

PORTS *and* HARBORS

July, 1969

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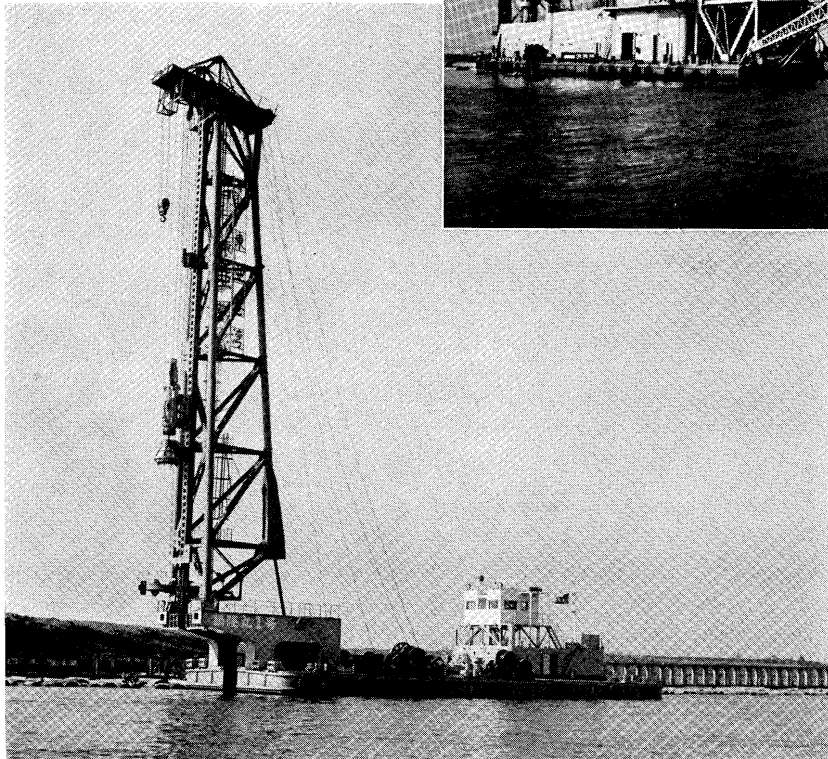


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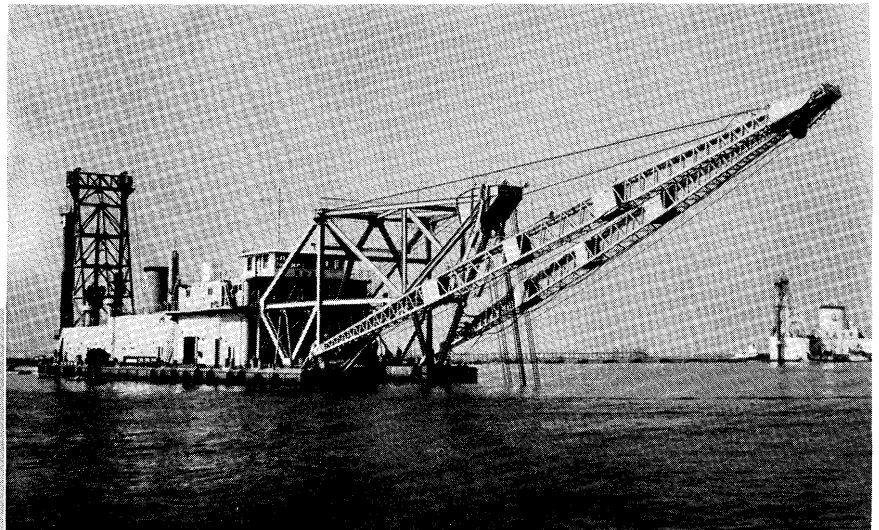
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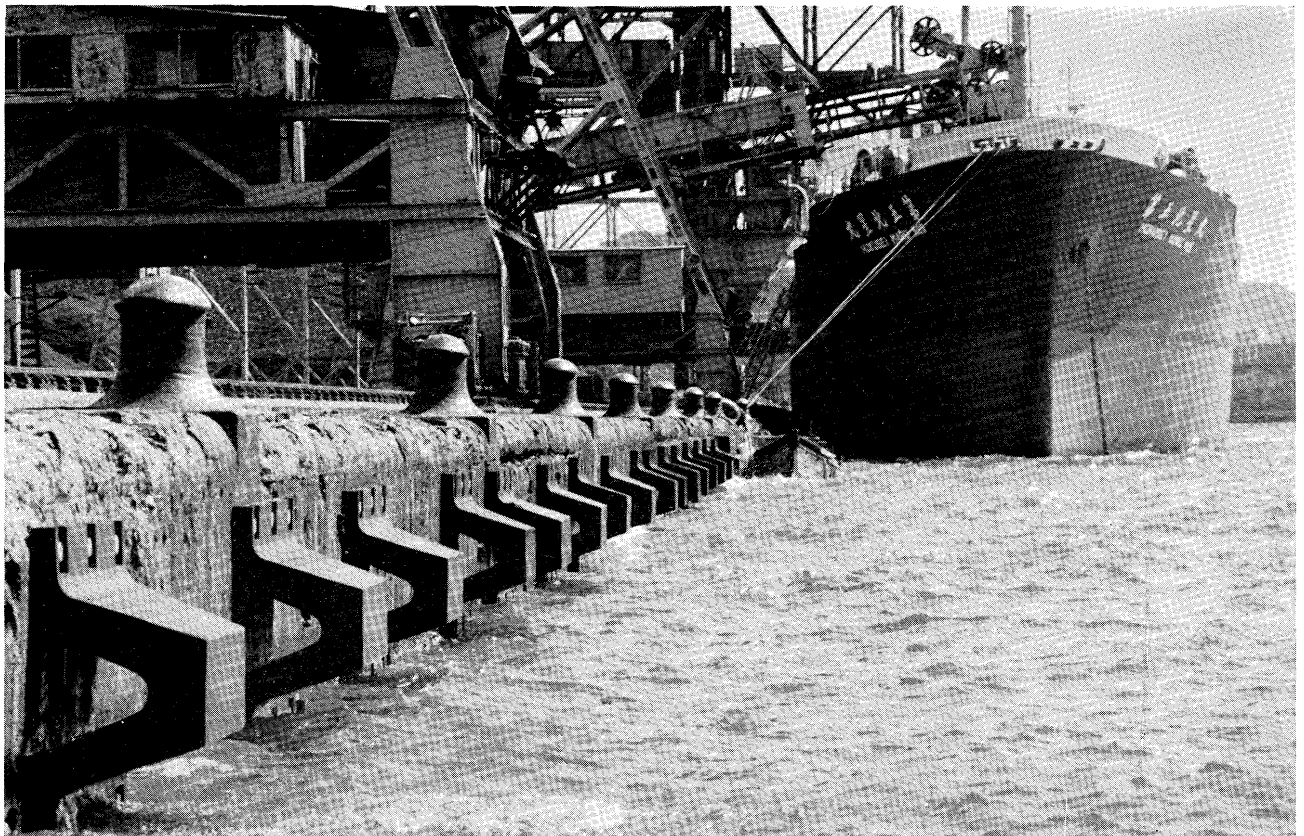
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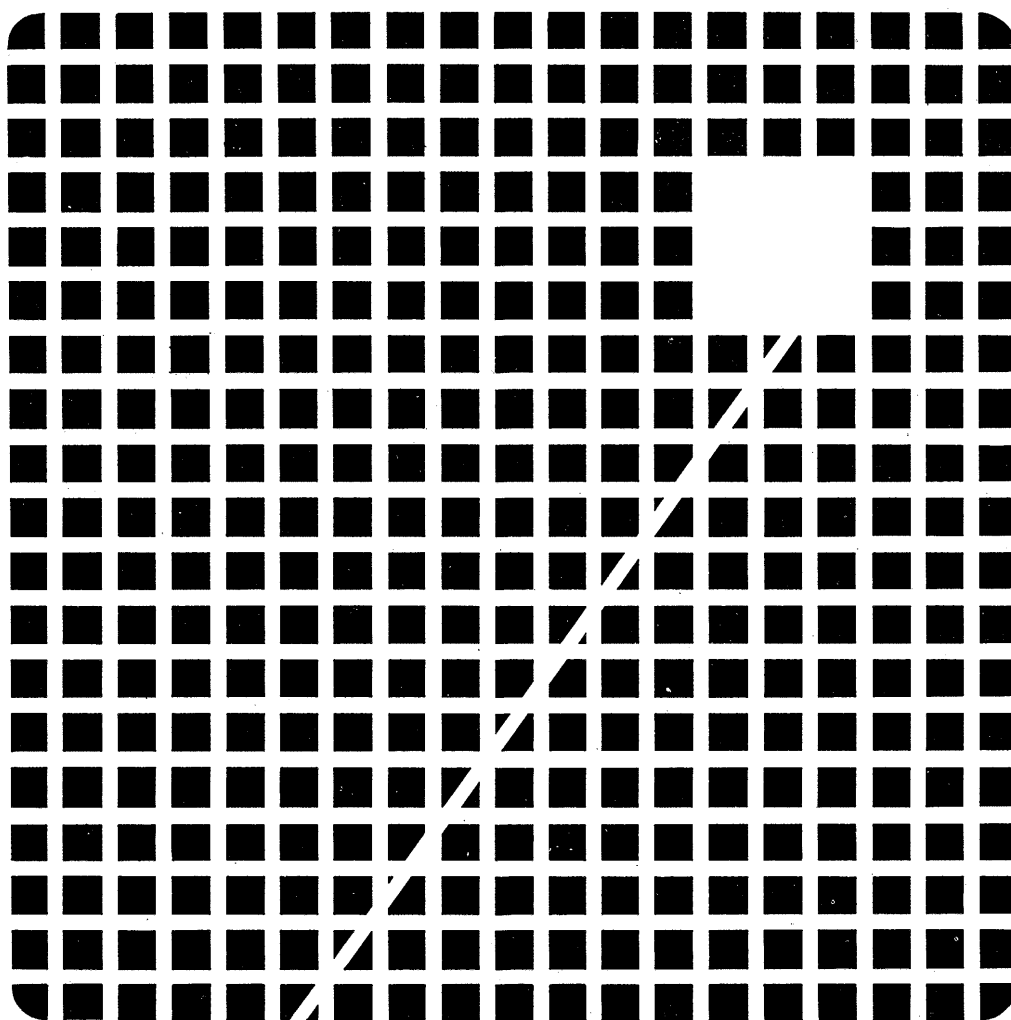


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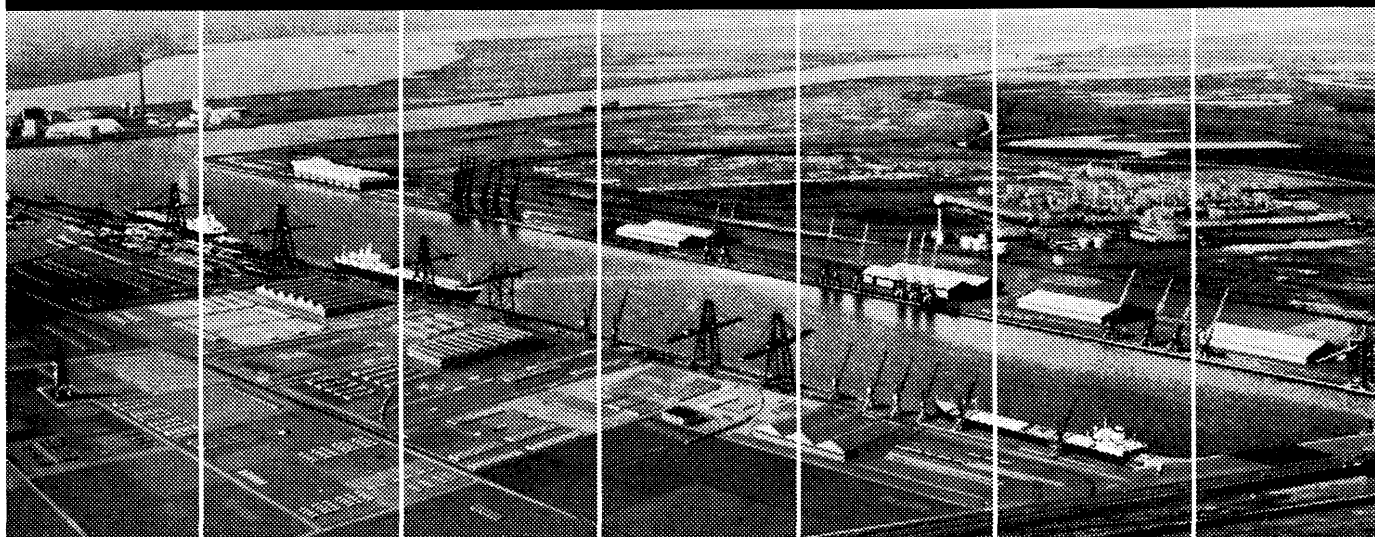
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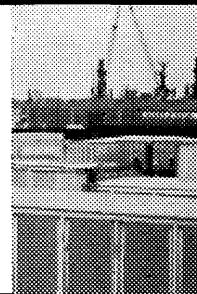
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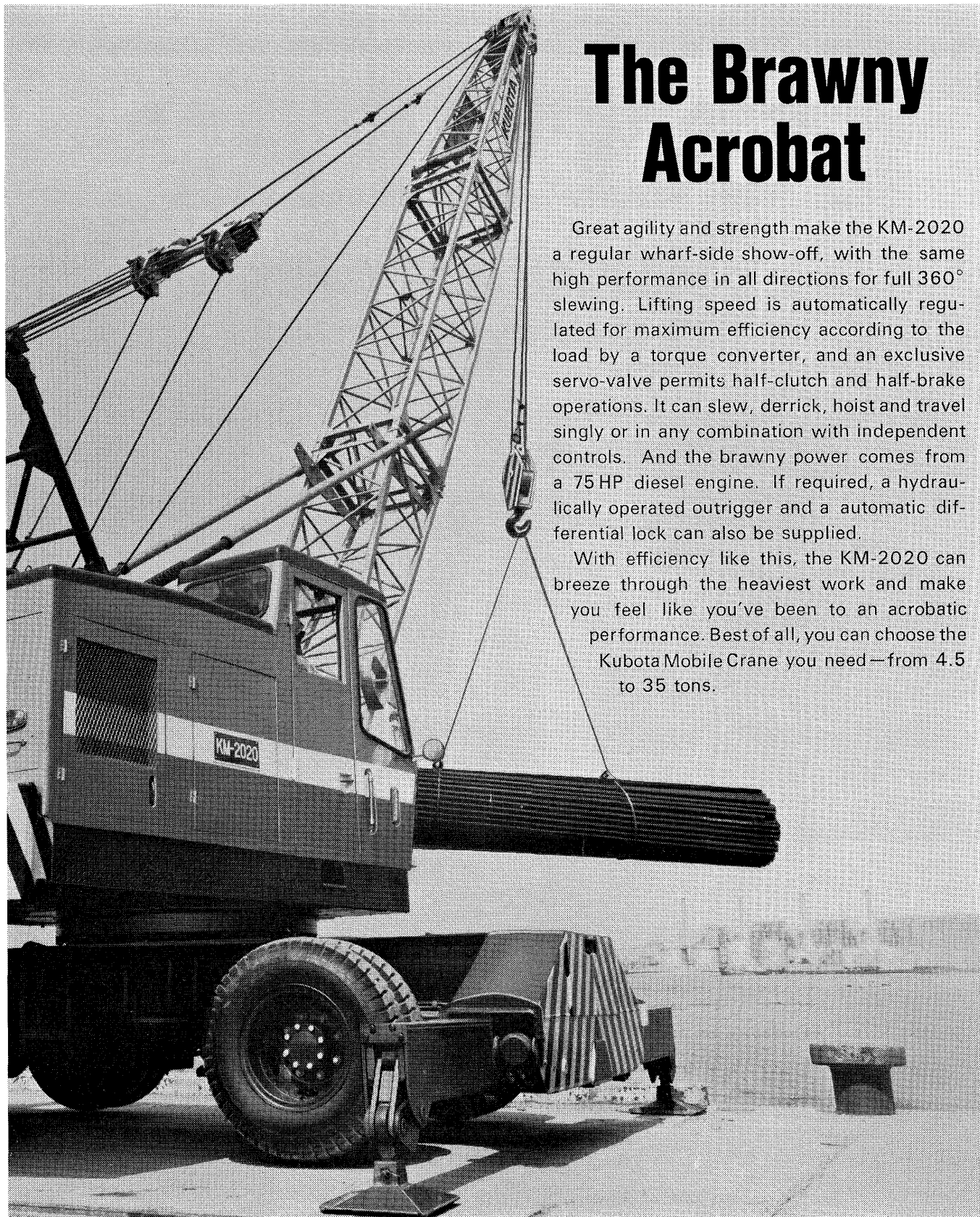
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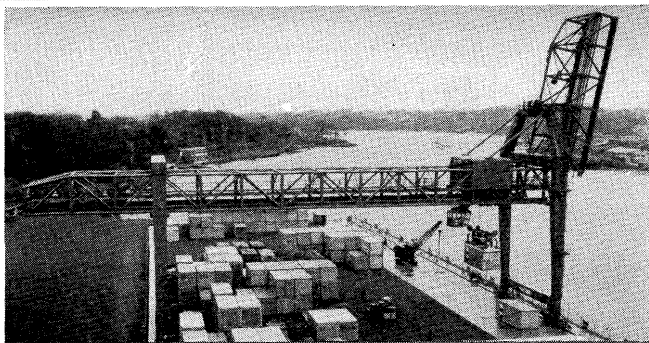
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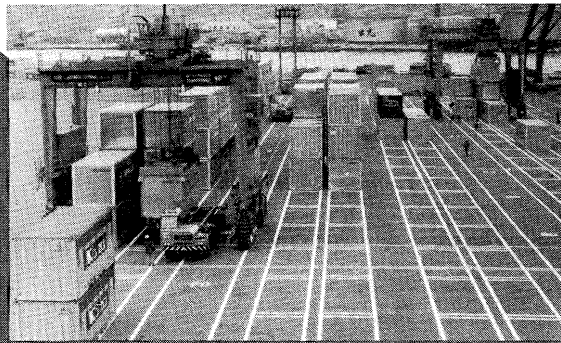
The Cover:

Feeding time for the Koala Bears at Yanchep National Park, Western Australia. Mrs. N. Zain, wife of the General Manager of the Port Swettenham Authority, offers the bear a choice gum tip, watched by Mr. J. McConnell, Chairman of Commissioners of the Fremantle Port Authority.

