

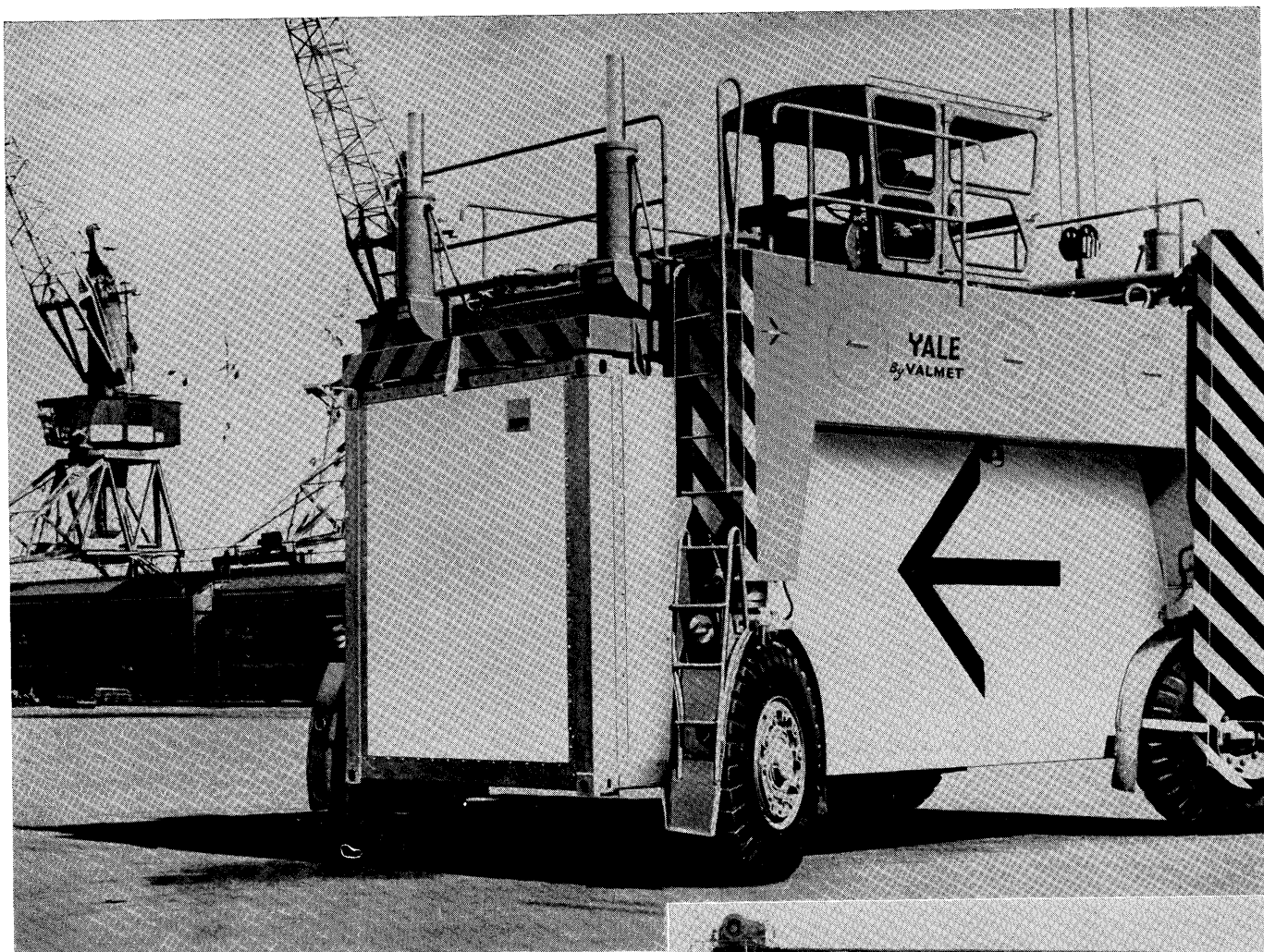
PORTS *and* HARBORS

APRIL-MAY, 1969 Vol. 14, No. 4-5



Melbourne Conference
Special Number

Combined April-May Number



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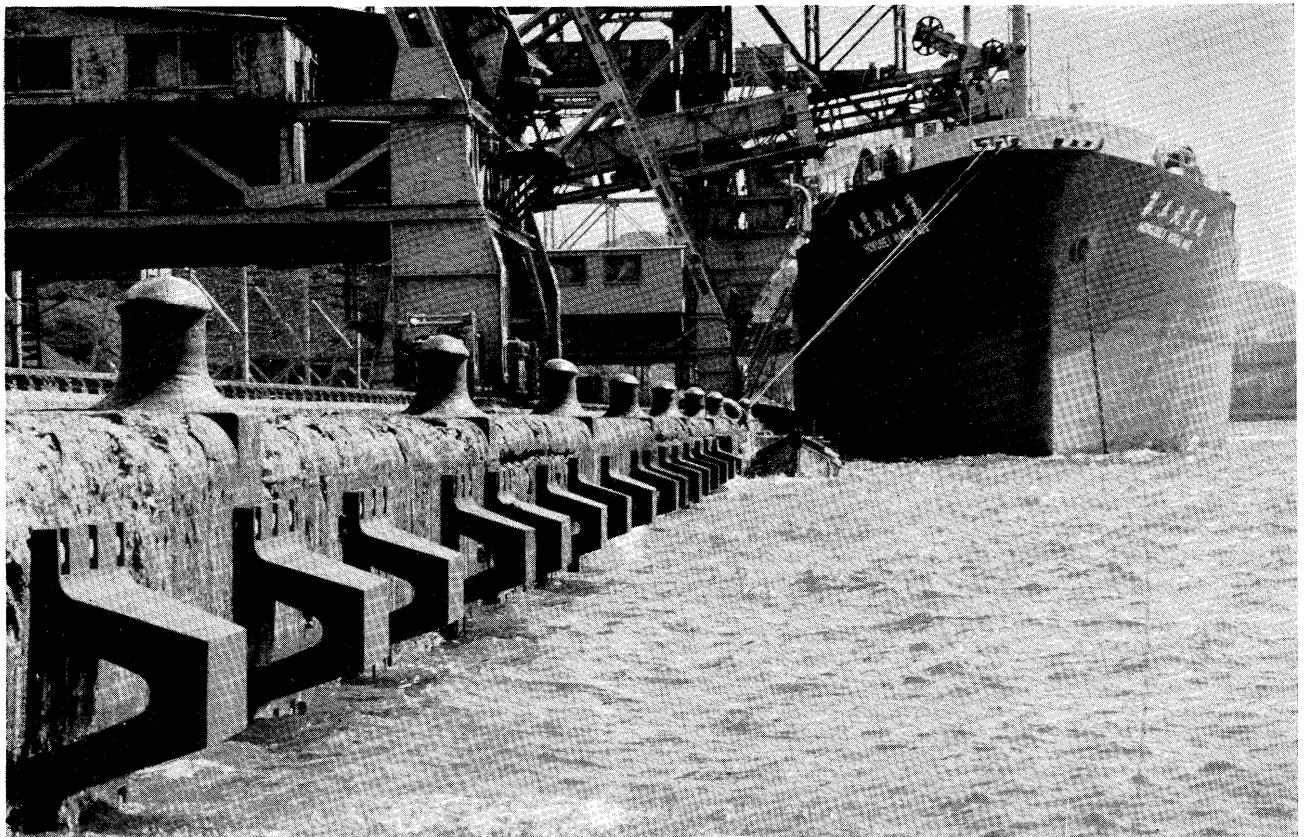


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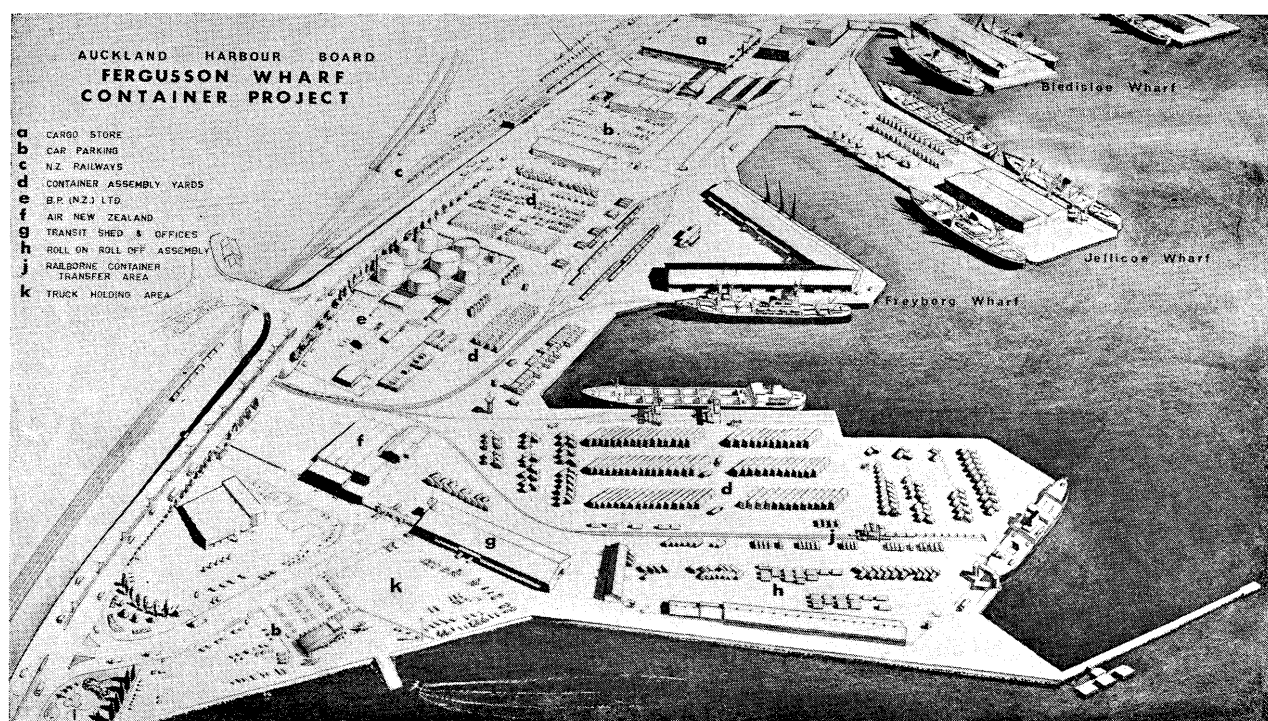
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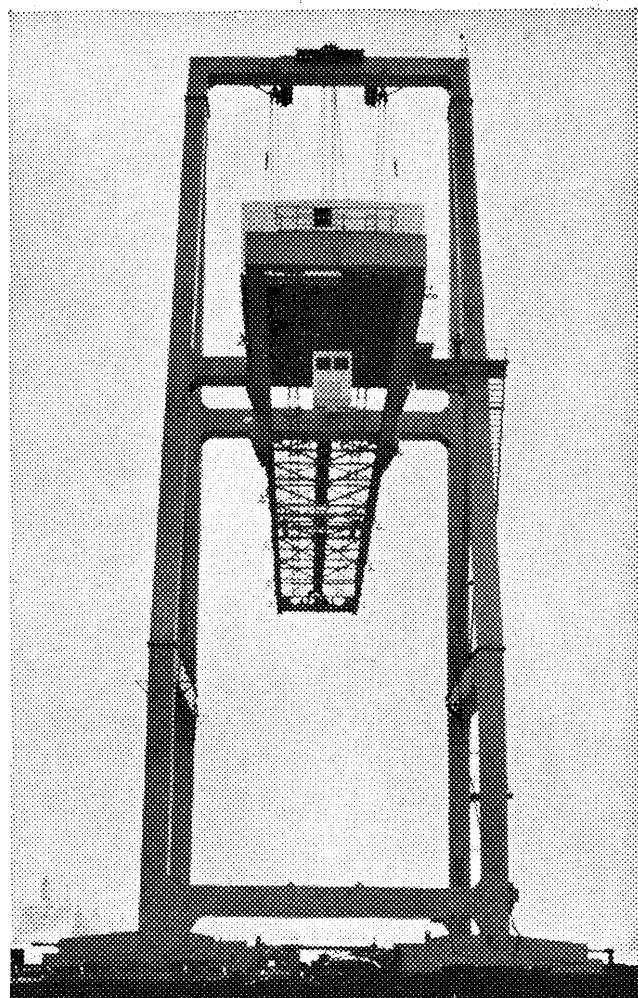
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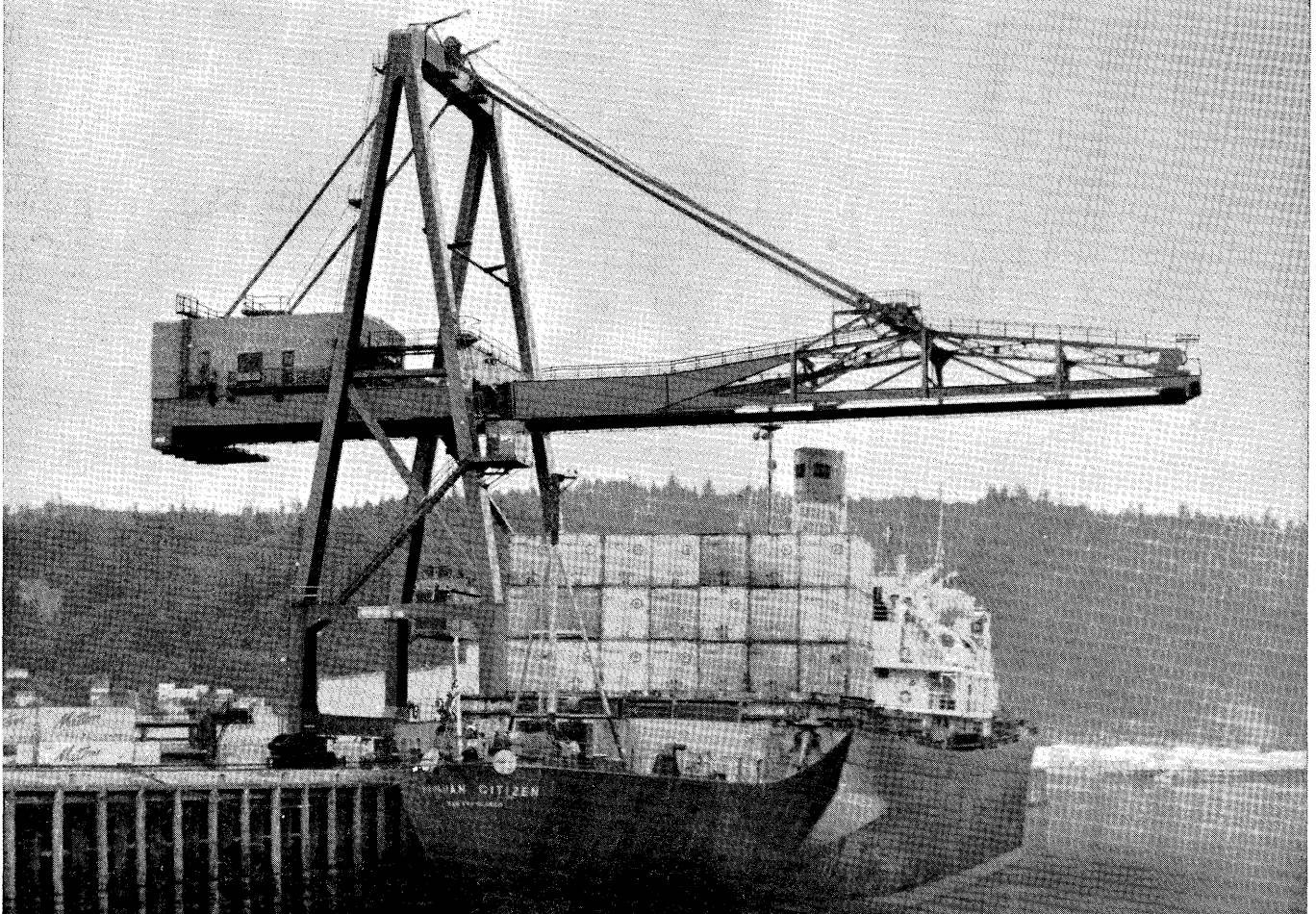
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PORTS *and* HARBORS

Published monthly by

The International Association of Ports and Harbors

Consultative Status, N.G.O., United Nations. IMCO

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V. G. Swanson
Chairman
Melbourne Harbor Trust
Commissioners

Executive Committee

Chairman:

V. G. Swanson
President, IAPH
Chairman
Melbourne Harbor Trust
Commissioners

Members:

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Immediate Past President, IAPH
Mayor of Kobe

Howard A. Mann
1st Vice President, IAPH
Chairman
National Harbours Board
Ottawa

Ir. J. Den Toom
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Toledo-Lucas County Port Authority

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Chairman
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Toru Akiyama

Editor: Yoshio Hayashi

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PORTS *and* HARBORS

Ports Can't Stand Still — Moral of Melbourne

From Monday, March 3 till Saturday, March 8, 1969 was the week of the 6th Conference of the International Association of Ports and Harbors hosted and chaired by Mr. V. G. Swanson, Chairman, Melbourne Harbor Trust Commissioners, under the patronage of His Excellency The Governor of Victoria, Major-General Sir Rohan Delacombe, K.C.M.G., K.B.E., C.B., D.S.O., K. St. J.

The Conference was opened Tuesday, March 4. All the delegates and ladies assembled in the Conference Room on the first floor (2nd story) of Southern Cross Hotel

for the official opening ceremony to begin at 9.00 a.m.

Presently, as the cortege of dignitaries approached the hall, the 30-man Royal Australian Navy Band began to play a fanfare "For a Dignified Occasion" as all stood up in welcome and watched the procession reach the speakers' platform. Then all stood to attention as "God Save the Queen" was played.

