd and 3rd floor, there will be a gallery.

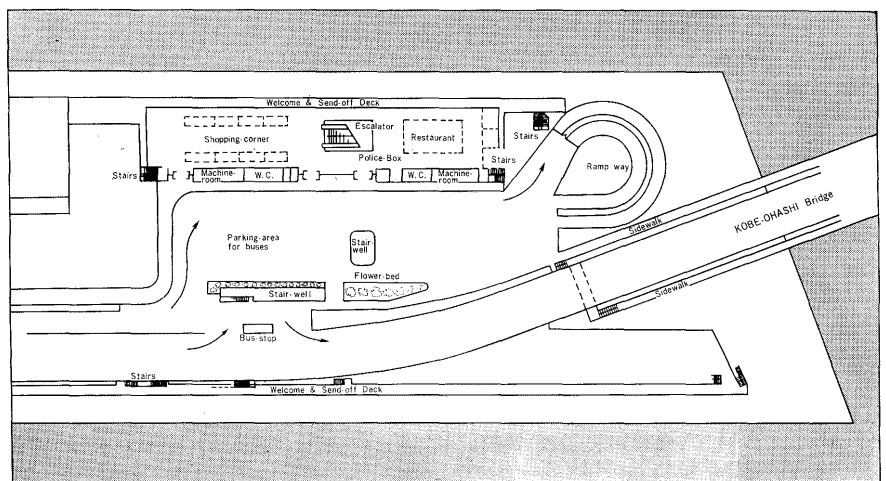
In the shopping corner, there will be gift shops selling Japan's major items of export, such as pearls, cameras, electric appliances and ceramic ware, for the benefit of foreign tourists and about 30 speciality stores handling such principal products and foreign-made merchandise for the benefit of native ones. According to the decision the corner will be so managed to be a unique double-faced one where both native and foreign articles can be had at a time.

The landward ways out from the 2nd and 3rd floors lead directly to the parking-places of 280 passenger cars. The parking-places are ready to dispatch 2,000 passengers at a time. The road which will link the planned passenger liner terminal and the city area itself, will join the access road to the Kobe Ohashi bridge which will connect the "Shinko" Pier No. 4 with the Port Island. It is also planned to link the Hanshin (Osaka-Kobe) Expressway in the near future.

The Port of Kobe handles nearly 70 million tons of cargo a year as a base for liners and is being given recognition as a base for foreign tourists, too. At present great importance is attached to the ports' function of handling incoming and outgoing goods. However, when the income of people in various countries increases and when the world become further civilized technically, more people may come to enjoy sea



Ground Plan of 3rd Floor



travel in seeking their mental rest. To make preparations for this state of things in the future, another function of the ports providing a place of exchange of people, native and foreign, should be seen in a new light, too.

The matter of the Port of Kobe, being an important asset for the Kobe, citizens, should be not only approached from the economic standpoint that half of the citizens' income comes from the activities of
(Continued on Next Page Bottom)

Orbiter Probe

IAPH News :

Travelers

• Mr. John P. Gaffigan, International Industrial Coordinator for Delaware River Port Authority, and Mr. William Brawley, Managing Director of the DRPA Office in New York City, are coming to Japan early November to explain to the leading Japanese trading firms and manufacturers DRPA's Industrial Water Related Program, according to Mr. Charles Dickey, Managing Director Far East, Division of Port Development, DRPA.

In the name of the Delaware River Port Authority (Ports of Philadelphia), invitations have been sent out for a luncheon at Katsura Room, Hotel New Otani, Tokyo, on November 12. Mr. Toru Akiyama, IAPH Secretary General, has accepted the invitation.

• Mr. C. Jones, Senior Designing Engineer, Maritime services Board of New South Wales, Sydney, Australia, arrived in Tokyo (Ginza Tokyo Hotel) Monday, October 20 on the last leg of a 4-month vacation trip around the world, accompanied by Mrs. Jones.

Mr. Jones was invited Wednesday by the Keihin (Tokyo Bay) Port Development Authority to the Opening Reception of No. 6 Container Berth, Hommoku Pier, Yokohama, held 1130-1300 hours. Thursday morning Mr. Jones made a courtesy call at the IAPH Head Office to meet Mr. Toru Akiyama, Secretary General, and had a brief

the Port, but consideration should be given to the facilities and management go the port so that the port may fill the function of being a place for which the citizens form a liking and in which they can recreate themselves.

The plan of the passenger terminal, scheduled for completion in March, next year, may be viewed as a step in this direction.

conversation. Mr. Jones planned to visit Nikko, Kurobe Gorge (in central Japan) and Kyoto with Mrs. Jones before going to Kobe for inspecting the port. The couple are then to fly home from Osaka.

22nd ICC Congress

The 22nd Congress of the International Chamber of Commerce was held in Istanbul, Turkey, May 31-June 7, 1969. The theme of the Congress was "World Economic Growth: The Role, Rights and Responsibilities of the International Corporation."

9th ICHCA Conference

The 9th International Conference of the International Cargo Handling Coordination Association (ICHCA) was held in Gothenburg, Sweden, June 1-5, 1969. The next General Assembly is slated to be held in Madrid, Spain in June, 1971.

Error in Directory

With reference to IAPH Membership Directory 1970 recently published, an error has been discovered in page 98 last line but one in the clause for New Orleans. The name inserted there, Mr. Thomas W. Martin, should have stood **James W. Martin** instead.

Seaway Closing Dates

Corwall, Ontario, October 1:—Reference is made to Seaway Notice No. 2 (1969) which set out details of opening and closing dates for the 1969 navigation season, and mariners are reminded that the closing dates, weather and ice conditions permitting, are as follows:

Area	Closing Dates
Welland Canal	Dec. 22, 1969
Sault Ste. Marie	

Canal (Canadian) Dec. 15, 1969
Lake Ontario to

Montreal Section Dec. 10, 1969

Navigation on the Montreal to Lake Ontario Section may be extended beyond the official closing date on a day to day basis providing favourable weather conditions permit.

With the advent of cold weather, mariners will be advised by daily Seaway Radio Messages of prevailing air and water temperatures and the current ocean vessel situation. (The St. Lawrence Seaway Authority)

Emergency Appointments

Boston, Mass.:—Two executives of the Port of Boston received National Defense Executive Reserve Commissions Monday from Federal Maritime Administrator Andrew B. Gibson in a brief presentation in the Hub.

Edward J. King, executive director of the Massachusetts Port

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.

Authority (MPA), was commissioned Federal Area Port Director, and Thomas T. Soules, director of the MPA's Port of Boston section, was commissioned Federal Local Port Director.

The Department of Commerce reserve commissions would be activated only in a time of national emergency, when the nation's ports would be placed under federal control to insure proper utilization and coordination to meet the threat to national security. Persons holding these commissions, who are often primarily responsible for their port's operation in peacetime, would assume their federal status to assist in the operation under US government control.

Maritime Administrator Gibson, who was educated in the Boston school system and graduated from the Massachusetts Maritime Academy in 1942, presented the commission certificates, Congressman Hastings Keith had planned to attend, but had to remain in Washington for the House vote on the surtax extension.

Capt. Thomas A. King, the Atlantic Coast director of the Maritime Administration, and James E. McShane, emergency planning officer of the Administration, also participated in the brief ceremony, held at MPA headquarters, 470 Atlantic Avenue, Boston.

Comparable staff members of other port authorities have received similar commissions, the commissions are part of the Port of Boston's emergency planning program, conducted under the chairmanship of

Thomas P. Callaghan, MPA assistant to the executive director.

In remarks prepared before events in the Nation's Capital prevented his appearance, Congressman Keith had applauded Administrator Gibson for coming to Boston for the presentation. "I think it is a pretty good indication of how highly this executive reserve program is regarded in Washington," he said.

"The two men... are part of a nationwide organization of civilian maritime leaders whose function isn't talked about very much," Congressman Keith said. "We all hope they'll never have to serve, but in the event of disaster—natural or nuclear—these would be the men who would pick up the pieces and try to put America's shipping back on its feet."

"Ed and Tom have gone through a stringent course of study preparing them to cope with disaster. They've done well at it, but I know they hope as much as I do that they'll never have to put their knowledge to use." (Massachusetts Port Authority)

Strong Port

Buffalo, N.Y.:—"The next three years will be determining years on the St. Lawrence Seaway," according to Francis Dee Flori, trade development manager for the Niagara Frontier Port Authority, "but we are confident in Buffalo that combined research and development efforts over the last five years, are paying off."

"We are going as far as Syracuse and Pittsburgh," said Mr. Flori,

"delivering and picking up cargoes of oil and extracts, have broken our previous limits to go as far as Cortland, N.Y., with steel imports to save costs, and are delivering English clay via truck as far away as New Haven, Conn."

"We've fought hard for relief flour shipments to Asian ports and this is paying off to the tune of thousands of tons annually. We are importing sand, potash, English clay, newsprint, glass and wire, rubber and hemp, among many commodities. We are exporting abrasive grain, tallow, oil flour and now are adding scrap iron for Europe, all from the Niagara Frontier's industrial area. Canned vegetables and chemicals are moving to Europe from Buffalo and we only now are starting to bring in newsprint from Scandinavia, an entirely new movement." (Port of Buffalo Progress Bulletin)

Duluth Trade Mission

Duluth, Minn., September 30:—The Seaway Port Authority of Duluth's second Japanese trade promotional mission within 10 months is being planned for mid-October.