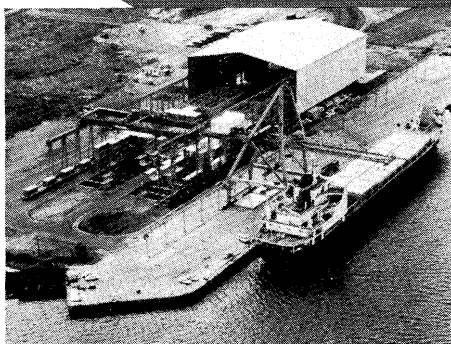
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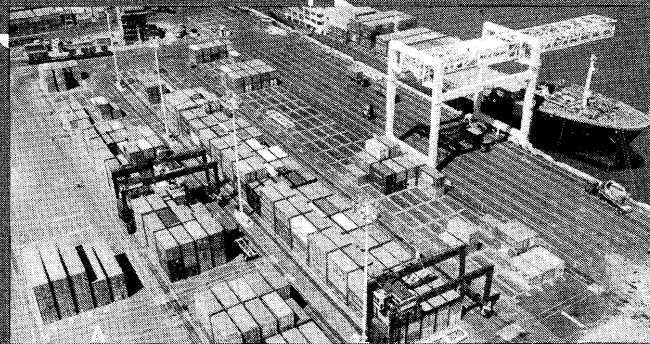
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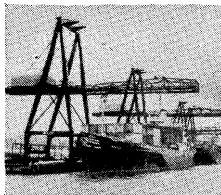


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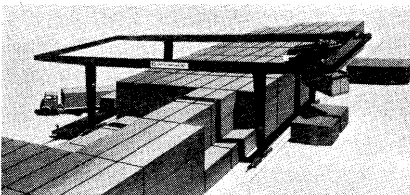
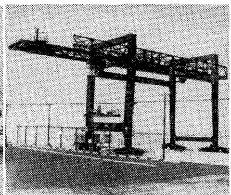
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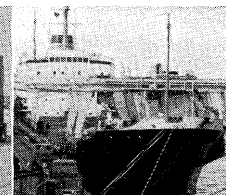
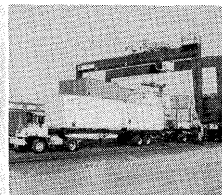
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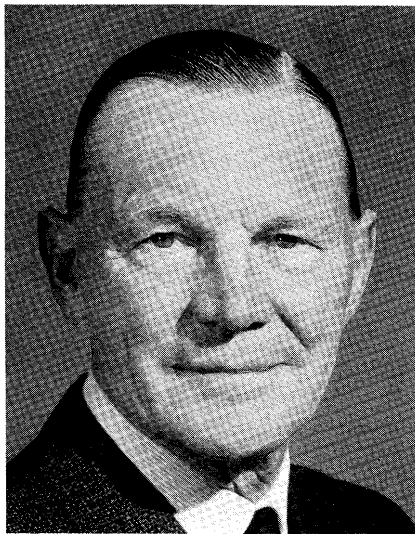
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PORTS *and* HARBORS

Forum on Port Problems:



Sir Arthur Kirby

I had better first define what I mean by 'sense'. Generally speaking, when I say that a man had good sense I mean that he is being sensible. According to the Concise Oxford Dictionary being sensible is being reasonable, judicious, moderate and practical. A human tendency—indeed I could almost say it is a human certainty—is to attribute good sense to those who agree with us. We usually say "How reasonable", "What good judgment!", "How wise!" when people's ideas line up with our own. But it is almost impossible for anyone of us to be absolutely sensible in a truly objective fashion. Despite what we say about putting ourselves in other people's shoes, we are governed by looking at a situation from our own individual point of view.

1. What I shall recite in this paper is very much a personal point of view and is not the voice of the National Ports Council. In listening to what I may say you will be wise to have in mind that I am verging on the age of senility—I am nearly 70.

2. If I may now return to the definitions in the Concise Oxford Dictionary. It has three important definitions of the word "sense":

(a) An accurate appreciation of

a specific matter.

(b) Practical wisdom, judgment and commonsense (whatever that might be).

(c) A prevailing sentiment among a number of people.

Let me first deal with the third one, namely the prevailing sentiment amongst a number of people. I daresay that none of us here tonight would deny that there is an all too widely prevalent sentiment in this country that our ports are inefficient in performance, that they are lacking in facilities, that we have a long way to go in catching up with standards elsewhere and that we have been sadly deficient in not producing a "Rotterdam". Industrialists and the press and the radio are always ready to assert that the ports are strike-ridden, that because of their inefficiency we have lost traffic to the Continent, that there is frustrating export congestion, that London has lost her entrepot trade, that we have too many ports, that the dockers never work, and so on, ad infinitum. This list is depressingly almost inexhaustible.

3. Picking upon our ports for adverse criticism is a popular escape route for those seeking excuses for poor performance in their own trades. It is an alibi for failure to deliver goods on time, and it is always a good theme for a press arti-

cle. Disputes about labour make headline material and entertaining T.V. confrontations which some people seem to revel in. One week of that stuff destroys six months of good work in its effect upon a port's reputation. However, if we can take a cool look at the situation, we shall find that the standards of performance and efficiency in our ports are not far out of line from the social and industrial standards broadly existing in Britain.

4. I hope to demonstrate that many of the adverse criticisms are so ill-founded as to be nonsense, and that most of the inefficiencies and shortcomings stem from the way in which the ports are used. Many people glibly refer to the ports as links in the transport chain, and are fond of describing them as the weakest link. In their Annual Report for 1967/68 the Chamber of Shipping stated: "The most unreliable and vulnerable link is the port." This is fallacious because in a chain all links have the same function. Transport is not a chain. It is movement. If we are to use metaphors, I prefer to regard the ports as valves. Indeed, most users of the transport system seem to regard ports as rectifier valves which will smooth out irregularities. Many of our ports troubles are caused by too much being pumped into the system in an ill-regulated fashion so that the valves become blocked and trouble-

Sense and Nonsense About Our Ports

By Sir Arthur Kirby, K.B.E., C.M.G.

**Chairman
National Ports Council**

*(Text of talk given at Thurrock Technical
College, March 4, 1969)*

some.

5. Despite the denigration of our ports, however, the hard fact is that the tonnages passing through them during the past few decades have changed in character and have increased in total. One example of change is that coal exports have become minimal and have been replaced by far greater tonnages of oil imports. In 1958 the total tonnage of all kinds through our ports in foreign trade was 133 million tons, whereas in 1967, only nine years later, it was nearly 202 million tons, an increase of over 50%. A large proportion of that increase was oil, but dry bulk cargoes increased by over 16%, and other dry cargoes, that is difficult loose cargoes, increased by nearly 35%. I realise that more spectacular rises can be shown in some overseas ports, but they are in countries such as Japan and the European Economic Community, where the industrial expansion has far exceeded ours.

6. I would be foolish to attempt to prove that there are no causes for worry about our ports. There are indeed all too frequent occasions of delays, too many strikes and too frequent frustrations of one sort or another. Nevertheless, the conditions in our ports do not show up too badly if compared with conditions elsewhere in Britain. To make comparisons we should ask ourselves such questions as—how many industrialists regularly deliver to promised dates? How reliable are despatch times in relation to promises? How often have we seen cases of the manufacturer being six months behind in his delivery, and then expecting the transport system to deliver without delay? How often can you go to industrialists in this country and obtain from them the standard of efficiency of service which they expect from the ports? Are documents for customs and other purposes always properly presented? Do consignees always clear their goods promptly from the port areas? No doubt many of you could think of a dozen similar questions.

7. This does not excuse the ports from their failing but it does get things into balance. The industri-

alist is entitled to demand an efficient ports service, but he too—as also must the freight forwarding agents, shipping companies and all the others along the line, must be equally efficient. Any failure at any point will almost certainly be reflected in the ports. In a recent speech to the Liverpool Shipping Staff Association, Sir Andrew Crichton is reported as having said:—“What the users, shipowners and transport operators and traders require is efficient port service”. I could reverse the quotation and say what the ports want is efficiency from the users.

8. All service industries are popular targets for blame. When the port is the target it is usually most difficult to pinpoint the causes of failure or shortcoming. The port—as a valve in the transport system—can become the focus point of so many other people's shortcomings that the explanation of the valve becoming blocked is so complex and the apportionment of blame so diverse, the story so tedious, that people do not want to listen. Certainly it is not the stuff of a pithy news paragraph. Unfortunately once a damaging statement has been made the bad impression is left—some mud sticks, no matter how strong the facts of refutation.

9. In a paper which I read to the Institute of Transport in 1965 I said, “The ports are a service, intermediate between two forms of transport, and the ports do not govern either the methods of packing the goods which pass through the ports, nor the means by which those goods arrive at or leave the ports. The ports have to accept cargo presented to them in conditions determined by the makers, the growers, the marketing agencies, or the transporters, none of whom is controllable by the ports. In the main the movement of cargo to the ports is uncoordinated and consignments arrive under multifarious and scattered ownership without any unification of control.” Despite the excellent work of the British Shipper's Council and the efforts of the E.D.C. for Exports, that state of affairs still largely persists for general cargo.

10. I will endeavour to prove

my points by what I consider to be some examples of nonsense. A major piece of nonsense—and a very popular one—is that British ports are all behind the rest of the world—and especially the Continent—in the provision of adequate and modern facilities. In presenting the recent White Paper on Ports Nationalisation, Lord Shepherd said; “I do not think there is any doubt that our docks do not compare well with the major docks in Europe and in any other part of the world.” I reckon that was a piece of unfortunate denigration to come from a noble lord and even worse from a Government spokesman. It is certainly a pretty shaky justification for nationalisation and would not stand up to serious examination. Oddly enough visitors from ports in other countries often make complimentary remarks about our ports and wonder why we have such an inferiority complex. Most of our major ports now have general cargo berths which compare favourably with any overseas ports. Since the Rochdale Report in 1962 the number of dry cargo berths with 35 feet or more depth of water alongside have increased from 49 to 93—that is by almost 100%.

11. Many people have jumped on the bandwagon of popular assertion that our ports have not been forward looking. But the critics are speaking with hindsight—an all too easy exercise. There has been a revolution in ship sizes and cargo techniques within the past decade—and some nearer the end rather than the beginning of the decade. When I first had anything to do with ports in the early 1920's most cargo was transferred to and from ships in lifts of about 30 cwt. to 2 tons, made up of a collection of heterogeneous small items, except for the occasional heavy lift such as a locomotive or girder work for which special facilities existed at only a few ports and on only a few ships. Coal was the only major bulk cargo and it governed the size of dry bulk carriers—a term not used in those days: we knew them as trampers, which ranged about 8/10,000 tons.

12. In 1921, only 48 years ago, the largest cargo ship afloat was the tanker “J. D. Archbold” of 22,000

tons, and it remained so until 1944, when the "Phoenix" of only 23,000 tons was built. The first of a series of 276,000 ton tankers was launched in Japan only last year. In the 1920's nearly all grain and sugar was in bags, as also was cement—and a most unpleasant cargo it was. At the overseas ports at which I then worked, oil was in either four gallon tins or forty gallon drums. Even bulk cargoes like coal and a few ores were grabbed out of the ship only a few tons at a time. It remained thus until comparatively recently. Even five years ago, no port authority could have obtained support from the British steel industry to provide a terminal to accommodate 120,000 ton carriers: yet today this is regarded as essential.

13. When I read my paper to the Institute of Transport—only four years ago—advocating bulking of general cargo, I received an almost unanimously negative response from the audience. Any port authority in this country planning to have provided a containership berth, equipped with gantry cranes and without transit sheds would have been thought to be peculiar and unrealistic. At that time, the cry from the users, and from shipowners in particular, was for more capacity, more and more berths to accommodate the conventional type of general cargo ship. None of them had seen that the container-ship and the roll-on/roll-off type of ship would completely change the pattern within a year or so. The mere provision of additional berths of the conventional type, unaccompanied by any improvement in labour usage, or in the methods of moving cargo to and from the port, would not have produced any great uplift in efficiency.

14. In their 1967/68 Annual Report the Chamber of Shipping made a plea for equivalent and coeval progress in ports, otherwise potential benefits of container ships would be unrealised. In another part of this report they referred to inherent ineptitude and inefficiency, in the ports of the world if you please! This would make more sense if the shipping companies had always been forthcoming to the ports about their plans. As for inherent ineptitude,

it took a road trucker in America to prove the case for the container ship!

15. When all ships could use the same sort of berths, coal being the only major exception, port authorities could and did risk long term investment with a fair confidence that the provision of the conventional wharf or quay equipped with cranes and transit sheds would be suitable for most ships afloat. The shipowners seldom collaborated with the ports in planning new general or dry cargo ships. I am glad to say that shipowners are now more inclined to make their plans and intentions known. They must do so because of the greater specialisation in berth requirements, for example, containership berths. A point I wish to emphasise is that ports cannot move much in advance of the intentions of the users. My view was confirmed in a recent United Nations report, which stated that port managements have little or no control over development since decision making is in the first instance with the shipowners and shippers.

16. An example of the foregoing is that many port operators saw the logic of bulking general cargo but they had to wait for the shipowners to make the decisions. As soon as those decisions were taken the ports authorities were soon off the mark to provide the specialised facilities. The situation today is that for general cargo our ports are well equipped to meet the needs of the new container ship—some say they are overdoing things. I very much doubt this. In the international long distance trades the age of the container ship is here. 145 full containerships with a total capacity of 25,000 units are now in service with no fewer than 40 shipping companies involved. Another 130 with a capacity for 65,000 units are on order. 75 conversions for another 6,000 units are in hand and 33 full container ships for 22,000 units are under study.

17. The pattern which appears to be emerging is for a relatively few pivotal ports with feeder service radiating therefrom. We could well have two or three such pivotal ports in Britain with feeder services to

Europe and Scandinavia. Containers from Sweden are reaching Canada via Manchester. We already have berths for container ships to match those in Northern Europe. With the large development at Tilbury and at the new Seaforth docks in Liverpool, and with containership berths at Greenock, Manchester, Newport, Southampton, Felixstowe, Tees and Grangemouth—and with similar berths in prospect at Hull and Bristol, we are keeping pace with developments in Europe. Far from having to suffer transshipment costs as was threatened in a recent Sunday Times article, we shall be able to offer such efficient service that, if we play our cards right, container-ships will prefer to call at British ports for part cargoes, in preference to transshipping at a Continental port, or even to use them as pivotal ports, as for example Southampton for Western Europe, London for Northern Europe, or perhaps the Clyde for Scandinavia.

18. Sir Alexander Glen dealt very fully with bulk cargoes in his talk to you in January. I would only say now that while we are well provided with bulk oil terminals—we shall be able to take tankers up to 250,000 tons—there are still some large question marks about provision for dry bulks and the very large tankers. For example, what will the steel industry want in addition to the Port Talbot harbour to take 150,000 ton ships? Will the grain industry organise itself to take large cargoes? Will the oil industry develop the Bantry Bay type of terminal as a pivot port? Or will they have off-shore buoy terminals? Above all, should we develop industrial complexes of the Europort type? Complementary to all this, should we provide facilities for very heavy lifts up to 1,000 tons for the exports of our heavy industries, and ought we not to have our own British based dredging industry? The answer to these questions does not lie with the ports. The Governments, the shipowners and industry must first make decisions.

19. In the short sea trades the shippers and shipowners realised only a few years ago that the narrow seas need not be treated as if

they were vast oceans. Colonel Bustard was a pioneer in this from Preston across the Irish Sea twenty years ago, but it took a long time for the idea of the lift-on/lift-off container ship and the roll-on/roll-off ship to catch on. Once it did catch on, all the ports in this country, large and small, were quick to see the possibilities and provided facilities for the specialised types of ship. Not only London, but ports like Dover, Felixstowe, Southampton, Hull, the Tees and others were eager and ready to provide the specialised berths required, and the terminals in Britain were ready well in time for the ships to use them. Our ports were usually well ahead of the Continental ports and I think that ours compare favourably with those across the water. There are at present 43 of these specialised terminals around our coast. Ample port capacity is thus available to cope with the growth in our export trade in Europe and I foresee that within a few years almost all cargo in the short sea trades will be unitised in one form or another.

20. But the benefits of bulk movement will be vitiated unless the facilities are properly used. Containers are delayed at ports, both here and on the Continent, for days and weeks because of lack of papers or some other reason within the trading sphere. Although these delays are no fault of the port, it seems hopeless to try to convince the importers or exporters that the ports are not the cause of the delays and do not frustrate our export trade. I can illustrate this by the result of a survey undertaken by a firm of consultants for the Little Neddy for Exports. The conclusion of the consultants was that of the total delivery time—i.e. from the date of acceptance of an order to final delivery—the transport time was relatively small and that any reduction could, at best, be only negligible in the total delivery time. This conclusion is unwelcome to most exporters because it destroys their alibi. When I quoted it at a recent public meeting, in response to an assertion from the platform that if only we had efficient ports we could increase our export potential by 50%—the implication being that it

was the ports which were frustrating exports—I was told we should change our consultants! Anyhow, the ports cannot be too bad if, as the C.B.I. have reported in a recent issue of "Fanfare", Britain was top in punctuality of delivery in Europe and November exports were at an all time high.

21. Now may I deal with some nonsense talked about Britain not having a port like Rotterdam. It has been alleged that because we have no Rotterdam we are suffering punitive costs of transshipment; that Britain has lost most of its entrepot trade, that London has ceased to be a transshipment port and that we have become an off-shore island. I have yet to see facts and figures to prove that any of this is true and that, if so, it is due to deficiency in ports capacity in this country. I reckon that any loss of entrepot trade which London may have suffered stems from causes which are not attributable to inefficiencies or to any shortcomings in the port. The collapse of the old imperial structure has had severe effects upon Britain's economy and has produced changes in trade which must have affected London as an entrepot port. Similarly, the remarkable development in the European common market has meant that in many cases the majority flows of traffic are now to and from the Continent rather than this country. This is bound to have a decisive effect on transshipment policies because the ship will make its prime call where the major portion of its cargo is.