Address of Welcome by the Conference Chairman, Mr. V. G. Swanson was followed by the declaration of opening of the Conference by the Governor whose impressive address went as follows, word for word:

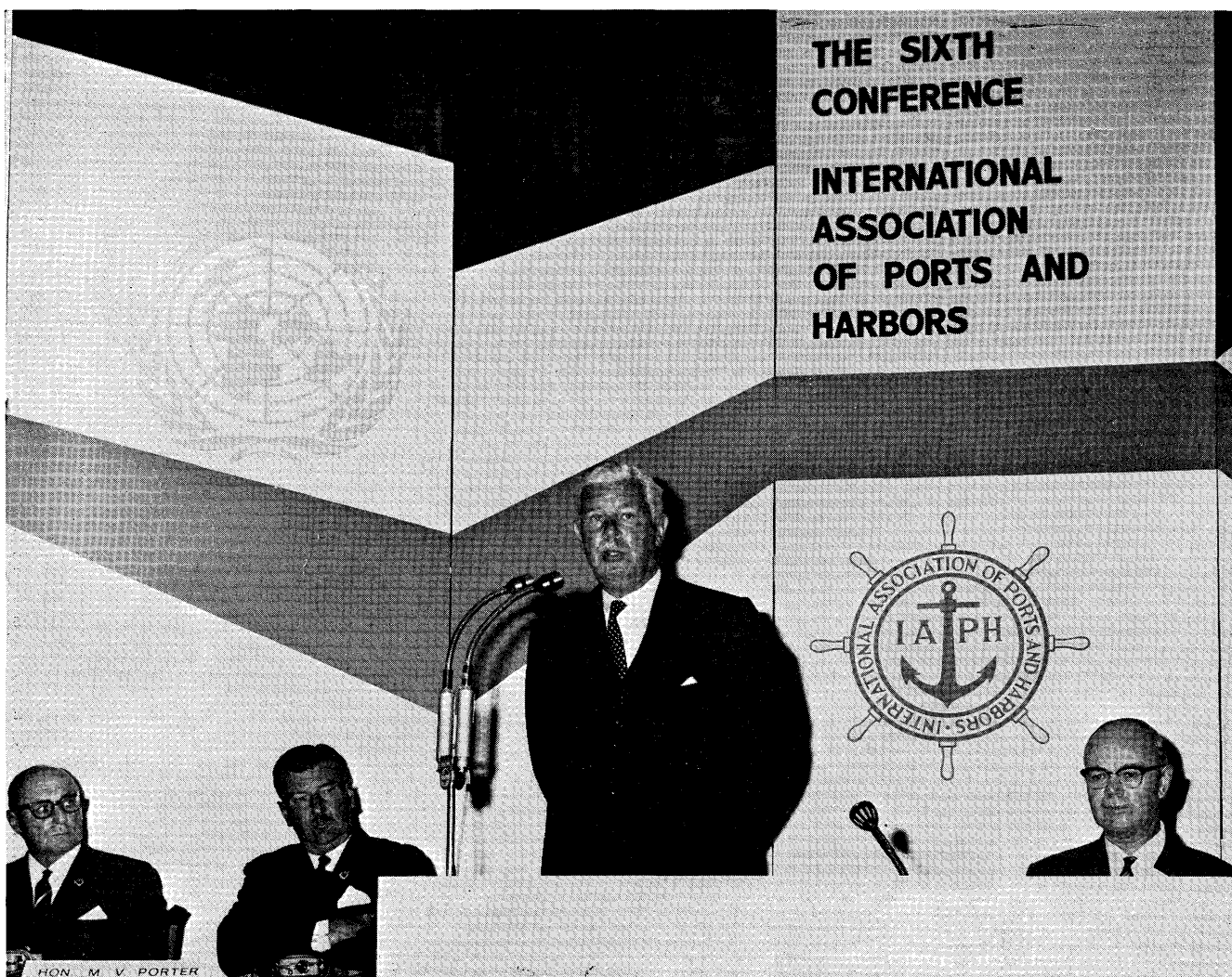
"In my capacity both as Her Majesty's representative here in the State of Victoria and as Patron of this conference it is a very great pleasure to welcome the delegates and their wives.

"The fact that the Sixth Biennial Conference of your Association is being held here is a tribute not only to Melbourne and Victoria but to the whole of Australia.

"The Port of Melbourne Authority or, to give it its correct name, the Melbourne Harbor Trust, as constituted in 1877 as single authority to establish, control, manage and develop a port; and



At the opening ceremony, H.E. The Governor of Victoria, Patron of the Conference, gives the opening address (Center, standing). Seated are from left to right: Mr. L. C. Purdey, Mr. C. Barrillon, Mr. G. Tsuboi, Mr. J. I. Dahlin, Rt. Hon. Viscount Simon, Councillor R.T.A. Talbot, Hon. M. V. Porter, Mr. V. G. Swanson, Dr. C. Haraguchi, Mr. J. L. Knott, Mr. H. A. Mann, Mr. Toru Akiyama, Mr. J. Den Toom, and Mr. W. J. Manning.



His Excellency The Governor of Victoria, Major-General Sir Rohan Delacombe, K.C.M.G., K.B.E., C.B., D.S.O., K. St. J., Patron of the Conference, gives the official opening address, as Councillor R.T.A. Talbot, The Rt. Hon. The Lord Mayor of Melbourne (extreme left), The Hon. M. V. Porter, M.L.A., Minister of Public Works (second from left), and Mr. V. G. Swanson, Conference Chairman (right) listen.

during the next few days you will have the opportunity of seeing how this has been done and is being done now.

"Fifty-three countries are represented on this International Association of Ports and Harbors, and it is particularly pleasing that the representatives of so many countries have seen fit to come here to the far ends of the earth for this conference. However, we here in Melbourne might be forgiven for thinking that some of you have come from the far ends of the earth, because your Far East is our Near North, your winter (from which you have escaped) is our summer.

"This is a simple explanation of why people have a different view-

point—a different viewpoint on the same subject—and never before has there been a greater need for international understanding and for a free exchange of ideas and techniques.

"I know that the promotion of international understanding and friendship is one of your Association's principal objects, and your presence here today is proof that you uphold this aim. For the first time, India, Iran, Pakistan, Senegal, Tanzania, the Soviet Union and Yugoslavia are represented, and this is yet another indication of the success of the Association.

"I would like to take this opportunity of congratulating Mr. Swanson, his staff, and all who have

worked so hard to make this conference a success; and it is with very great pleasure that I declare this Sixth Biennial Conference of the International Association of Ports and Harbors to be officially open. In so doing, I hope that all of you here will have an interesting, instructive yet enjoyable and successful stay here in Melbourne. I wish you well".

Then address by Hon. M. V. Porter, M.L.A., Minister of Public Works on behalf of the Government of Victoria and address by Lord Mayor of Melbourne followed. Also as part of the ceremony, the Commemorative Postage Stamps were dedicated by Mr. J. L. Knott, Director-General of Posts and Telegraphs to Dr. Haraguchi, Mr. Swan-



Mr. David Owen, Co-Administrator, United Nations Development Programme, delivers his paper, March 4.

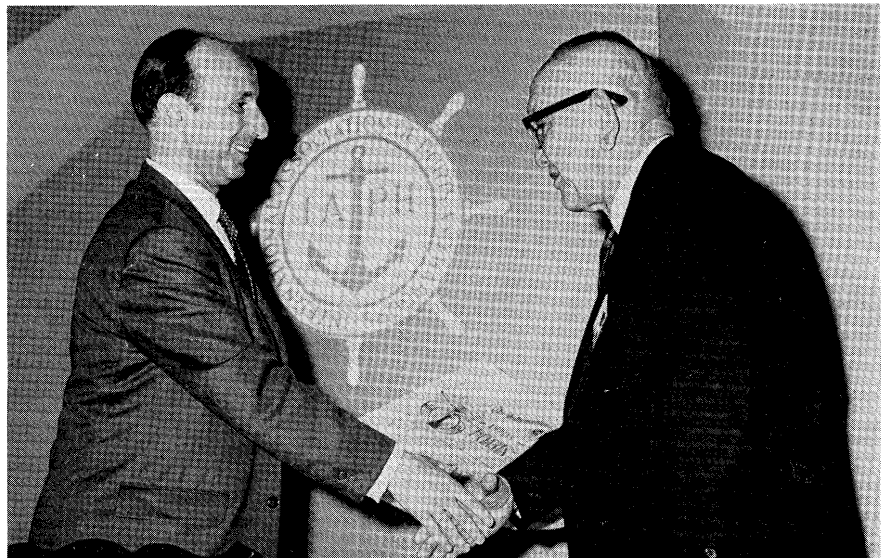


Mr. Vsevolod P. Nadeinski, Secretary, Maritime Safety Committee, IMCO, delivers his paper, March 4.

son and Mr. Toru Akiyama.

Mr. S. A. Finnis (Chairman, British Transport Docks Board), a Vice-Chairman, took the chair to introduce messages of good wishes received from many different parts of the world, in the following order: the Prime Minister at Canberra, the Organization for Economic Cooperation and Development, Paris, France, the Permanent International Association of Navigation Congresses, Brussels, the Secretary-General of the Customs Cooperation Council, the International Chamber of Commerce, the Secretary-General of the International Cargo Handling Co-ordination Association, London, the Director of the American Association of Port Authorities, the Australian Port Authorities Association, Sir Arthur Kirby, Chairman of National Ports Council of Great Britain, Mayor of Portland, Oregon, the Manager and Secretary of the Commission of Public Docks, Portland, Oregon, Mr. Eugene Yuill, Consul for China, Director of the Transport and Communications Division of the United Nations Economic Commission for Asia and the Far East. A telegraphic message of good-will was also received by the Head Office in Tokyo from the International Atomic Energy Agency in Vienna.

No messages from the U.N. and the IMCO? Yes, plenty. As a matter of fact they were with us right there in the persons of Mr. David



Dr. Chujiro Haraguchi, Mayor of Kobe, who had been the President since the Tokyo Conference in 1967, was elected Honorary Member. He is seen receiving a scroll from Mr. Howard A. Mann, Chairman of the Committee on Honorary Membership, March 8.

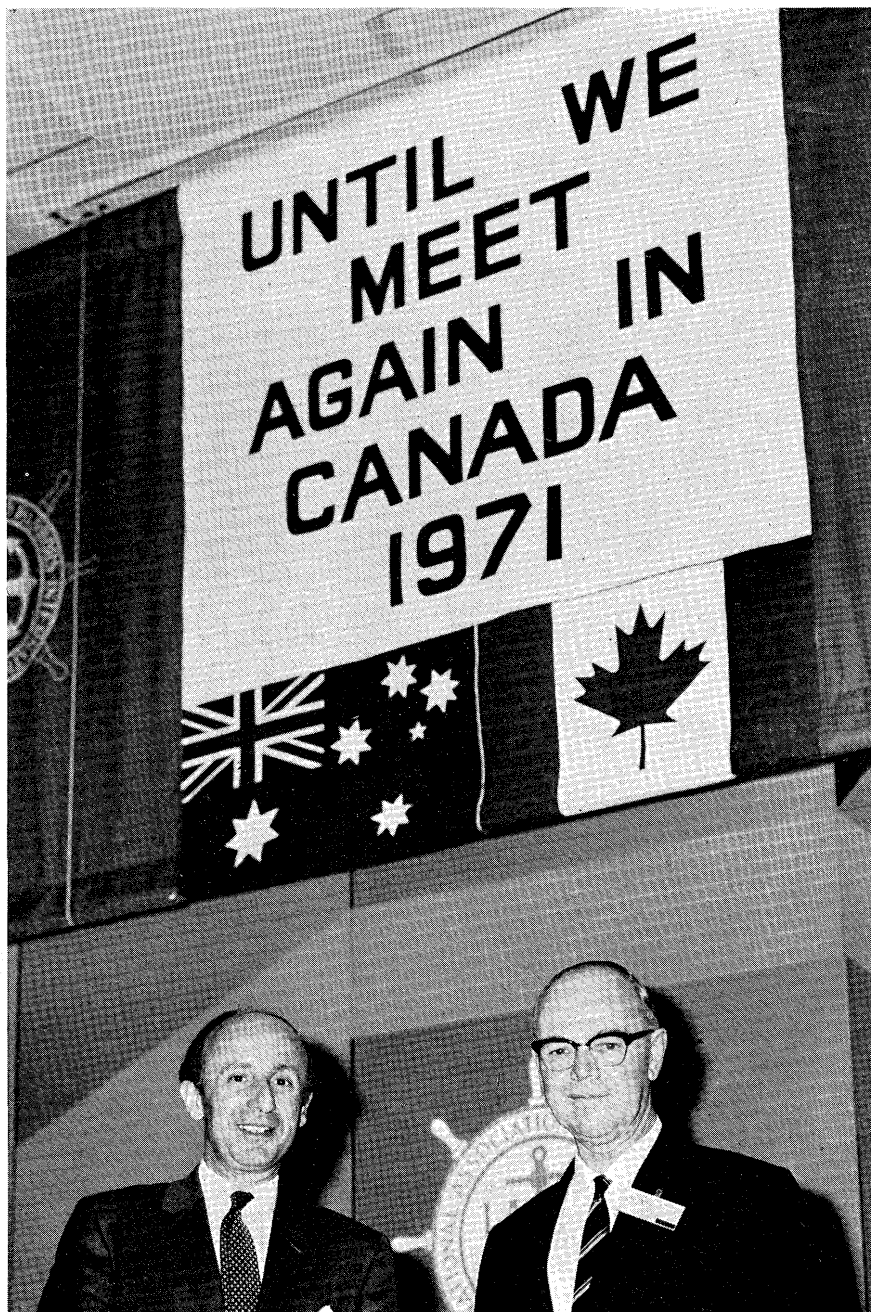
Owen, Co-Administrator, United Nations Development Programme, and Mr. Vsevolod P. Nadeinski, Secretary, Maritime Safety Committee, IMCO. That very morning, immediately after the Coffee Break, Mr. Owen read a major paper, and in the next hour, Mr. Nadeinski read another major paper (see below).

Thus began the wheels of the Conference to turn. Papers were presented all through the week as follows:

Six Major Papers (chronological

record)

1. Tuesday March 4, 10.30~11.30 Mr. David Owen, Co-Administrator, United Nations Development Programme "**The Role of the United Nations as Related to Worldwide Transportation Problems**".
2. Tuesday March 4, 11.30~12.30 Mr. Vsevolod P. Nadeinski, Secretary, Maritime Safety Committee, IMCO, "**Tonnage Measurement**".
3. Thursday March 6, 09.00~10.00 Mr. D. L. Beattie, Director, National Material Handling Bureau, Department of National Develop-



Mr. Howard A. Mann, Chairman of the National Harbours Board of Canada, now elected the First Vice President, has announced invitation of the 1971 Conference to Montreal, Canada, as Mr. V. G. Swanson, New President (right), is about to close the Conference.

ment, Australia, "Relative Merits Unitized and Containerized Cargoes".

4. Thursday March 6, 10.30~11.30
Mr. Keisuke Sonoda, Managing Director, Keihin (Tokyo Bay) Port Development Authority, Tokyo, Japan, "Japan's Harbor Development Policy to Cope with the Revolution in Maritime Transportation".

5. Thursday March 6, 14.00~15.00
Mr. W. W. Sweetland, General Manager, Engineering and Development, The Broken Hill Pty, Co.

Ltd., Australia, "The Impact of Mineral Development on the Growth of Australian Ports".

6. Friday March 7, 09.00~10.00
Mr. Robert L. M. Vleugels, General Manager, General Management of the Port of Antwerp. "The Economic Impact of Ports on the Regions they serve and the Role of Industrial Development".

Nine Minor Papers (chronological record)

1. Tuesday March 4, 15.30
Mr. Yasuhiko Nagata, Director,

Port and Harbor Bureau, Kobe, Japan, "New Wharves and a Floating City".

2. Tuesday March 4, 15.55
Mr. R. K. Trimmer, Chairman, Northland Harbour Board, New Zealand, "The Liability of Carriers in Cargo Transportation".

3. Tuesday March 4, 16.20
Mr. S. Johnson, Managing Director, British Transport Docks Board, "The Seaports of the Future".

4. Thursday March 6, 15.30
Mr. C. E. Barrillon, Director General, Marseilles Port Authority, France, "The Administrative Organization of Port Authorities of France".

5. Thursday March 6, 15.55
Mr. R. Boeuf, Director, Dunkerque Port Authority, "The Ports, Motive Elements of Economy".

6. Thursday March 6, 16.20
Ing. Jorge Luis Frias, Administrator-General of Ports, Republic of Argentina, "Port Politics".

7. Saturday March 8, 09.00
Mr. John T. McCullough, Editor, "Distribution Manager", "Containerisation, the Dream and Reality".

8. Saturday March 8, 09.25
Mr. J. I. Davies, Assistant General Manager, The Australian National Line, "The Advantages in International Trade of Vehicular Deck Ships in the Australian Concept".

9. Saturday March 8, 09.50
Mr. J. P. Ewin, Jr., Ewin Campbell & Gottlieb, Engineers, U.S.A., "Containerized Shipping Facilities: Past, Present and Future".

Panel Discussion was held Friday, March 7, 10.30~12.30 on the theme "Port Administration and Responsibility". The Moderator was Mr. Ben E. Nutter (Oakland), and the three Panelists were: Mr. Alister G. McCrae (Glasgow), Mr. Austin J. Tobin (New York), and Mr. J. den Toom (Amsterdam).

As at all the IAPH general meetings, a Secretary General's Report was submitted to the First Plenary Session on Tuesday, March 4. For Mr. Toru Akiyama, who was appointed Secretary General at the close of the last Conference in Tokyo, it was his first.