Roger C. Taylor, New York, the Port Authority's eastern area manager, will visit major Japanese shipping firms from Oct. 11 through Oct. 24 in an effort to stimulate increased trade between Duluth-Superior and Far Eastern ports served by Japanese companies.

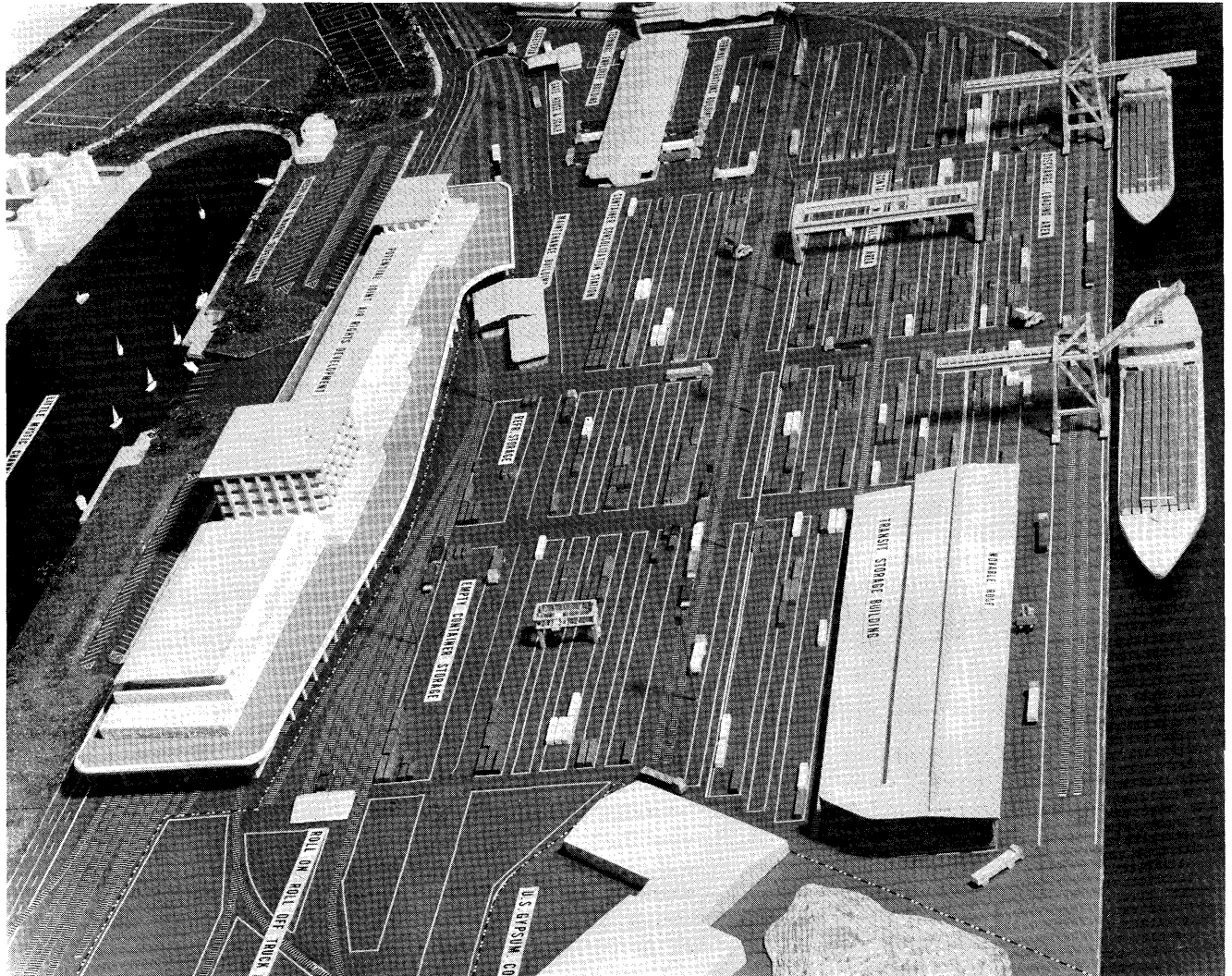
Taylor and former Duluth Port Director David W. Oberlin visited Japan last December in the port's first trade mission to that country.

Announcement

The Port of Le Havre is seeking a second-hand floating dock of about 200 m. serviceable length. Offers with details of technical characteristics, date of construction and price required, to be addressed to: PORT AUTONOME DU HAVRE—B.P. 1413-76-LE HAVRE (France).

Advertisement

Boston's Public Container Terminal



Model of Mystic River Public Container Terminal, Port of Boston, to be completed in November 1971. Two gantry cranes have been ordered from Hitachi, Ltd., Japan.

Oberlin since has been appointed St. Lawrence Seaway administrator by President Nixon.

The Tokyo Public Relations Service, which represents the Port Authority in Japan, will assist Taylor in planning and arrangements.

Taylor, widely experienced in all phases of import-export cargo movements, has been associated with the Port Authority in New York since July 1966. (Seaway Port Authority of Duluth)

"Hakozaki Maru"

Los Angeles, Calif.: — Japan's largest container ship has called at the Port of Los Angeles and is now

somewhere in the Pacific on her way to Australia.

The MS "Hakozaki Maru" might also be called one of the fastest cargo vessels afloat. During her quick, overnight stay at Los Angeles, Capt. Zengi Ueno, the ship's skipper, pointed with pride at the ship's statistics and short but impressive history.

Her construction began last March at Mitsubishi Shipyards in Kobe, Japan; she was launched in June and in service in September, a total of six months from conception to birth.

Although she is Japan's largest containership, 697 feet long with a

98-foot beam and weighing 19,599 dead weight tons, her speed is 23 knots.

She carries 1,178 20-foot containers, including 150 reefer vans for frozen cargoes.

A few years ago it took 20 days for a ship to sail from Japan to the United States. Today, conventional ships make it in 11 days. The "Hakozaki Maru" does it in nine.

But wait until you see the one they're going to launch tomorrow! (Port of Los Angeles)

Higher Wharfage Seen

Los Angeles, Calif.:—Members of the California Association of Port Authorities are considering an increase in dockage and wharfage rates at California ports to partially offset continuing increases in costs, according to the Harmon Howard, newly-elected president of organization of major California ports.

The Association made no decisions regarding the amount of increase, but Howard said it was "seriously considering and exploring the possibilities."

Howard, president of Howard Terminal in Oakland, made the disclosure at the Association's recent annual meeting in Oxnard, where the election of officers to serve for the fiscal year beginning October 1, 1969 also took place.

Howard takes over the reins from Kenneth R. Klofkorn, manager of the Port of Hueneme. Thomas J. Thorley, Port of Long Beach, was elected first vice president and Rae F. Watts of the Port of San Francisco is second vice president. Wallace Estrem, Howard Terminal, became the Association's secretary and Richard N. Compton, Port of Oakland, was re-elected treasurer.

The CAPA is an organization established to permit the ports of California to legally meet together establish rates and practices of member ports. (Port of Los Angeles)

Port Sales Manager

New Orleans, La., October 6:—Harvey C. Busch has been named to the new position of sales manager for the Board of Commissioners, Port of New Orleans. He was executive general agent in charge of the port's Chicago trade development office for the past five years. Thomas Hyland, former assistant manager of the Chicago office, is now executive general agent.

Busch joined the Port of New Orleans in 1961 as assistant manager of the Chicago office. Prior to that time, he had worked as commercial and freight agent for Gulf, Mobile & Ohio Railroad and Chicago & Eastern Illinois Railroad. A native of Illinois, Busch is no stranger to New Orleans, having at-

tended both Tulane and Loyola Universities.

As sales manager, Busch will supervise the work of general agents in New Orleans, Tokyo, Milan, New York, St. Louis and Chicago. These field offices work to acquaint shippers and transportation personnel with facilities and services available in New Orleans, and to assist in routing shipments via the port. Busch will also act as assistant to J. W. Martin, deputy port director for sales and trade development. Busch is a member of various trade and traffic organizations. He is married and the father of five children. (Port of New Orleans)

Major Contracts Signed

New Orleans, La., October 6:—Robert R. Barkerding, St., new Executive Director of the Port of New Orleans, signed two major construction contracts affecting the future of the port during his first week as port manager.

The first was for \$763,194.00 with Lane & Co. for construction of the first step in the port's wharf rehabilitation program.

The second was for \$1,796,235.00 with Con-Plex, low bidder for construction of the first berth of the France Road container terminal.

The Lane contract involves substructure repairs to the Washington Avenue, Seventh, St. Andrew, Celeste and Julia Street wharves.

The France Road contract provided for a reinforced concretewharf 830 feet long, with provisions for installation of container handling cranes. The first container ship berth is expected to be ready for use within a year and a half.