22. Rotterdam is fortunate in its uniquely advantageous position at the mouth of the Rhine, which is navigable deep into the prosperous European hinterland. Anyone hoping to repeat the same geographical advantages in Britain, where nowhere is much more than fifty miles from a port, is crying for the moon. Over 40% of the total tonnage through Rotterdam and 80% of the dry bulk cargo is in transit through Holland, to and from countries beyond. The cargo transfer operations are simple as compared with those in London, where most cargoes have to be broken down. A high proportion—as much as 50%—of the Rotterdam cargo goes direct to or from

Rhine barges. No less than 50% of the tonnage imported into Holland is oil, which again has no handling problems and which, after processing, is piped or otherwise sent on to other countries.

23. I am not concerned about the danger of transshipment to and from Continental ports and the cost involved, which some press writers appear to be obsessed with, for I am sure that, largely for trading reasons, this sort of thing will continue. Grain is probably a good example of this. It will, however, be but marginal to the main flows of traffic, provided always, of course, that the modern facilities which we are providing in this country are sensibly used and that we do not lose traffic to the Continent because of our inability to solve our labour problems. I am, however, very concerned about developing in this country large complexes for heavy industry because, while I feel sure that London cannot, like Rotterdam, be a transmission port for goods to and from Europe, I am equally sure that we need a Euro-port type of industrial complex if Britain is to be internationally competitive.

24. Over two years ago the National Ports Council advanced the idea of Maritime Industrial Areas, abbreviated to M.I.D.A.S., by which we should endeavour to find areas suitable for large scale industrial development alongside existing or easily made deep water. A survey of possible areas has been made and the information is in the possession of the Government. Three such areas, one on the Clyde, one on the Tees and a really major one in the Foulness area of the Thames estuary have recently been publicised. I reiterate that if Britain is to maintain her competitiveness in international trade she must create large scale heavy industrial complexes such as consume large tonnages like oil bulks and chemicals. A consequent advantage of such big schemes might be the establishment of a British dredging industry and, say, seabed graders rather like the one recently introduced in Japan which will level the sea bed at a depth of up to sixty or seventy feet.

25. I was pleased to see mention of MIDAS in the recent White

Paper on the Reorganisation of the Ports and I can but hope that from now on Government will be more enthusiastic about the MIDAS concept than has appeared up till now. Any MIDA will involve an investment of many millions of pounds, for which it will not be possible to show any immediate and sure financial return. This kind of expenditure does not bring early returns and does not appeal to the Treasury. We don't have in this country the same positive attitude of mind as the Dutch about winning land from the sea. They are not deterred by the enormous costs involved because their very existence depended upon fighting the sea. However, with our small island becoming increasingly over-used it will pay us to win land from the sea. Unless we are prepared to take risk decisions and to spend money on a grand scale, it is useless for people to lament about Britain not having a Rotterdam type of development. Examples of the sort of development which I think we must undertake are the Le Fos project at Marseilles which by 1978 will provide an area of over 18,000 acres for industry and many very deep water berths at a cost of about £100 million. Or the Kobe scheme in Japan which by 1975 will provide an island area of five million square yards, 32 berths for large ships, including six for container ships, at a cost of £130 million.

26. Another big nonsense is the readiness of people to attribute port troubles to what they euphemistically describe as bloody-mindedness on the part of labour. Not that ports performance does not suffer from too many strikes: but bloody-mindedness isn't confined to one side only and we would profit if we took the trouble to find out why it exists. I won't go into that now because most of you have to live with it. It must certainly be depressing to have to live with the fine new unused berths at Tilbury, knowing that British container ships are loading British-cargo across at Rotterdam. The point I want to make in this talk is the extent to which many labour problems have stemmed from the way ports were used.

27. It is but seldom that the

labour troubles and disputes arise from bulk cargoes. Most of them are concerned with general cargo because it moves in unco-ordinated fashion and has perforce to be dealt with item by item at the ports. One has only to look at the pattern of labour usage in connection with, say, a 10,000 ton cargo of general exports to realise how these panic conditions are produced at the ports. The cargo might consist of anything up to 150,000 or more separate items despatched from a hundred or more widely dispersed places throughout Britain on various days. There is thus a wide dispersal of the labour usage in loading and despatch, both in time and place: no concentration and no panic. But when all these thousands of items converge upon the port within a few days there is a very high concentration of labour effort both in time and place. Panic ensues in a greater or lesser degree. Most practices which are nowadays deplored and which form the basis of the agreements which both sides are now finding it difficult to negotiate out of were born in these panic conditions. Containerisation and unitisation in one form or another ought to remove these panic conditions.

28. There is also often panic in the allocation of labour when there is a concentration of ships' arrivals. The National Ports Council recently examined those all too frequent occasions when there is insufficient labour available to keep all the ships in port working at full pitch. The survey clearly demonstrated that the best way to deploy labour for purposes of achieving the highest average ships' turnaround was to use the available labour to work fully a few ships only rather than to allocate a fair share of gangs to all the ships. However, captains and ship's agents become almost hysterical when they see other ships working while they are lying idle alongside. It is difficult to convince them that it would pay the ship to lie idle for a day or so and that, in the end, the ship would get away sooner. Unless the manager can exercise remarkable persuasion or disciplinary control over everyone concerned, shipper, ship-owner, shipworker alike, the effi-

ciency of the port suffers correspondingly.

29. Similarly, the management is afflicted by excessive documentation procedures which cause delays in cargo movement. By an exercise which the National Ports Council instituted it was shown that for one single consignment the same information was repeated manually as many as twenty to thirty or more times during transit without adding any significant information. The N.P.C. is now participating in a research exercise by which it is hoped that by using computers all the information will be streamlined through from the originating point to destination.

30. Another frustration to efficient management is the manner in which some trading practices prevent the efficient use of port facilities. An example is the manner in which some importers use the ports for distributing direct into the retail market. This can convert a homogeneous cargo capable of quick delivery in bulk into hundreds or thousands of items which have to be laboriously sorted to mark and address. Two examples in the port of London have recently come to my notice. One was the receivers' requirement that West Africa round timber has to be sorted on the ship for delivery to barges alongside. This slows up discharge and was a contributory factor to the longer time taken to turn round a ship in London as compared with one on the Continent which was the subject of a critical letter to the "Economist". The other example is meat which has to be sorted for delivery direct to the retail market. This was part of the congestion which, allegedly, led to an increase in the price of New Zealand lamb in the markets. The port, of course, was blamed.

31. Yet another popular nonsense is the commonly held idea that our ports are in a state of permanent congestion: that ships are always waiting for berths, and that lorry drivers are kept waiting for days on end and that roads are congested by dock traffic. How often have shopkeepers and other suppliers excused their deficiencies by blaming things on the docks?

32. On the seaward side, a frequent cause of congestion is ships

bunching. Whenever this happens the shipowners repeat their refrain for more berths to be available for them at all times. As you will all know, the bunching of ships can arise from bad weather conditions or, more often from seasonal movement, such as Scandinavian timber. Berths which have been little used for months become fully occupied while several ships are waiting in the stream for days or weeks. The port is blamed for congestion. Yet even at the berths which are working the receiver cannot take the timber fast enough to keep the ships working all gangs and shifts. The conversion of loose timber to packages should go far to cure this sort of thing but, here again, it was the trade which had to make the decision.

33. In the liner trades bunching is usually the cumulative consequence of delays in one port or another on the trade route. The shipowner has a jaundiced view about this. He grumbles about the greater part of his ship's life being spent in port and, not unnaturally, he blames the port, as such. But deeper examination may well reveal that the delays in ports are not due to deficiencies in the actual port services. There may have been some breakdown in the inland transport system, poor agency work, non-adherence to closing dates, congestions arising from seasonal peaks of commodity movements and such like. There are also occasions when, to suit the shipowner, ships discharge or load slowly because it suits the ships' schedule. Sometimes maintenance and overhaul is done at the berth. The result is poor performance in terms of cargo passing over the quays, while other ships are kept waiting. We all know of this sort of thing, but, like the poor, it is the port which always gets the blame. The obvious remedy is the imposition of discipline by the port management. This may not be so easy when the governing board of the port authority is largely composed of shipowner and shipper interests. Also a port manager may be disinclined to be too tough for fear of driving the shipowner to use a competing port.

34. So far as the port services themselves are concerned, troubles can, and do, spring from failures in

port equipment such as crane breakdowns, but for the most part delays can usually be traced to what appear to be labour shortages of one sort or another. I deliberately use the words "appear to be" because we should beware of jumping to conclusions. Labour shortages are worst during seasonal movements and heavy peak demands. No port can, economically, retain enough permanent labour to work all ships, all the time, at every berth. The same applies to cranes, fork lift trucks, transit sheds and other equipment. The appropriate margin of capacity in ports has been an unceasing cause of disputation for as long as I have been in the business, and it will so continue for as long as the port is expected to be a rectifier in the transport system.

35. But even supposing we could be profligate enough to provide labour and facilities for peak and seasonal movements, and to cope with ships bunching, and supposing we arranged shift working round the clock, the effort would soon be frustrated unless the distributive trades and industry had capacity to match. We know they haven't. In the meat case I mentioned just now, one of the reasons for slow movement was the inadequacy of road transport. Time and time again port working has to be stopped or slowed down because the receiver is unable to receive the goods as fast as the port could deliver owing to full warehouses, closed markets or works closed at weekends and so on. As I said earlier, everyone along the line must be equally regulated or the valves—the ports—will become gummed up.

36. If I may now say a few words about planning about which a lot of nonsense is uttered. I regard planning as a continuous process—a state of permanent discomfort. Many of our ardent planners seem to me to be seeking the comfort of being able to work and programme within a framework of certainty. This can never happen in a progressive economy.

37. The National Ports Council has the statutory duty to formulate a national plan; indeed this was the prime object stated in the Harbours Act of 1964. Whatever notions may have been in the minds of people

at that time, the changes that have happened since necessitate a degree of caution before any enunciation can be made about what a national plan should be. If we can evolve a national plan we shall, I think, be the only country to have such a thing. It cannot be done in isolation and can come only from some sensible co-ordination with an overall national, social and economic plan. Not only the National Ports Council, but industry and the national planners, are far from that stage. Despite the increasing volume of statistics about traffic through our ports, we do not yet have sufficient information about cargo flows and the intentions of industry and shipowners upon which to base a specific plan. Even if we had, all attempts to define a ports plan without keying it in to an overall national plan would result in such bland rotundities as not to be worth the name of a plan. The best that we can hope is that we may indicate the right direction. As I see it, all the work we are doing in the N.P.C. is to assist us to get our sights right.

38. As to any likely pattern of ports, we have to recognise that nowhere in Britain is more than about sixty miles away from the sea, and that, in consequence, ports in plenty have developed all around our island coastline from the time of the small ship. The road and rail network has developed accordingly while during the last century many medium sized ports were built primarily for the export of coal which has now declined to negligible proportions. I reckon that most of the small ports will remain and will perform a useful modest function in the coastal and short sea movements. The difficult problem will be to sort out the survival factor for the medium ports in relation to two, three or four large pivotal ports. Some may survive as little more than feeder ports: for others the outlook is bleak.

39. Our problem would be very much simpler if we, like Russia, had a very large land mass with only a very short sea coast. In those conditions there is no choice; the ports have to be at the only places available. If we were starting from
(Continued on Next Page Bottom)

Delegates to IAPH Conference Stop-over in Western Australia

As Guests of The Fremantle Port Authority

Delegates to the International Association of Ports and Harbours Conference, held in Melbourne on March 3rd, 1969, were invited by the Fremantle Port Authority, to visit Western Australia pre conference and post conference. In response to the invitation 30 pre conference delegates and 24 post conference delegates visited Western Australia. A programme, over three



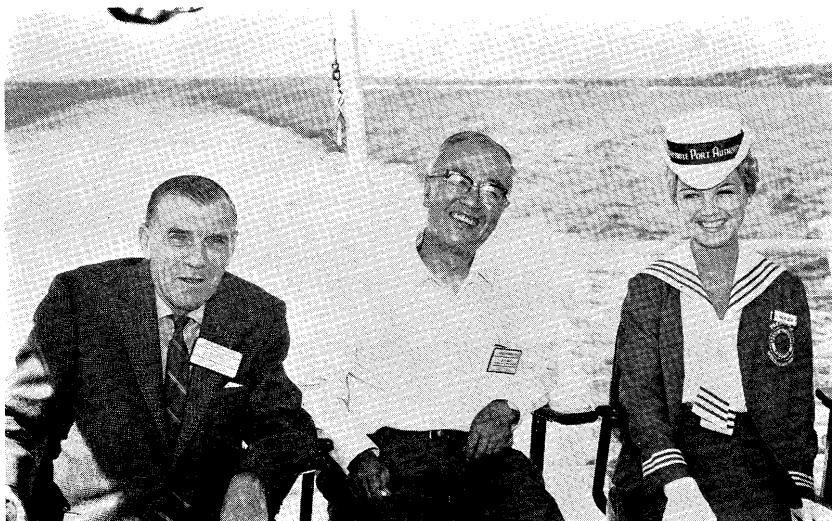
Port Conference tour visitors assemble outside Perth's international Hotel Parmelia before a bus tour.

scratch, knowing all that we do now, we could devise a much more efficient pattern of ports than now exists in Britain. But we cannot ignore the facts of life and our task is to make the best of what we have with full consideration of the human and economic factors. As I see it, the best that the National Ports Council can do is to give some idea of an evolving pattern. This would encourage development in the right places and, we hope, prevent it in the wrong places.

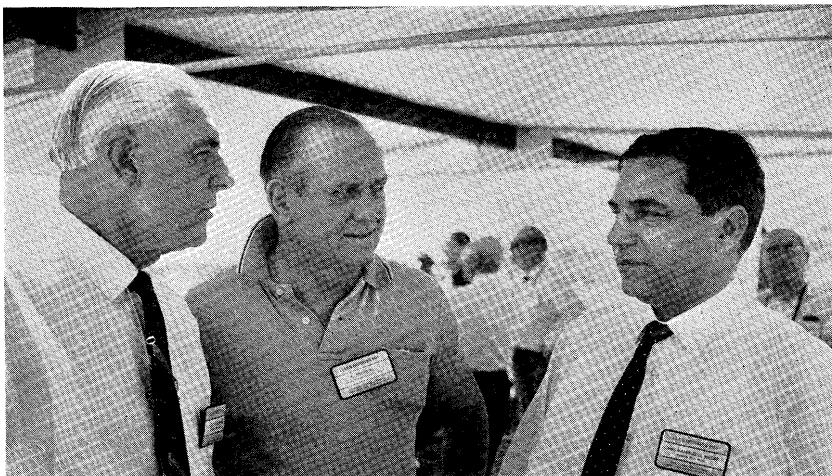
40. I fear, however, that no matter what national plan may eventually be announced, political or other considerations will upset it. For example, decisions were recently taken to site aluminium smelters at three places in Britain. This was mentioned to you by Sir Alexander Glen. Those decisions were probably rightly taken in relation to national needs but they ignored any national ports plan. What will now have to happen is that ports will have to be made to fit into the

smelter requirements.

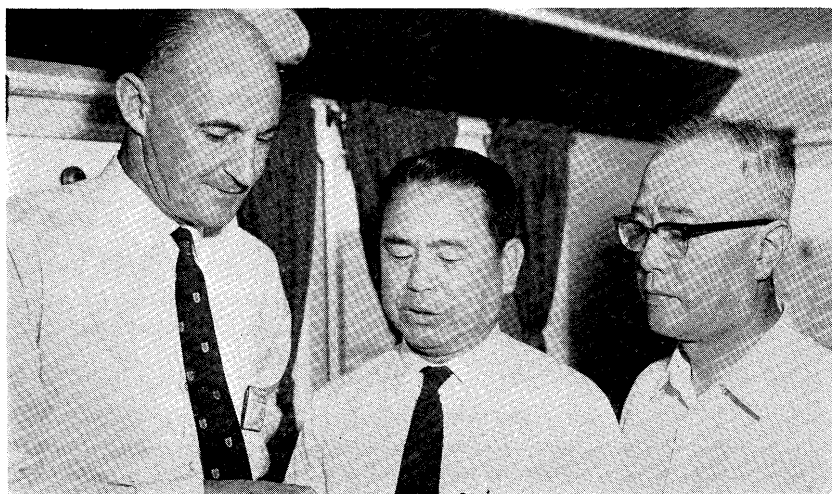
41. I have tried to demonstrate in this talk that it is decisions taken by the shipowners, oil companies and others which largely determine what we can do in the ports. If containerisation and unitisation follow the path of present indications, most general cargo will be transferred between ship and shore in bulk and will largely eliminate many of the existing inefficiencies which arise from the cargo having to be dealt with loosely.



Conference visitor, Dr. H. Sato (centre), aboard the Port Inspection Ship "Challenger". At left, Mr. J. McConnell, Chairman of Commissioners of the Fremantle Port Authority and right, a Fremantle Port Authority Hostess.



From left to right Mr. H. C. Rudderham, General Manager, Fremantle Port Authority; Mr. Johnson of the British Transport Docks Board; Mr. Hasan of the Karachi Port Trust.



Mr. H. F. Sanderson, Divisional Manager—Operations, of the Fremantle Port Authority (left), explains a point to Mr. K. Enomoto, Councillor of the Keihin Port Development Authority and Dr. H. Sato, Director General of the Japan Port and Harbour Association.

days, was arranged for both parties covering a number of points of interest situated in and around Perth, the capital city of Western Australia. Accommodation was arranged in Perth at the international hotel 'Parmelia'.

On the first day a scenic tour of the metropolitan area was arranged with afternoon tea at the picturesque King's Park Garden Restaurant. From King's Park can be seen a panoramic view of the city of Perth. Considerable time was allowed on the first day for guests to arrange personal shopping tours, etc.