It said that as of December 31, 1968, the IAPH membership stood at 301 from 52 countries, indicating

(Continued on Page 12)

IAPH Membership (As of December 31, 1968)

Countries	Regular	Corporate	Individual	Life	Honorary	Founder	Total
Argentina	1	—	1	—	—	—	2
Australia	6	9	—	1	—	—	16
Bahamas.....	1	—	—	—	—	—	1
Belgium	1	1	—	—	—	—	2
Brazil	—	1	1	—	—	—	2
Burma.....	1	—	—	—	—	—	1
Canada	4	—	2	—	1	—	7
Ceylon.....	1	—	—	—	—	—	1
Rep. of China	4	3	1	—	1	—	9
Colombia	1	—	—	—	—	—	1
Denmark	3	—	—	1	—	—	4
Ecuador	1	—	1	—	—	—	2
Eire	1	—	1	—	—	—	2
El Salvador	1	—	—	—	—	—	1
France.....	4	—	3	—	—	—	7
Germany	2	—	—	—	—	—	2
Ghana	1	—	—	—	—	—	1
Hong Kong	2	—	—	—	—	—	2
India.....	1	—	1	—	—	—	2
Indonesia	—	—	1	—	—	—	1
Iran	1	—	—	—	—	—	1
Israel	1	—	1	—	—	—	2
Italy.....	1	—	1	—	—	—	2
Jamaica	1	—	—	—	—	—	1
Japan	38	39	17	3	2	9	108
Kenya	1	—	—	—	—	—	1
Korea	—	—	3	—	—	—	3
Liberia.....	1	—	—	—	—	—	1
Malaysia.....	3	—	—	—	—	—	3
Malta	—	—	1	—	—	—	1
Mexico	—	—	2	—	1	—	3
Netherlands	2	—	—	—	—	—	2
New Zealand	4	1	—	—	—	—	5
Nigeria	1	—	—	—	—	—	1
Norway	2	—	—	—	—	—	2
Pakistan.....	3	—	—	—	—	—	3
Peru.....	1	—	1	—	—	—	2
Philippines.....	—	1	—	—	—	—	1
Portugal	3	—	—	—	—	—	3
Singapore	1	—	—	—	—	—	1
Southern Yemen.....	1	—	—	—	—	—	1
Spain	2	—	—	—	—	—	2
Sweden	4	1	1	—	1	—	7
Syrian Arab Rep.	—	—	1	—	—	—	1
Thailand	1	—	—	—	—	—	1
Turkey	1	1	1	—	—	—	3
United Kingdom.....	10	1	1	1	1	1	15
Uruguay.....	—	—	1	—	—	—	1
U.S.A.	26	10	10	—	3	5	54
Venezuela	1	1	—	—	—	—	2
Vietnam	1	—	—	—	—	—	1
Yugoslavia.....	—	1	—	—	—	—	1
52 Countries	147	70	53	6	10	15	301

Officers 1969 - 1971

President:	Mr. V. G. Swanson Chairman, Melbourne Harbor Trust Commissioners
First Vice-President:	Mr. Howard A. Mann Chairman, National Harbours Board of Canada
Second Vice-President:	Ir. J. Den Toom Managing Director, Port of Amsterdam
Secretary-General:	Mr. Toru Akiyama

Executive Committee

(As elected at the Closing Session of the Sixth Conference March 8, 1969)

Mr. V. G. Swanson	President (ex officio)
Dr. Chujiro Haraguchi	Immediate Past President (ex officio)
Mr. Howard A. Mann	First Vice-President (ex officio)
Ir. J. Den Toom	Second Vice-President (ex officio)
Mr. C. Barrillon	Directeur General, Port Autonome de Marseille, France
Mr. Sidney A. Finnis	Chairman, British Transport Docks Board, U.K.
Mr. Goh Koh Pui	Chairman/General Manager, Port of Singapore Authority, Singapore
Mr. Thomas P. Guerin	General Manager and Secretary, The Commission of Public Docks Portland, U.S.A.
Mr. A. Lyle King	Director, Marine Terminals Dept., Port of New York Authority, U.S.A.
Mr. Walter P. Manning	Director, Marine Works, Department of Transport, Canada
Mr. Louis C. Purdey	Executive Director, Toledo-Lucas County Port Authority, U.S.A.
Rt. Hon. Viscount Simon	Chairman, Port of London Authority, U.K.
Mr. Gengo Tsuboi	Managing Director, The Japan Shipowners' Association, Japan

that in the course of the last two years there were additions of 73 members and 4 new countries over 16 withdrawals.

Until December, 1967, IAPH magazine "Ports and Harbors" was a quarterly, and there was a smaller, 16-page India paper "International News Letter" issued

monthly and airmailed to members. These two publications were merged into one monthly "Ports and Harbors" of the present format beginning with January 1968 issue. We cannot afford to airmail it to our readers, but if you desire, you may get it airmailed to you by paying extra postage. Advertising orders

in the "Ports and Harbors" are a great financial help. Members are cordially requested to keep on advertising in the magazine.

Membership Directory is scheduled to be issued every year, to go out in September so that up-to-date addresses for the year-end and New Year greetings may be available to

all members. The Head Office is grateful to all advertizers in the Directory.

Whatever were included in the settlement of account for 1967~68, there was a vital difference from that of the preceding periods. For the first time in the history of IAPH, the Head Office has been able to comply with the demand for keeping books on accrual basis instead of cash basis.

The Budget for 1969~70 has emerged as a new and solvency-oriented spending schedule including a General Reserve Fund created to lift the Budget off of a hand-to-mouth state, although this act of conscience will bear fruits only slowly.

Dr. Haraguchi

At the closing session on Saturday, March 8, Mr. Howard A. Mann, Chairman of the Committee on Honorary Membership, representing his Committee, presented the name of Dr. Chujiro Haraguchi for consideration as an Honorary Member. He addressed Dr. Haraguchi in part in the Japanese language meaning:

"Dr. Haraguchi, in proposing this recommendation, let me say thank you in Japanese. You are an expert in building bridges. Now you have built many successful bridges all over the world and the bridges you have built are tremendous bridges for peace and understanding throughout the world. May God bless you and may we wish you further health and success, and may you extend us continued leadership".

The motion that Dr. Chujiro Haraguchi be elected to honorary membership was carried by a unanimous applause. An Honorary Membership Scroll was handed by Mr. Mann to Dr. Haraguchi.

New President

Mr. V. G. Swanson, newly elected President, gave an address as follows:

"If the occasion at which I first addressed you at the Opening Ceremony five days ago was one of the proudest in my life, the feelings which I now experience are those of humility.

"I am acutely aware of the great honour you have bestowed in electing me as the new President of the

My Impressions of IAPH Conference in Melbourne

By Goh Koh Pui, Chairman

The Port of Singapore Authority

The Conference at Melbourne was undoubtedly an unqualified success. Thanks to the Organising Committee, the Secretariat and finally the host port, the Port of Melbourne Authority, whose combined efforts had enabled the delegates to learn from each other the latest development in managerial techniques and organisation of ports and harbours, as well as enjoying through visits and excursions the cultural and social aspects of Australian life. Frankly, a delegate to a business conference of this nature usually gets bored after two or three days because of the packed programme and the nature of the business. However, at Melbourne the whole programme was so arranged that none of us can be said to have felt tired at all. Perhaps, the weather had also a part to play, particularly to those who come from countries which are humid and hot. Here again, the right timing of the Conference was very significant.

One particular aspect of the Conference was the cordial and friendly manner in which the business was conducted. There was a complete absence of heat and argument which frequently prevail at international conferences. This may be due to the fact that the objective of IAPH is based on mutual co-operation and exchange of information for the common good thereby eliminating the possibility of conflict of interests. Of particular interest was

the sincerity and integrity of purpose that was displayed by the delegates and in this context I must specially congratulate the Committee on International Port Development for its report on the endeavours of the Committee in assisting sister ports during the last two years. I sincerely hope that this Committee during the next two years will continue to contribute and expand its work as it has done in the past, so that the ports in the developing countries could obtain maximum benefits from its existence. This is a classic example of a concrete contribution towards international port development by practical action rather than by mere adoption of highflown resolutions.

Another observation which is connected with the practical aspects of the Conference is on the efforts of the Conference to crystallize certain views of port managements for the common good and in the interest of ports and harbours in the world. Here I am referring to the resolutions concerning tonnage measurement proposals and the recommendation to IMCO on safety in navigation. The IAPH through these resolutions and recommendations is making its voice heard by Governments as well as international bodies, whose decisions do affect the welfare and the interest of all the ports concerned.

International Association of Ports and Harbors for the next two years.

"I am also acutely aware of the responsibility which confronts me in this position — particularly following, as I do, Dr. Haraguchi and those other distinguished men who as IAPH Presidents have brought this Association to the position and influence it holds today.

"Since the Association was first considered and proposed in Kobe in 1952 at a meeting of Representatives from 16 Countries, it has grown to a membership of more than 300 Organizations in 53 Countries, and

I would like to pay a very high tribute to the dedication of my predecessors and the members of their Executive Committees. This achievement has given the Ports of the World, and the interests associated with them, a common purpose, a common aim and a common bond, which is surely the best possible foundation on which to build international understanding and goodwill.

"Over the next two years I will endeavour to continue to further the interests and activities of the Association with whatever ability I

Impressions of Melbourne Conference

*By J. G. Hasegawa
Tokyo News Service*

First and foremost, I will say that the Melbourne Conference was one of the best organized and best carried-out conferences I have ever attended. I believe many people must have spent many a long hour organizing it and lost many many more hours seeing to it that everything went just as planned. Even the weather cooperated to the full—and even the Kangaroo and the Koala bear at the Healesville Wild Life Sanctuary put on their best Sunday manners for the visitors from abroad.

The mini-skirted red and white uniforms of the young ladies certainly were admired by most of the visitors as much as the young ladies themselves.

The stories I had heard that Australian food was not good, fortunately

proved untrue—or perhaps our hosts even took care of that.

I would be dishonest, if I said I had no complaints, so here are some . . . —

Life would have been a lot simpler for us, if there were no two cent coins and twenty-cent coins.

I also think some of the ladies—men, too for that matter—had great difficulty calculating their own weight when the scales showed stones instead of pounds!

There should also be a law against serving such good beer.

My only other complaint is that I have to work a lot harder to get rid of the extra weight gained while in Australia.

Any time there is another IAPH Conference in Australia—I'll surely be there, Mate!

may possess, and with the co-operation and assistance of you, the members, and the capable and distinguished men which you have elected as Vice-Presidents and the Members of the Executive Committee.

"The furtherance of the objects and purposes of the Association, which are set out in the Constitution and are well known to you all, will also require the invaluable assistance of the Secretary General and his Staff of the Head Office in Japan.

"You will appreciate that there has, as yet, been no opportunity to discuss with the Secretary General any proposals which I, as President, may be able to institute or which we together could present to the Executive Committee or the Directors for consideration in regard to furthering the Association's objects and purposes.

"But I already feel that one important factor on which I have some suggestions to make is the conduct of Conferences in view of the tremendous development of the Association in the past, and the increased status and influence the Association will have in the future.

"This is already evident in that

we at this Melbourne Conference have been privileged to welcome Representatives from Port Authorities in India, Iran, Pakistan, Senegal, the Soviet Union, Tanzania and Yugoslavia to an IAPH Conference for the first time.

"Being now in the concluding stages of a Conference in which I have been quite deeply involved both as Chairman of the Host Authority and as Chairman of the Organizing Committee, I feel that it would now be possible, with the assistance of the Secretary General who was similarly associated with our last Conference in Tokyo, to lay down some more positive guide lines for those who will be organizing future Conferences.

"Over the last two or three Conferences, a pattern has evolved which I think you will agree is admirably suited to our organization and membership.

"Whilst this may be so, there is, however, no clearly defined policy as to division of responsibility between the Head Office and the local Organizing Committee.

"For the guidance and assistance of future Organizing Committees, therefore, I feel the time to be op-

portune to allocate responsibility—perhaps not too inflexibly—for specific Conference matters.

"In the past, we have found it generally satisfactory for the Head Office to handle all matters relating to Plenary Sessions and the local Organizing Committee to deal with the remainder of the business sessions of the Conference, social functions and other matters.

"What I am now suggesting, in line with the growth and increased status of the Association, is that a clearly defined blue-print be laid down for the entire business sessions of future Conferences in which the Head Office could well arrange to obtain all the Major and Minor Papers, and even arrange for their translation into languages other than the official Conference language. The local Organizing Committee, on the other hand, could follow the blue-print as determined by the Executive Committee, and continue to arrange whatever social functions and outings it considers to be the most appropriate.

"Ladies and Gentlemen, these are random thoughts which I feel at this initial stage may be of value to the Association and which I would like to discuss further with your Executive Committee in assessing any value they may have.

"Once again, may I express my sincere appreciation for your expression of confidence in me in electing me your new President."

Mr. Swanson's first official duty as the IAPH President was to present a gold badge of office as honorary member to Dr. Haraguchi, the retiring President.

Montreal in 1971

Finally, Mr. Howard A. Mann, Chairman of the National Harbours Board of Canada, host of the next Conference, announced invitation to Montreal, the site of the 1971 Conference.

Color slides of Montreal were projected on the screen, while recorded speeches of official invitations of the Hon. Paul T. Hellyes, Minister of Transport, Canada, Mayor Jean Drapeau of Montreal, and Mr. Guy Beaudet, Port Manager of Montreal, were broadcast, followed by Mr. Mann's own words:

"My dear friends. As you have

→
The Premier's Reception at Victorian Arts Centre, March 3. The speaker, standing, The Premier of Victoria, The Honorable Sir Henry Bolte. Seated at the back, from left to right are: Mr. Toru Akiyama, Mr. H. A. Mann, Dr. Chujiro Haraguchi, Mr. V. G. Swanson, Mrs. V. G. Swanson.



←
Premier's Reception, March 3. Mr. G. P. Hill, Mrs. J. M. Wallace, Mr. J. H. Wallace, Mrs. W. H. Brotherson, Mr. W. H. Brotherson, all of Sydney.

→
The Premier's Reception, March 3. Left to right: Mr. H. W. Quinn, Mrs. J. K. Rooney, Mrs. H. W. Quinn, Mr. E. Kilpatrick, Mrs. E. Kilpatrick, Mr. J. K. Rooney, all of U.S.A.



seen, you are going to be very welcome in Canada in June, 1971. We look forward to meeting you there. We have a hard act to follow after what Mr. Swanson, the Commissioners and the Committee here have done, but we have already started our plans for 1971 and we hope very sincerely that we will be able to give you a worthwhile, from a business point of view, and a pleasant, from a recreational point of view, time in this great metropolitan city of Montreal in our vibrant country to Canada.

"The conference dates that we are planning for, subject to concurrence by the Executive Committee, are June 6th to 12th, 1971. We will, of course, have post-conference tours during which we will try to show you a bit of this continent which is our country. We certainly will hope to get you up to our

Capital, Ottawa, and we hope to show you some of the other things which will be interesting to you both as visitors and as port administrators.

"The time was carefully chosen, with an eye to avoiding excess baggage requirements; there will be no need for skis—it will be very pleasant. If we are lucky, we will match your temperature here in Melbourne, with a little cooler weather, I think, than you have here. All my associates and I are looking forward to seeing all of you in Montreal in June, 1971—and thanks for honouring us by giving us the invitation". (Applause)

As acclaimed by many, the IAPH 6th Conference in Melbourne was a grand success in all lights. At the back of it was thoughtful planning and concerted action of the Organizing Committee coordinated by

Mr. Swanson, the Conference Chairman.

If 287 men delegates brought 121 ladies with them, there were 408 delegates and ladies. If there were delegates and observers from 8 new countries including Chile for the first time, Melbourne had the widest representation ever. Now it can be recalled that, at the New President's Dinner Saturday, March 8 evening at the Southern Cross Hotel, many tables were surrounded by delegates and ladies from several continents.

Wild Life Sanctuary

Wednesday, March 5 was reserved for visiting the wild life Sanctuary at Healesville, 39 miles from Melbourne where the delegates and ladies were given the opportunity of seeing unique creatures in a setting of 79 acres of Australian bush.



The Premier's Reception, March 3. Left to right: Mr. H. Kono, Mr. R. Watanabe, Mrs. R. Watanabe, Mrs. Y. Hayashi, Mr. Y. Hayashi, Mrs. M. Okubo, Mrs. N. Sakamoto, Mr. M. Okubo, Miss M. Okumura, Mrs. Y. Suzuki, all of Japan.

Leaving the Southern Cross Hotel around 9 a.m., the buses reached the Sanctuary around 11 o'clock. The weather was not too sunny, not too cloudy.

Just inside the gate, even before ducking into the cages for wading birds, one could hear screeches of wild birds atop high eucalypt branches, and see emus (singular form 'emu' pronounced ee'mew) walking freely around. The emu is the largest bird in Australia. It cannot fly, but like the ostrich, it can cover the ground very fast.

We could see small penguins, pelicans, parrots of all colors, owls and countless other birds flying about in wire net enclosures. We could catch a glimpse of the lyre bird, but could not see it erect its long tail nor hear it mimic other birds. Eagles were kept in a high-flung network enclosure.

The kangaroo, the Australian national symbol, is a friendly animal. We saw smaller variations called wallabies. The koala bear, the best-loved of all Australian animals, is a furry, tail-less inhabitant of the tree tops, and lives exclusively on the leaves of certain eucalypts. Wombats, koala's earth-bound cousins, were also kept in pounds, but some of them stayed inside their holes.

Sure enough, the platypus, an egg-laying, nocturnal, aquatic, 4-legged mammal, was in action in an



The Premier's Reception, March 3. Left to right: Mr. T. Soules, Boston, Mr. Y. Matsui, Boston representative in Tokyo, Mr. K. Morikawa, Kobe, Mrs. T. Soules.

aquarium. The duck-billed animal has a furry body and a tail, can breathe both in or out of water, lives mainly under water but builds its nest on dry land.