The Port of New Orleans plans to spend \$30.8 million provided by State bonds during the next three years. About half of this amount will be devoted to the France Road Terminal. Approximately \$7.5 million will be used for wharf modernization, another \$4.5 million for improvements of the Public Bulk Terminal, and about \$3 million for provisions for a new lock connecting the Mississippi River—Gulf Outlet with the Mississippi River. The Board has already spent more than \$1 million for preparation of the France

Road Terminal site, and since World War II it has spent over \$141 million in construction and improvement of port facilities. (Port of New Orleans)

Container Exposition

New York, N.Y.:—Companies in the transportation industries from many nations will be participating in the "2nd International Shipping Containerization & Marine Engineering Exposition" to be held at the New York Coliseum (September 15th~18th). Sessions of the Technical Congress will be held each morning and will cover all facets of containerization, shipping, world trade and marine engineering. The Congress, which is being coordinated by the Containerization Institute, Inc., consists of three concurrent symposia programmed by the Containerization Institute, the U.S. National Committee of the International Cargo Handling Coordination Association and the publication, Marine Engineering Log.

The opening day of the Containerization Institute program offers first a panel on "Marketing and Financial Services." The second panel will be on "Ship Types and Their Place in the Container World," while the final panel on Monday will be devoted to "Container Loading." Tuesday's panel on the general subject of "Improving the Coordination between Land and Ocean Carriers in Intermodal Transportation," will be divided into two parts. The first will be given over to ocean-rail coordination matters and the second half to motor carrier-ocean carrier relationships. Wednesday's panels cover a wide range of subjects and include sessions on "Container Materials, Construction and Sizes," and "Computerization and Container Control."

The first day of the ICHCA program will feature "The Inside Story on Containers." Another topic scheduled for that day is "Packaging Requirements of Container Contents." On the second day, ICHCA will present the subject "LASH Seabarge Concept Plans and Arrangements for Implementation." Those attending the third day will hear a discussion devoted to "Trends in Sin-

gle Carrier Responsibility."

The section of the Technical Congress being programmed by Marine Engineering Log will present several speakers during the three days. Some of the topics will be "Deck Stowage of Containers," "Carriage of Fresh Fruit in Containers" and "Remote Radio Control in Cargo Handling." (Via Port of New York, September)

Expert to Help FAO

New York, N.Y. Oct. 17:—The Port of New York Authority has loaned one of its experts in transportation and international commerce to the United Nations Food and Agricultural Organization under an agreement announced today by Austin J. Tobin, Executive Director of the bi-state agency. Kim J. Loroch, International Commerce Analyst in the Authority's World Trade Department, has been given a three-year leave of absence to serve as Chief of the Transport Branch of the FAO's World Food Program.

Mr. Loroch, whose services were requested by the United Nations organization, will work out of FAO headquarters in Rome, Italy. He will be responsible for all aspects of shipping, land transport, insurance and forwarding of commodities in the organization's worldwide food activities.

Mr. Loroch is being made available to FAO as an extension of the Port Authority's staff mobility program which includes the assignment of qualified personnel to various outside organizations, both governmental and private, which have need for specialized service for existing or planned projects. These include the Ogdensburg, New York, Bridge and Port Authority; the Office of Public Safety of the District of Columbia; and the Department of Public Works of the City of Yonkers, New York.

Mr. Loroch recently completed a year-long study of East-West trade as a recipient of the Port Authority's Howard S. Cullman Service Fellowship. He visited the Soviet Union, Poland, Rumania, Hungary, Czechoslovakia, Bulgaria, East Germany and Yugoslavia, and obtained first-hand information on commodity composition, trade route patterns

and marketing opportunities. He also inspected ports, shipyards, road, rail and river terminals, and major industrial facilities in Eastern Europe.

Before joining the bi-state agency in 1962, Mr. Loroch was chartering broker with Maxwell Harris Co., Inc. He also served as Economist-Statistician with the Marven Steamship Corporation, a transport subsidiary of Bethlehem Steel Company, as well as with the United States Navigation Company, Inc. He is the author of **Vessel Voyage Data Analyses**, published by Cornell Maritime Press in 1966.

A Polish-born American citizen, he holds a Bachelor of Commerce degree in trade and transportation from the University of London and a Master of Business Administration degree in international trade from the City College of New York. He is fluent in Polish, Russian, German and French.

Mr. Loroch is a member of the London Institute of Transport. He has also been active in the development of the U.S. National Committee of the International Cargo Handling Coordination Association (ICHCA). (News from The Port of New York Authority)

Chief Engineer

Oakland, Calif., September 22:—The appointment of Paul H. Sorensen, 41, to the position of Chief Engineer, Port of Oakland, has been announced by Port Commission President Robert E. Mortensen.

For the past eight years, Sorensen has served as assistant to the Chief Engineer, Ben E. Nutter, with the title of staff engineer. In this capacity, his responsibilities included participation in economic and planning studies, development of capital improvements programs and liaison work with the Port's financial and bond counsels in the development of financial studies.

Sorensen holds a BS Degree in Civil Engineering from the University of California and is a registered civil engineer. After working for the Alameda County Flood Control District, he joined the Port in 1957 as an associate engineer working in the planning and design section of the Engineering Department for

two years. He then held the position of senior engineer in charge of construction and maintenance for two years.

Sorensen holds office in several civil engineering and maritime organizations. He is chairman of the Ports and Harbors Committee of the American Society of Civil Engineers; a member of the Ship Channels Committee of the American Association of Port Authorities; serves as the Port's representative to the Marine Affairs conference and is a member of the Sierra Club and Economic Committee of the Airport Operator's Council International, Inc.

Paul Sorensen and his wife Elinor and their two children reside in Moraga. (Port of Oakland)

Pennsauken Span

Philadelphia, Pa.:—Construction of the Delaware River Port Authority's \$79 million Philadelphia-Pennsauken (N.J.) bridge officially commenced on July 31.

DRPA Chairman Alfred R. Pierce presided at an appropriate shovel-wielding ceremony in which DRPA Commissioners R. Stewart Rauch Jr., John P. Crisconi, James Kerney Jr. and David M. Walker also participated.

Other participants included the chief executives of the two communities which will be joined when this eight-lane span across the Delaware River is completed in 1972, Mayor James H. J. Tate of Philadelphia and Mayor William Garrity of Pennsauken.

The Philadelphia - Pennsauken bridge is the third major project in DRPA's \$255 million public service program, the broadest in its history.

A ground breaking ceremony was held June 26 on its \$84 million five-lane bridge between Chester, Pa., and Bridgeport, N.J., and there was a formal dedication of its Philadelphia-Lindenwold (N.J.) rapid transit line on June 11.

All three of these projects are designed to have important effects upon the economy of the Delaware Valley.

The role of the bridges will be particularly significant since they will provide greater access for trucks

moving to and from the local waterfront.

The Pennsauken span will link the Delaware Expressway, now under construction, and the proposed General Casimir Pulaski Highway in Philadelphia with U.S. Route 130 and proposed Route 90 in New Jersey.

At Chester, the new five-lane bridge will connect Interstate 95 in South Chester with U.S. 130, U.S. 322 and Interstate 295 in New Jersey.

The transit project offers commuters fast, reliable, economical service in the 14.5-mile corridor between Lindenwold and Philadelphia. It is a highly-automated facility, the first to be built in northeastern United States in 50 years.

The Pennsauken Bridge, it was pointed out at the ceremonies, is in the vicinity of Frankford Creek, Philadelphia, and Pochack Creek in the Delair section of Pennsauken.

It will be a continuous through-truss structure with a 729-foot main center span and two 455.5-foot anchor spans. Vertical clearance will be 135 feet above high water. Both it and the Chester bridge are scheduled to be completed in late 1972. (DRPALOG September)

Philadelphia News

- The Norwegian port of Bergen will soon challenge Methuselah when it comes to longevity. The city will celebrate its 900th anniversary next year with an exposition and international conference designed to show new countries how ports can aid their development.

The exposition, "Port 70," is to run from September 25 to October 24, according to Peter B. Namtvedt, chairman.

- Bethlehem Steel Corp. has received a patent for desilting equipment which helps maintain proper depth in waterways. It will be especially useful in preventing accumulation of silt under dry docks and other deep draft installations, a company spokesman said.

The equipment consists of a submerged electric motor and propeller mounted on a vertical column which extends from the pier deck to the depth to be maintained. The column

rotates through an arc of 180 degrees. The desilting equipment runs intermittently and is timed to take advantage of natural currents produced by tides, according to the company.

- Gulf Oil Corp. has ordered four supertankers of approximately 326,000 dwt. tons each from Spanish shipyards. A company spokesman said the tankers will be used to feed a new refinery in Bilbao, Spain, in which Gulf has a minority interest. (DRPALOG September).

Japanese Study Team

Portland, Oregon, September 15:—A 12-man team of Japanese container experts heard transportation industry and Portland dock commission officials explain Portland's capabilities as a container port Sunday (September 14) at a luncheon meeting at the Benson hotel and on a tour of the CPD facilities.

Representing the Japanese Ministry of Transport, six shipping lines and heavy industry, the Japan Container Association Sunrvey team was here as part of a 24-day tour which will take them to 10 U.S. cities and Montreal, Canada.

By 1971, the six lines will be operating three large container vessels between the Northwest and Japan. The team was one of a series which have examined Portland for inclusion in the Pacific Northwest run.

Representatives from Northern Pacific, Great Northern, Union Pacific, Southern Pacific and Spokane, Portland and Seattle railroads told the Japanese of their services, equipment, routes, schedules and future plans. A trucking industry spokesman explained Portland's water level highway route east and the general trucking industry picture in Portland.