The second day a scenic cruiser left the Hotel Parmelia and journeyed some 30 odd miles to Yanchep National Park, one of the tourist attractions in Western Australia in close proximity to the city of Perth. Yanchep Park has a country style Inn/Hotel where guests were provided with luncheon. Shortly after luncheon the ladies were given an opportunity to feed the native Australian Koala Bears, which was followed by a launch trip on the picturesque Yanchep Lake. Guests were also shown the Crystal Cave with its beautiful limestone formations of stalactites and stalagmites. After a bus trip to Yanchep Ocean Beach guests enjoyed an informal Western Australian outdoor barbecue meal returning to their hotel about 9.00 p.m.

On the third day guests boarded the Fremantle Port Authority Inspection Ship Challenger in Perth for a scenic trip down the Swan River to the Port's Inner Harbour, following which the party were taken on an inspection of the Outer Harbour including the industrial area of Kwinana. Luncheon was served on board the Challenger, anchored in Careening Cove, off Garden Island, after which the Challenger journeyed to the Palm Beach Jetty and guests again boarded a scenic cruiser for their return to Perth by road through Kwinana and later to their Hotel. A formal dinner, given by the Fremantle Port Authority for these distinguished guests, was held in the Hotel Parmelia Ballroom on the evening of the third day.

Liverpool, Britain's Major Port

For the Export Trade

The Port of Liverpool is the largest and most highly developed seaport on the Atlantic seaboard of Europe. It has more than nine miles of docks and 37 miles of quays, from which 100 regular shipping services link Britain with every part of the world. More than 30 million tons of cargo pass annually through this port on the River Mersey.

Figures for 1968 are not yet available, owing to a change from financial year to calendar year accounting, but the latest independent statistics produced by the National Ports Council show that Liverpool is the main British port, both for imports and exports of goods other than fuels, in the deep sea trades, and handles the largest proportion of all goods other than fuels exported from Britain in those trades. Already more than one-third of British manufactured goods export-

ed deep sea passes through Liverpool.

Everyone connected with shipping and the port industry appreciates that the next few years will be crucial in determining the future of British overseas trade and the national economy. To be ready for the indicated upsurge in world trade, the Mersey Docks and Harbour Board has already invested more than £55 million in new port facilities in recent times and is spending another £36 million on further developments in the immediate future. The need is for deeper and longer berths for the larger ships expected to come into service in the next few years, with sufficient supporting land areas capable of massing their cargoes either in containers, in bulk or in conventional packages. Additional port accommodation will ease the pressure which has been put upon Liverpool by its very success

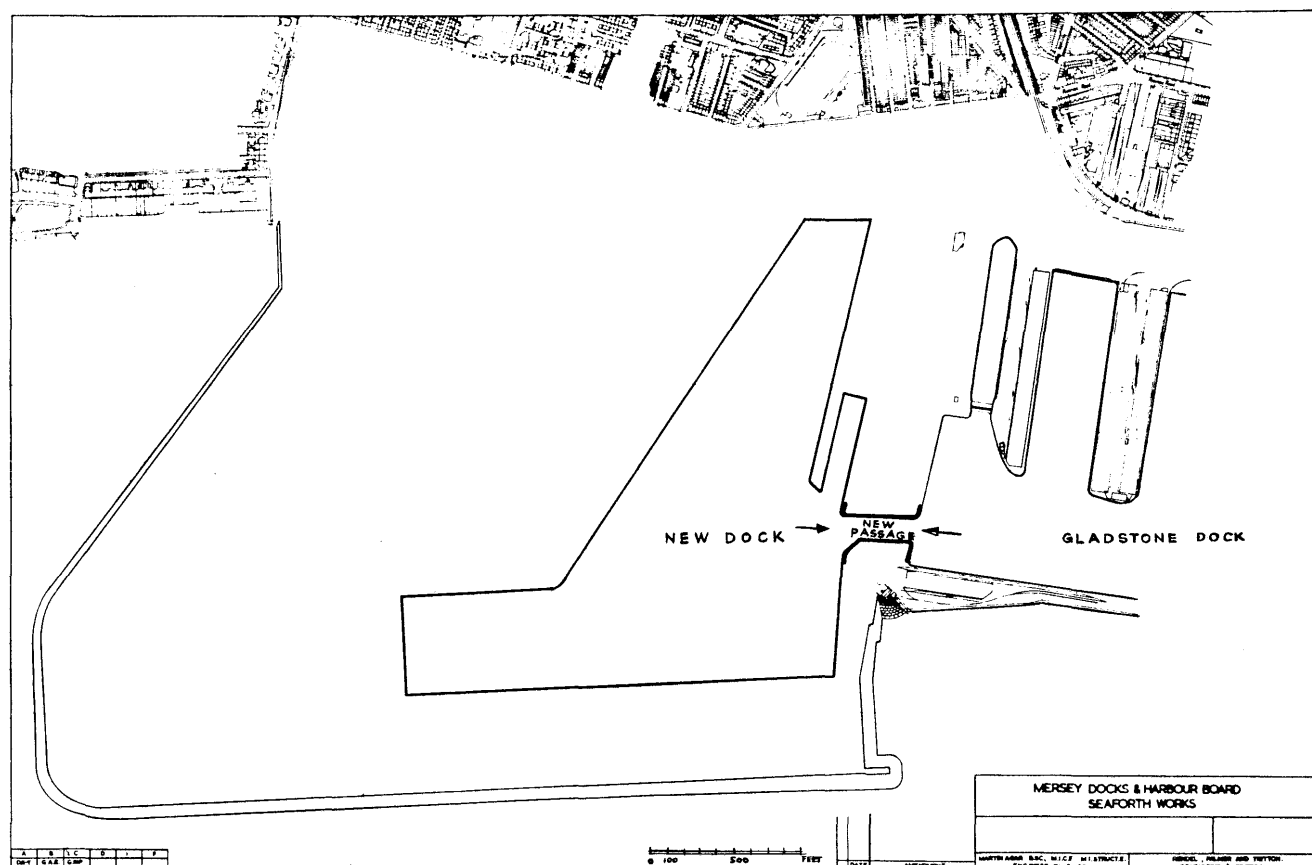
as an export centre.

New Deep Water System

Good progress has been made with the construction of a completely new deep-water dock system at Seaforth, at the Northern end of the port, where a new sea wall is being built to contain some 500 acres of foreshore and land reclaimed from the River Mersey. The new dock system in the first instance will provide for ten modern berths having up to 52 ft. of water alongside. This will be ready by the early 1970's. Over one mile of quay frontage will be available for cargo handling facilities of every kind, for container services and bulk and general cargoes.

With the quickly changing pattern of shipping services and cargo handling techniques and the emphasis in the building of the Seaforth docks will be no maximum flexibility. The construction programme will be phased so that the berths when built will serve the most urgent needs of the port.

Ships using the new docks will enter by the Gladstone River Entrance which is 1,070 ft. long and 130 wide. An access passage of the



same width will be made in the north side of Gladstone Dock.

Special attention is being given to road and rail facilities and the whole area will be completely self-contained with administrative offices, full amenities for dock workers, transport holding areas, car parks and plant and equipment storage.

Gladstone Container Terminal

Meanwhile the former Gladstone Graving Dock is already equipped for full-scale container handling pending the construction of the Seaforth berths. The dock is 1,050 ft. long and 120 ft. wide with an available water depth of 43 ft. More than 1,100 containers can be accommodated on the adjacent land areas, where there is a new shed for groupage work. Two 35-tons container handling cranes are in operation, in conjunction with Van Carriers and side loaders. A 50-tons quay crane on the south side of the dock is also available. At the East end of the Terminal a concrete ramp for roll-on/roll-off services will be provided.

North Atlantic Container Traffic

Towards the end of 1969 the whole of the Cunard's Line trade between Britain and the American northern range of ports, from Boston and New York to Hampton Roads, will be carried in the new 24½-knots, 15,000-tons deadweight container ships which have been ordered by the Atlantic Container Line—the French, Dutch, Swedish and British shipping consortium of which Cunard is the British member. Each ship can carry 500 20-ft. containers as well as 1,000 cars and 80 to 90 roll-on/roll-off units. It is expected that there will be a service twice weekly from Liverpool and turnaround time in port is not expected to exceed 18 hours.

New Facilities For Conventional Ships

Despite the "container revolution" much of the port's trade will continue to be carried in conventional ships, and much is being done to improve facilities for handling general cargoes.

As an example, the new berths at Vittoria Dock for the Far East services of the Blue Funnel Line provide everything necessary for the speedy handling and loading of ve-

hicles, and the rapid handling of cargoes through the transit shed and into the ship. This new layout is considered to be the most modern dock installation in Europe. A loading rate of 2,400 tons per day can be achieved.

Individual loads are controlled with pinpoint accuracy. Lorries arriving check into a control centre. Drivers' numbered cart notes pass in seconds to the receiver's office at each of the three berths, from where the loading of each ship is controlled in detail.

If any given load is not immediately required the control centre is notified and the lorry is then moved to a special park. The driver can make use of the facilities of an amenity centre, where he can get hot drinks and snacks.

As soon as the receiver's office is ready for the load, the driver is summoned by loudspeaker from the lorry park and given a coloured coded bay number. This tells him the exact location at which his load is required.

Services

Ship's services, such as mains electricity, telephone lines and compressed air, are installed in the quay face so that loading operations are not interfered with.

The new installation had been designed to be operated with both containerised and conventional cargoes. Documentation has been radically simplified.

A system of anti-pilferage devices ensures better security for cargoes and a paging system ensures that dock operating personnel can be contacted rapidly.

An electronically controlled pneumatic tube system, designed to carry delivery notes between a central control point and the appropriate checker's offices each a quarter of a mile away, is the first system of its kind at a British port and is unique in that the pneumatic carriers are sent to their destination by an electronic reading device.

Modern Export Berths

In another part of the Vittoria Dock system work has begun on the building of four modern export berths for the important India, Pakistan and African services of the Clan Line. The main features of this scheme, which will cost about £2,000,000 are two transit sheds

each 600 ft. long and 250 ft. wide, and each serving two berths. The sheds will have quay margins almost 50 ft. wide served by twelve 6-tons portal cranes.

Coastal Trades

The Vittoria Dock is only one of the areas where the progressive port authority is reorganising and rebuilding in anticipation of future trade.

The needs of the coastal trades have not been forgotten and work has started on an imaginative plan to provide a modern cargo terminal for the British & Irish Steam Packet Co. Ltd. driven-on/drive-off services between Liverpool and Dublin. A 17-acre site is being prepared at Liverpool by filling in Trafalgar Branch Dock and Vittoria Dock to provide a passenger car ferry terminal and a container marshalling area to service these berths. Transporter cranes and ancillary equipment, together with breakbulk sheds, are being provided. The company envisages computer control of container movements on the service and aims to achieve a 15-days cycle for containers from origin to destination and back to origin, against the present time of 21 days.

Although intermittent stoppages of labour, inevitable during a period of transition, attract a disproportionate amount of public attention to the picture of labour relations in the port industry, there are many signs in Liverpool that a really lasting breakthrough is being achieved. Efforts are always being made to improve on the day-to-day situation and encouragement is being given to improving the training and technical proficiency of management, shop stewards and quay foremen.

Cargo Handling Organisation

The most significant development, however, in recent years has been the part in which the Mersey Docks and Harbour Board itself has played in cargo handling. After the recommendations of the Devlin and Rochdale Reports a start was made on reducing the number of port employers. This has been achieved by much goodwill, and the fact that the total number has been reduced from over 150 to eight within five years is a tribute to the common sense and perseverance of so many

different interests in the port.

Nearly three years ago the Board created its own cargo handling organisation. It was a new venture, but staffed by some of the best operators in the field. Under their guidance their work on five berths rapidly expanded. Good results were achieved in turnaround and the reputation of the organisation spread, setting a standard for others to emulate. The fact that it was a large organisation gave the Board an opportunity to experiment with new equipment and the increase in the number of containers being handled over conventional berths gave the experience to make the Gladstone container berth work successfully. Employees are fully briefed on the latest developments in the cargo handling field. Senior quay workers have been flown to Continental ports to study their methods of working. These visits have undoubtedly assisted the rapid growth of the Board's cargo handling organisation.

Service to Port Users

These have not been the only moves made in this aspect of port working. Before decasualisation, the Board used to allocate berths to specific master porters, enabling them to concentrate their activities on their own goods, so reducing the itinerant nature of their activities. This has had an all-round benefit in the port. In addition, the Board's development of canteens and tea-room facilities, of washrooms and showers, has had a decisive impact on all who work in Liverpool docks.

The service to port users has been extended in many other ways by making provision in the overall modernisation programme for new projects, lighting, roadways, lorry parks and weighing bridges, all of which add up to a large proportion of the annual budget. On the administration side similar new thinking is in evidence. Probably no more striking example of this is to be found than in the use of computers over the last five years.

Use of Computers

Liverpool was the first port in the U.K. to use computers seriously as an aid to dock development and port administration. The third generation machine installed two years

Pilots Descending by Copter

At the Port of Amsterdam

After comprehensive preparations tests were made recently to put ship's pilots on board, using helicopters.

It has been remarkable that, notwithstanding all the recent technical progress in shipping, pilots were still being put on board in the same manner as centuries ago, to wit by the use of a ropeladder and a very lively little boat, requiring the pilot to possess veritable acrobatic qualities. When the weather was bad, the pilot-service had to be suspended, yet it had been shown some years ago, while saving men from ships in distress, that helicopters can be used long after the pilot-service has had to be suspended.

Now, for the first time in the history of Europe, a pilot has been put aboard a vessel at sea by means of a helicopter. This test was carried out with the assistance of the bulk-carrier "Ursula Schulte" (Schulte & Bruns Shipping Company, Emden, Germany), which was en-route from Narvik to the Overslagbedrijf "Amsterdam" with 80,000 tons of

ago has more than justified the faith which the Board placed in it and the claims of its makers, and now a further order of over £1½ million has been placed for an I.B.M. System/360 Model 40 computer, which initially will have on-line teleprocessing facilities for operational control at the Gladstone container terminal and ultimately will control and traffic passing through the Seaforth project on its completion in 1971.

It is Liverpool's boast that no time, trouble or expense is spared in grasping the opportunity to develop and extend trade. The top management and commercial staff are always in close touch with shipping and trade development right across the world. Personal visits and on the spot investigations are a growing trend in the Board's attempts to develop more and more trade for the port.

ore. The latter had also developed the reasoning from which this initiative of the port of Amsterdam stemmed.

Three tests

In total three tests were made with a type 62 Sikorsky helicopter belonging to N.V. KLM Noordzee-helicopters.

This subsidiary of KLM was created in order to assist in supplying the various drilling-platforms in the Northsea. During the first test the "Ursula Schulte" lay stopped and the pilot was lowered on deck by means of a hoist. Next the procedure was repeated while the ship was underway. Finally the helicopter landed on the ship's deck. These trials were in every way successful.

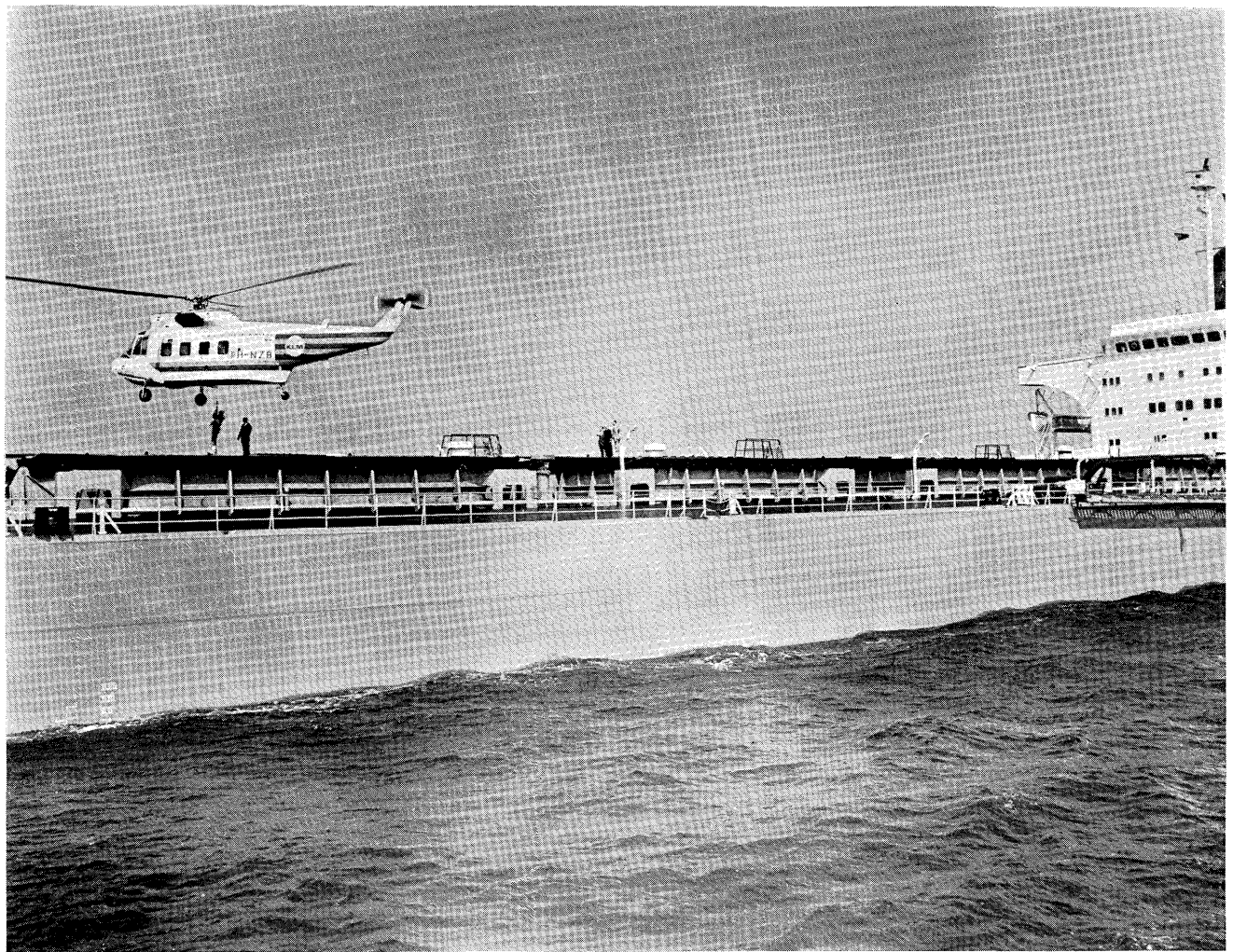
Ever larger cargoes

When the "Ursula Schulte" tied up at the installations of the Overslagbedrijf "Amsterdam" in the Westhaven, the "Aegir" (Seereederei Frigga A.G. Hamburg, Germany), was already alongside. Some months ago the "Aegir" broke the "Ursula Schultes" record by bringing a cargo of 82,000 tons of ore to Amsterdam, the largest cargo of dry bulk goods ever brought into a continental Northsea port. Thanks to the extension of Amsterdam harbourmouth at IJmuiden and the further enlargement and deepening of the Noordzeekanaal, ships with a draught of 45 feet can steam right into the heart of the port of Amsterdam under any weather conditions, something which was not thought to be possible, some years ago.