Lunch time, the buses arrived one by one at the Hunter's Lodge, Croydon, half way back to Melbourne. The waitresses wore uni-

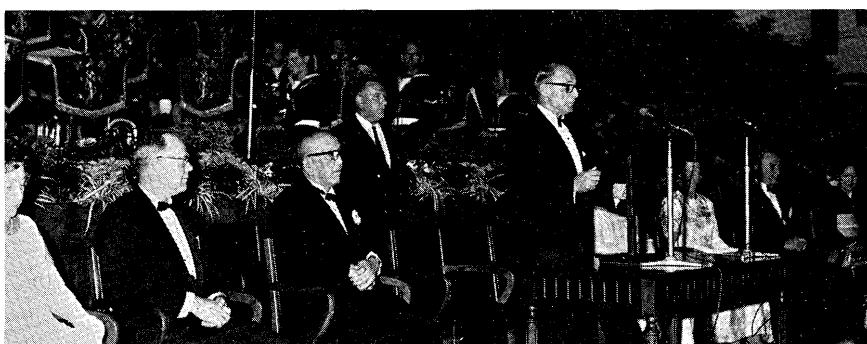
form Tyrolean dresses and feathered Tyrolean hats (See photos.). In the chamber music alcove was a band of musicians also in Tyrolean attire. Drinks were served profusely, including beer and the wine of the Lodge. Many recalled this prolonged repast as the most dainty and pleasant.



Reception of Governor of Victoria, March 4. Selected delegates and ladies were ushered into the State Drawing Room. They are from left to right: Lady Talbot, Mr. Nutter, Mrs. Barrillon, Mr. Tobin, Mrs. Tobin, Mrs. Nutter, the Governor, Mrs. King, Mr. King, Dr. Haraguchi, Lady Delacombe, Mr. Swanson, Mrs. Swanson, Mr. Den Toom, Lord Mayor Talbot, Mr. Mann, Viscount Simon, Lady Porter, Mr. Manning, Minister Porter, Mr. Tsuboi.



→ Civic Reception by The Lord Mayor and Councillors of the City of Melbourne, at the Melbourne Town Hall, March 6. Seated from left to right: Lady Talbot, Mr. Swanson, Dr. Haraguchi, Lord Mayor Talbot, Mrs. Swanson, Viscount Simon, Mrs. Akiyama.



Swanson Dock

The afternoon of Friday, March 7 was set aside for inspection of Port of Melbourne and City sight-seeing. Around 3 o'clock, there were about 500 men including IAPH delegates and other V.I.P.'s standing on the Swanson Dock No. 1 West, Melbourne's latest container berths, about to be officially opened by the Governor of Victoria, Sir Rohan Delacombe.

The engraved metal plate inlaid in a big concrete stake was unveiled by the Governor. Congratulatory addresses were given by the Governor, Minister Porter (of Public Works) and Mr. Swanson. Turning around, we saw a huge Paceco-Vickers twin-lift container crane which began demonstrating its swift and accurate unloading performances. At the back of it, in a partly roofed container marshalling yard, a very fast overhead crane, also Paceco-

Vickers, was moving briskly right and left, and on the ground, containers were stacked five-high.

Receptions

Five official receptions were held during the Conference week, as itemized below.

Monday, March 3, 20.00 at Victorian Arts Centre. State Reception by The Premier of Victoria. Host: The Premier of Victoria, The Honorable Sir Henry Bolte, K.C.M.G., M.P.

Tuesday, March 4, 18.00-19.30 at Government House. Reception by His Excellency The Governor of Victoria.

Thursday, March 6, 20.30-23.30, at Melbourne Town Hall. Civic Reception by the Lord Mayor and Councillors of the City of Melbourne.

Friday, March 7, 19.00-23.00—at Savoy Plaza Hotel. President's Dinner.



Melbourne Town Hall, March 6. Two photogenic males attracted the camera. Mr. M. Foroughi, Iran, and Dr. J. Vukov, Yugoslavia (right).



President's Dinner, Savoy Plaza Hotel, March 7. Seated at the speakers' table are, from left to right: Mr. Swanson, Lady Porter, Dr. Haraguchi, Host, Minister Porter, Mrs. Swanson.



← New President's Dinner, Southern Cross Hotel, March 8. Seated are from left to right: Cmdre. M. Hasan, Karachi, Pakistan, Mr. K. Enomoto, Japan, Mr. Ackah-Yensu, Ghana, Mr. K. Sonoda, Japan, Mr. De-Graft-Johnson, Ghana.

Saturday, March 8, 19.00-21.00 at Southern Cross Hotel. New President's Dinner.

Moomba Parade

Monday, March 10 was the last day of the 10-day Moomba Festival. It was a public holiday in Melbourne (in whole of Victoria) and all the Moomba events were to be climaxed by today's annual parade of decorated floats. The Harbor Trust reserved front row seats for IAPH delegates in one street.

The parade route was cleared of all traffic. The entire city appeared to be out on the street. Thousands of children lined the route. Parades, floats and bands passed along, and in the 55th place (of 101) came the resplendent Float of Melbourne Harbor Trust Commission on Theme "Historic Travels of Marco Polo". Cheers arose from the IAPH delegates and the Harbor Trust officials. Cameras clicked, but as all dashed forward for a good angle, it was difficult to get a clear view of the Float from back rows.

It was 11.30, time to depart. Delegates and Ladies taking part in the Post Conference tour took spe-

cial buses for the airport direct from Moomba scene for flying to Canberra. Those not going returned to their hotels by special buses.

Post Conference Tour

A party of about a hundred delegates and ladies flew in chartered planes from Melbourne to Canberra Monday, March 10 and settled in two hotels (Park Royal Inn and Canberra Rex). There was a reception that night at Hotel Canberra (18.00-19.30) by the Commonwealth Government, hosted by the Honorable Ian Sinclair, Minister for Shipping & Transport. Canberra being the Commonwealth Capital, many ambassadors and diplomats were there to meet the delegates from their respective countries. Out in the unlighted garden were several people to breathe the outdoor air, and look up to the Constellation of Southern Cross, probably for the first time in their lives.

Tuesday, March 11 was a day of outing in and around Canberra, a city of parklands, with a population well above 100,000 and expected to attain 250,000 by 1982. The buses took the Post-Conference Tour groups to "Tralee" Station where

sheep shearing operation and dog herding were demonstrated, and in another location, crop dusting by airplane was demonstrated. Then the buses traveled to the Cotter Dam where a T-bone steak barbecue was in store for the party. True to the barbecue atmosphere, the chef went around pouring billy tea. In celebration of the Cotter River Australian Day, entertainments were given in the grassy opening nearby. Young folk song singers sang "Waltzing Matilda", whipping stunts were played by another group, wood chopping competition was staged, and boomerangs were thrown that really boomeranged.

Wednesday, March 12, the party arrived at Sydney air port by chartered planes in the morning and was accommodated at the Chevron Hotel at Kings Cross. The party was taken on a sightseeing tour of the city by bus in the afternoon. In the evening the official dinner was given by the President and Commissioners of the Maritime Services Board of N.S.W. Cocktails were served from 7.00 p.m. and the dinner began at 7.30. His Excellency Sir Roden Cutler, V.C., K.C.M.G.,

Healesville Wild Sanctuary and—

C.B.E., K. St. J., Governor of New South Wales, and Lady Cutler were present. Toast to Her Majesty Queen Elizabeth II was proposed by Mr. W. H. Brotherson, host of the Dinner. Another toast, to Heads of State and Other Countries Represented, was also proposed by Mr. W. H. Brotherson. After Mr. Brotherson's introductory remarks, the Governor rose to give an address. Later, Vote of Thanks was proposed by The Rt. Hon. Viscount Simon, C.M.G., Chairman of Port of London Authority.

Thursday, March 13, the party left the hotel about 9.15 a.m. in three buses and headed north. The destination was West Head where a superb view of Broken Bay was enjoyed from a place of prominence. Luncheon was served at a big hall of Manly-Warringah Leagues Football Club. On the return trip the buses passed through some of Sydney's most attractive residential suburbs, and arrived at the hotel about 5.00 p.m.

Friday, March 14, the party got aboard the ferry s.s. "Lady Cutler" at Circular Quay and set about an extensive tour of Sydney Harbor, including the port area, about 10 a.m. Buffet lunch was served on board. Presently the boat approached the Balmain container terminal complex. At close range, it was apparent that final touch was being given to the western berth which will be operated by the Maritime Services Board. For further details, you are referred to "Ports and Harbors" March 1969 page 32. The ferry returned to Circular Quay about 2.00 p.m. After that the visitors had the choice of a free afternoon or one of the three excursions; A bus tour of the Eastern Suburbs beaches; An inspection tour of Sydney's world famous Opera House; and a visit by launch to Fort Denison. Farewell cocktails and buffet was held from 5.45 p.m.

That night, some 11 delegates departed for home. The next morning, most of others left, some for Fremantle, others for Singapore, and still others for New Zealand.



Healesville Sanctuary: Mrs. A. J. Tobin is feeding an emu.



Healesville Sanctuary: Dr. Castillo, wife of Mr. C. L. Castillo, stands timidly as Mr. H. C. Rudderham of Fremantle who knows better, pats the kangaroo on the back to assure her of safety.

Lunch at Hunter's Lodge



A platypus in action under water—Courtesy Australian Embassy in Tokyo.



Healesville Sanctuary: Mrs. F. A. S. Seixas, Moçambique, makes friends with a kangaroo.



Hunter's Lodge: Left to right: Mr. A. Shiraki, Mr. S. Hirose, Mr. S. Sasaki, Mr. T. Hori, all of Yokkaichi, Japan.

→
 Hunter's Lodge: From left to right: Mr. V. G. Swanson, Mrs. V. G. Swanson, Dr. Chujiro Haraguchi, Mrs. H. W. Walsh, Mr. H. W. Walsh, Melbourne Harbor Trust Commissioner.

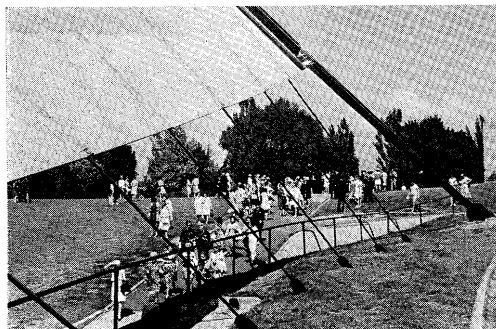


←
 Hunter's Lodge: From left to right: Mrs. W. Bowey, Mr. D. Frost, U.S.A., Mr. J. P. Davis, Long Beach, Mrs. J. P. Davis, Mrs. D. Frost, Mr. W. Bowey, PLA.

→
 Hunter's Lodge: Left to right: Mrs. T. Titley, Mr. H. Taylor, Mrs. B. D. Watson, Mr. B. D. Watson, Mr. T. Titley, Mr. A. W. Shephard, Mr. A. Ticehurst, all of Townsville Harbour Board, Australia.



Ladies' Programme



Myer Music Bowl, Melbourne, March 4.



Top of the Town Restaurant, March 4. From left to right: Mrs. R. K. Trimmer, N.Z., Mrs. J. R. Crispin, N.Z., Mrs. W. Tobin, U.S.A., Mrs. J. M. Fulton, U.S.A., Mrs. R. Kell, U.S.A.



Southlands Shopping Centre, Melbourne, March 4. Left to right: All from France, Mrs. P. Bastard, Le Havre, Mrs. C. E. Barrillon, Marseilles, Mrs. M. Richard, Rouen, Mrs. P. X. Pages, Bordeaux, Mrs. R. Boeuf, Dunquerque.

The Melbourne Conference From a Woman's Point of View

By Joan Finnis

(Wife of Mr. S. A. Finnis, Chairman,
British Transport Docks Board)

This is the third I.A.P.H. Conference I have attended and London, Tokyo and Melbourne have had so much to offer that, for me, they are not competing, but each adding yet one more wonderful experience. Australia will be remembered by us all for many things and this has already been called the "friendly conference".

Perth's welcome for a pre-conference tour in the early hours of the morning set the pattern for the rest of our stay by making us feel they had all the time in the world just to make us enjoy being there—and how they succeeded! Their programme included a day on the water looking at the Port of Fremantle and visiting the National Park at Yanchep, but it is difficult to single out anything from that warm friendly two days in perfect weather.

Melbourne's streets and buildings gave us the first glimpse of the grace and elegance for which the city is famous and the receptions and outings we attended confirmed this impression to the full. Mrs. Swanson can count it as a personal triumph that the ladies felt here this infectious friendliness, by mixing us all up so that we soon found ourselves discussing the problems of our homes and countries, not being outdone by our husbands at all, though I doubt if they were told, as we were, by our bus driver that we sounded like a cageful of budgerigars.

The outstanding visits were to the Art Centre where the exhibits were beautifully arranged in an exciting building, the tour to Healesville Sanctuary to see the platypus and lyre birds and some of the countryside outside Melbourne, the historical home "Como" and the Botanical Gardens.

The charming Port Authority hostesses were soon our friends, lovely to look at too in their red and white costumes, very appropriately, I felt, in pilots' colours and we certainly needed piloting. I'm afraid we were not always easy to steer, though somehow they managed not to lose us when we got off course exploring.

Inevitably we are interested in ports ourselves and so the visit to Sydney, with its trip round Sydney Harbour during the post conference tour, was greatly enjoyed—and this exciting city never fails to convey its vitality to everyone who comes.

Canberra is a delight and all Australians must be proud of the capital their architects and designers are producing. For me it was a second visit, immensely impressive to see such progress. Eight years ago there was not even a lake.

Our hosts there also gave us a splendid day, visiting the Cotter River after seeing sheep shearing and the spraying of crops by plane. None of us will forget the entertainment of tree-felling and boomerang throwing. In fact, the only time the delegates were in any danger during the conference was when they were told they could try to throw boomerangs themselves and, port experts of many nations, decided it was the one thing they really wanted to do. On the whole, it would be best if they stick to the running of ports.

We were indeed lucky to be able to accompany our husbands to Australia, and I hope Melbourne and the other cities we have visited will realise how grateful we are to them for this "friendly conference".

My Impressions of Ladies' Programme of Melbourne 1969 IAPH Conference

By Noorshinah Zain

(Wife of Mr. Mohammed Zain, General Manager,
Port Swettenham Authority)

After studying closely the Ladies Programme of the Melbourne 1969 I.A.P.H. Conference and experiencing it, I have not the slightest doubt that those responsible for drawing up and implementing the programme know quite a lot about what ladies want out of life. The morning coffee hosted by the Conference Chairman's wife, Mrs. V.G. Swanson, on the first day had certainly been enjoyable and broke the ice, and from then on it was a matter of enjoying oneself and lapping up everything that came along.

The two receptions by the Premier of Victoria and by His Excellency the Governor of Victoria in the State Ballroom of Government House, and in the Civic Reception by Lord Mayor and Councillors of the City of Melbourne were occasions that were indeed colourful and gave opportunities to the ladies of different countries to wear their national dresses, particularly at the Reception given by the Lord Mayor where a parade of the contestants of the Pacific Queen was held.

The programme of city sightseeing was of particular interest to me as it enabled me to appreciate how Melbourne had expanded since 1952 when I was a student there. I must confess that it had changed so much that I hardly recognised most of the buildings there.

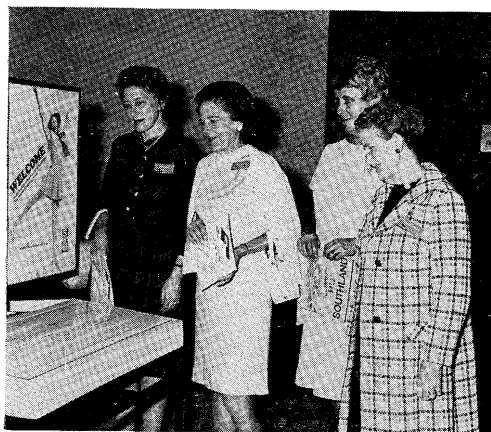
I stated earlier that the planners knew quite a lot about ladies, but I must say that they might not know the whole lot. How could they allow us ladies to go for a shopping tour without our husbands and our travellers cheques along? This is the only short-coming of the programme—my husband does not agree with me in this—but this is very much offset by the fact that the whole programme enabled the ladies to know each other and their ways of life. I was amazed to realize that we ladies knew very little of each other's country and to this extent, this conference gave me the opportunity to know more about people from other parts of the world.



Ladies in the Royal Botanic Gardens, Melbourne, March 6.



Luncheon, Savoy Plaza Hotel, March 7. Left to right: Mrs. B. Nutter, U.S.A., Mrs. V. G. Swanson, Australia, Mrs. S. A. Finnis, U.K., Mrs. A. J. Tobin, New York, Miss Swanson, Australia, Mrs. L. King, New York.



Southlands Shopping Centre, Melbourne, March 4. From Left to right: Mrs. E. S. Reed, New Orleans, Mrs. K. Bixby, Long Beach, Mrs. T. Thorley, Long Beach, Mrs. W. A. Harrington, Long Beach.



Myer Music Bowl, Melbourne, March 4. Left to right: Mrs. M. Razalli, Malaysia, Miss A. N. Van Henmekel, Melbourne Hostess, Mrs. B. N. M. Ismail, Malaysia, Mrs. M. Zain, Malaysia.