Led by General Manager Thomas P. Guerin, CPD spokesmen outlined Portland's cargo capabilities and present and planned container facilities. The group left Sunday evening, returning to San Francisco. Portland was the fourth city visited. (Portland Public Docks News Release)

Passenger Cruises

San Diego, Calif., September 22:—

Three lines are scheduling passenger cruises to make 1969 the year of the passenger voyages through San Diego. Both American President Lines (APL) and Matson Line offer two cruises during the next months with stops at San Diego and the passenger-freight vessels of the Orient Overseas Line (OOL) dock on an almost monthly basis.

The first short winter cruise aboard an APL vessel through San Diego is an 18-day Mexican voyage aboard the SS PRESIDENT WILSON departing San Diego on December 6. APL's second cruise will also be aboard the WILSON, and it is scheduled as a 6-day trip to Mexican ports leaving San Diego on December 29.

The WILSON was scheduled to represent the line on the cruise scheduled earlier this year but the tours on September 26 and October 16-17 were cancelled when the ship was dry docked earlier than anticipated. Her sister ship, PRESIDENT ROOSEVELT, has also been dry docked and a 27-day voyage scheduled for October 19 was dropped. Lack of passenger bookings is the cause for cancellation of the cruises according to an APL official. The line has changed its schedule to include short winter voyages and marketing programmers believe the rejuggled schedule did not provide sufficient time for publicity to fill listings for the added cruises.

For the first time in ten years, Matson Navigation Company will include San Diego as a port-of-call on scheduled passenger cruises. The first call will be made by the line's flagship SS LURLINE on November 6, beginning a 28-day Caribbean tour. The vessel is scheduled to again board passengers in San Diego on January 12 for a 53-day voyage around South America.

Matson and APL have joined the Orient Overseas Line which has provided almost monthly passenger service since March of this year. Four vessels of the OOL follow each other around-the-world on 30,000 mile voyages originating at San Diego. ORIENTAL AMIGA will dock October 17 to deliver a cargo and pick up and disembark passengers. She will be followed by ORIENTAL ESMERALDA which is

scheduled to arrive November 5. ORIENTAL RIO is due to arrive in San Diego around mid-January.

Further information concerning passage aboard these lines may be obtained from local travel agents. (Port of San Diego Newsletter)

Swanson Dock Grows

Melbourne: — The Melbourne Harbor Trust's overseas container dock complex, which has already handled a record throughput of cargo from its first berth, No. 1 West side Swanson Dock, is expected to handle an ever increasing number of cellular ships within 18 months.

To cope with the additional vessels, the Commissioners are already putting the finishing touches to No. 2 West Swanson Dock and No. 1 East Swanson Dock, which will be a common user berth.

However, even these additional berths are not expected to handle the greatly increased tonnage of container ships that will be using them, and the Trust is already considering building a second common user berth on the East side.

The Chairman of the Port of Melbourne, Mr. V. G. Swanson, who returned from an eight weeks overseas trip last month, has indicated that plans to build a second common user berth could come sooner than expected.

Already announced is the entry of a joint Japanese shipping container venture into the Japan to Australia service with five ships, the first vessel being due in the Port of Melbourne in mid November of this year.

Next year will see the entry of the joint German service of North German Lloyd and Hamburg-Amerika with two container ships, together with one vessel each from French and Dutch lines.

The latest announcement of additional container ships that will call in Melbourne by early 1971 was made in Melbourne last month by Mr. D. S. Chakas, the Development Manager of a joint service known as A.C.T. (U.S.A.). Mr. Chakas disclosed that the consortia would be made up of A.C.T., A.N.L. and O.C.L.

At present two vessels are being

built for A.C.T. and one vessel for A.N.L. by Bremer Vulkan yards in Bremen, Germany, while it is proposed that the fourth ship of the group will be provided by O.C.L.

The three container ships belonging to A.C.T. and A.N.L. will carry 1,100 20 ft. x 8 ft. x 8 ft. or equivalent type containers, of which 550 will be refrigerated.

The new cellular vessels of the consortia which will operate a fortnightly service between Brisbane, Sydney, Melbourne, Auckland and Wellington to two U.S. east coast ports and one Canadian port is expected to cost more than \$60 million. The A.C.T., A.N.L. vessels will be 730 ft. long and have a speed of 23 knots.

The entry of the Australian owned shipping line A.N.L. into the Australia to U.S. service will create maritime history as it will be the first time that a ship flying the Australian flag will operate such a service.

The rapidity at which shipping lines are changing over to the pure container ship concept has caused problems for port authorities all over the world. Even the Port of New York, which is the biggest port in the United States, is not exception. At present it has 31 container berths, but already this is proving inadequate to handle the increasing number of container ships using its berthing facilities, and its port authority is currently employed in the construction of more container berths.

In the Port of Melbourne the Commissioners of the Trust, the policy-making body of the organisation, is well aware of this problem and is prepared to meet such a contingency by building berths to handle the expected influx of container ships calling in the Port.

Mr. Chakas, after completing a tour of the Swanson Dock complex and the Freight-bases depot at Appleton dock, commented on the large amount of land available adjacent to the container berths, and said that there were very few ports in the world as favourably placed in this respect as the Port of Melbourne.

The A.C.T. (U.S.A.) service plan to make Melbourne its terminal port in Australia for both their service

to the United States as well as to U.K. ports (Melbourne Harbor Trust Port Gazette, August)

Dock Fenders

Melbourne: — Seven rotating pneumatic fenders, each over 6 ft. in diameter, have been purchased by the Melbourne Harbor Trust Commissioners at a cost of \$60,000 for their new oil dock at Yarraville.

The oil dock, named "Holden Dock" after a former Chairman of the Trust, is costing more than \$1.1 million, and when completed early next year, will replace the three existing oil berths, which have been located in the river channel for more than 50 years.

The decision to build the oil dock was made by the Commissioners of the Trust, as part of an overall plan designed to improve access of the river channel for the large container-ships on the Australia-U.K. service.

Holden Dock, when it is completed, will handle tankers up to 600 ft. in length. The fenders have been made by Firestone Burleigh and were supplied by Nautical Service (Aust.) Pty. Ltd.

Six of the rotating fenders, will be dolphin-mounted on one side of the dock, while the seventh will be secured to a caisson located on the opposite side at the entrance to the dock. All will rotate in the horizontal plane to assist in the berthing and safe keeping of tankers alongside.

The Yarraville contract calls for single wheeled units, each with an outside diameter of 77.9 inches and a tyre width of 30.1 inches. Each wheel has a load rating of 53 tons, an energy absorption capacity of 56 tons/ft. and a maximum deflection under load of 26.5 inches.

The fenders will only be placed into position, when the dock is completed. (Melbourne Harbor Trust Port Gazette, August).

Operations Manager

Fremantle, September 29: — On the 8th September, 1969, Mr. J. McConnell, Chairman of Commissioners of the Fremantle Port Authority, announced that the Minister administering the Fremantle Port Authority

ty Act, the Hon. Ross Hutchinson, D.F.C., M.L.A., has accepted the recommendation of the Commissioners that Captain B.L. Noble be appointed to the position of Divisional Manager—Operations.

The present occupant of the position, Mr. H. F. Sanderson, gave notice of his resignation from the Port Authority following his appointment as General Manager of Central Engineering Services of Conzinc Riotinto of Australia, and will terminate his services at the end of September. In the capacity of his new position Mr. Sanderson will be associated with some of Australia's biggest developmental projects.

The resulting vacancy, which was widely advertised, brought over 150 applications from many parts of the world.

The successful applicant, Captain B. L. Noble, A.F.A.I.M., M.I.N. (Aust.) is at present the Executive Member and Port Superintendent of the Northern Territory Port Authority at Darwin. He was appointed Harbour Master at Darwin in 1960. On the formation of the Northern Territory Port Authority in 1963, Captain Noble was appointed the Executive Member of the new board and was responsible to the board for the setting up of the administrative operation and service structure of the new organisation.

For eight years prior to taking up duty at Darwin, Captain Noble was in command of ships of the Colonial Sugar Refinery Company's fleet. Captain Noble will take up his duties from 20th October next. (Fremantle Port Authority)

Botany Bay Port

Sydney, August 6:—The dredging of the deep entrance channel to serve the proposed development of the northern foreshore of Botany Bay for port purposes requires that certain foreshore protection work be carried out at an early stage and the design plans for the first of these works to be undertaken at the Kurnell side of the entrance to the Bay have now been completed by the Maritime Services Board.

This was announced in Sydney today by Mr. W. H. Brotherson, President of the Maritime Services

Board of New South Wales, who said that it was hoped to invite tenders shortly for the commencement of the work.

He said that the total estimated cost of the preservation work at the entrance will be of the order of \$1 million and the Board has budgeted for this expenditure during the current financial year.

He said that the preservation work forms part of the arrangement made for the Commonwealth Government to dredge from the entrance of the Bay to acquire 7 million cubic yards of sand filling for the further extension of the Kingsford-Smith Airport runway. The dredging will be undertaken in accordance with a pattern indicated by the Board and is in line with the recommendations made by the Hydraulics Research Station, Wallingford, England, following a major hydraulic study.

This dredging will virtually provide the initial entrance channel to the port.

Mr. Brotherson also said that the Maritime Services Board is at present constructing a building to house a hydraulic model of Botany Bay.

The model will be used to study the effect of wave action on various planned port and airport runway developments in the Bay.