Important advantages

Both the captain of the "Ursula Schulte" (Capt. Helmut Röber, 57) and the captain of the "Aegir" (Capt. Gerd Oltmanns, 35) were exceptionally enthusiastic in their comments.

Among other things Capt. Röber said that big ships often have to await the turning of the tide (but never in Amsterdam) and may lose the tide if the pilot does not come



on board in time.

The resulting very expensive loss of 6 or 12 hours is no exception. With the aid of helicopters the pilot need not come aboard when the ship is quite near the coast. Somewhere right at sea a rendezvous can be fixed well in advance. This has the additional advantage that a very accurate prediction can be made regarding the exact time the vessel will be alongside, said Capt. Röber. Although he did not yet expect to receive his pilot by helicopter when next he called at Amsterdam, he certainly expected this service to be organised on a regular basis in the near future, and for it to be available in case of need, well before that. Which ever way you look at it, he said, in this way time is saved and thus money, often a great deal of money.

The comments of Captain Oltmann of the "Aegir" were even more pithy: "Great guns. Wonderful job, great improvement!" Furthermore

he pointed out that ships receiving their pilot by helicopter will have priority over ships embarking him by conventional means. This advantage was also stressed by the authorities of the pilotage-service. With a speedier passage of the very large vessels the general interest is also served and this can now be affectuated, while avoiding the possibility that smaller ships feel they have been passed over.

Airtransport will also result in a quicker turn-round of pilots, which will also be of benefit to the smaller vessels.

The American Export Isbrandtsen Lines, who's Container Marine Lines operate in and out of Amsterdam on a weekly basis, were also most interested. Even though the landing of helicopters on container-ships is not possible at the moment, owing to the numbers of containers stowed on deck, the construction of a landing platform for helicopters would seem to offer no great tech-

nical problems, if the method of actually landing to deposit the pilot would prove to be preferable to lowering him by hoist. For container-ships also, it is of great importance to speed up the embarkation of the pilot. The accurate prediction of the exact moment the ship will be alongside is of great importance and makes it possible to give an accurate forecast of the time of arrival of containers at their ultimate destination, somewhere in Europe.

With regard to large cargoes of grain it is equally of enormous importance that transshipment into smaller seagoing and inland waterway vessels can commence at once. It would now be possible to regulate their time of arrival alongside the bulk-carrier more exactly, thus avoiding costly waiting time.

Rotterdam also

Naturally the port of Rotterdam was also most interested, particularly because of the fairway that is

being dredged way into the North-sea, in order to enable the very large modern tankers to reach the port. Pilots will have to be embarked at the seaward end of this fairway, about 10 n.m. out from the coast.

Taking a pilot there by cutter would take considerable time, by helicopter this would be a question of minutes.

Some days after the test off IJmuiden, another series of tests was executed off Hook of Holland, with the cooperation of the 210,000 ton Shell-tanker "Macoma". These tests were equally successful.

The organisation is ready

Although during the three previous years serious efforts had been made to realise a plan to use helicopters to put pilots on board, the realisation had been held up by technical problems and questions of law.

One of these was that insurance authorities would not cover the risks run by the sea-pilot.

This problem has now been solved satisfactorily. Another was that there were no helicopters of a suitable type available on a permanent basis. This has now also been overcome. KLM has one Sikorsky 62, suitable to drop pilots on board. A larger Sikorsky will be suitable as soon as a hoist has been installed and a third helicopter of suitable type has just been shipped from the USA to KLM. These helicopters remain in their operational base, Schiphol-Oost, and will operate from there. To embark a pilot they will land in IJmuiden (Amsterdam) or Rotterdam en-route to the ship. Both places have a heli-port.

Regarding the Noordzeekanaal, the organisation of this service is now complete. Under the auspices of the Scheepvaart Vereeniging Noord, the firm of Halverhout and Zwart at IJmuiden are charged with the execution. In the very near future it will be possible to ask for a pilot to be embarked by helicopter when bound for IJmuiden or Amsterdam. (AMSTERDAM, May 12th 1969)

Los Angeles Is World's Safest Port

Los Angeles, Calif., March 3:— Los Angeles Harbor is one of the safest ports in the world and its safe operating record is no accident, according to Mayor Sam Yorty. The Mayor pointed to the closely coordinated activities of the four safety services functioning in the Port area.

"The Harbor Department's Office of the Port Warden, the City's Fire and Police Departments and the United States Coast Guard have been highly developed and equipped in the Harbor area in recent years to a point of effectiveness which directly accounts for the Port's good safety record," he said.

Last year the Port Warden's office logged 9,000 hours patrolling Harbor waters in three patrol boats and 125,000 miles of moving surveillance in three patrol cars and three three-wheeled motorcycles. Throughout the more than 7,000 acres of the Harbor's land and water area, the 35-man force rescued 25 persons, assisted 176 small craft in distress, and called for the removal of more than 300 navigational hazards from Harbor waters.

Water patrolmen also warned more than 500 boaters of violations of safe boating laws and cited more than 70 of the violators into court. According to Capt. Lionel H. de Santy, the Harbor Department's Port Warden, "Our men are charged with the responsibility of enforcing the State of California Boating Law and the Los Angeles City Ordinances for the safety of pleasure boat operators, as well as for everyone using the Harbor."

"We take the educational approach where pleasure boaters are concerned," he said "and regularly distribute our own 'Safe Boating Rules' pamphlet, and the 'State of California Boating Laws and Re-

gulations' booklet."

Capt. de Santy believes that fellow boatmen will enjoy boating in Los Angeles Harbor a lot more if they observe the "rules of the road" and use common courtesy. He said the United States Coast Guard Auxiliary and the United States Power Squadron sponsor free public courses in boating safety. The Coast Guard, with 11 patrol boats serving the Los Angeles area, ranging in size from 40 to 95 feet in length and two helicopters, responds to as many as 100 emergency calls each month during the summer. The calls may include any kind of emergency from a distressed yacht to an oil spill on the water.

The Harbor Department is not only concerned with oil spills because of their polluting effect of Harbor waters. Oil can also create one of the Port's most hazardous conditions, since some petroleum is highly flammable. The Port Warden's office receives reports of oil spillage from terminal operators, ship's agents, pleasure vessel anchorages and from the Port Warden's own water and land patrols. Occasionally, reports come in from the Los Angeles Fire Department and the U.S. Coast Guard.

In almost all cases where a terminal or vessel is involved in the spillage, the petroleum is promptly contained by use of spill booms, then removed from the water by clean-up crews. Upon receipt of an oil spillage report, the Port Warden's Communications Control Center promptly notifies the Port Warden, the Port Warden field units, the Fire Department, the Coast Guard Captain of the Port and the local office of the State Fish and Game office. The Police Department might also be called if a

hazardous traffic condition exists.

At Los Angeles Harbor all vessels engaged in transferring bulk petroleum are required to plug their deck scuppers to prevent the escape of oil spilled on deck. Tank ships are required to close and lash pump room sea valves and overboard discharge lines. Because of these precautions, fires at the Port of Los Angeles are not frequent. The Harbor branch of the Los Angeles City Fire Department's Fire Prevention Bureau strives to keep the number of fires at a minimum. Last year they made 1,200 inspections of petroleum tank ships while cargo transfer operations were in progress. They also made 220 inspections as a follow-up of hazardous cargo notifications, and inspected more than 3,000 welding operations on the waterfront.

When fires do occur, five fire boats and units from 11 land stations are immediately available to keep the loss to a minimum. Often a single incident like an oil spill, which may be discovered by any one of the four agencies, becomes the interest and business of all four, requiring a smoothly coordinated effort. All have codes and regulations controlling such situations and all four agencies are well acquainted with the requirements of the others.

While in Port, a vessel may be inspected for routine reasons and conditions by Fire Department, Coast Guard and Harbor Department authorities. Although some overlapping of interest occurs, each agency places emphasis on the most pertinent part of its own regulations. The result is a thoroughness of safety inspection not to be found in many ports. Qualified persons from these agencies noting an unsafe act or condition may warn, cite, transport, restrain, or take whatever action necessary, through quick communication and cooperation between agencies.

More than once they have heard the apologetic remark from a sailor, "Sorry, Mac — I forgot I was in L.A."

San Francisco Is Planning New Big Terminals

San Francisco, Calif., May 13:— The Port of San Francisco is planning the construction of new terminals and the expansion of present facilities to accommodate steamship lines growing with the changing technologies of ocean shipping.

Port Director Rae F. Watts announced the following terminal projects anticipated on the San Francisco waterfront, encompassing containerization, LASH, bulk commodities and the shipment of automobiles:

1. Improvements to the Army Street Terminal to provide increased cargo terminal area for the expanded container and breakbulk service of American President Lines and States Steamship Company.

APL will move from its present location at Pier 50 to the newer Army Street site where it will occupy 47 acres of open and enclosed storage space and have the use of six deep-water berths.

The new APL terminal has three working sides with aprons approximately 1,300 feet in length. Next to each berth is a clearspan, steel and concrete cargo transit shed ranging in length from 763 to 1,100 feet and each is 225 feet wide. The central core area for container storage has direct access to each berth and the deck load capacity is 1,000 pounds per square foot.

The move, APL reported, is consistent with the short and long range plans of the company to maintain its leadership in customer service.

Moving from Piers 15-17 in the northern waterfront area, States will operate from the remaining two berths and approximately 21 acres, which includes a cargo transit shed 1,000 × 225 feet and large open storage space.

The APL and States terminals will be completely separated with private entrances and will include terminal office and service buildings.

To facilitate the movement of containers for both APL and

States, the Port Commission recently awarded a \$825,000 construction and installation contract to PACECO for a container crane. To be installed next spring on the Islais Creek wharf to serve four berths, the crane will be capable of handling 20 and 40 foot containers weighing as much as 30 long tons. It will be the Port of San Francisco's first shore-base container handling crane.

All lines presently berthing at the Army Street Terminal will be relocated at other piers on the waterfront, including APL's vacated Pier 50 and possibly Piers 39 and 41, Watts said.

2. A new, 40-acre terminal will be constructed in the India Basin area for Pacific Far East Line's new shipping concept, the LASH (lighter aboard ship) system. When the huge ships enter service in early 1971, the Port will have ready a two-berth facility to accommodate the specialized liners. There will be acres of storage area for containers, a container crane serving the wharf, and a lighter loading station consisting of a 300,000 square foot cargo transit shed designed with a canal system so that lighters may be floated inside the shed for easy loading and discharge of cargo.

PFEL will headquarter its six LASH ships at the Port of San Francisco and estimates that the six ships will carry more cargo in one year than ten conventional ships. Each liner is 814 feet long with a beam of 100 feet and carries a shipboard crane of 500-ton capacity for loading and discharge of the 61-foot lighters.

Watts pointed out that all three lines—APL, PFEL and States—are San Francisco-based steamship companies with their home office and main headquarters here. By providing new and improved terminal facilities, the Port assures that these lines will continue to center their far-reaching cargo operations in San Francisco, he said.

3. The passenger liners of Ameri-

can President Lines will be centered at Pier 33 in the northern section of the waterfront near Fisherman's Wharf and convenient to the downtown area. The two-berth pier is adjacent to Pier 35, headquarters for the passenger liners of Matson, Oceanic, P & O, Holland-American and Princess Cruise lines.

4. New construction is well along at the Port's Islais Creek Grain Terminal to increase its present storage and loading capacities. When completed early next year, the terminal will be capable of loading 1,200 tons of bulk commodities per hour from six automated spouts and will have a storage capacity of two million bushels. More than \$5 million is being spent by the Port of San Francisco to make the terminal one of the most modern and efficient on the Pacific Coast. During construction the terminal remains operational, Watts pointed out, and with water depths of at least 40 feet, it is attracting some of the largest bulk carriers in the world.

5. The Port is looking toward increasing foreign automobile imports by providing an enlarged and improved foreign automobile terminal at Pier 92 which is located in the Islais Creek-India Basin area. Engineering plans are underway for the redesigning of the facility, and negotiations are being conducted for use of the terminal primarily by Japan's Toyota automobile. NYK and "K" Lines will operate a total of 11 new automobile carriers built especially for the Toyota. Wallenius Line is also expected to use the three-berth complex for imports from Europe and Japan.

The shift of a large portion of the Port's maritime activity to the southern section of the waterfront is part of an overall plan by the Port Commission to free certain piers in the northern section for redevelopment.

A sweeping commercial development is envisioned to expand retail, restaurant and entertainment facilities on port property at Fisherman's Wharf. The Port Commission is also looking at the Ferry Building area to focus development of restaurants, shops, a small boat lagoon and pedestrian promenades and malls.

Orbiter Probe

IAPH News :

President Swanson Active In European Countries

Over May and June (May 8 till July 1, to be more specific), Mr. V. G. Swanson, IAPH President (Chairman of Melbourne Harbor Trust Commissioners), accompanied by Mrs. Swanson, is scheduled to attend two very important international meetings in Europe, i.e. the 9th International Conference of I.C.H.C.A. (The International Cargo Handling Coordination Association) June 2~5 in Gothenburg, Sweden and the 22nd International Navigation Congress of P.I.A.N.C. (The Permanent International Association of Navigation Congresses) June 15~22 in Paris, France.

Although IAPH's relations with those two international organizations have been friendly, it is the first time that an IAPH President should find it possible to personally attend the two global conventions in a year. There is no doubt that more widespread understanding between ports and other maritime activities will become visible in the wake of President Swanson's endeavors. You will read more about Mr. President in this column.

Secretary General

• Mr. James G. Craig, Jr., President, Mr. Robinson A. Reid, Vice President, The Board of Commissioners, and Mr. Charles L. Vickers, General Manager, The Port of Long Beach, California, held a cocktails and buffet from 18:00 hours on May 15 (Thursday) at the Palace Hotel, Tokyo to introduce the incoming General Manager Mr. Thomas J. Thorley.

Mr. Toru Akiyama, IAPH Secretary General, was unable to accept

the invitation, but on Friday, May 23 invited Mr. Vickers, Mr. Thorley and Mr. Hasegawa (Long Beach representative in Japan) to lunch at Crescent Restaurant, Minato-ku, Tokyo. Mr. Hasegawa was unable to be there due to pressure of business. Two IAPH staff members also sat in.

• Mr. Goh Koh Pui, Chairman of the Port of Singapore Authority, accompanied by Mrs. Goh, made a one-week pleasure trip of Japan through Wednesday May 28-June 4. Before coming to Japan, the couple spent one week of vacation in Taiwan.

Mr. Toru Akiyama, IAPH Secretary General, invited Mr. and Mrs. Goh to lunch at Palace Hotel, Crown Room, Tokyo, Thursday, May 29. Mr. Gengo Tsuboi, Dr. H. Sato and a few IAPH staff members also attended.

• Mr. R. H. Doig, Public Service Commissioner of the State of Western Australia, arrived in Japan May 18 with Mrs. Doig on a vacation trip, and departed for Hong Kong June 6. Dr. H. Sato, Deputy Secretary General, had lunch with him May 28.

• Mr. Toru Akiyama, IAPH Secretary General, departed from Tokyo airport May 31 night accompanied by his company executives on business tours in Europe, scheduled to return June 16. During the trip he is slated to attend the Second Convention of AOCI (Airport Operators' Council International) in Zurich June 1~4 and the Ninth Convention of ICAA (International Civil Airports Association) in Paris June 5~9.

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.

IMCO Program

1969

May 6~8

Working Group on IMCO's Objectives and Method—2nd session

May 9

Pre-Council Budgetary Working Group

May 12~16

Council—22nd session

May 27~June 23

International Conference on Tonnage Measurement

July 1~4

Ad Hoc Working Group on Facilitation—3rd session

July 7~11

Ad Hoc Sub-Committee on Revision of Silma Rules—2nd session

Sep. 8~12

Sub Committee on Marine Pollution—7th session

Sep. 16~19

Sub Committee on Safety of Navigation—8th session

Sep. 23~26

Sub-Committee on the Carriage

of Dangerous Goods—16th session
Sep. 30~Oct. 3

Sub-Committee on Safety of Fishing Vessels—9th session

Oct. 15~30

Assembly—6th session

Council—23rd session

Maritime Safety Committee—20th session

Working Group on Technical Assistance—1st session

Nov. 10~28

International Legal Conference on Marine Pollution Damage

Dec. 2~5

Sub-Committee on Fire Protection—9th session

Dec. 9~12

Sub Committee on Subdivision and Stability—10th session

Dec. 16~19

Sub-Committee on Containers and Cargoes—9th session

PIANC—Istanbul

The 22nd Congress of the ICC (International Chamber of Commerce), Paris, was scheduled to be held in Istanbul, Turkey, May 31-June 6, 1969 (Refer to Ports and Harbors, Vol. 14, No. 3, March

1969).

Mr. Walter Hill, ICC Secretary General, wrote on January 31, 1969 to Mr. Toru Akiyama, IAPH Secretary General, soliciting to send an IAPH representative to Istanbul, or to nominate some member who could conveniently represent IAPH in Istanbul.

Mr. Hill wrote in part: "In view of the importance of close collaboration between our two organizations, no registration fee will be payable in respect of your first observer, in accordance with the usual reciprocal arrangements."