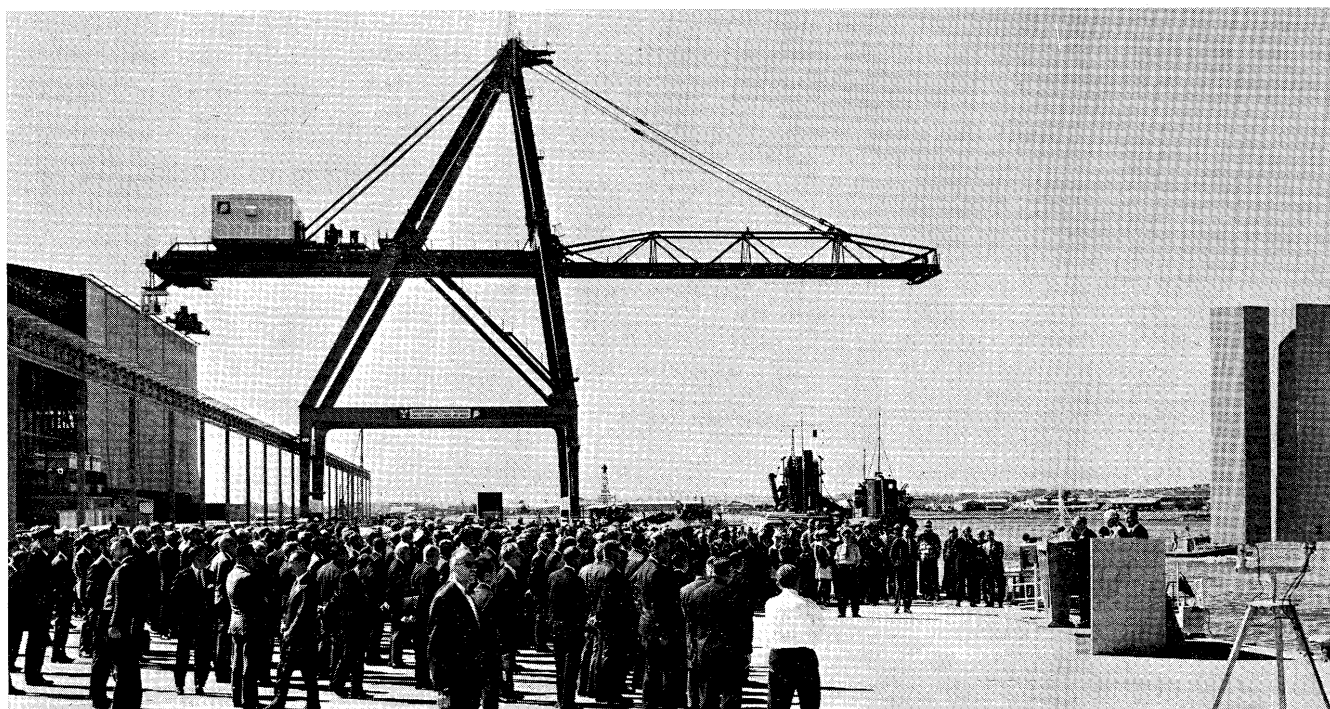


Chevron Hotel, Melbourne, March 6. Left to right: Mrs. R. M. Kell, Portland, Mrs. A. N. O'Rourke, Gladstone, Australia, Mrs. C. L. Webb, London, Mrs. R. C. Savory, Auckland, N.Z., Mrs. M. Fenton, Gladstone, Australia, Mrs. M. Pellett, Auckland, N.Z.

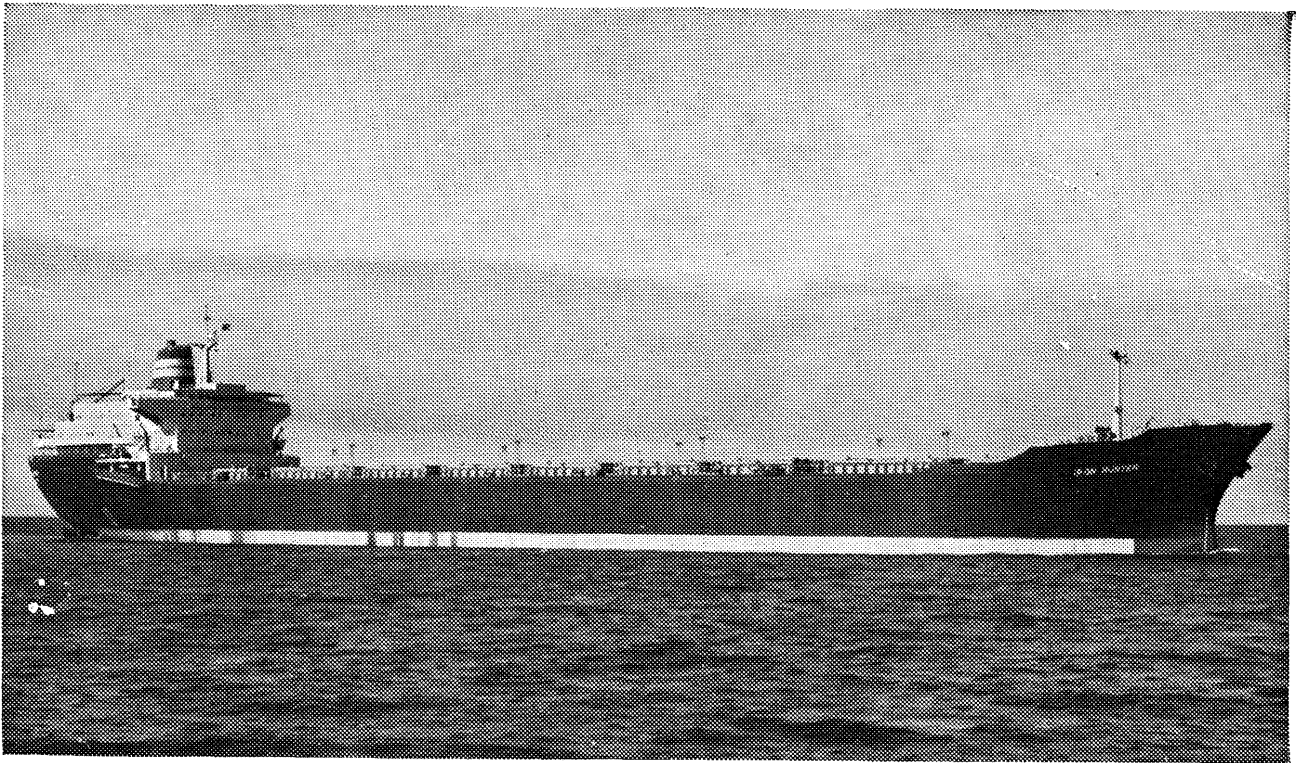
Swanson Dock Opening



Swanson Dock Dedication, March 7. The plaque has been unveiled, and the Governor is about to give an official opening address, while Mr. Swanson (center) and Minister Porter (right) look on.



Swanson Dock Dedication, March 7. Nearly 500 men including IAPH delegates, local dignitaries, port officials and dock labor representatives watched and listened to the ceremony. Later, performances of the traveling gantry crane and the over-head crane were demonstrated.



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Moomba Procession



Moomba Parade—Here comes the Melbourne Harbor Trust Float, March 10.



Moomba Parade—Hoorays and bravos for Melbourne Harbor Trust Float, March 10. Front row, from left to right; Mrs. Swanson, Mr. Swanson, Mr. Harold B. Robins (Public Relations Officer, Melbourne Harbor Trust), Mr. Cornelius Tamale, Tanzania, Mr. E. Q. Okletcy and Mr. E. S. Ackah-Yensu of Ghana, and Sir Roy Fidge, Chairman, Geelong Harbor Trust.

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expediting loading, stacking, transfer, as well as compensating for various ship cell widths. Containers of varying weights are automatically raised or lowered in unison. The Twin Lift also accommodates single 20', 30' or 40' containers, or interlocked 20' units and can be equipped with a clamshell bucket for bulk handling.

Interested in doubling your container handling output for faster capital investment amortization? Give us a call. A team of engineers is available for consultation. Write for our brochure.

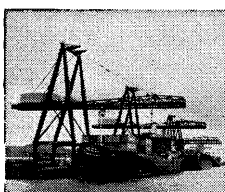


Container Systems Division

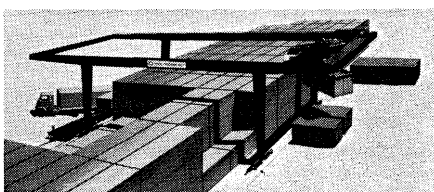
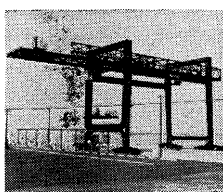
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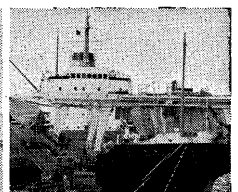
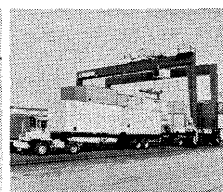
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Portainers



Rail-mounted and Rubber-tired Transtainers



Shipstainers

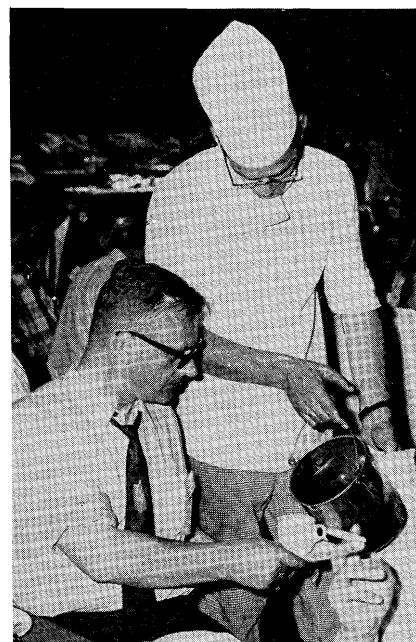
Post Conference Tour—Canberra



Canberra and Cotter River Dam, March 11, Cotter River Australiana Day. Delegates listening to folksong singers.



Canberra and Cotter River Dam, March 11, Cotter River Australiana Day. Boomerang throwing champion, center, is about to demonstrate how to throw one.



Canberra and Cotter River Dam, March 11, (Cotter River Australiana Day). Cotter Dam Barbecue tent. Mr. R. Vleugels, Antwerp, is getting a cup of billy tea from the chef.

One-stop port of the west:



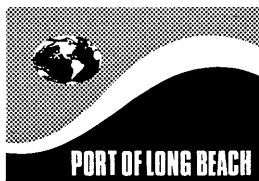
Port of Long Beach.

Shippers responsible for cargo bound for the greater Southwest need remember only one name—the Port of Long Beach. It's the one-stop port. Unloading all cargo at the Port of Long Beach means that the bulk of a ship's load is just twenty minutes from its final destination—the Los Angeles basin. Remaining consignments can be shipped overland to San Francisco, Salt Lake City, Phoenix, Chicago, St. Louis, Dallas and Houston or elsewhere cheaper than the cost of making a second port of call up north.

And besides having all the right freeway and rail connections, we have the world's

most modern port facilities. Wet or dry bulk shipments, containerized cargo—you name it, we can handle it. Quickly and efficiently. That's why we already figure so importantly in world shipping, including the Land Bridge plan.

If you're a shipper, we can figure importantly in your plans, too. So if your job is knowing the best way to get products to and from people in or around the nation's second largest market area, you should know more about the Port of Long Beach. Write and we'll send you our newsletter and shipping schedule.



Post Conference Tour—Sydney



West Head Tour, March 13. West Head Lookout.



Official Dinner at the Chevron Hotel, Sydney, March 12. Left to right: His Excellency, Sir Roden Cutler, V.C.K., C.M.G., C.B.E., K.St.J., Governor of New South Wales, Mr. W. H. Brotherson, Mr. V. G. Swanson.

Orbiter Probe

IAPH News :

S. G. in Tokyo

Mr. and Mrs. Ben E. Nutter, Executive Director and Chief Engineer, and Mr. Edward G. Brown, First Vice President of Board of Commissioners, and Mr. Shoichi Kuwata, Tokyo Representative, of Port of Oakland, were guests of Mr. Toru Akiyama, Secretary General, at lunch in the Crown Room of Palace Hotel, Tokyo, April 1. Dr. H. Sato, Deputy Secretary General, and 3 others of the IAPH staff were also present.

Mr. Nutter and Commissioner Brown made a business and study tour of Asian ports before coming to Japan this time. As Mr. Nutter was appointed Chairman of the Committee on Containerization, he is becoming a prominent figure in our Association.

Cocktails

- Port of Los Angeles held a reception at Hilton Hotel in Tokyo Thursday March 13 evening where 300-odd guests were introduced by Mr. Bernard J. Caughlin, General Manager, to newly elected Harbor Commissioner Mr. Fred I. Wada and Mr. Shoichi Akiyama, newly appointed representative in Tokyo.
- Mr. Thomas T. Soules, Port Director, Massachusetts Port Authority (Port of Boston) held a cocktails at Hotel Okura in Tokyo Wednesday March 19 where Mr. Yasunori H. Matsui, Boston's Tokyo representative, introduced them to some 100 guests from maritime and trading circles.
- Mr. Edward S. Reed, Acting Director, Board of Commissioners of the Port of New Orleans, and Mr. Allen V. Junkin, Far East Trade Director (Tokyo), held a reception at the Gold Room, Tokyo Kaikan Thursday, March 20, 5.30 to 7.30 p.m. where Mr. Reed got acquainted with many local businessmen.

New Directory 1970

The IAPH Head Office is planning to issue a new Membership Directory 1970 this fall. New entry forms will soon be mailed out to all members, for confirming old entries and inserting changes and additions. Solicitations for advertisements in the Directory will also be sent to all member ports, manufacturers and business companies the world over.

Both for entries and for advertisements, the deadline will be set on July 15, by which date to arrive at the Head Office. It is requested that all entries be sent in well in time for the deadline, as after July 15 it would become difficult for the office staff to give adequate insertions for late-comers.

MLA Confab in Tokyo

Tokyo Mar. 27:—James J. Higgins, president of the Maritime Law Association (MLA) of the United States, said yesterday an international agreement is needed to fix liability for oil pollution resulting from accidents at sea.

Higgins said his association vigorously opposes making a shipowner liable for damages no matter what the cause of the leakage, a position held by some countries.

His association, he said in an interview, favors a system which would require the owner to pay only if negligence were involved; the burden of proof would be on the owner.

Higgins said he would advance the U.S. association's view at the 28th annual conference of the International Maritime Committee (IMC) which meets here from Sunday to April 4.

He heads the American delegation of 75 maritime law-years. The conference will be attended by some 500 delegates from 30 national associations.

Higgins said the oil pollution problem is "very critical" and has been given new prominence by the incidents of leakage from the **Torrey Canyon** off England and the recent oil well leak off Santa Barbara, California.

The conference here will make recommendations which, he said, should influence government policies.

The theory of "absolute liability," that is making the owner pay whether the leakage had been accidental or not, "we regard as a complete anathema," he said. "It is a principle wholly alien to our concept of law."

The conference also will discuss liability limitations for damage to ship-borne cargo, a question of particular interest to maritime insurance companies with the increasing use of containers.

Under a Hague agreement, liability for loss or damage is placed at \$500 a package. The U.S. association wishes to clarify the definition of a package, one now complicated by the fact that a container contains a number of smaller packages.

Meanwhile, an **AP** report from Washington Wednesday said a U.S. Navy spokesman cautioned Wednesday that legislation dealing with oil pollution of the ocean beyond 12 miles offshore might be inconsistent with international law and could lead to complications.

Captain John R. Brock of the Navy's Judge Advocate General Office told the House Merchant Marine Committee that the legislation under consideration could be interpreted as exceeding existing limitations which international law places on the exercise of coastal nation control over the continental shelf.

The committee is considering bills which would place responsibility for pollution by vessels and offshore drilling rigs on the operators and would make them liable for cleanup costs up to a maximum of \$10 million.

Brock said he fears the bill as written could be interpreted so as to include total control of the high seas above the continental shelf and that if so, this would exceed the

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.

scope of the 1958 Convention on the Continental Shelf.

He said he would be happy to provide remedial language to bring the bill into line with the international concept.

James J. Reynolds, president of the American Institute of Merchant Shipping, also warned that another section of the bill dealing with destruction of a vessel causing pollution also might cause international complications.

He suggested this point be dealt with by an international agreement rather than by unilateral U.S. action. (Shipping and Trade News)

22nd PIANC Congress

Paris:—The XXIInd International Navigation Congress of the Permanent International Association of Navigation Congresses (P.I.A.N.C.) will be held at the Maison de la Chimie, 28 bis, rue Saint-Domini-

que, Paris 7^e from June 15 to 21, 1969.

Book on Japan Ports

Tokyo:—Just out is a 238-page book entitled "Japan Port Information 1969" with hard covers, 185 × 263 mm size, and weighing 800 grams, priced at ¥3,500 per copy (postage free inside Japan, overseas postage extra), published by the Japan Investors, Ltd., 12-8, Kita Aoyama 2-chome, Minato-ku, Tokyo, Japan.

The book is claimed as the most comprehensive up-to-date information on operational situations, facilities, location, etc., with map of each port. 104 ports throughout Japan are listed in alphabetical order.

The book was compiled by the Agents Consultative Committee which was organized in October 1965 by 26 (now 30) leading Ship-Agents in Japan. One of the major aims of this committee was to collect up-to-date information on port conditions and facilities so as to contribute to the prosperity and welfare of the world's ocean steamship companies, the ship owners, operators, and their employees who have occasion to visit Japan in their chosen calling.

Confab in Manchester

London:—A 5-day (April 14~18) conference dubbed "Ports & Terminals '69 Conference" is being organized by "Ports & Terminals International Freighting, McLean-Hunder Ltd" of 30 Old Burlington Street, London W1, England. The venue will be at Belle Vue Manchester, England.

Official Opening Dates

Ottawa, February 21, 1969:—The St. Lawrence Seaway Authority and its United States counterpart, The Saint Lawrence Seaway Development Corporation, to-day announced the 1969 official opening and closing dates for all sections of the Seaway, although the dates are necessarily conditional upon weather and ice.

The Montreal-Lake Ontario Section will open on April 7 and close on December 10 with the possibility that navigation may be continued

beyond that date on a day-to-day basis. The Montreal-Lake Ontario section cannot open before April 7 due to a reclamation project at the Wiley-Dondero Canal at Massena, New York.