Further aspects such as the port layouts and dredging schemes will be investigated with the model to determine optimum configurations to give maximum protection to shipping in the port areas while at the same time ensuring that other areas in the Bay are not subject to adverse wave effects. (The Maritime Services Board of N.S.W.)

Hot Potato

Tokyo:—An American negotiator said September 27 the Japanese still refuse to budge in the nine-year-old negotiations to permit the U.S. nuclear ship Savannah to make port calls in Japan.

But Andrew E. Gibson, the administrator of the U.S. Maritime Agency, said he was hopeful agreement can be reached within a year.

Gibson, appointed to his post five months ago by President Nixon,

pointed out that Japan is now building a nuclear ship of its own.

He acknowledged that many Japanese have what has been called a "nuclear allergy" but said the "psychological impediments" to port calls in Japan by the Savannah "are more in the past than actual."

Gibson and a team of U.S. maritime experts are here for talks with Transport Ministry officials.

In addition to port calls in Japan by the Savannah, the American team is urging an exchange between the two nations of technical data on shipbuilding and ship operation.

Gibson said Japan, which already builds more and larger ships than any other nation in the world, stands to be one of the chief beneficiaries in nuclear shipping.

"It is ironic that the nation that can profit the most is obstructing worldwide acceptance," he said.

He said the Savannah was built as a test vessel and one of the aims of the United States is to open the ports of the world to nuclear-powered cargo ships.

Gibson said Japan, which imports more oil than any other nation in the world, has demonstrated keen interest in the development of oil fields on Alaska's north slope. Japan now gets most of its oil from the Middle East and Alaska is much closer.

He pointed out that although Japan will be able to import the Alaskan oil, U.S. law will prohibit Japanese tankers from carrying the oil from Alaska to the eastern United States.

"The Japanese understand this," Gibson said. "They have similar laws."

He said the Japanese are particularly interested in liquid natural gas which is expected to be a by-product of the Alaskan oilfields.

"I believe you'll see liquid natural gas coming to Japan from Alaska within five years," he said.

Gibson said the Nixon Administration plans to give the sagging U.S. maritime fleet and shipbuilding industry a much needed boost.

He said the U.S. maritime fleet is faced with "an emergency of crisis proportions." He said there are 950 ships in the fleet and 600 of them were built during World War II

and are virtually obsolete.

But he said he believed the United States would be able to build a fleet large enough to handle the Alaskan oil, including icebreaking ships that would negotiate the Northwest Passage. (Shipping and Trade News)

S.S. "United States" Coming

Sydney, October 15:—The record breaking Trans-Atlantic liner S.S. "United States" will visit Sydney in February next year.

This was announced today in a joint statement released in Sydney by Mr. W. H. Brotherson, President of the Maritime Services Board of N.S.W., and Mr. W. F. Meeske, Vice-President, South Pacific, of the Oceanic Steamship Company, Sydney agents of the owner's of the vessel, the United States lines.

The "United States" will arrive off Sydney Heads at 5.00 a.m. on Wednesday, 11th February and will sail at 4.00 p.m. on Friday, 13th February, 1970.

It will berth at the Sydney Cove Passenger Terminal and there will be of the order of 900 passengers on board.

Mr. Meeske said that Sydney will be the only port of call in Australia for the "United States" which will be undertaking a world cruise during the off season in the North Atlantic.

The vessel is 990 ft. long, has a beam of 101 ft. 7 inches, a draft of 32 ft., and is of 50,924 gross tons.

It is the current "Blue Riband" holder for the fastest Trans-Atlantic crossing by a passenger vessel.

It gained this distinction on its maiden voyage in July, 1952, when it made the easterly crossing in 3 days, 10 hours and 40 minutes at an average speed of 35.6 knots. It made its home run in 3 days 12 hours and 12 minutes to reduce the previous record held by the "Queen Mary" for a westerly run by 9 hours and 36 minutes.

Mr. Brotherson said that, although the Port of Sydney is regularly used by large oil tankers with a much greater draft, the "United States" will be the largest passenger

vessel ever to tie-up at a wharf in the port.

The port was used during the war years by the "Queen Mary" and "Queen Elizabeth" which are both over 1,000 ft. in length and have gross tonnages in excess of 80,000 tons but these vessels went to anchorages in the harbour. (The Maritime Services Board of N.S.W.)

Record Cargo Discharge

Hong Kong, October 7:—A total of 58,880 ocean-going ships, river steamers, hydrofoils and local craft entered and cleared the port of Hong Kong in 1968, Mr. K. Milburn, Director of Marine, said today. The volume of ocean-going shipping was the second highest ever recorded, exceeded only in 1966, but the amount of cargo discharged during the year was a record—nearly 500,000 deadweight tons more than the highest figure in the past. Containerisation, Mr. Milburn said, would have "a profound effect on the port of Hong Kong during the next decade." (The Week in Hong Kong)

K.P.T. Primary School

Karachi, July 15:—The Opening Ceremony of K.P.T. Primary School at Keamari was performed by Commodore Mahmud-ul Hasan, S.K., T.Pk., P.N. (Rtd.), Chairman, Karachi Port Trust, on 28th June, 1969 at 12.00 noon in a colourful function. The function was attended by the Officials of the Education Department, Shipping Officials, K.P.T. Heads of Departments, K.P.T. Officers and staff; the Press representatives and the residents of Keamari.

Mr. Iqbal Quraishi, Welfare & Public Relations Officer, K.P.T. in his welcome speech paid high tributes to Commodore Mahmud-ul Hasan, S.K., T.Pk., P.N. (Rtd.), Chairman, K.P.T. for the deep interest taken by him in the activities for the welfare of the staff and their families. He said that it was due to his full cooperation and efforts that two new schools of Karachi Port Trust have been established within a short period of 3 years. Mr. Iqbal Quraishi also appreciated the personal interest taken by Mr. Zafar Ahmed, Chief Engineer, K.P.T. in the construction of the School Building and thanked him for his commendable work. He further stated that the necessity of establishing the school at Keamari had long been felt due to the rapid growth of population in Keamari Area and the hardships felt by the parents in sending their children to far-flung areas for primary education.

Recounting the history, Mr. Quraishi said that at the time of partition, K.P.T. had only one school for the residents of Manora with only 69 students. He said that the K.P.T. has now the following educational institutions at Manora, Keamari and West Wharf:—

1. I.A. Secondary School for Girls at Manora.
2. Boys Lower Secondary School for Boys at Manora.
3. Z.H. Primary School at Manora working in two shifts.
4. Kindergarten School at Manora.
5. Primary School at West Wharf and
6. Primary School at Keamari.

The Karachi Port Trust Admin-

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istration has been very conscious of providing welfare amenities for its employees and their families. A very large number of housing projects of modern concept have been constructed all over the Port Area. A modern Hospital with facilities for Operations, X-Ray, Orthopaedic, Dental, Eye and Maternity was provided for K.P.T. employees and their families. Besides the three Dispensaries in the area, a substantial sum of money was being donated by Administration for the development of sports and sportsmen. Formidable amount of money was being given by way of scholarships for the children of K.P.T. employees to complete their technical education from Inter-Science upwards. The rate of growth of education facilities for the children of K.P.T. employees had arisen from 40 to 500 per cent since the independence.

He also paid tribute to the teachers of K.P.T. Schools who had done their very best in achieving highly commendable results of the children taking their education in the K.P.T. Schools. Before requesting Commodore Mahmud-ul Hasan to declare the Building open, he thanked the Directorate and Inspectorate of Education and all concerned for their cooperation in this welfare project. (K.P.T. News Bulletin)

At the instruction of Mr. R. K. Trimmer, Chairman of Northland Harbour Board, Whangarei, New Zealand, the following two news items numbered (1) and (2) were sent to the Head Office.

(1) Containerships

London, July 29:—A new breed of super containerships which will radically restructure world trade routes was foreshadowed yesterday by Sir Donald Anderson, chairman of the P. & O. shipping group.

With tonnages up to 75,000 compared with today's 25,000, they would cost £10 m. to £20 m. each even at today's prices, and would be capable of carrying as much freight in a year as an entire fleet of conventional cargo liners.

Sir Donald, whose group is a

partner in the big Overseas Containers (O.C.L.) consortium, said that to provide enough cargo for these big ships, some existing general cargo trade would have to be altered and merged. When this had been done, he envisaged containerships of 50,000 to 75,000 tons yielding economies in 10 to 15 year's time similar to those achieved in tankers and bulk-carriers.

Sir Donald was expanding on an article in the P. & O. group magazine in which he said that although there were difficulties in the ever-increasing size of ships, the competitive pressure of economics was unrelenting, and the trend to bigger and bigger ships would continue.

"It is likely to spread to the containership of the not distant future, and to improve her economics in a way in which it was never able to improve those of her predecessor, the cargo liner", he said.

"Containerization brings transshipment back as an economic possibility. Transshipment makes concentration possible. Concentration may provide the load for a much larger containership than even the first generation, which in the case of O.C.L. ships are, after all, 700 feet long.

"Thus it would not be odd if before long economics produce a re-orientation of trade routes in order to secure the scale economies of larger ships in the containerized trades. If so we shall be opening yet another chapter in the container revolution." (By Michael Baily, Shipping Correspondent, The Times, London)

(2) Whangarei

(CONTAINERS: Gordon praises Northland case, and says Whangarei could be southern counterpart of Rotterdam.)