In response, Mr. Akiyama, finding himself unable to comply, sent an inquiry to Capt. Fethi Isin (R.T.N.), Director of Ports, State Railways of the Republic of Turkey on the matter. Fortunately, Capt. Isin replied that he would be able to attend the Congress on behalf of the IAPH.

Useful Brochure

A 44-page brochure in English (size 138 × 225 mm.) captioned "Cargo Loss Prevention Recom-

The Port Development Technical Assistance Fund

(As of May 31, 1969)

(in US\$)

Port	Pledged	Received
Kobe	1,000	—
Yokohama	1,000	—
Amsterdam	1,000	1,000
Rotterdam	1,000	—
Maritime Services Board of N.S.W.	1,000	1,000
New York	1,000	1,000
Lisbon	500	500
Los Angeles	1,000	1,000
Seattle	1,000	—
Houston	1,000	—
Maryland	1,000	1,000
Massachusetts P.A.	250	—
Georgia P.A.	500	500
Oslo P.A.	1,000	1,000
Singapore P.A.	1,000	1,000
Six French Autonomous Ports	1,000	—
Mozambique Port and Railway Administration	500	500
Hamburg Port Authority	1,000	—
Swedish Association of Ports and Harbors	1,000	—
Total	16,750	8,500

mendations of the International Union of Marine Insurance to Shippers, Consignees, Ocean Carriers, Port and Terminal Operators, Air Terminal Operators, Marine Underwriters (2nd Revised and enlarged edition 1969) was published by International Union of Marine Insurance, Stadthausquai 5, 8001 Zurich, Switzerland. The English-language edition is distributed by International Insurance Monitor, 282 Seventh Avenue, New York, N.Y. 10001, U.S.A.

The booklet is priced at \$1.00 U.S. Currency, and bulk rates are as follows:

2~5 copies: \$0.95 per copy
6~10 copies: \$0.85 per copy
11 & more copies: \$0.75 per copy

The above information has been provided by Mr. Harold Jackson, President, International Union of Marine Insurance, 111 John Street, New York, N.Y. 10038, U.S.A. You will note that the article entitled "Shippers' Guide" in *Ports and Harbors*, June 1969, page 21, was also furnished by the same person.

Tonnage Measurement

London, June 4:—The world's major shipping nation June 2 crowned a 44-year-old effort to unify ship measurement rules by agreeing to revise the two-tier gross and net tonnage system.

They ruled that gross tonnage should express the volume of the ship in weight and net tonnage, the displacement of the ship loaded.

At present, gross tonnage represents the volume in weight of the whole ship. Net tonnage is the same volume minus the space required for machinery, propelling equipment, crew quarters and between-deck space.

The new guidelines were adopted in a plenary session of a tonnage measurement conference sponsored by the U.N. Inter-governmental Maritime Organization (IMCO), which opened in London a week ago.

The conference still has to work out technical details and present a draft convention for signature on June 23.

A new convention would take 10

to 15 years to be universally adopted but would help shipbuilders to set their sights when accepting new orders in the early 1970's.

Gross tonnage is mainly used to determine the technical and safety features of a ship. Net tonnage represents its freight or passenger-carrying capacity.

Port and canal authorities have been divided over the tonnage on which to levy dues and tolls. Because net tonnage has been worked out by deducting a percentage from the gross, some authorities thought it unrealistic and based their levies on the gross tonnage.

For taxing purposes, the same ship could be treated differently in a British, Australian or Soviet port or by the Suez and Panama canal authorities. Some preferred to levy taxes on the gross tonnage, others on the net.

The conference could not dictate which of these measurements should be used for levy purposes. But it voted to issue a recommendation that the new net tonnage based on displacement be used as a yardstick for tolls and dues. (*Japan Times*)

Engineers' Conference

London:—The Institution of Civil Engineers at Great George Street, Westminster SW1, London, has made a preliminary announcement on Conference on the Behaviour of Piles—London, September 1970.

The above Conference will take place at the Institution of Civil Engineers, from Tuesday 15 September until Thursday 17 September 1970 followed by study-tour on Friday 18 September. There will be two main themes, namely:—

- A—Behaviour of piles with particular reference to settlement.
- B—Constructional control affecting the behaviour of piles.

For further information you are referred to Secretary: J.G. Watson, C.B., B.Sc. (Eng.), F.I.C.E., F.I.E.E., Chartered Engineers, at the above address.

Atomic Zeppelin

Luebeck, Germany:—A German shipyard announced June 4 plans to build the world's first atomic-powered Zeppelin—a nuclear-age ver-

sion of the giant airships that roamed the skies before long-range airliners took over.

The Schlichting Yard said it has taken an option on the design of Australian engineer Erich von Veress for an "airship of the future" and will build it if preliminary studies prove favorable.

The Veress design calls for a streamlined, rigid-frame Zeppelin with a huge airscoop hole in front funneling air to the atomic-powered engine.

Alexander Schmidt-Klieber, Schlichting's airship project manager, said he is negotiating with America's General Electric Co. to build the atomic engine.

According to Schmidt-Klieber, the airship should carry 500 passengers and 50 tons of cargo at an average speed of 220 miles an hour for almost limitless distances. "Range is no problem with nuclear-power," he said.

The Veress airship would cross the Atlantic in about 17 hours, far slower than the five-hour trips of today's jet airliners—not to mention the supersonics. But proponents argue that airships can offer comforts and cargo capacity airliners cannot match.

Schmidt-Klieber estimated the airship would cost about \$37,500,000.

Unlike the old steel-bodied Zeppelins, the Veress airship's fuselage would be made of fireproof plastics. (*Japan Times*, June 6)

Alaska to East Coast

Washington, June 5:—A "\$30 million gamble" to open up a 20th century Northwest Passage—across the arctic ice to Alaska oil fields—was announced June 3 by one of the nation's largest petroleum producers.

Humble Oil Co. officials said a giant ice-breaking tanker, the **Manhattan**, is scheduled to leave Philadelphia July 15 to plow through ice across the top of North America to the oil fields on the north coast of Alaska.

If the route proves practical they said, they hope to be freighting oil year-around to the U.S. East Coast by 1972.

Beyond that, they said, the ex-

periment could open up a new international sea route that could cut the London-Tokyo sea distance by almost half—from 14,000 miles to 8,000—and open up Canada's and Alaska's rich northern mineral resources.

Humble president Charles F. Jones said one point on the route is equidistant from London, New York and Tokyo and added:

"History teaches us that new sea routes have frequently had unforeseen consequences, actually altering the relationships and balance among nations."

Jones and other company officials announced their plans in an elaborate news conference conducted by closed-circuit television simultaneously in Washington and New York. They said they have no assurance the Northwest Passage will be practical.

If it's not, they indicated, the alternative will be oil delivery by pipeline, probably across the northern United States.

"Right now the whole operation is a big question," said project manager Stanley B. Haas, "A \$30 million gamble."

The ice-clogged passage has been crossed several times. Haas indicated the question to be answered is whether drifting ice conditions will prevent regular, year around trips by ice-breaking tankers.

If the passage can be opened, he said, various companies should be sending some 30 ships back and forth on an average of every day and a half—maintaining a channel through most of the passage in which ice would have little time to build up.

Humble's goal, said Jones, is to tank up to two million barrels of oil a day to the East Coast by 1980 from the oil fields it operates with Atlantic Richfield near Prudhoe Bay near the middle of Alaska's north coast.

Atlantic Richfield and the British Petroleum Oil Co. each are contributing \$2 million to the **Manhattan** attempt to open up the passage this summer, officials said.

The 1,000-foot **Manhattan** was cut up into four sections and distributed to ship yards from Bath, Maine, to Mobile, Ala., for modifi-

cations including a new 125-foot ice-breaking bow.

The 9,000-ton ship is being re-assembled at Chester, Pennsylvania.

It is to break through the up to seven-foot ice thicknesses on a "down breaking principle." The ship moves up and over the ice, collapsing it as well as cutting it. (Shipping and Trade News)

10th Annual Report

Ottawa, May 23, 1969:—The 10th Annual Report of the St. Lawrence Seaway Authority, tabled in the House of Commons to-day by the Honorable Don C. Jamieson, Minister of Transport, reveals that the year 1968 produced the highest revenues and one of the smallest deficits ever recorded in the Montreal-Lake Ontario section of the waterway.

Toll revenues for this part of the Seaway, operated jointly with the United States Saint Lawrence Seaway Development Corporation, rose to a total of about \$25 million. The Authority's share was \$18.1 million.

Cargo tonnage for 1968 reached 48 million tons through the Montreal-Lake Ontario section and 58.1 million tons in the Welland section, a 9 per cent increase over 1967, and the second best year to date.

A three-week strike of Authority union employees, coupled with a late season slowdown in bulk shipments, prevented attaining and possibly surpassing the record tonnage level of 1966.

Iron ore continued to dominate traffic with 17.7 million tons and 18 million tons being carried on the Montreal-Lake Ontario and Welland sections respectively. In the former, wheat with 6.4 million tons followed by iron and steel at 5.2 million tons were the next most important items. In the Welland section, coal ranked second with 9.7 million tons and wheat third with 6.6 million tons.

General cargo tonnages surpassed the 1967 record with increases of 34 and 42 per cent in the Montreal-Lake Ontario and Welland sections respectively.

A special feature article in appendix to the report describes and reviews the first decade. It traces

the growth in traffic and improvements made to the waterway over the ten year period. It notes that in 1959, it required 7,452 transits in the Montreal-Lake Ontario section and 8,072 in the Welland to move less than half the tonnage carried in 1968, when 6,576 transits were recorded in the St. Lawrence and 7,203 through the Welland.

The Authority's planning program presented in the report calls for the optimum employment of facilities already existing in the Welland and Montreal-Lake Ontario Sections. Improvements to these facilities will significantly extend the life of the present waterway thereby saving the Canadian taxpayer millions of dollars a year by postponing the day when a new Seaway might be required. (The St. Lawrence Seaway Authority)

'69 Navigational Season

Buffalo, N.Y.:—The Port of Buffalo waterfront is bustling with activity in preparation for the 1969 navigational season. Streamship suppliers, vessel agents for lake and ocean ships, and the Marine Inspection Bureau of the U.S. Coast Guard are closely observing weather and lake conditions, to ascertain exactly when ship owners will be able to dispatch their fleets. The Buffalo-based icebreaker Ojibwa has been probing Lake Erie to report on lake and river ice conditions. Weekly ice reports, aided by long-range weather forecasts and airline pilot observations, will help the Niagara Frontier Port Authority determine when to set up the fit-out crews that will facilitate shipping and navigation at the Port.

Elevator and warehouse facilities are also being prepared for the season. The last of Buffalo's winter unloading of grain fleets is in process, from the ships brought down from the head of the lakes. Warehouses A and B on Fuhrmann Boulevard are expecting a good season of foreign-based shipping activity, based on a recent consensus by the Niagara Frontier Port Authority and various vessel agents, all of whom have been in close contact with the New York offices in recent weeks. (Port of Buffalo Progress Bulletin)

1968 Season Traffic

Detroit, Mich.:—The 1968 overseas shipping season in the Detroit-Wayne County Port District registered a 39.3 percent gain in total tonnage handled, reaching 2,526,503 net tons.

The increase of 713,122 tons over the previous season established an all-time record high for the port for the third time in the last four years.

The season was the longest in history—241 days—but this advantage was largely nullified by a 24 day strike of Canadian lock tenders from June 21 to July 15, so the record was accomplished in spite of adversities.

Shipping opened at 6:12 a.m., April 13, with the arrival of the M/V Barbara (Ger.) and closed with the departure of the M/V Hadar (Israel) at 4:35 p.m., December 9.

In between these two points in time, 398 individual ocean going vessels made 764 calls at the port. This constituted 121 fewer ship calls than in 1967 but these 13.7 percent fewer ships moved 39.3 percent more cargo than was handled here in the 1967 season.

This apparent paradox is merely further evidence that the size of vessels visiting the port and the size of cargo loads carried by them, continues to increase.

The average length of vessels calling during the 1968 season was 468.3 feet as compared to last season's average length of 453.8 feet and 1966's average length of 444 feet. Included in 1968 vessel calls were the M/V NANFRI and M/V ROLWI (Norwegian), sister ships having overall lengths of 709 feet. These were the largest overseas vessels ever to berth at Detroit.

The port's tonnage record for a single month was once more broken this season. The November 1968 total of 430,828 net tons topped the former record of 359,910 tons in the month of October 1967 by a healthy margin.

The 398 individual overseas vessels calling at Detroit represented 63 percent of the total number of

vessels coming into the Great Lakes during the season.

A healthy gain in volumes of general cargo handled was once more registered in 1968. Of the total overseas tonnage handled through the port, 87.8 percent was high-value general cargo, an increase of more than 7 percent over the 1967 season. Preliminary reports indicate this mark will probably top the record of all other Great Lakes ports for the season.

Employing the nationally accepted formula developed by the American Association of Port Authorities, based on research conducted by the Federal Maritime Administration, which establishes that a ton of overseas general cargo handled by a Great Lakes port brings \$24 in direct income into such a port and that a ton of bulk cargo results in \$8 of such income, movement through the port during the 1968 season brought a total of \$55,701,944 into the economy of the area. This represented an increase of \$17,821,200 over the 1967 direct benefits derived from foreign trade by the port community. (Detroit-Wayne County Port Commission)

New Planning Director

Los Angeles, Calif.:—Bernard J. Caughlin, general manager of the Port of Los Angeles, has announced the appointment of Donald A. Walsh to the \$21,792-a-year position of planning and research director for the Harbor Department, effective next month (June).

Walsh, 46, has had extensive experience in the planning and development of harbor facilities both here and abroad and recently completed a harbor feasibility study for Viet Nam, which is now being followed in implementing port development there.

As project manager for Daniel, Mann, Johnson & Mendenhall, Los Angeles, he also completed a rehabilitation study of the Port of Santo Domingo in the Dominican Republic, and a completely integrated transportation plan for the nation of Bolivia.

Walsh attended Bradley University in Peoria, the University of Illi-

nois in Chicago and was graduated from the Illinois Institute of Technology.

He has served as director of operations for AMCO Engineers Inc., Los Angeles; associate and administrative director for Rader & Associates, Miami; chief civil engineer for Meissner Engineers Inc., Chicago, and assistant chief structural engineer in Madrid, Spain.

In his new position at the Port of Los Angeles, Walsh will direct the planning and research activities of the Harbor Department, originating and developing plans and programs for land and water use, port facilities and financing.

Walsh resides in Los Angeles with his wife and three children. (Port of Los Angeles News Release)

Record Mail Volume

Los Angeles, Calif.:—A record volume of combined military and overseas mail arrived at Los Angeles Harbor during a recent five-day period, according to San Pedro Postmaster Oley Little.

The mail, received May 12~16, consisted mainly of packages and printed matter and "only a very few" letters. It was offloaded in 109 containers and 1,500 bags at four port terminals.

Postmaster Little said it was the largest receipt of its kind in the 22 years he has been with the postal service in San Pedro. There was no apparent reason for the unusual volume.

Most of the containers—59 of them—arrived at the port's Matson Terminal aboard the "Pacific Banker". Fifty-eight were from Japan and one from Taiwan.

American President Line's "President Filmore" brought in 37 containers of military mail from Japan, offloading the "mail boxes" at the harbor's Consolidated Marine Terminal.

Another eight containers arrived at the Matson facility aboard N.Y.K. Line's "Hakone Maru". Yamashita-Shinnihon's "Kashu Maru" delivered five containers of parcels at the port's East-West Container Terminal.

Four other ships deposited 1,500 bags of "loose" mail on the wharves

at several other terminals at Los Angeles Harbor.

All of the mail was delivered to the post office at San Pedro, where it was unloaded, labeled, processed and loaded again onto trucks for dispatch throughout the United States.

Little, a 34-year resident of the harbor area, said military and international mail usually arrives on just one ship per week, plus another every two weeks.

"Each ship brings in about 11 or 12 containers of parcels, mainly from Japan," he said.

"And it takes from ten to 12 man-hours to process the mail in a single container," he added.

More than 1,300 man-hours were involved in processing the 109 containers in the record receipt.

The most common contents of the packages mailed from Japan are china, hi-fi and stereo speakers and souvenirs sent home by military personnel, according to Little.

All parcels arriving from foreign countries must first be cleared by U.S. Customs; fees are collected by the Post Office Department for Customs. (Port of Los Angeles News Release)

Larger Port Newark

New York, N.Y., May 8:—To meet the increasing demand for modern marine facilities in the New Jersey-New York Port, the Commissioners of The Port of New York Authority today authorized the expenditure of \$7,211,000 for wharf construction and the paving of about 74 acres of open storage area at Port Newark. Announcement of the Commissioners' action was made by Vice Chairman Ben Regan following the monthly Board meeting of the bi-state agency at 111 Eighth Avenue.

Wharf Construction

A 947-foot wharf will be constructed on the north side of the Elizabeth Channel, and 57 acres of adjacent open area will be paved to provide berthing space and cargo storage area for container or break-bulk operations. Work under this project, to cost an estimated \$5,-

273,000, will begin this summer and is scheduled for completion by the end of 1971.

With this new dock structure, which will extend inshore from the present 4,360-foot-long wharf to the head of the Elizabeth Channel, there will be more than a mile of berthing space on the north side of the Channel, with seven berths available for efficient shipping activity.

Paving

A total of about 17 acres of open area in three locations at Port Newark will be paved to accommodate the growing volume of export-import automobiles handled at the Port Newark-Elizabeth marine terminal complex. Last year, 252,910 vehicles were loaded or discharged at the two seaports, a 40 per cent increase over 1967.

The areas to be paved include about 14 acres south of Tyler Street, 2.7 acres north of Port Street, and three-quarters of an acre south of Transit Street. This project, to cost an estimated \$1,938,000, also calls for the construction of a 1,500-foot-long and 50-foot-wide roadway joining Tyler and Algiers Streets to improve the flow of traffic at Port Newark.

Work under this project is scheduled to begin this summer; it will be completed by the end of 1970.

Last year Port Newark handled 4,497,889 tons of cargo and provided jobs for 5,461 people who earned about \$33,280,000.