The Welland Section, linking Lake Ontario and Lake Erie, will open on April 1 and close on December 22, which will make the 1969 season the same as the record-length season of 1968.

At Sault Ste. Marie, the Canadian canal between Lake Huron and Lake Superior, will open to navigation from April 12 to December 15. (The St. Lawrence Seaway Authority)

Economics of Vessel Size

Ottawa:—A study which explores vessel size, shipping costs and port investments has now been published by the National Harbours Board.

Describing physical changes taking place in shipping, in less than 100 pages including charts and appendices, the subject matter ranges from the changing characteristics of the world fleet and vessel design to the establishment of costs for operating bulk carriers and tankers. Significant operating variables affecting shipping costs and cost analysis data are also detailed.

Increased vessel size raises many problems for ship builders, ship owners, port authorities, land transport companies and manufacturing industries.

Many interests are affected by changing patterns and requirements of international trade brought about by new vessels, yet curiously enough in spite of the general knowledge of the benefits of large ships, little has been published which give a quantitative guide.

The publication entitled *The Economics of Vessel Size: A Study of Shipping Costs and Their Implications for Port Investments*, resulted from a study undertaken by Dr. Trevor D. Heaven, Chairman, Division of Transportation, Faculty of Commerce and Business Administration, University of British Columbia with the aid of a National Harbours Board grant.

The Board is offering the publish-

ed study at a low cost to all those interested. (National Harbours Board Press Release)

Longest Strike Ending

Boston, Mass., April 1:—Striking longshoremen ratified a new contract with Boston area shippers March 31 and the port, closed for the past 101 days, was expected to reopen by tomorrow.

In Galveston, Tex. dockworkers were expected to approve a pact reached March 30 and reopen the West Gulf coast port to bring to an end one of the longest and costliest strikes in shipping history.

The Port of New York was the first to reach a settlement more than a month ago and was followed by New Orleans.

The contracts followed the same wage pattern of a \$1.60 an hour increase but local disputes arose over the containerization issue when shippers in other areas refused to follow New York's lead in allowing dock workers to rehandle cargo packed in giant containers destined for or coming from ports within a 50-mile radius. (Shipping and Trade News)

Dockers Ordered to Work

San Francisco, Calif., April 1:—A federal judge Monday (March 31) night ordered longshoremen to end a two-week selective strike which has tied up container cargo all along the U.S. Pacific Coast.

Judge Robert Peckham upheld a ruling by a waterfront industry arbitrator that the West Coast dockers should immediately resume handling cargo prepacked in containers.

Their refusal to hoist the containers on and off ships, has affected at least 25 vessels and forced authorities to begin an airlift of food to Alaska. (Shipping and Trade News)

Growing Traffic

Beaumont, Texas:—During 1968 all facilities of the Port of Beaumont handled a total of 2,162,827 tons of cargo, compared to 2,115,016 tons in 1967, a 47,811 tons gain last year.

Bulk grains were slightly down, with 1,273,397 tons in 1968, almost duplicating the 1,274,153 tons in 1967.

The bulk grains decrease of 756 tons was off-set by slight gains in general cargo, which totaled 889,429 tons in 1968, exceeding by 48,624 tons the 840,805 tons 1967 total.

Comparative general cargo figures for 1963 through 1968 are 607,485 tons, 746,467 tons, 784,686 tons, 840,113 tons, 840,805 tons and 889,429 tons, respectively.

With 607,485 total tonnage in 1963, the total tonnage last year of 2,162,827 tons recorded the fifth consecutive million tons year for the Port of Beaumont, during which five year period 10,867,071 tons were handled by all port facilities.

This 10.8 million tons of cargo brought 2,349 cargo and bulk grain ships calling at this port over the past five years. Labor work forces employed at the port, in addition to loading and unloading these ships, also unloaded or loaded 144,871 rail cars, 39,463 trucks, and 1,183 barges during this same period. (Port of Beaumont)

Oil Slick Disposer

Boston, Mass.:—The Cabot Corp. of Boston announced January 7 development of a new chemical which makes it possible to destroy oil slicks at sea.

The company announcement said the chemical makes it possible to burn up to 98 per cent of an oil slick and that the residue after the fire congeals into a floating solid which can be picked up.

Oil slicks in recent years caused heavy damage to beaches and serious loss of fish and sea birds in Europe and on the American coast of the Atlantic Ocean. (Shipping and Trade News)

Rail Unloading

Houston, Texas:—The Port of Houston led the nation in rail car unloadings in 1968 with a total of 84,345 cars handled, a report by the Car Service Division of the Association of American Railroads has revealed.

This was an increase of 24,154

cars, or 14 per cent, over 1967, and was largely due to greatly increased grain shipments. Of the Houston total, 55,523 cars unloaded contained grain, an increase of 69 per cent over the 32,899 cars unloaded in 1967.

Tampa was second in the nation in car unloadings with 76,631 cars, of which 75,306 cars were bulk carriers. This was a jump of 23 per cent over 1967.

New Orleans, a traditional leader, was third in the nation in 1968 showing only a 2 per cent increase over 1967 and unloading 69,803 cars. The vast majority of these cars, or 52,499, carried general cargo and the port showed a 30 per cent drop of some 4,689 cars in grain unloaded.

Mobile was another Gulf Coast leader with 33,903 cars for a 9 per cent increase, nearly two thirds of the cars carrying general cargo.

On the Atlantic Coast, New York was the leader with 56,067 cars unloaded for a 13 per cent drop under 1967, all of the cars handling general cargo. San Francisco led the Pacific Coast ports with 45,217 cars unloaded, all but 639 of them carrying general cargo. This was a 2 per cent increase over 1967. (Port of Houston News Release)

More Tonnage

Houston, Texas:—The Port of Houston handled more than 17.7 million tons of foreign trade, both general and bulk, in 1968 to set an all-time record and surpass by more than 20 per cent the 14.7 million tons handled the year before.

In general cargo foreign trade, alone, the Port topped the 5 million ton mark with a total of 5,042,378 tons and surpassed by more than half a million tons the foreign trade general cargo handled in 1967. The trade was fairly well balanced between imports and exports.

Increased shipments of bulk grain, notably wheat, were largely responsible for the record in over-all foreign trade, while continued increases in the importation of steel and automobiles helped swell the general cargo total.

Steel imports totaled more than

1.7 million tons for an increase of nearly half a million tons over record-breaking 1967, while automobile units came to just under 67,000 units—some 8,000 more than entered the previous year.

Total tonnage at the Port of Houston, including coastwise, deep-sea and internal barge traffic on the inland waterways, came to 57,403,218 tons—a slight drop from the 57,600,006 tons handled in 1967. Coastwise tonnage was 18.4 million tons in 1968 as against 20.4 million tons in 1967. Inland barge traffic was up, at 15.6 million tons as against 14 million the year before, and local barge traffic dropped to 5.7 million tons as against 8.5 million in 1967. (Port of Houston News Release)

Fighting Wood Borer

Los Angeles, Calif.:—The “battle to save a bridge” at the Port of Los Angeles is being waged successfully—and won—by the Harbor’s Engineering Division against a silent enemy.

The bridge in contention is the Badger Avenue drawbridge, linking two of the Port’s three districts—Wilmington and Terminal Island—over the Cerritos Channel.

And the silent enemy is a tiny egg-laying wood borer, attacking the underpinnings of the span.

According to Carrol M. Wakeman, materials testing engineer for the Port, the battle would have been lost—and the bridge unfit for use—in a few short years had the Harbor Department’s Engineering Division not thrown down the gauntlet and drawn up its battle lines against this destructive force, which seemed to be increasing at a startling rate.

The battle for the bridge or, as a matter of fact, any of the other 38,000 wooden pilings threatened at the Harbor, Wakeman explained, is a purely defensive one.

Port strategy is barrier protection—wrapping pilings with a plastic material (30 mil sheets of polyvinyl chloride) to seal off the wooden posts from the borer-infested waters, and to wrap them in a particular way.

The method was adopted by Wakeman in 1958, after his obser-

vation of this new system on pilings at Avalon Harbor at Catalina Island by a one-time college classmate and fellow scientist, Orval Liddell.

Liddell, president of Marine Barriers, Inc., was using a patented process, applying the plastic sheet with a single vertical rolled seam running the length of the pile from the bottom of the bay to high water line. Once the sheet is in position around the pile, the seam rolling is done with special tools.

Other barrier materials, among them concrete, coal-tar impregnated fiberboard, cupro-nickel and aluminum, had been tried for years, Wakeman pointed out. But the easy installation of PVC, along with its effectiveness and durability, offered the first really feasible means of tackling the wood borer problem on a harbor-wide scale.

Pilings under Port wharves which were wrapped this way ten years ago are still in excellent condition. The flexible coverings have withstood remarkably well the chafing and scraping of floating objects, Wakeman said, without tears or breaks which would expose the wood to waiting borers.

Cost of the plastic wrapping per linear foot is about two-thirds that of rigid membrane or sheet metal coverings, and about a fourth the cost of a concrete jacket. Wrapping a piling with plastic averages about \$150 as compared to \$450 to replace a borer-infected piling, Wakeman added.

“It might seem to some,” the testing engineer commented, “that applying the plastic wrap or a concrete coat to every piling would be the obvious solution. But that’s simply not economical since, for some mysterious reason, the borers just don’t attack every piling.”

The Port of Los Angeles recently contracted for \$87,000 worth of plastic wrap—50,000 linear feet, or enough for 2,500 pilings.

With about 13% of all pilings in the Harbor now protected by the plastic, Wakeman said, the battle continues. And the battle line advances—with more and more of the countless *Limnoria Tripunctata*—

those pesky wood borers—finding themselves rather than the Harbor engineers, on the defensive. (Port of Los Angeles News Release)

Dr. Craig, President

Los Angeles, Calif.:—At a special election today (Wednesday, February 26), Dr. Robert Fenton Craig was named president of the Los Angeles Board of Harbor Commissioners by his fellow Board members to fill the vacancy created by the recent resignation of Commission President Taul Watanabe.

Dr. Craig, who lives in the Wilshire District of Los Angeles, was appointed to the Harbor Commission last March 15 for a term ending July 1, 1972. He was first appointed to a City Commission by Mayor Sam Yorty in 1963, when he became a member of the Building and Safety Commission, serving as president of that Board for three years before coming to the Harbor.

Dr. Craig is a practicing attorney at law, and presently divides his time between his law office at 10845 Lindbrook Drive in Los Angeles and the School of Commerce at the University of Southern California where he is a full professor. He has been on the USC faculty since 1942.

Commissioner Robert A. Day continues as vice president of the Harbor Board. Other members are Frank C. Sullivan and Fred I. Wada. (Port of Los Angeles News Release)

Gen. Lipscomb

Camden, N.J.:—Gen. Thomas H. Lipscomb, Executive Director of the Delaware River Port Authority, was appointed Federal Area Port Controller in a brief ceremony March 11 at the DRPA headquarters, Camden.

The position entails responsibility for operation of the port in the event of national emergency. Representing the Federal government at the ceremony were Captain Thomas A. King, Atlantic Coast Director of the Maritime Administration, and James E. McShane, the Maritime agency’s emergency planning officer for the Atlantic Coast region.

Gen. Lipscomb was also designated a member of the National Defense Executive Reserve. The ceremony was held at 11:00 a.m.

In a national emergency, the Maritime Administration, represented by the Federal Area Port Controller, assumes control of the port, working in close cooperation with federal transport and shipping agencies, the Department of Defense and the local port industries.

The Controller is responsible for internal port policy; prevention of ship and cargo congestion, rapid clearance and transit of commodities; arrangements for berthing ships; disposition of frustrated cargo; provision of information on daily port capacity; coordination of traffic, to and from the port and through the port, and allocation of port facilities, equipment and services, public and private, to meet national requirements. (Delaware River Port Authority News Release)

Kaiser's U.I.S.C.

Oakland, Calif., Jan. 13:—Kaiser Aluminum & Chemical Corporation and Kaiser Steel Corporation today announced plans to enter the ocean-transportation business on an international basis.

The announcement was made jointly by Jack L. Ashby, president of Kaiser Steel, and Thomas J. Ready, Jr., president of Kaiser Aluminum.

A new jointly-owned company, United International Shipping Corporation, has been formed by the two corporations and will, when in full operation, provide management services for the shipping of various types of bulk products.

A spokesman for the new venture, headquartered at Kaiser Center, Oakland, California, said that plans for vessel construction and trade routes are now being formulated.

K. R. Peck, formerly general sales manager of Kaiser Steel's Fabricating Division, has been named president of the new corporation. S. C. Knight, who was general traffic manager of Kaiser Steel, was named executive vice president.

Edgar F. Kaiser, chairman of the board of Kaiser Industries, will also serve as chairman of United Inter-

national Shipping Corporation. E. E. Trefethen, Jr., president of Kaiser Industries, will be vice chairman of the board of the new company. Other directors are Jack L. Ashby, T. J. Ready, Jr., William Marks, vice president of Kaiser Industries, K. R. Peck, and S. C. Knight. (Kaiser Industries)

1969 Forecast

Portland, Oregon, Jan., 16:—At the close of business 1968, Portland (Oregon) Public Docks had posted its second highest tonnage record in a row and had ended its 67th year of business with substantial investments in improved harbor facilities. The outlook for 1969 is just as optimistic.

A total of 1,937,300 short tons passed across the Commission's 21 cargo berths during 1968, a gain of some 200,000 tons over 1967, the previous year of record, which itself was up more than 100,000 tons over 1966. Tonnage moving across the Commission's piers has nearly doubled in the past 10 years, records show.

Late in 1968, the Dock Commission dedicated the first phase of a \$9,000,000 combination container-general cargo pier adjacent to Terminal No. 2. During the past year and half a two-berth, 26-acre facility has been under construction. Now completed is a quay dock 1,340 feet long and 58 feet wide, of prestressed concrete. Although yet to be equipped with cranes and sheds, the pier is receiving cargo, primarily automobiles carrying ships. Already nearly 3,000 autos have been discharged here.

Phase II of the construction project, scheduled for completion in 1969, will see erection of a 40-ton capacity container crane similar to the one placed in mid-1968 at Terminal No. 4. Two 55-ton capacity whirley cranes will work with the container crane to provide full flexibility for all types of cargoes. Work also will be completed this year on 10 acres of container storage yard and 16 acres of open area for other types of cargo. One large transit shed will be built to serve the two berths.

Upon completion of the complex, Portland will offer two of the coast's most modern container cranes serving a total of four berths, with approximately 32 acres available for container storage and sorting.

In early January, the Dock Commission opened an office in Chicago for the direct solicitation of import and export cargoes from the mid-west through Portland to the Orient. The decision was prompted by imminent entry of Japanese steamship lines into a container service to Pacific Northwest ports carrying cargoes destined for inland points east of Denver. Matson Navigation Co., hitherto operating from West Coast ports to Hawaii, has announced plans to enter the trans-Pacific container trade in competition with the Japanese carriers. This fact, and Portland's ability to compete with Puget Sound and California ports because of new terminal capabilities, resulted in the decision to establish the Chicago office. Representatives have served the port for several years in Tokyo, New York, and Washington, D.C.

The Commission has announced plans to begin construction in 1969 on a 35-acre automobile receiving terminal adjacent to Terminal No. 4 in St. Johns. The facility will be built at the south end of a 116-acre tract developed from the 1967 purchase of 80 acres of vacant land contiguous to Terminal No. 4 which was combined with undeveloped property already owned by the Commission.

Plans are being prepared for a floating dock alongside which automobile ships will berth. Inbound cars will be driven off to a shore-side receiving station including paved storage yard and service and preparation buildings. Estimated cost is \$600,000 and completion will take about a year.

Construction has begun at Terminal No. 4 on a building for covered protection of incoming steel products. Rebuilding of rail tracks, tallow storage tanks, and of deck surfaces at the grain elevator dock at same terminal, will be undertaken during the year. Additional container and general cargo storage

will be built at Terminal No. 1 when equipment maintenance shops are relocated from this to a new site.

Plans are being prepared for expansion of exterior cargo storage areas and rebuilding of maintenance shops at Terminal No. 4. During 1968, the Dock Commission leased a dock in Mocks Bottom from Sea Land Services, Inc., primarily for log loading. This facility also will be made available for handling imported autos by one of the four Portland-based companies engaged in this trade.

With the added emphasis on cargo solicitation, the placing in service of new facilities and the expected increase in trade through the port, the Dock Commission forecasts that its four terminals will handle in excess of 2,000,000 tons of cargo during 1969, a goal it almost reached during the year just past. (Portland Public Docks News Release)

10th Port in U.S.

Portland, Oregon, as it has for the past five years, in 1968 ranked as the tenth leading port in the nation in terms of ship calls. The Maritime Association of the Port of New York, which compiled the statistics, named New York once again in first position, followed by Philadelphia. Both ports showed slight percentage decreases, probably caused by loss of activity during longshore strikes on the East Coast.

Port ranking, as reported by the Association, was:

1. New York
2. Philadelphia
3. Los Angeles-Long Beach
4. San Francisco
5. New Orleans
6. Hampton Roads
7. Baltimore
8. Houston
9. Seattle
10. PORTLAND
11. Boston

(Portland Public Docks News Release)

City Flag in Port

San Francisco, Calif., February 10:—Control of the Port of San

Francisco, which includes eight miles of port facilities and land valued at approximately \$400 million, officially transferred from the State of California to the City of San Francisco on Friday, February 7, 1969.

To mark the change in administration, a City of San Francisco flag was raised on a Ferry Building standard—the first time in the 70 year history of the Building that the City flag has flown alongside the United States and California flags.

San Francisco voters last November 5 approved the transfer and, at the same time, voted to assume the port debt of \$61 million. Terms of the transfer also call for an additional \$100 million in spending for port improvements over the next 25 years.