Timaru, New Zealand, Fri. September 19:—In the long term, an international container terminal at Marsden Point could be set up to service the South Pacific area, the Minister of Transport (Mr. Gordon) forecast in Timaru last night.

The minister envisaged Whangarei as a southern counterpart of Rotterdam, feeding out containers to Australia and near Eastern countries.

"The Northland Harbour Board has put up an excellent case for an international container terminal based on the assumption of what can happen.

"But on the economics of containerisation as projected to 1978-80, it is in the interests of New Zealand to start off with the ships the British propose and the ports they propose.

"I do not deny however, that in the long term we will see Whangarei as a super-cellular depot for the Pacific area," the minister said.

He added that when the Metra organisation checked the proposed British cellular ships designed to pass through the Panama canal it also considered larger ships.

"One of the problems which Metra did not attempt to answer was the practicability of taking the larger cellular ships around Cape Horn", he said.

"One ship's captain I questioned said he would take one of the ships eastward around the Horn, but wouldn't attempt it from the west.

"It could be that this class of ship would have to make a voyage eastwards round the world.

"However, I believe in the long-term there could well be a case for the Northland Harbour Board's proposal." (Northern Advocate)

Record Traffic

Chittagong: — Chittagong Port handled an all time record tonnage of 4.5 million tons during the last financial year ending 30th June, 1969. It may be recalled that at the time of partition the handling capacity of the Port was 0.5 million tons only and over years the tonnage has steadily increased and it is now nine times the quantum of traffic handled at the time of partition. This is in spite of the fact that the two devastating cyclones of 1960 and 1963 caused severe damage to our Jetties which are now in the process of reconstruction. In spite of these handicaps this tonnage has been achieved by the improved

method of handling, stacking and clearance of cargo from the Port. We would like to mention the commendable role played by the trade, the users of the Port as well as the Railway, the Road Transport and the I.W.T., all of whom have made their contribution towards achieving this goal. We are confident that if this good all round co-operation continues we shall go on steadily improving our performance in years to come. (The Chittagong Port Trust Port Bulletin, June 16~30)

Karachi News

- June 1:—The construction of the Gravity Wall Quay at the Return Wharf is now heading towards completion. The giant 26-ton blocks have been seated on a specially prepared foundation base dredged in the channel. The base comprises of cement concrete footing protected between two rows of sheet piles, driven into hard stratum. On the east side, the Return Wharf joins the sheet piled Commissariat Wharf.
- June 1:—The Boat Basin will appear in a modern look in a few months. The steel sheet pile quay wall on its western periphery is now in the final phases of completion. The new boat wharf will accommodate additional and larger boats. In the background is planned the Passenger Terminal at Berth No. 1, tenders for which are being invited shortly. The development works in the Port continue to proceed at an accelerated tempo and gradually out-moded facilities are being both remodelled and replaced, and new berths are being added to cater for the demand imposed by rapidly rising traffic.
- June 15:—Mr. D. Elliott of the International Bank for Reconstruction and Development visited Karachi Port on a Supervisory Mission and to review the progress on the Second Project Works. He expressed satisfaction at the progress accomplished on the six schemes. (K.P.T. News Bulletin)

More Container Traffic

Antwerp:—The ascending line to be noticed in the container statistics of the port of Antwerp is evolving in

a favourable way.

It results from the figures of the months of May, June and July 1969 that on an average 8,586 loaded containers per month (exclusive of empty ones) were shipped via Antwerp. On an average this represents a tonnage of 104,721 tons per month. In comparison: in the corresponding period of 1968 the average number of loaded containers amounted to 4,863 units, i.e. an increase of over 3,700 units per month. The same remarkable increase is recorded as to the transported tonnages, since during the preceding year the monthly average amounted to 49,362 tons.

Antwerp heads for record figures for what the container traffic in 1969 is concerned. (Assiport Press Release)

New Port Record

Antwerp:—On April 18 the ore carrier „Nikkala” arrived in the port of Antwerp with a load of 74,590 tons of iron ore. The vessel had a draught of 42.6 ft. which is a new record for the port.

The load of 74,590 tons however is not a record figure. This is still held by the tanker „Norse Mountain” which in 1968 arrived with 79,903 tons of crude oil. (Antwerp Port News)

Reducing Dock Delays

Liverpool, 10th September:—The Mersey Docks and Harbour Board announce revised rent charges on inward cargo remaining on the quays for prolonged periods in the Port of Liverpool to operate from 1st October, 1969, inclusive.

Although, as before, there will be no charge for the first 3 days and the charge of 2d. per square yard per day for the next 3 days will still obtain, the quay rent then increases to 6d. per square yard for the next three days and subsequently to 2s. 6d. and 5s. Od. each 3 days thereafter. A new rate of 10s. Od. per square yard per day for any period in excess of the above has been introduced.

This scale of charges has been adopted to discourage Consignees from using the quays for cargo storage. The new scale of rents do

not increase the existing penalties to Consignees who move their cargo within nine days of landing but if cargo is not then cleared the rents will become increasingly severe.

Consignees are responsible for finding out when their cargo is available and for removing this promptly and it is essential for them to maintain contact with the Cargo Operator concerned who can indicate the position.

By quick removal the Consignees can avoid rent charges completely or at least incur only small amounts. (Mersey Docks and Harbour Board)

Simpler Export Procedure

London, 9th October:—The Port of London Authority is to introduce a further aid to exporters next month with the introduction of a simplified documentation procedure for charges on exports.

From Monday, November 3rd, port rates will be included on the same invoice as service charges for goods exported over the quays of the Authority's enclosed docks. Under this new arrangement the amount of port rates on these goods and the service charges will appear on one bill and will be payable as one total amount.

This will mean that shippers will not have to decide when they are liable for port rates and will save the time involved in preparing their own port rates bills for payment.

The new scheme will not apply to goods exported from riverside wharves or those loaded onto vessels from lighters. Port rates on these goods will continue to be paid separately under the existing arrangements. Special all-in charges arranged by certain shipping companies will not be affected.

The P.L.A. has notified its customers of this change, which has been welcomed as a significant step forward in the simplification of London's port charges.

Further information about the new provisions can be obtained from the Charges Officer, P.L.A., Box 242, Trinity Square, London, E.C.3. (Telephone 01-481 2000, extensions 92/213 or 92/304). (The Press Office, Port of London Authority)

First Ship at Goole

London: — The West German motor ship "Notos" yesterday (June 4) became the first vessel to discharge cargo at a new quay under construction by the British Transport Docks Board at Goole.

The "Notos", with a consignment of 310 tons of bagged fertilizer from Yumiden in Holland, berthed at the first completed section of the new South Quay at Goole's Ouse Dock, where part of a £330,000 development will ultimately provide four new berths. Her cargo was the first general cargo to be handled on the south side of Ouse Dock, a former coal shipping quay, for over a hundred years.

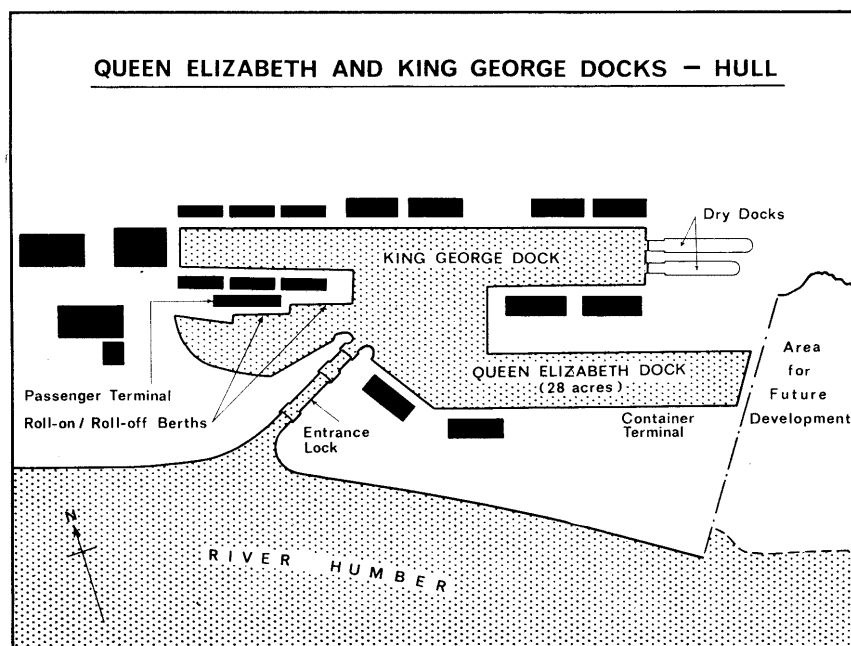
The development scheme, which is being carried out by the Docks Board's own labour force and which includes a two-storey transit shed at Ship Dock, already operational, is due to be completed by the early Autumn of this year. (British Transport Docks Board)

Queen Inaugurates Dock

London: — Her Majesty The Queen today (Monday 4th August) inaugurated the British Transport Docks Board's new £6¾ million dock at Hull during an official visit to the City. At the ceremony, held in one of two large new transit sheds, the Queen officially named the dock "Queen Elizabeth Dock".