When the dock facilities authorized today are completed, Port Newark will have 37 vessel berths. The seaport's annual cargo capacity then will be increased to an estimated 5,650,000 tons. This movement of commerce will provide jobs for about 5,900 people who will earn over \$44,000,000 a year.

To date, the Port Authority has spend over \$106,000,000 at Port Newark. When the seaport's development is completed in about five years, the Port Authority's investment will amount to \$125,000,000. (News from The Port of New York Authority)

Philadelphia Notes

- The world's first nuclear-powered merchant ship, the United States' **NS Savannah**, now has a foreign counterpart. On October 12 Europe's first nuclear freighter, the **Otto Hahn**, made her maiden voyage, a six-hour run on Kiel Bay in the Baltic Sea.

Built as an iron ore freighter, the 520-ft.-long vessel was constructed at a cost of \$18 million through the combined financing of Eurotom (the six-nation European Atomic Community), the Bonn Government and West Germany's four coastal states.

The 16,870-ton vessel was launched in July, 1964, and was given a sea trial under conventional power last October.

The **Savannah** is undergoing refueling in Galveston and is expected to be back in service by mid-November.

- A new ship design, developed by the naval architect firm of George G. Sharp, Inc., will provide increased flexibility in cargo handling. The vessel is called the transitional containership and will allow a ship to perform four separate operations simultaneously—containers, uncrated automobiles, pallets and pieces of cargo up to 45 ft.

Terminals and Cranes

Portland, Ore May 14:—The Portland Dock Commission's \$14 million construction program is well underway and proceeding about on schedule toward tentative completion date of 1975.

Augmenting the \$50 million in existing public facilities, construction is underway on a modern container and general cargo handling facility at the Commission's Terminal 2 and an automobile terminal with floating dock at Terminal 4, largest of the city facilities.

By 1975, according to Chief Engineer A. M. Eschbach, a paved 50,000 square foot storage area for 270 containers at Terminal 1, 26 acre container terminal at Terminal 2, floating auto receiving dock with paved 35 acre backup area and auto service area, and 20 acre container facility with 850 foot berth adjacent

to Terminal 4 should be completed.

At Terminal 2, phase two of the three phase program should be completed sometime this summer. This includes installation of rail tracks, an additional 50-ton American whirley crane, a 40-ton straight line container crane and all utilities, including lighting.

The reinforced, concrete pier, 1,340 feet long and 68 feet wide, was finished in phase one. A 90,000 square foot transit shed is scheduled for the final phase.

A \$23,000 whirley crane with 50~60 ton capacity at 40 feet and 25 ton capacity at 90 feet has just begun operation. The \$800,000 Hitachi multi-purpose container crane should be operable by September, 1969.

These crane additions will give berths 5 and 6, Terminal 2, two 50~60 ton whirleys and the container crane.

Clearing is underway adjacent to Terminal 4 for the auto and container terminals. The auto terminal is scheduled for fall 1969 completion.

The Commission also has begun acquisition of mobile land equipment in its modernization program.

Recently delivered was a container handling lift truck, largest on the Columbia river. The \$59,000 truck can lift 52,000 pounds with forks and 47,500 pounds with top handling attachment, a special container apparatus.

A pair of straddle carriers are also on order primarily for container handling at Terminals 1 and 2.

Completing the near future equipment picture, is a 175-ton mobile crane, expected in service by January, 1970. The \$358,000 mobile crane can reach across vessels to off-load barges, or can serve trucks and rail cars on the pier. (Portland Public Docks News Release)

1969-70 Budget

San Diego, Calif.:—The San Diego Unified Port District today (May 13) adopted a preliminary budget for 1969~70 fiscal year of \$8.2 million, an 18% increase as compared with 1968~69.

Walter A. Vestal, Chairman of the Board of Port Commissioners,

said the Port of San Diego in the coming year will be a completely self-sustaining operation for the first time in its history. The new budget contains no requirement for tax monies, he said.

Vestal emphasized today's action was a preliminary to formal adoption of the budget, which will take place after a public hearing scheduled for June 17.

"Since the Port District formation, it has been one of the objectives of the Port Commission to make the Port entirely self-supporting, with no financial assistance from the taxpayer," Vestal said. "This year, thanks to a consistent program based on sound fiscal management, that objective has been achieved."

Showing an 18% gain in operating revenues, the new budget includes an expanded capital outlay program as well as increases anticipated in the Port's payroll.

Don L. Nay, Port Director, said consideration of the salary ordinance has been scheduled for the Board meeting of May 27.

The total budget for the 1969~70 fiscal year is \$8,232,223, as compared with the current year's budget of \$6,969,810. The capital outlay portion of the budget is estimated at \$2.9 million, up 55% as compared with the prior year. About \$4.03 million is scheduled for operations, and another \$1.2 million for debt retirement.

Largest items in the budget include \$335,000 for operation of the recently-completed Lindbergh Field crash and rescue unit, dredge and fill operations in the South Bay (\$644,000), improvements to the National City Marine Terminal (\$340,600) and renovation of aging Broadway Pier (\$168,000).

Operating revenues will be up about \$1 million in the coming year. Nay said the District expects a 22% gain in revenues from marine terminals, 17.5% from property (tideland leases, rentals, etc.) and 13% from operations at Lindbergh Field. Some of the expanded income will be coming from new facilities created in the past year, such as Harbor Island, Lindbergh Field expansions and the National

City Marine Terminal, Nay said.

Adjustments to meet organizational changes are included in the budget, Nay pointed out. He said an increase in the District engineering staff is planned to meet demands of increased Port development. A new position also is budgeted for a Marine Terminals Manager whose special responsibility will be the close supervision of the growing cargo activities at the Port's marine terminals. This change will permit a strengthening and realignment of the Port's marketing efforts, including an expanded advertising and promotion program. It is planned to direct these efforts towards all Port District marketing and sales targets including revenue-producing activities, as well as development of maritime import and export cargoes. (Port of San Diego News Release)

Railroad Project

Savannah, Ga., April 24:—Bids were opened April 23rd by the Georgia Ports Authority for the construction of a 21.7 mile railroad to the Authority's deepwater industrial track on Colonel's Island located at Brunswick, Georgia.

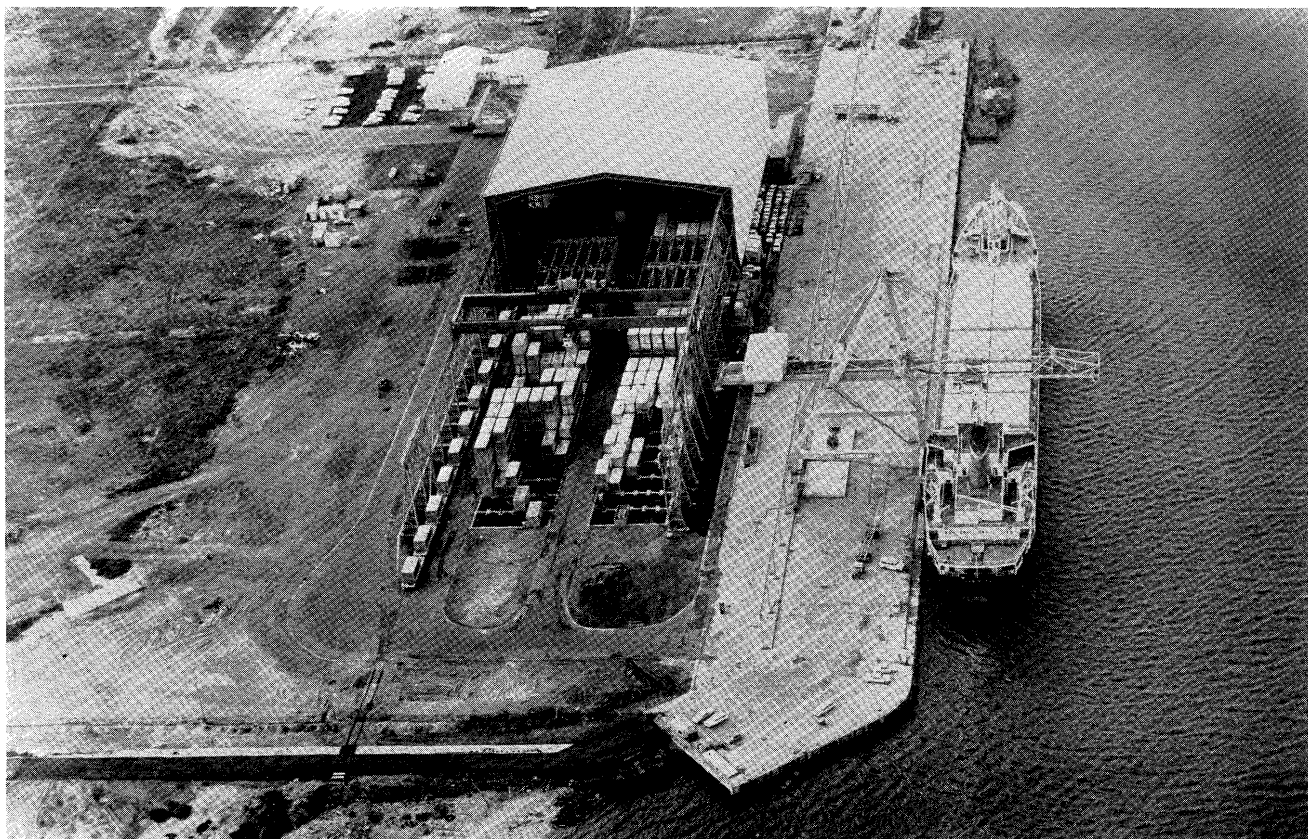
The apparent low bidder was the William A. Smith Construction Company, Inc. of Kansas City, Kansas, with a bid of \$3,734,753. The project will be financed jointly by the Georgia Ports Authority and the U.S. Department of Commerce Economic Development Administration. Construction should begin in September of this year and be completed in September 1970.

In 1962 the Georgia Ports Authority purchased the 7000 acre Colonel's Island track for 1.1 million dollars. The property is one of the few remaining prime water oriented industrial sites on the Eastern seaboard.

With the construction of the railroad the first announced industrial development on the Island will be a \$2 million quick lime plant and aragonite terminal to be constructed by Ocean Industries, Inc. of Ft. Lauderdale, Florida.

Ocean Industries will barge ara-

Swanson Dock, Melbourne, Aerial View



Aerial view of Port of Melbourne, one of the world's first ports to use Twin-Container Terminal Systems. Containers are handled in pairs by Twin-Lift Portainer cranes and Twin-Lift Transtainers or terminal cranes. (PACECO News)

gonite from the Bahama Islands to Colonel's Island.

This revolutionary substance can be applied directly upon the soil as a lime substitute and in addition will be processed into quicklime to be used in paper manufacturing and pulp effluent purification.

As plans for the Colonel's Island railroad are announced, other prospective tenants for the prime water oriented site materialize. These proposed industries include a steel wire manufacturer, a fish protein plant, a fiber board plant, a fertilizer plant, and an aluminum reduction plant.

Commenting on this latest GPA development, Georgia Ports Authority Executive Director J. D. Holt stated "The completion of this project will achieve the number one goal of the Georgia Ports Authority in that our purpose for existence is to promote the economic well-being

of the citizens of the state of Georgia.

It is our studied opinion that the construction of a railroad track to serve Colonel's Island will have a pronounced effect upon the industrial development of the area, provide many thousands of jobs for those living in the surrounding countries and accrue to the benefits of all Georgia." (Georgia Ports Authority News Release)

Venezuela News

Customs Vigilance

New efficient systems to guard goods at the customs premises at La Guaira port were announced by the Administrator Dr. Luis E. Berizbeitia.

The problem of missing merchandise had worried authorities and importers for the past months.

Free Zone

The economic bodies of Falcón

State are interested in the creation of a free zone at Paraguaná peninsula. To this extent, a Committee to favor industrial free zone has been formed to study facilities and the achievement of purpose (Carta de la C.A. Venezolana de Navegacion)

Water Traffic Regulations

Sydney, May 30:—New regulations known as The Water Traffic Regulations-N.S.W. which will supersede The Control of Navigable Waters and Boating Regulations—N.S.W. were gazetted to-day. This was announced by Mr. W. H. Brotherson, President of the Maritime Services Board of N.S.W.

Mr. Brotherson said that the regulations were unchanged in respect of general licenses and commercial licenses to drive a registrable vessel at a speed of 10 knots or more. However, he said, the requirements

in relation to registration of power driven vessels with a potential speed of 10 knots or more have been extended to include vessels not exceeding 65 ft. in length. Previously this applied only to vessels up to 50 ft. in length. The registration fee remains at \$5 per annum.

Mr. Brotherson said an important aspect now included refers to the necessity to obtain a navigation permit for any vessel, other than a registrable vessel, propelled by mechanical power and up to 65 ft. in length, which operates on waters of the Hume Reservoir and the Yarrawonga Weir. He said the adoption of this regulation follows representations by the Government of Victoria regarding increasing the length of registrable vessels to 65 ft. and the desirability of ensuring that all power vessels entering Victoria by inland waters bear an official identification number. Fees in regard to navigation permits will be the same as for registrable vessels, i.e. \$5 per annum.

The definition of a water skier has been amended to cover the use of kites and similar aerial equipment and the regulations provide that neither the towing vessel nor the person using such equipment may pass within 1,000 ft. of any bridge, cable, wire, etc. erected or suspended above enclosed waters or within 200 ft. of any structure or person on the enclosed waters or shore.

The dangerous practice of towing water skiers by land vehicle or any other unorthodox means is now prohibited except by express written permission of the Board which will first satisfy itself that special or unusual circumstances justify the granting of the permission.

Mr. Brotherson said two other important aspects have been included in the regulations. These refer to the use of Trade Plates by manufacturers and dealers and the issue of penalty notices which will enable the Board to give minor offenders the opportunity of paying a penalty by post and thereby incurring considerably less expense than if court proceedings were involved.

Mr. Brotherson added that the new requirements as to the registration of the larger vessels and

navigation permits for the Hume Reservoir and Yarrawonga Weir will be enforced on 1st July, 1969. (The Maritime Services Board of N.S.W.)

The Big Link-Up

Hong Kong:—Work on Hong Kong's HK\$280 million cross-harbour road tunnel will begin this September.

London last month agreed to underwrite a loan of HK\$200 million by Lloyd's Bank to the Cross-Harbour Tunnel Company.

This successful conclusion to two years of negotiations is interpreted in Hong Kong as yet another vote of confidence in the future of the Colony.

The first car should use it in 1972, and then the twin cities of Kowloon and Victoria will be fused into one vast metropolis, leading to what could be profound changes in the habits of thought and the way of life of four million people, previously conditioned only to crossings by ferry.

The tunnel will be a "shot in the arm" on a grand scale. By generating new cross-harbour traffic, at the anticipated rate of 40,000 cars a day soon after it has begun to operate—it will stimulate activity in trade, real estate and the tourist industry.

A consortium of engineering firms headed by Richard Costains will lay the tunnel down on one mile of the harbour bed between Wanchai and Hung Hom.

Present plans envisage nothing unconventional in the construction. The tunnel is to be fabricated on land in 12 sections, weighing 20,000 tons each, and then sunk into a predredged trench for link-up under water.

The sections will be 90-feet wide and 30-feet high, and the trench into which they will be sunk will be 70-feet deep at low tide.

This is to make certain that when the tunnel is operating, there will be a 40-feet draught left for ocean-going ships entering the harbour.

At the height of construction, there will be a labour force exceeding 1,000. Permanent staff to main-

tain it after the opening will number 100, with the general manager most likely a local man, who will be sent abroad to study international tunnel operations before taking up his job. (The World of Hong Kong, May)

"Ports of Gujarat"

A book titled "The Ports of Gujarat", giving details of services and charges at ports of the State of Gujarat, India is published in a 175-page, 430-gram, 45 × 222 mm. hard cover book (2nd edition, revised and enlarged) by The Kandla, at a price of Rs. 20.00 (\$3.00/£1. Sh. 5) per copy. Foreword by S. K. Chatterjee, Chairman, Kandla Port Trust, is quoted below.

"Gujarat State has a long coast line and has one major port, 10 intermediate ports, and 37 major ports, which in all handle a traffic of about 60 lakh tons. This tonnage is increasing year by year. It is, therefore, very helpful to have a book giving information regarding all these ports through which such a large volume of trade passes.

"Shri Satkartar Batra published a book "Ports of Gujarat" in April 1963 which was very useful. He is now bringing out the second edition attempting to bring all the facts and figures up to date.

"This book will no doubt prove very helpful to all shippers and shipping agents, the commercial community and to port authorities, and Shri Batra should be thanked for taking so much interest as regards ports and shipping. I have no doubt his book will have a wide circulation and prove very useful to whosoever wants information about the Gujarat Ports."

(Another book of the same author and by the same publishers was introduced in Ports and Harbors, December 1968, page 30 in an article captioned "Book on Bombay".)

Seamen's Strike Ended

Tokyo:—Federated oceangoing shipowners and seamen formally concluded this fiscal year's labor contract calling for a ¥5,780 in-

crease in the monthly basic wage for seamen on board and good for one year from Apr. 1.

The present average basic wage for seamen on board is ¥73,688 monthly. The raise is to be enforced retroactive to Apr. 1.

The document was signed by representatives of the two management bodies, one for major shipowners and the other for smaller owners, and the All Japan Seamen's Union at the Nippon Kaiun Club at Mita, Tokyo May 20 morning.

The signing officially ended a checkered four-month course of this spring's labor contract renewal dispute which got under way in mid-January and has its climax in the 12-day-and-a-half strike from May 3 through 15.

The Seamen's Labor Relations Commission's (SLRC) "unofficial mediation" helped the parties in dispute settle differences at a series of collective bargaining sessions held on May 13 and 14.