The San Francisco Port Authority has changed to the San Francisco Port Commission and the five members of the Port Authority board—Cyril Magnin, President, James J. Rudden, Daniel E. London, Trevor C. Roberts, and Sam H. Husbands, Jr.—were joined by two new ex-officio members, State Director of Finance Caspar W. Weinberger and Earl Coke, Secretary of Agriculture and Services.

The first regular business meeting of the new San Francisco Port Commission was scheduled for Tuesday, February 11.

The Port of San Francisco includes some 43 active deepwater piers and specialty terminals, stretching from Aquatic Park to India Basin, plus acres of area for commercial development.

San Francisco is home port for a number of American steamship lines, and the major U.S. west coast port of call for more than 100 world steamship lines. There are approximately 5,000 steamship calls each year.

Port President Cyril Magnin said the transfer of the port to the city is an excellent opportunity to improve port facilities and to strengthen San Francisco's competitive position in the fight for the world's foreign trade.

"Obtaining the Port of San Francisco is the bargain of the century for the city," Magnin said. "It gives us the opportunity to go for-

ward with programs for the benefit and health of the entire business community."

Torii Fund

Seattle, Wash.:—The first donation to the Seattle-Kobe Torii project was made by Kerr Steamship Company today with a check for \$500 presented by John W. Money, District Manager, on behalf of Cortland D. Linder, President of Kerr, and its Board of Directors. John M. Haydon, Co-Chairman of the Seattle-Kobe Torii Fund accepted the donation.

A second donation immediately followed from the World Trade Club of Seattle in the amount of \$100, presented by Donald Jackson, Club President.

The Torii, planned for Elliott Bay, will be the largest authentic Japanese Torii in the United States, and will symbolize the long history of cultural and trade relations between the State of Washington and Japan.

A goal of \$30,000 set for the current fund-raising drive, will allow for the Torii to be built of authentic materials and design in Japan by a master craftsman in Kobe (Seattle's sister-city), following which it will be shipped to Seattle for construction in Elliott Bay. The Torii "gateway" will stand 53 feet high and 77 feet wide, a welcoming symbol to all arriving by either sea or air.

Daniel B. Ward, Director, Washington State Department of Commerce & Economic Development, is Co-Chairman of the Torii project with Haydon. Roger N. Christiansen, Vice President, Seattle First National Bank, is Finance Chairman.

Contributions should be sent to:

Seattle-Kobe Torii Fund
c/o Roger Christiansen
International Banking Department
Seattle First National Bank
P.O. Box 3586
Seattle, Washington 98124
(Seattle-Kobe Torii Fund)

Puerto Cabello

Caracas:—The expansion of port activities in Puerto Cabello, related

to foreign business, turns to transform it into the country's first Port. According to information provided by the Customs Administrador, an average of 100 ships were attended per month.

The opening of the new transatlantic piers actually in building will eventually facilitate 60% handling of Venezuela's imports. It has been announced that the first phase of the piers will be finished this month at a cost of Bs. 28 millions. (Carta de la C.A. Venezolana de Navegacion)

Trade Sub-Zone

New Orleans, La.:—The Board of Commissioners has been granted permission to establish a special shipbuilding foreign trade sub-zone in New Orleans.

C. R. Smith, chairman of the Foreign Trade Zones Board in Washington, made the grant.

The sub-zone will be located on a 3.64 acre site on the west bank of the Industrial Canal north of Highway 90 in the eastern part of the city. The property has been leased to Equitable-Higgins Shipyards, Inc., which has an initial contract to construct 233 LASH (lighter aboard ship) type cargo barges for a Japanese firm, as well as other pending orders.

Establishment of the sub-zone will allow foreign steel to be brought into the port for this manufacturing project on a duty-free basis. The grant was issued under an act permitting qualified public or private corporations to establish and operate foreign trade zones and sub-zones in or near United States ports of entry.

The local and area economy is expected to benefit greatly from the sub-zone in terms of domestic machinery and fittings and labor force used.

The port of New Orleans has operated the Foreign Trade Zone No. 2 since 1947. It is located adjacent to the Napoleon Avenue wharf. Other trade zones are operated in New York, San Francisco, Seattle, Honolulu, Toledo and Puerto Rico.

Foreign trade zones and sub-zones are controlled areas into which for-

eign and domestic merchandise may be brought without payment of customs duties. While in the zone, goods may be stored, packaged, processed or manufactured and then shipped to world markets. (New Orleans Port Record)

Value/Ton of Cargo

New York, N.Y.:—The value per ton of oceanborne cargo that moved through the New York-New Jersey Port in 1967—\$807—was twice that of the U.S. port ranking second in the value of its maritime commerce. This characteristic is the bedrock of the Port of New York's pre-eminence as a handler of general cargo and the motivating force for unmatched steamship services via New York Harbor. Since the level of ocean carrier rates rises in proportion to the value of freight tendered, the bi-state port proffers ship operators a minimum of \$400 more valuation per average ton on which to earn higher revenues. In contrast, other major United States North Atlantic ports ranged from \$273 to \$389 in value per ton of ocean-going cargos. (Via Port of New York, December)

Annual Election

Oakland, Calif., January 6, 1969, Richard N. Compton, Secretary of the Board of Port Commissioners, Oakland.

To whom it may concern:

The Board of Port Commissioners of the City of Oakland has on this day held its annual election of officers and the following will serve for the year 1969:

Robert E. Mortensen, President
Edward G. Brown, 1st Vice President
William Walters, 2nd Vice President
Emmett Kilpatrick, Commissioner
Peter M. Tripp, Commissioner
Ben E. Nutter, Executive Director and Chief Engineer
Richard N. Compton, Secretary of the Board
Walter A. Abernathy, Assistant Secretary
Dorothy M. Hart, Assistant Secretary

Other principal staff members

include:

Walter A. Abernathy, Assistant Executive Director
J. Kerwin Rooney, Port Attorney
Christopher C. Knapp, Director of Aviation
Harold C. Marsh, Manager, Properties Department
Harold B. Godwin, Traffic Manager & Mgr. Marine Terminal Dept.
Glenn A. Plymate, Airport Manager
Jennings W. Smith, Director Fiscal Affairs
Alfred J. Dix, Assistant Chief Engineer
Frederick A. Reicker, Public Relations Director
John E. Nolan, Deputy Port Attorney
Ross G. Linson, Port Purchasing Agent
Frank Whitcomb, Assistant Airport Manager
William C. Russell, Assistant Manager, Properties Department

Buoyant Trade

Melbourne:—The Port of Melbourne saw another buoyant year in 1968, when nearly 12 million tons of cargo passed across its wharves.

The 1968 total trade figure will be difficult to reconcile with the 1967 total, as changes in the method of tonnage measurement for export cargo, made early in 1968 following the introduction of export wharfage, are included in the 1968 total.

The total volume of trade in 1968 amounted to 11,923,787 tons of cargo including export cargo calculated at the NEW tonnage rates, compared with a total volume of trade in 1967 of 11,178,099 tons including export cargo calculated at the OLD tonnage rates.

For comparative purposes, the 1967 figure calculated at the NEW tonnage rates would have been 11,781,717 tons, resulting in an increase of only 142,070 tons or 1.26 per cent for 1968 compared with 1967.

With the imposition in 1968 of wharfage charges on exports by the Port of Melbourne Authority for the first time in 91 years, the tonnage calculations were varied on the following cargo classifications:—bran; pollard; malt; poultry food; fresh vegetables; wheat; flour; sheepskins (with wool); other skins and

hides; wool; rags and clippings; seeds; wool waste, and briquettes.

For comparative purposes the 1967 tonnage figures for these categories have to be multiplied by amounts ranging from $1\frac{1}{8}$ times to 3 times.

In the cases of cargo classification of pigs and sheep, the 1967 tonnage figures have to be divided by 2 and $1\frac{1}{2}$ times respectively.

An analysis of the 1968 trade figures of the Port of Melbourne showed an increase of 3.4 per cent, in cargo imports from overseas and other Australian ports, while the overall export trade showed a drop of 3.4 per cent. (Melbourne Harbor Trust Port Gazette)

Kobe-Rotterdam-Seattle

The City of Kobe will invite representatives of Seattle and Rotterdam to celebrate the second anniversary of their "sister city" ties with various commemorative functions between April 7 and 9.

Kobe formed the ties with these two Foreign key port cities when its port feted the 100th anniversary of its founding as an international commerce port, in May 1967.

The three ports have since contributed to each other's growth and prosperity through an active exchange of information and furtherance of their economic and cultural relations.

Both Seattle and Rotterdam are said to be organizing large delegations to Kobe on this occasion.

John M. Haydon, president of the Port of Seattle Commission, ex-Mayor Gordon S. Clinton and their wives will be among a group of 16 representatives from Seattle.

Meanwhile, Rotterdam will send to Kobe a still larger group of 21 representatives. Among them will be Mayor W. Thomassen who concurrently holds the chair in both the City Council and the Executive Committee, Dr. W. H. Fockema, chairman of the Rotterdam Chamber of Banking and Commerce, and Dr. A. Blusse van Oud Alblas, chairman of the Port Promotion Council. (Shipping and Trade News)

Container Movie

Tokyo:—Japan Container Association held an admission-free release show of a 30-minute 16 mm Eastman Color talkie film (Japanese version) January 22 at the Gass Hall on the Ginza, Tokyo. The public relations film on containerization was projected by the Association and produced by Nippon Eiga Shinsha, and will be loaned free to interested groups.

The narration stresses that containerization is a major step forward in reducing the export cost of Japanese products, as it brings about savings in packaging, handling time, etc.

The film describes door-to-door container transportation by tracking down Sony TV sets from the warehouse in Tokyo (where export customs inspection is conducted prior to vanning and sealing), trucked to a marshaling yard in a container terminal, getting aboard a Japanese full-containership in heavy rain, container terminal at Los Angeles, transfer to a Union Pacific freight train, a Chicago freight yard, transfer onto a trailer, and then to the consignee's door (where the seal is removed and import customs inspection is conducted by an inspector). By means of containerized intermodal transport, Japanese products can now reach any inland point in the United States within only two weeks.

Mammoth Pier

Yokohama:—A mammoth pier for exclusive use by container ships is now being built at Honmoku, Yokohama.

The pier, scheduled, to be completed in March 1970, will have 29 berths.

It will be able to accommodate at one time 23 ships of the 25,000-ton class, three ships of the 40,000-ton class and three of the 30,000-ton class.

Work on the pier got under way in 1963 at a cost of ¥40,000 million (about \$111 million).

The construction cost is being

shared by the Government, Kanagawa Prefecture and Yokohama City.

Three berths already have been completed. Gantry cranes for handling of containerized cargo will also be available.

Upon the completion of the Honmoku Pier, Yokohama, the largest trading port along with Kobe in Japan, will have a total of 76 berths.

The volume of cargoes handled by Yokohama Port has been increasing annually.

Authorities concerned believe that the port will handle 92 million tons of goods, including 51 million tons of foreign trade cargoes, in 1975, or some two times the figure for 1964.

Japan's six major shipping lines have already commenced container ship service on the Japan-U.S. West Coast route. (Japan Times)

Keep Tidy

Chittagong:—Chairman, Chittagong Port Trust has declared a cup known as "PAB Inter-departmental cleanliness competition cup" to be given to the department scoring highest marks in a year for cleanliness and general appearance of Port Administrative Building.

In a Circular the Chairman instructed all departmental heads to make the staff hygiene and cleanliness conscious.

The first inspection of cleanliness was held on the 29th June 1968 by the Chairman Port Trust. He will hold such inspection, every week. A feeling of keen competition is prevailing amongst the departments for winning the much coveted cup. (The Chittagong Port Trust, Port Bulletin)

Container Traffic

Antwerp:—The recent statistics of the port of Antwerp clearly show the growing importance of containers in traffic with overseas countries.

For the first nine months of 1968, in all 446,000 tons of merchandises, transported in 43,600 containers,

were loaded and unloaded in the port of Antwerp. This means an increase by 36%, when compared with the corresponding period in 1967, when 328,500 tons were transhipped in containers. Compared with the first nine months of 1966 the tonnage has even more than doubled.

Towards a balance between loadings and unloadings

As in 1967, the loadings in 1968 showed the greatest expansion. On a basis of 9 months, the comparison between 1967 and 1968 shows an increase of 45%, whereas the unloadings only increased by 29%.

All this shows that there is a general trend towards a balance between loaded and unloaded containerised goods. The following figures are in this connection quite convincing:

	loadings	unloadings
9 months		
1966	65,000 tons	136,000 tons
9 months		
1968	200,000 tons	246,000 tons

North-American traffic

It is well known that traffic to North-America, particularly the U.S.A., is quite important for container traffic.

In a period of time of 9 months in 1968, the container traffic in Antwerp to and from the USA and Canada amounted to 309,000 tons, being the same quantity as for the whole of 1967. In all 134,000 tons were loaded and 175,000 tons were unloaded.

Compared with the corresponding figures of 1967 the progress of container traffic with the U.S.A. and Canada amounted in Antwerp to 50% (loadings) and 40% (unloadings), 44% in all. The container traffic on the North-American route thus shows a stronger growing-rhythm than the total container traffic.

Consequently the part of the traffic with the U.S.A. and Canada in the total container traffic, during the first nine months of 1968, rose to 69%, i.e. 67% for the loadings and 71% for the unloadings. (Antwerp Port News)

Views on Nationalization of Ports in U.K.

London, Feb. 21.:—The government's intention to nationalize all British ports handling more than 5 million tons of cargo per years has not provoked as angry a reaction from the Chamber of Shipping of the United Kingdom as one might have expected; on the contrary, the White Paper has been greeted virtually with a sigh of relief.

The president of the chamber, Lord Geddes, said: "Our great relief is that, by and large, the regional port authorities have disappeared." (The original working document published in July 1967, had proposed that these be set up.) "We thought that that middle layer of administration was going to be nothing but a cloying layer of bureaucracy."

The council of the chamber recognized that much was contingent upon the end result reflecting in a sound, practical way "the potential good which the White Paper undoubtedly contains."

Lord Geddes remarked that there was some concern, especially over the open-ended provision for further nationalization of ports and port services, and the council felt that it was wholly and unnecessarily wrong to include the oil ports of Milford Haven and the Medway in the nationalization proposals.

"Milford Haven is a port consisting almost exclusively of private facilities constructed by the oil companies to serve their refineries," he said. A minimum of 5 million tons of annual traffic had been mentioned as the yardstick for the nationalization of a port. Milford Haven's traffic in 1967 was 19,800,000 tons, of which 19,700,000 tons was oil. Similarly with the Medway, the vast majority of the traffic was oil, serving private oil-company facilities.

Predicting that tanker owners would oppose these proposals, Lord Geddes said: "I would be astonished if they didn't oppose."

The Chamber of Shipping's presi-

dent went on to say that the council welcomed the statement that, as between the National Ports Authority and the authorities responsible for managing the ports, the NPA would stand somewhat in the relationship which the chamber had urged upon the Minister of Transport. If the relationship worked in practice in this way, it should prevent that degree of monopolistic control which the industry had feared.

"The White Paper says that, while there will be coordination of investment and planning, and of operations within the ports, this will not mean the elimination of competition. I am sure this is the right guiding principle."

Further support for the plan to set up a National Ports Authority came from Sir Andrew Crichton, a managing director of the Peninsular & Oriental Steam Navigation Company, when addressing the Liverpool Shipping Staffs' Association at its annual dinner.

Sir Andrew declared that one thing a nation economically weak and inadequately equipped could not afford to ignore was the dispersal of investment and effort as between ports, the number of which, some would suggest, was excessive. "It is for this basic reason that I welcome the decision that, at long last, there should be a National Ports Authority. It is overdue."

"It was emphatically recommended by the Rochdale Committee and firmly supported by British ship-owners at the time," Sir Andrew pointed out. "The existing National Ports Council has been limited in scope and powers; what is needed is an authoritative body able to initiate, encourage and control. Its success in implementing these functions will depend on its judgment in allowing the maximum autonomy and independence of action to enterprising ports and in refraining from interference in day-to-day operations and local decision-making."

As to dispersal of effort and investment, Sir Andrew said he believed that specialization in the activities of particular ports would be one of the most important and potentially fruitful policies on which a National Ports Authority should concentrate.

"It is indeed a relief that the scheme previously considered by the government for interposing tiers of regional authorities, which could have only yet further complicated port problems, appears to have been abandoned."

Sir Andrew emphasized that what the user, shipowner, transport operator or trader required was efficient ports. That must be the first objective and the criterion by which all else was judged.

"On this score is it not wise, observing the heat the word 'nationalization' always generates, and before taking up rigid positions on one side or the other, let alone indulging in the luxury of political polemics, to define what nationalization means in the present context? What, for example, is the effective dividing line between public control (which so largely exists) and nationalization?"

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"Already two-thirds of our ports are fully owned by the state. . . . The smaller ports are normally privately owned and, for the time being are to remain so, though they are at risk. Those major ports which are public bodies even now depend for development on government financial permission." (Shipping and Trade News)

Cargo Interest Bought

Liverpool, November 29:—The Mersey Docks and Harbour Board announce that following the completion of negotiations with Scruttons Ltd. for the purchase of their cargo interests at the Port of Liverpool, with effect from Sunday next, 1st December, they will be carrying out a large share of the cargo handling operations in the Port.

It has been apparent that ever since the Mersey Docks and Harbour Board first entered the field of cargo handling in 1966, they have been able to set a high standard of efficiency and many tributes have been paid to the Cargo Handling Organisation by the large number of shipping companies which have used the facilities.

The Port Authority's present operations are confined to five berths in the northern system of docks and the Gladstone Container Terminal. By the purchase of Scruttons' business in Liverpool and Birkenhead their influence will be extended throughout the Port, covering both the deep sea and cross channel trades.