The 28-acre dock, which has taken two and a half years to construct, has been built to the south-east of King George Dock and is entered by the existing entrance lock. Five hundred feet wide and with a mile of quays, the new dock provides seven new deep-water quay berths and one overside berth for vessels of 630 ft. in length. It represents a 50 per cent increase in the existing deep-water accommodation at King George Dock and will meet the considerable demand for berths for vessels of up to 25,000 tons deadweight.

Queen Elizabeth Dock has been designed to handle a wide range of traffics and is, in fact, the only general dock construction scheme of this type in the Dock Board's cur-



rent overall development programme.

A notable feature is a container terminal on the south side of the dock, where 41 acres of land are available for stacking and marshalling. The terminal will cater for 600-container ships and will be equipped with a 40-ton capacity transporter crane, now on order from Clyde Crane and Booth Ltd., capable of handling all ISO standard containers up to 40 ft. in length, as well as packaged timber cargoes.

Two general cargo berths on the south side of the dock are served by transit sheds, each 492 ft. by 150 ft., giving the port nearly 148,000 sq. ft. of additional transit accommodation. All other berths are open.

Main contractors for the dock were John Mowlem & Sons, and the work was carried out under the supervision of Mr. P. K. Brown, Chief Docks Engineer, Hull.

Following the inauguration ceremony, the Queen, accompanied by Prince Philip and Princess Anne, inspected the new dock with Mr. J. A. Lacey, Hull's Chief Docks Manager. Among the vessels which the Royal party saw in the new dock were two Ellerman Liners, the *City of York* and the *City of Lancaster*, due to load export cargo for South Africa at adjacent berths. To mark the occasion both vessels were garlanded

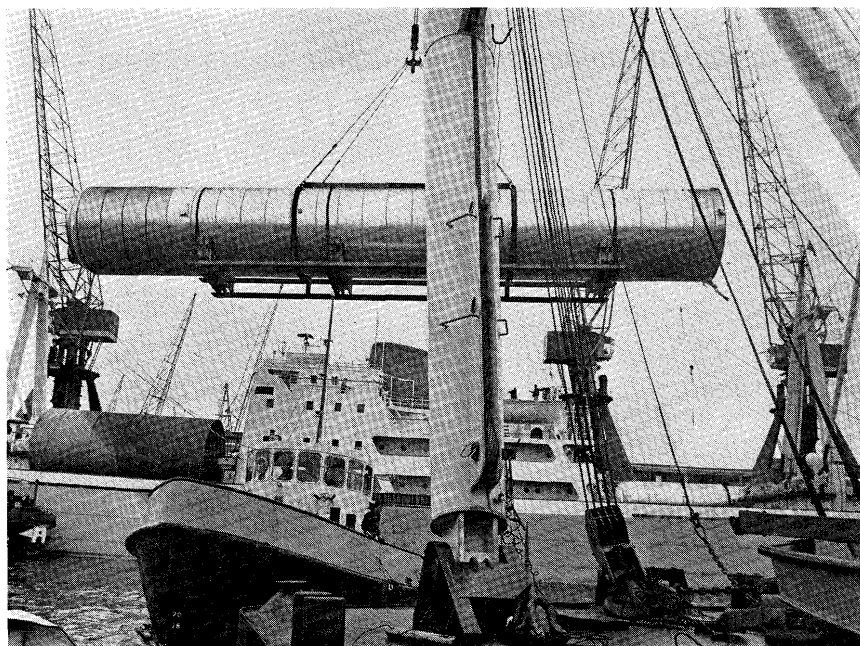
with the white and red roses of the Houses of York and Lancaster.

Her Majesty also toured King George Dock where she inspected the roll-on/roll-off ferry passenger terminal and the new £¼ million 337 ft.-long tidal model of the Humber estuary, where she was shown how Docks Board scientific staff are using the scale model to determine the effects of various development schemes upon the estuary.

Following the dock tour, Her Majesty's programme included visits to the Hull Missions to Seamen, Trinity House and the Guildhall. Later the Royal party embarked on the Royal Yacht Britannia, sailing past the ten assembled vessels of the Docks Board's Humber dredging fleet, prior to sailing to Norway on holiday. (British Transport Docks Board)

Advertising Method

Bremen, 21st October: — The Senator for Ports, Shipping and Traffic in Bremen has been notified by shipping friends that an anonymous, 17-page pamphlet, in German and English has been circulated to shipping companies interested in the container trade—with the title "Approach Conditions to the Rivers Elbe and Weser for Container Ships of the Third Generation — Situation as



Heavy Lift in Amsterdam—Photo by Pakhoed

from 1970".

The nautical conditions depicted therein for the Elbe and the Weser, far from being presented in any objective or prudent manner, are given in polemic style truly biased in favour of the Elbe. Here are a point or two as examples!:-

§. Distances indicated to the ports are given, on principle, as being from the "Deutsche Bucht" lightship!.

In most instances, however, those ships which are bound for the Weser head direct for the "Weser" lightship and so shorten the distance to the Weser ports considerably.

§. Suggestions are made of difficulty in executing turning manoeuvres in the vicinity of Bremerhaven!.

The absurdity of this is shown alone from the fact that for some 40 years the large passenger liners "Bremen", "Europa", "United States" etc., as well as in more recent times the 335 metre-long tanker-constructions ex the AG "Weser", have been turning and berthing at Bremerhaven.

§. Even the suggestion of ice-conditions have been raised!:-

Regardless of the fact that such, even in the most severe of winters have never yet proved a hindrance to shipping on the reaches from Bremerhaven to the sea.

Such 'advertising' methods speak for themselves and are greatly regretted in Bremen. It also is not the intention to publicly delve further into the individual points raised in the publication in question: Nevertheless the competent quarters for nautical and technical shipping matters in Bremen and Bremerhaven, being fully conscious of the first-class possibilities offered by the Outer-Weser and the port installations of Bremerhaven to the Container and LASH trades, are ready at all times to supply to interested shipping companies, exhaustive information on all the points broached. (Bremen Air Mail)

Logistics Services

Amsterdam:—The logistics services required for the construction of, for example, a complete chemical or petro-chemical plant, an oil-refinery, etc., have a tendency to become more and more complicated. The components are nowadays ordered from all parts of the world. The prefabricated units grow larger and larger, and their dimensions and weights are only limited by the possibilities which can be offered for handling and transportation.

Pakhoed, as one of the leading companies in the Netherlands, with many years of experience in this

special field of transportation, decided to concentrate the know-how, available in the Pakhoed Group, in one office, viz. the Industrial Transport Department of Pakhoed Amsterdam N.V., in order to meet in the most effective way the demands of the clients.

Services which the department will provide include:

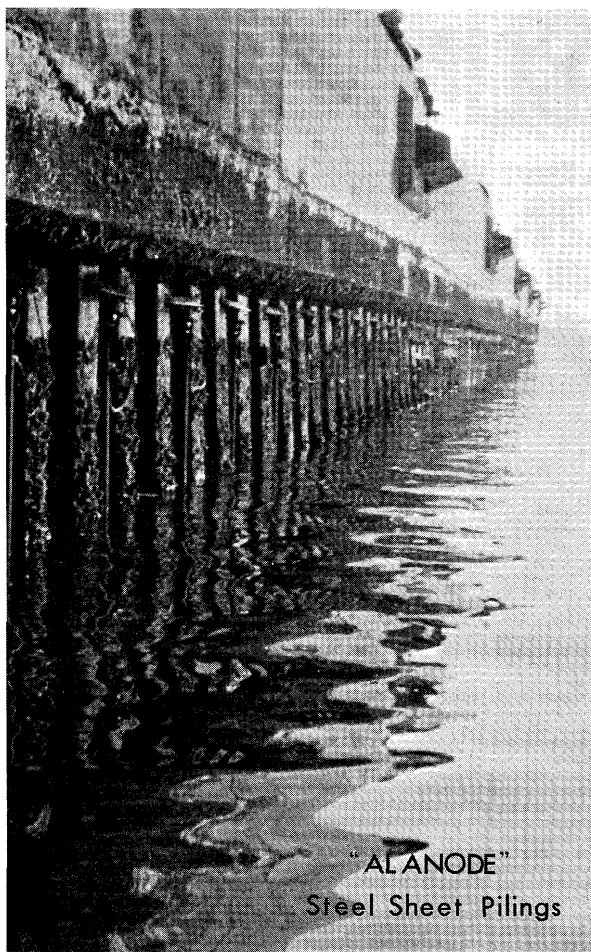
- + Absolute transportation feasibility—including sometimes—overseas inspection in loco,
- + Playback of construction prescriptions in case transportation economy is improved by combination or breakdown of components,
- + Inland transportation to ports of shipment including customs formalities and documentation,
- + Organisation of overseas discharge and onward movement to construction site, including full documentation,
- + Following through entire project in direct contact with principal and component manufacturers for re-assessment of systems and procedures in case of disturbances. (Pakhoed Amsterdam N.V., Amsterdam)

New Goods Station

Lourenco Marques:—We have already referred in the past to this matter; to the fact that the volume of goods traffic passing through the Lourenco Marques Central Railway Station forced the Mozambique Railways Administration to consider the building of a new goods station.

Mahotas was chosen for its site, and was considered the best place to serve the Limpopo, Ressano Garcia and Goba lines. In this manner, all the goods traffic pertaining to the domestic network will be handled from the new goods yard, from which will result a greater fluidity in the central station, where in the future only the goods traffic of the international services will be dealt with.