The recommendations of a Committee of Inquiry into Master Portage and the Rochdale Report, which stated that the number of port employers carrying out cargo handling should be drastically reduced and that the Port Authority itself should be one of them, has thus been implemented in the shortest possible time.

So far as their labour force is concerned, this will virtually double from the present number of 750 dock workers to a total of 1,470 men.

In addition to extending their overseas work, the Board will now undertake the developing cross channel cargo work with Eire and North-

ern Ireland, including the car ferry service. It has recently been announced that a new major ferry and unitised load terminal at Liverpool, jointly planned by the British and Irish Line and the Port Authority, is to be built as soon as possible and this will also come within the Board's operations.

Sir Clifford Dove, C.B.E., E.R.D., the Board's Director General, said last night,—“The early successes of our original venture have more than justified our confidence in being able to provide the services the ship owner and port user require. It has been achieved by the enthusiasm of all our employees involved and the special attention we have given to making sure that they have the best equipment to work with and the best amenities for their welfare.

This is an exciting time for the Port of Liverpool,—the £1 million Gladstone Container Terminal under our control, and indeed every berth on which we work, is setting a new standard in port operation and efficiency. (Mersey Docks and Harbour Board)

Clydeport Container Terminal

Glasgow, March 7:—The first ship to use the Clydeport Container Terminal, the United States Lines vessel American Resolute, will berth at Greenock on Friday, 14th March. She will be inaugurating a weekly service by United States Lines from the new terminal to New York.

The service will be operated initially by three vessels: the American Resolute, a Racer class general cargo vessel with two holds cellularised for containers, and the American Liberty and American Lark, two new special-purpose container ships of the Lancer class. The Lancer class container ships are 700 feet long and carry 1,178 20-foot containers. A third new Lancer class vessel will replace the American Resolute on this service within the next few months. The American Lark will be on her maiden voyage when she makes her first call at Clydeport at the end of this month.

Commenting on the new service last night, the Clyde Port Authority's General Manager, Mr. James P.

Davidson, said: "We are very pleased indeed that United States Lines will provide the first container-ship service from our new terminal for they were among the first to use our interim container facilities at Yorkhill Quay back in June 1967. Their vessels will be sailing a round trip from New York to Le Havre, Liverpool, Clydeport and straight back to New York. The fact that Clydeport is the 'last port' for New York is one of considerable significance to exporters."

Work on the £2.5 million Clyde Port Authority terminal started in August 1967. Five hundred feet of the 850-foot quay is now complete and most of the 22-acre back-up area is surfaced. The first container transporter crane is operating and the second is in the final stages of construction. The terminal is due for completion in May. (Clyde Port Authority)

Forecast for Seaports

London, March 5:—Mr. Stanley Johnson, managing director of the British Transport Docks Board has forecast that despite the growth of international trade there will be a world-wide growing surplus of conventional port capacity as a result of containerisation.

Speaking in Melbourne at a conference of the International Association of Ports & Harbors, Mr. Johnson said that there would be a disappearance of traditional break-bulk cargo vessels in short sea trades within a very short period of time. Many of the deep-sea trades—Europe/N. Atlantic, Europe/Australia, Japan/North Pacific, and Australia/Japan—would, by 1972, be fully containerised, he said. Other trade routes would follow, and those ports which could not attract a sufficient concentration of general cargo to support a container ship service would find themselves in the role of providing feeder services only.

Of the final quarter of this century, Mr. Johnson said: "Despite the growth of international trade there will be a world-wide growing surplus of conventional port capacity. Cargo transported in containers will require, at a conservative estimate, one ship instead of five; one

berth, instead of five; one man for every five now employed. There will be fewer pilots, fewer tugs, less demand for port services of all kinds. A labour intensive industry will become capital intensive, employing a relatively few skilled technicians and equipment operators.

"Documentation, at present complex and timewasting," he said "will become enormously simplified and rapid with international computer links providing the information and control mechanism over containers and cargo. Port managements, at present responsible to a bewildering variety of shipowners, cargo owners, inland transport and governmental agencies will become answerable to the through transport operator with whom they will develop an increasingly close association, particularly in the field of market research."

Mr. Johnson is attending the IAPH Conference in Melbourne with Mr. Sidney Finnis, the Docks Board chairman. Mr. Johnson's paper was entitled "The Seaports of the Future". (British Transport Docks Board)

On Port Nationalisation

London, January 31:—Statement by Mr. Sidney A. Finnis, Chairman of the British Transport Docks Board on the Government White Paper 'Reorganisation of the Ports':

"For a long time I have argued that for maximum efficiency the country has needed a central port authority which would be responsible first for port planning, and the execution of those plans, and secondly for the employment of all the labour working on cargo handling and other related jobs in the docks.

"These requirements have been adequately met in the White Paper, although some of the points relating to the proposed dock labour committees have not yet been detailed.

"The fixing of the 5 million ton criterion means that the new authority will be responsible for 92% of the foreign trade of the country and should provide a structure capable of supporting the efficient modern integrated service needed by shipowners and shippers." (British Transport Docks Board)

Ore Port

Bremen:—At the end of January the Weserport-Umschlags-GmbH, of the Bremerhaven ore port received the ten-millionth ton of ore to arrive since the inception of the ore plant in Bremerhaven at the end of October 1964. It was Canadian ore, brought by the Norwegian ore-transporter "Conco" (27,362 BRT). The whole cargo passed over the new blade-wheel dumping appliance, which gives gentler conveyance to the bulk goods. A new storage area has increased the stocking capacity of the Weserport to 80,000 sq. metres, so that 550,000 tons of ore can now be contained. The largest cargo of ore ever to come to Bremerhaven arrived in the middle of February with the French ore-carrier "Cetra Columba": 75,133 tons for the Klockner steelmills in Bremen. (Bremen Air Mail)

New Roll-on/off Facility

Hamburg:—In view of the favourable development in the roll-on/roll-off traffic with England and Scandinavia a new installation will be built in the Port of Hamburg at a cost of around DM 2.35 million. Construction work will start in spring 1969, completion is scheduled for the end of the year.

At the existing facility on Kaiser-kai the roll-on/roll-off vessels of the Team Line (Stockholm), the Washbay-Linie (King's Lynn) and the Argo/Associated Humber Lines Ltd (Hull) are being dispatched. The Hamburg-London Line will improve its regular sailings between Hamburg and Felixstowe/Ipswich by an additional roll-on/roll-off service to Ipswich starting in mid-January 1969. (Ship Via Hamburg)

Lisbon Port in 1967

Incoming shipping

In 1967, 6,135 ships came to port of Lisbon; of these 1,868 were Portuguese (30 per cent of the total), and 4,267 were foreign vessels. In the whole there was an increase of 299 ships in relation to the previous year. This was due to a remarkable increase in foreign shipping since the Portuguese fleet registered a decrease of 109 vessels.



Port of Boston

The Strike is Over!

The contract which the Boston Shipping Association has successfully negotiated with the International Longshoremen's Association (ILA) basically follows the agreement reached by the ILA in New York.

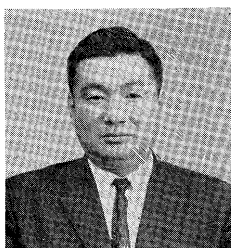
A Word of Thanks

The settlement terms were happily reached—thanks to the patience and understanding of shippers, consignees, ship owners/operators and their agents, and all of our other friends in the trade. For this, the Massachusetts Port Authority is extremely grateful.

Now Back at Work...

Boston, the oldest port in the U.S.A., again is ready to serve the Japan/New England/Japan trade. For trade through the Port of Boston, you are cordially invited to direct your inquiries to:

Massachusetts Port Authority



FAR EAST TRADE DEVELOPMENT OFFICE

Yasunori H. Matsui, Far East Manager

Edobashi Bldg., Nihonbashi Honcho
1-chome, Chuo-ku, Tokyo
Tel: 241-2411/2

The gross tonnage of incoming shipping totalled 26,416,242 gross tons, which represents an increase of about 11 per cent, relating 1966, and was distributed as follows: 6,101,366 gross tons for Portuguese ships and 20,314,876 for foreign ships; to these figures there correspond the percentages of 23 and 77 per cent, respectively.

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

Sea-cargo

The port of Lisbon handled, in 1967, 7,024,234 metric tons of cargo, 5,075,123 tons being of unloaded cargo and 1,949,111 tons of loaded cargo.

This means a decrease of 3.7 and 2.2 per cent, respectively. December was the peak month for both loaded and unloaded cargo.

Sea-passengers

There was a slight increase in sea passengers, over the preceding year (0.16 per cent). The peak months were June, July, August, September

and October.

River passenger traffic

The monthly number of 2 million passengers was exceeded except for January, February, March and April.

Budget implementation

Ordinary and extraordinary revenue collected in 1967, in accordance with the Port of Lisbon Authority's own budget, totalled jointly 338,276,000 escudos; the figure for 1966 was 305,020,000 escudos.

Ordinary and extraordinary expenses attained jointly, in the economic year of 1967, 325,831,000 escudos, which represents an increase of 33,439,000 escudos over the preceding year. (boletin do Porto Lisboa)

Port of Beira

Lourenco Marques:—The assembly work of the mechanical part of the Refrigerated Warehouses of the port of Beira is well under way.

As it is known, and the press as reported this in detail, the new refrigerated warehouses will be the

most up-to-date of its kind in Africa. In this manner, the port of Beira will have fifteen excellent storage compartments for citrus and seven for deep-freeze.

This improvement, desired for a long time, did not receive the priority because other programmed undertakings were more urgent.

The installation will be completed during the first months of next year.

It is expected that at the end of March 1969 the new refrigerated warehouses will enter into service. (Boletin, Portos, Caminhos de Ferro e Transportes de Mocambique, October 1968)

New Container Line

Barcelona:—The FABRE line has informed us that its container vessel will be making regular calls in our port as from the beginning of November. This vessel will take on and unload 8 × 8 × 20 ft units.

An area at the southeast end of the West Wharf has been prepared for this service. (Puerto de Barcelona Boletin Informativo)

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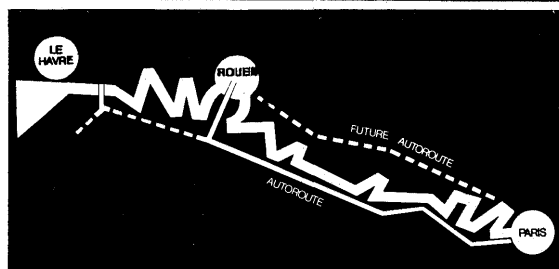
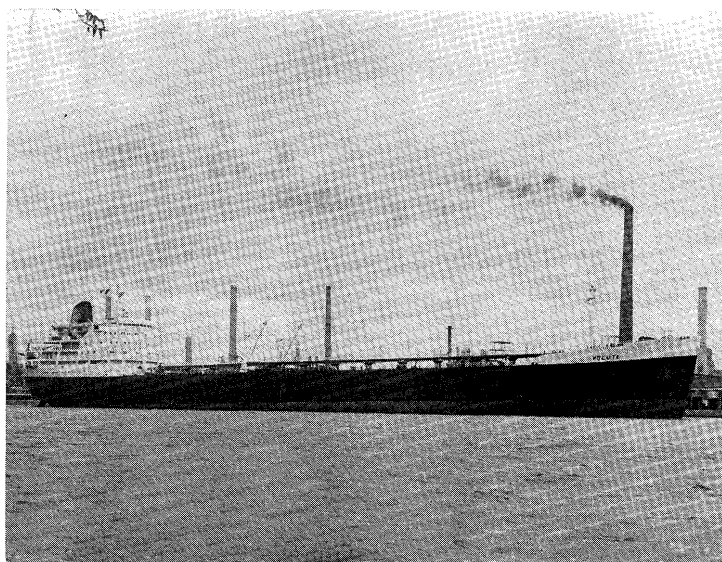
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PORT AUTHORITY OF ROUEN-52 QUAI G. BOULET-76 ROUEN

We cover the waterfront

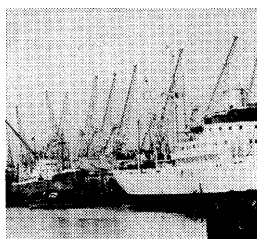


6,000 t/h iron ore shiploader at Port Vitória Brazil

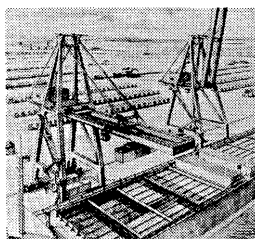
... in search of better and more efficient ways to handle cargo more economically. That's why, whatever your stevedoring needs—wharf cranes, ship loaders and unloaders, container cranes or portable air conveyors—we make them. Many times a little bigger, always a little better. And this same versatility is readily apparent in our dredgers. In port and harbor construction throughout the world, these dredgers are famous for efficiency, operating economy and rugged, 'round the clock performance. Incorporating such advanced techniques as remote control and automation, they've proven over and over again IHI's unique seashore capabilities.

As builders of the world's largest tanker—the 210,000 DWT "Idemitsu Maru"—we know quite a bit about what goes into super tankers. We'd welcome the opportunity to show you we're quite knowledgeable about how things should come out of them as well.

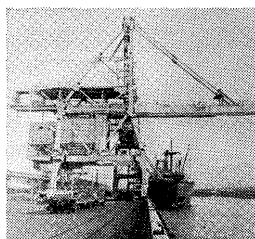
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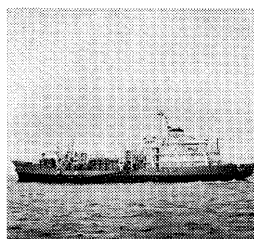
Twenty-five IHI wharf cranes at Calcutta Port, India



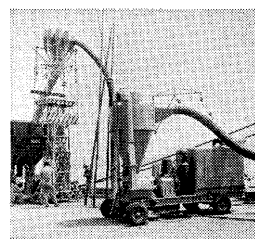
30 ton 8×8×20 foot IHI shore container cranes



750 t/h IHI unloader at Port Tacoma, U.S.A.



2,000m³ IHI Drag Suction Dredger "Kaiho Maru"



70 t/h portable air conveyor

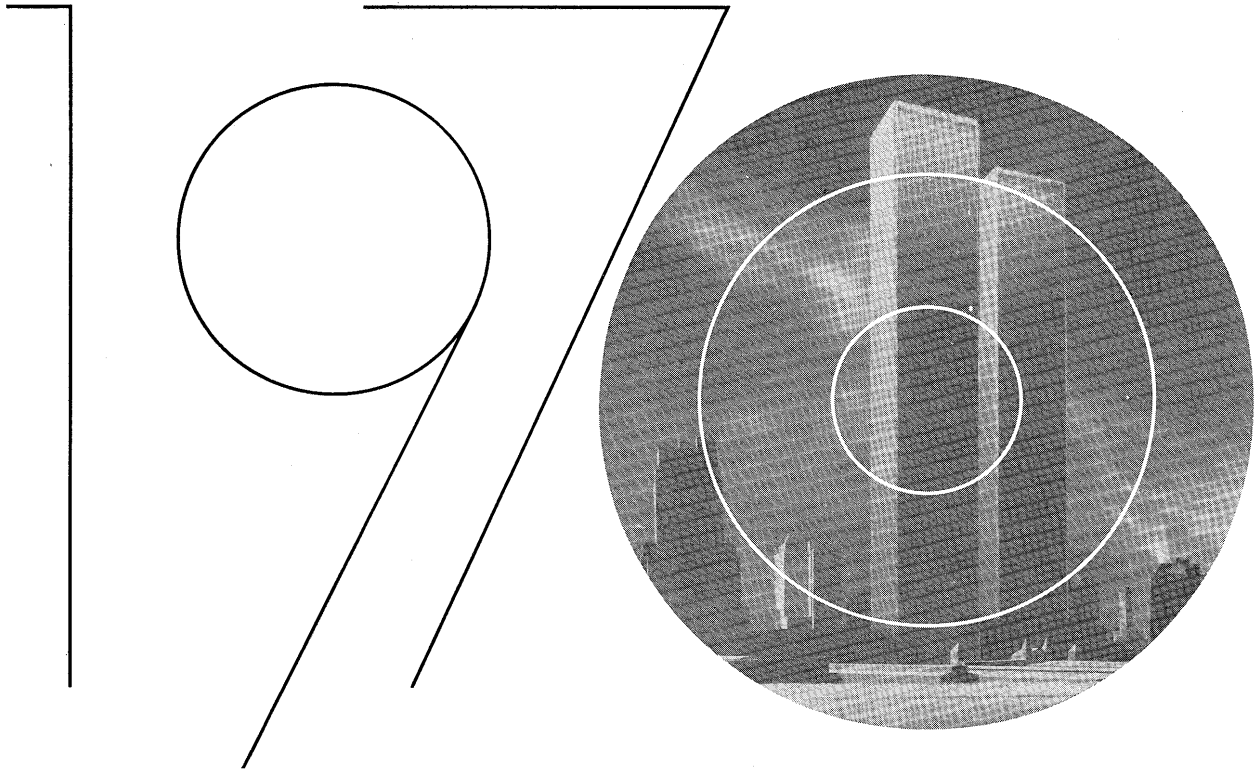
IHI

Ishikawajima-Harima Heavy Industries Co., Ltd., Tokyo, Japan

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Target:



Less than two years from now, the World Trade Center, New York's newest and greatest facility of commerce will open its doors to businessmen of all nations. Construction of this new headquarters for international trade is proceeding rapidly—foundation work has been completed, and steel for the Center's twin 110-story tower buildings is rapidly rising skyward. Already more than \$340 million in construction contracts have been awarded and almost 700 organizations which serve international trade, including foreign and domestic government agencies, have already reserved space in the Center. This new landmark, located on 16 acres on the lower west side of Manhattan, will make a matchless contribution to the expansion of international trade among all nations. All six buildings in The World Trade Center complex will be completed by 1972.

The Port of New York Authority

111 Eighth Avenue, New York, N.Y. 10011