In the huge area which the new goods yard will cover, there will function offices, sheds, the heavy cargo department, and many other services connected with railway activities. (Boletim Portos, Caminhos de Ferro Transportes de Mocambique, Fevereiro 1969)



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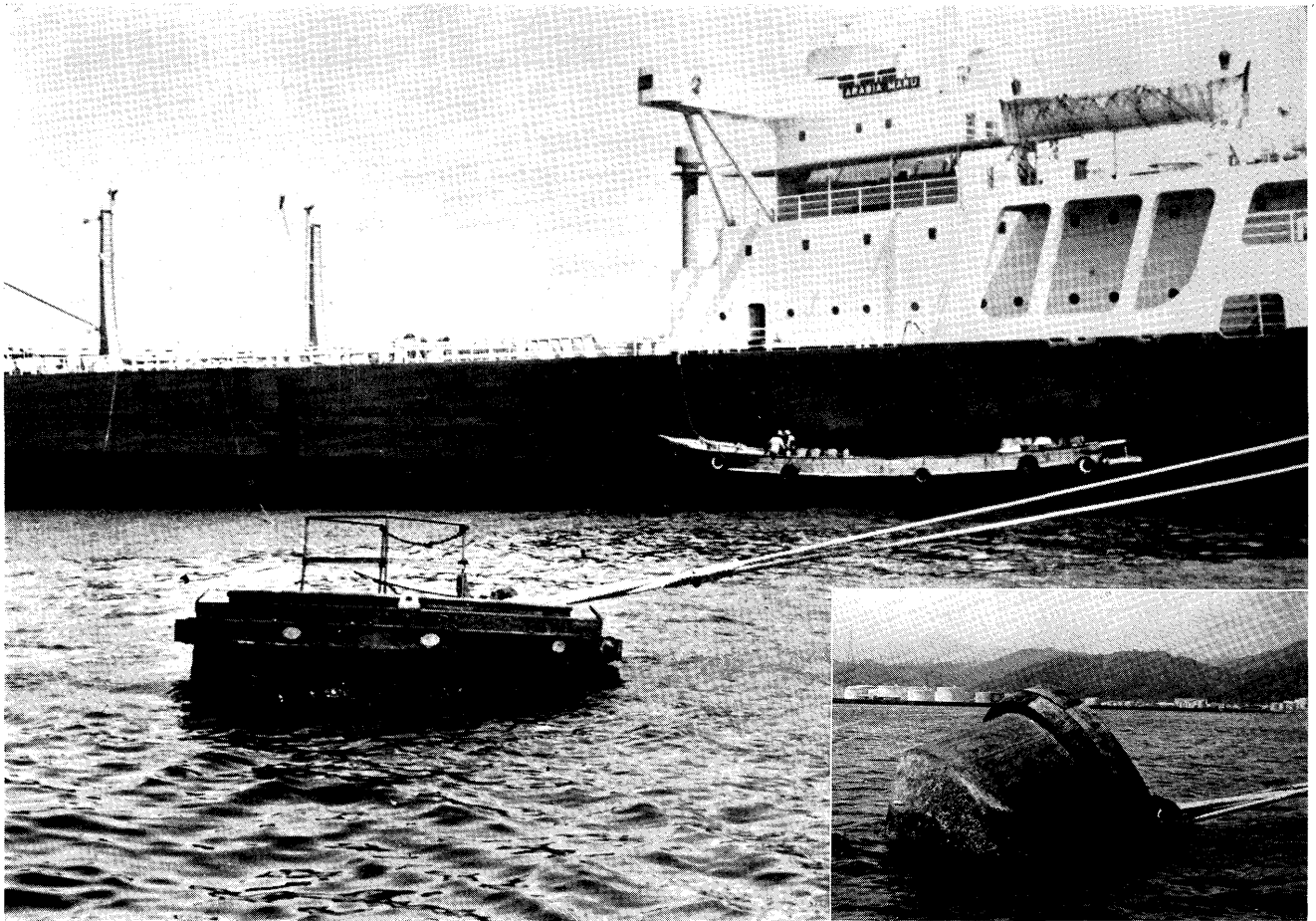


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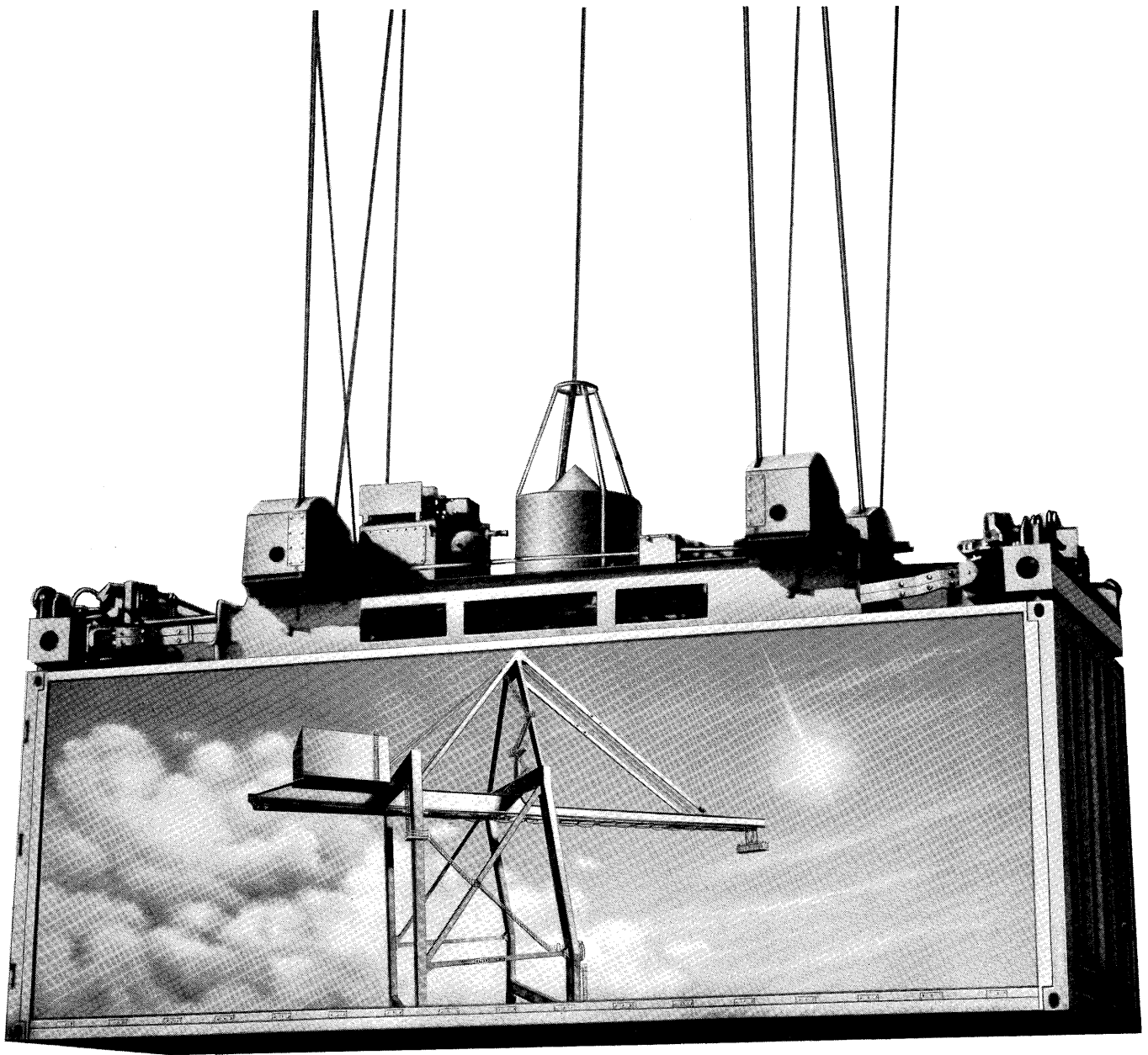
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① Port-Island ② Kobe-Ohashi Bridge ③ Port-Terminal ④ Kobe C.I.T. Center ⑤ S. S. Canberra

KOBE PORT LINKED TO NEW AGE BY HUGE ARCH BRIDGE

The port of Kobe made another long stride ahead into the New Age by linking itself to the 4.5 million square-meter Man-made "Port-Island" in the bay, with a 319-meter long, beautifully arched, double-deck "Kobe-Ohashi Bridge" recently.

PORT-ISLAND: The land-linked Port-Island, when completed in 1975, will double the present function of Kobe Port, with its additional 9 container berths and 21 liner berths, of which 3 container berths will be in operation next spring. Besides modernized port facilities, the Port-Island plans to construct the new office districts, the residential districts, the processing factory districts all surrounded by green parks, bringing into reality a "Model City of 21st Century" on the island.

KOBE C.I.T. CENTER: Kobe Commerce, Industry & Foreign-Trade Center (opened on November 11, 1969), the Kobe WTC of Japan, located at the center of this Port City is also preparing to serve as the Port Information Center.

PORT-TERMINAL: Along the 4th-Pier, near the Kobe-Ohashi Bridge, a new passenger ship terminal is now under construction to catch up with the opening of EXPO'70, Osaka. The Terminal building is three-storied with a total floor space of 54,000 square-meters sufficient to accommodate for 2,500 passengers at a time.

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