In the estimation of the Ocean-going Labor Affairs Association, the management body of major shipowners, oceangoing shipowners' basic-wage payroll burden will actually go up by ¥9,666 a month per capita when the average periodical raise is added in. (Shipping and Trade News)

Container Seminar

Bombay:—"Considering that containerisation is being adopted by several maritime countries in the world with a view to providing most efficient and economic transportation, this Seminar is of the view that India also should take full advantage of this development." This was the unanimous conclusion of the Seminar on Containerisation held in Bombay on the 5th, 6th and 7th of December 1968. The Seminar, which was sponsored by the central organisations of Indian shipowners and shippers viz., the Indian National Shipowners' Association, the Shipping Corporation of India and the All-India Shippers' Council, as well as by the Directorate General of Shipping, was organised with the enthusiastic support of the Minister of Transport and Shipping, Prof. V. K. R. V. Rao, and his Ministry. Besides prominent repre-

sentatives of shipowners, shippers, railways, road transport, air and inland water transport, Port Authorities, Customs Officials, Port and Dock Workers, seamen and floating officers, marine insurers and the concerned Ministries of the Government of India, various Indian and foreign experts in the field of transport as well as representatives of IMCO and ECAFE, actively participated in the deliberations of the Seminar. The Seminar also received practical guidance from such prominent and senior persons as Prof. Rao, Sir. A. Ramaswami Mudaliar and Shri Narendrasingh Mahida and got off to a good start. After considering the different aspects of the question of containerisation from the angle of shipowners and shippers, port facilities and inland transportation by rail and road, as well as its probable effects on employment of seamen and port and dock labour at five separate Technical Committee meetings in which men of considerable knowledge and experience in their respective fields participated, the Seminar issued a detailed Statement of Conclusions providing practical guidelines for immediate and future planning. None of the participants, including the representatives of labour and seamen, had any doubts that India would have to keep abreast of the new technological development in the international ocean transport, in view of the fact that all the major maritime countries were already busy building container carriers as well as providing port and inland transport facilities to take advantage of the economies promised by the container system, particularly in the general cargo movement, and since it was anticipated that almost all the major trade routes of the world would be covered by container ships within the next one or two years. The Seminar was also influenced by the fact that the U.K. Europe-Australia trade was being containerised and, nearer home, Japan was planning to extend its American container services to South Korea, Taiwan, Philippines and possibly to other South East Asian countries, while full-fledged container facilities were being planned to be provided

at the ports of Singapore and Colombo almost next door to India which would no doubt profoundly affect our own pattern of traffic and trade. It was accordingly the considered view of the Seminar "that ways and means should be found to adapt Indian ports, shipping, inland transport, trade formalities, etc. to the requirements of this new technological development." (From Indian Shipping, December 1968)

Seaforth Dock System

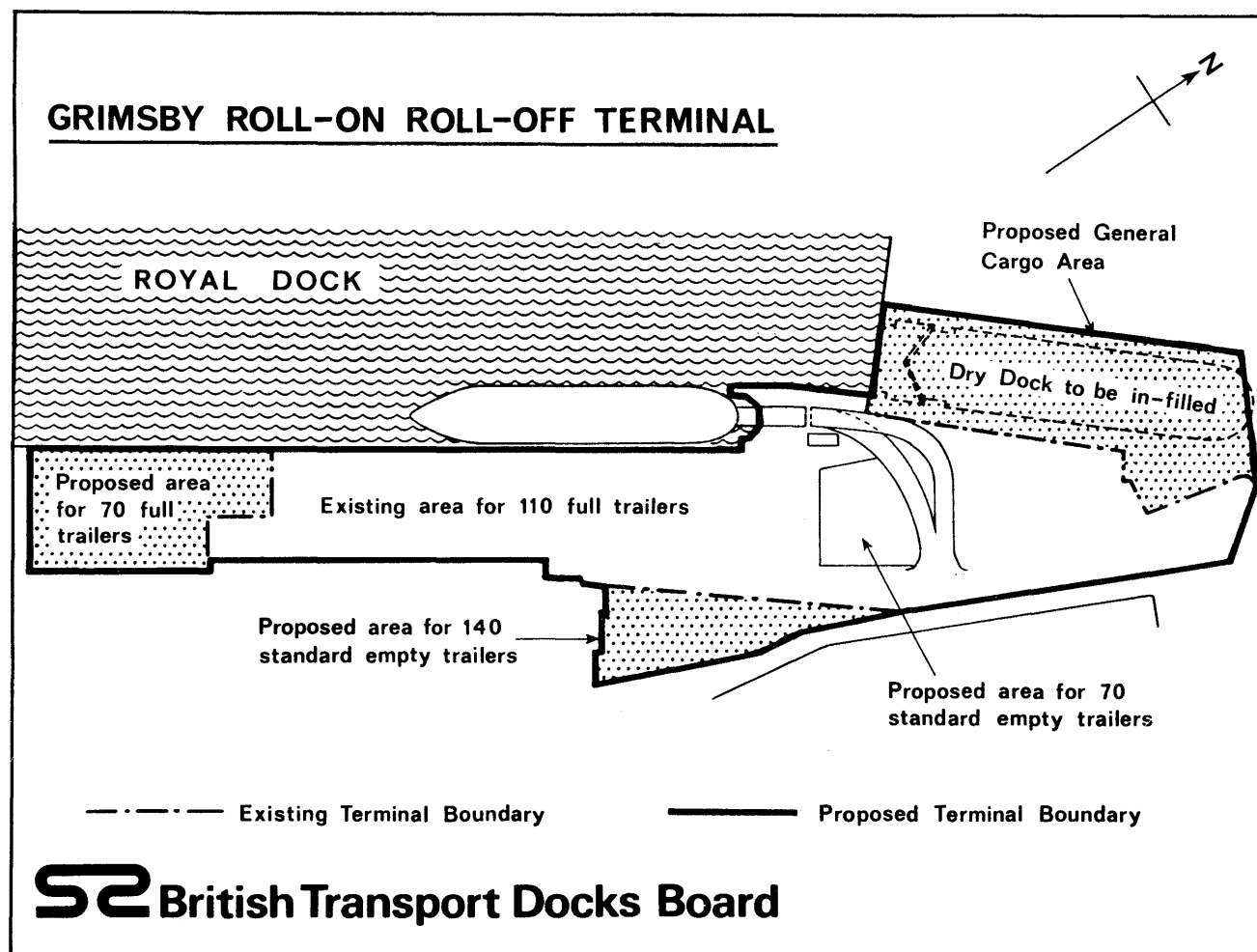
Liverpool, March 14:—A further important step in the construction of the new £35 million Seaforth dock system at the Port of Liverpool, was reached today when the Mersey Docks and Harbour Board announced the award of a contract worth more than £2½ million to Norwest Construction (Civil Engineering) Ltd. to build the entrance passage between the existing Gladstone Dock and the new Seaforth complex.

The passage, which will be cut in the North wall of the Gladstone Dock, will be 480 ft. long and 130 ft. wide. Ships using Seaforth will enter from the River Mersey through the existing Gladstone river entrance lock, which is 1,070 ft. long and also 130 ft. wide.

Work is now well advanced at Seaforth and the first of the ten berths to be provided will be in operation in 1971.

The overall scheme will provide 10 modern deep water berths for general cargo, specialised accommodation for packaged timber, bulk grain and installations for the mechanised discharge and handling of meat and other perishable cargoes. The whole of the north side of the dock will be developed for container ships. Considerable land areas have been made available for the reception and stowage of containers and further land can be brought into use as the trade develops.

The new dock system will enable the Port of Liverpool to improve even further its position as the major export port of the country, and one of the main import ports serving a large concentration of population and industry.



Full container facilities are, of course, at present available at the Gladstone Container Terminal. (Mersey Docks and Harbour Board)

Grimsby Ro/Ro Terminal

London, March 6:—The specialised terminal provided at Grimsby Docks primarily to handle imports of Danish bacon in refrigerated containers is to be extended to cater for the growing traffic being carried on the roll-on/roll-off service to Esbjerg, the British Transport Docks Board announced today (Thursday, March 6th). The scheme is expected to cost in the region of £200,000.

"Traffic through the terminal, which began operating two years ago, has exceeded all our expectations," said Mr. Peter Murdoch, the Port Master at Grimsby and Immingham, "particularly consignments of general goods which have been attracted through the port by

the United Steamship Company's fast roll-on/roll-off service. The total traffic dealt with by the terminal has grown from under 90,000 tons in the first year of operation to over 118,000 tons last year," he said.

The Docks Board has been aware for some time that the unexpectedly high level of demand has placed considerable strain on the existing terminal facilities. Now it has been announced that the United Steamship Company is to meet the expanding Grimsby/Esbjerg trade by providing a new and larger ferry vessel to make two sailings a week in each direction, in addition to one sailing by the existing vessel. Expansion of the terminal area to cope with the additional trade expected has, therefore, become essential.

The scheme, which has been worked out by the Docks Board in consultation with the shipping company and the Danish Bacon Factories Export Association, will provide the maximum possible additional land area at the terminal. It

includes the filling in of the old No. 1 Graving Dock to the north of the terminal's two-level ship-to-shore loading ramp, to provide a parking area for general cargo trailers, caravans, export cars and other wheeled freight. Certain buildings are to be demolished to provide further open areas and, in all, approximately 12,000 square yards of additional standage is being provided, an increase of 60 per cent.

On completion of the scheme in about nine months time, the terminal area will be able to accommodate 180 loaded bacon containers and a maximum of 218 empties, in addition to the new general cargo capacity. Additional plug points will be provided to enable all 180 loaded bacon containers to be maintained at controlled temperatures.

Other items in the scheme include the provision of additional floodlighting and a Customs examination room for the inspection of general cargo containers. (British Transport Docks Board)

Container-handling in Bremerhaven



Container-handling in Bremerhaven. One of the biggest port construction programs on the Northsea is under way here. 400 metres of quay, with two container bridges, 100,000 sq. m. storage space and roll-on/roll-off facilities are operational on the westside as well as 285 m. quayage, general-cargo sheds and a 77,000 sq. m. car collecting area on the eastside of the Nordhafen. There are 700 metres of river-side quayage under construction, which will be served by 6 container bridges, 400,000 sq.m. storage area, a packing-centre and despatch offices. Development of container traffic through the Bremen ports: 1966—8,000 van-containers; 1967—35,000; 1968—40,000.

Port Talbot

London:—The first ore carrier to use the British Transport Docks Board's new £20 million Tidal Harbour at Port Talbot in South Wales is due to arrive in late November or early December, 1969, it was revealed today (Thursday, 29th May). It will be a medium-sized vessel from Scandinavia, as a precursor to the 100,000-ton bulk carriers for which the harbour has been designed.

Coinciding with the announcement, a significant stage was reached today in the harbour construc-

tion, which has been in progress for about two and a half years, with the placing of the last of the 2,500,000 tons of stone used in building the one and a third mile-long main breakwater. The stones, up to eight tons in weight for the main armouring, enable the breakwater to withstand the worst storm conditions prevailing in the area, when waves of up to 18 ft. can occur.

Port Talbot Tidal Harbour will be the first ore terminal in Britain capable of accommodating ships of 100,000 tons and is believed to be the largest harbour project of its

type in this country for half a century. It is being provided for the British Steel Corporation, to permit the economic importation of high-grade iron ore for the Margam and Abbey Works at Port Talbot where a £38½ million modernisation scheme giving 3¼ million tons a year of new steelmaking capacity is nearing completion.

In addition to the main breakwater, the harbour project involves the construction of a shorter lee breakwater, and an unloading jetty with one berth for 100,000-ton vessels, equipped with high capacity unloaders and a conveyor system;

a second berth can be provided at a future date for even larger vessels of up to 150,000 tons. To enable ships of 47 ft. draught (100,000 tons) to use the harbour at any time, some 10 million cubic yards of spoil are being dredged from the harbour. (British Transport Docks Board)

New Labor Contract

London, May 21:—A revolutionary new productivity agreement, considered to be a possible blueprint for the future of industrial relations in the docks industry, was announced today in a joint statement by the British Transport Docks Board and the Unions concerned: the National Union of Railwaymen, the Confederation of Shipbuilding & Engineering Unions, the Transport and General Workers Union, the Amalgamated Union of Building Trade Workers, and the Electrical, Electronic and Telecommunications Union—Plumbers Trade Union (Sic. see note).

The term agreement allows for the introduction of new working methods, special shift arrangements, extended mobility, flexibility, and interchangeability covering all manual grades, employed by the British Transport Docks Board at their 19 ports which include Southampton, Hull and the South Wales ports.

A new wages structure comprising five basic pay rates related to job groupings has been agreed following a comprehensive job evaluation conducted over the preceding year. Employees concerned in the agreement will be placed, subject to the job evaluation grouping, in a wage structure £14 per week minimum to £18 per week maximum on basic rates. The agreement includes the establishment of Joint (Management/Employee) Productivity Councils and Committees at port level with a National Joint Productivity Council whose functions will be to monitor and stimulate further productivity agreements which will be introduced at the ports. Improved negotiating machinery embracing all manual grades will also be introduced.

Participating in new methods and in improved working practices re-

sulting in further productivity will enable all workers to receive additional payments in the form of a Productivity Allowance.

Conditions of service have been improved and include special percentage premiums for particular shift working arrangements which will allow port operations to be conducted, where agreed locally, over a twenty-four hour period, during the seven days of each week. All employees will receive three weeks holiday, with pay, from 1st January, 1970.

A special Voluntary Severance Scheme included in the agreement provides for a payment of up to £1,600.

Commenting on the agreement, Mr. K. W. B. Domony, Chief Staff Manager of the Docks Board, said: "During the negotiations which have been conducted since January of this year, very hard bargaining has taken place covering all aspects of productivity improvement, job evaluation, conditions of service, and a new wages structure. The agreement, which we consider to be very progressive, may well prove to be a blue-print in employer/employee relations in this industry.

"The Agreement will further increase the efficiency and productivity in all areas of the Board's undertakings and provide for a period of stability during which time the overall service to the customer and the community in general can continue to improve and expand."

Note—The name of the fifth Union is as given: Electrical, Electronic and Telecommunications Union—Plumbers Trade Union. (British Transport Docks Board)

Cargo Turnover 1968

Hamburg:—Cargo turnover rose to 38.1 million tons, i.e. 2.7 million tons (7.6%) more than in 1967 and 600,000 tons more than in the previous peak year, 1966.

About half of the increase was made up by **general cargo**, a particularly satisfactory result. Its over-average rise was 11.2%, i.e. by 1.3 million tons to 12.9 million tons. This development is reflected in the **regular liner services**: The number of sailings went up to over 8,800, 4,500 of them to non-European

ports—almost three times the pre-war-figure. As far as can be judged up to now, Hamburg with its **rate of growth**—especially in the important general cargo field—ranks amongst the leading European seaports.

Traffic with the **hinterland** developed on just as favourable lines. Over 30 million tons were handled to and from the Federal Republic, 6.4 million tons in trade with the GDR and in the land and sea-borne transit trade with the countries of North, East and Central Europe. Noteworthy is the growing transit trade with the Scandinavian states. According to provisional figures, 1.5 million tons were handled in the trade with the GDR, 1.2 million with Czechoslovakia, 950,000 tons with Austria and 600,000 with Denmark.

The port adapted itself to modern **methods of transportation** with energy and obvious success: it joined the group of European container ports as a full-fledged member, improved and expanded the facilities for roll-on/roll-off and truck-to-truck traffic, converted existing ones for the dispatch of modern allround general cargo vessels and, by acquiring a large number of new cargo handling equipment, improved the overall efficiency of quayside operations. The same aim was pursued in the bulk goods sector by the construction of a large new silo and the modernization of a bulk goods handling facility. The total **investment** in new port facilities should considerably exceed that of the previous year. The trend towards intensified horizontal and vertical **co-operation** within the port economy corresponds with the changed conditions in transport as a whole. Groups based on informal arrangements up to complete fusions came into being to a growing extent.

Good progress was made in the realm of **infrastructure**: The Federal Railway electrified the main line from the Ruhr to Hamburg, and introduced a daily container train between Hamburg and West and South Germany respectively. Shorter connections by autobahn to West and South Germany were established by the "Hansa Line" and the "Rhön Line". The new auto-

bahn to the Danish frontier leading past the Container Terminal Burchardkai will provide the port with the perfect link to the European highways; construction, which includes the new Elbe Tunnel, has started. Deepening the Lower Elbe fairway to 14.5 metres at mean high tide has made good progress. Work is proceeding on the first section of the Elbe Lateral Canal. As a whole, the 1968 results are reason enough for Hamburg and its port to look forward with confidence to the new year. (Ship Via Hamburg)

Successful "Container Year" Hamburg in 1968

(Ship via Hamburg, December 1968)

Worldwide containerisation is still in its initial stages, yet it is already clear that a revolution has not taken place in the flow of goods. At least, as far as the Continent of Europe is concerned, the greater part of general cargo shipments still follows the traditional route—and in containers as well. This confirms what was predicted in Hamburg from the beginning about the development of container traffic: that there will be a number of important container ports in Europe because it runs counter to economic sense for all container traffic to pass through one port alone. Hamburg's results at the end of 1968 are most satisfactory: the port on the Elbe has succeeded in becoming one of the leading container ports in Europe. In the second half of 1968, approx. 5,500 containers (based on the 20 ft. type) were handled each month. In 1969, the Head of the Hamburg Department for Economics and Transport, Senator Helmuth Kern, estimates that 80,000 to 100,000 containers will be handled.

Even the largest North Sea competitor reckons the chances for the port of Hamburg to be high. The Director of Trade, Transport and Industry of the City of Rotterdam, Dr. H. C. Kleinbloesem, in a recently published study for the year 1980, concluded that, with the exception of Rotterdam, no other European port possesses such a high containerisation potential as Hamburg. Dr. Kleinbloesem calculated

that of the cargo to be handled by Hamburg, 5.3 million tons is suitable for shipping in containers. This puts the Hanseatic City well in front of Antwerp, Bremen and Amsterdam.

1968 was by no means a complete "container year" for the ports of Hamburg. The United States Lines only started operating their full-scale containership service in June and the Hapag-Lloyd Container Lines did not start until October. Finnliness and the Johnson Line put their semi-containerships into service only in the latter half of the year. (In addition to these two shipping companies, the Meyer Line also uses the port for its semi-containership operations.)

300% Rise in Container Traffic

Since the month before the opening of the United States Lines' container service, container traffic in the port of Hamburg has risen by more than 300% according to number of units based on the 20 ft. type. Altogether, in 1968, about 35,000 containers have probably been transhipped in Hamburg. Of these, 90% related to traffic with the east coast of U.S.A. The "lion's share" of container handling (about 75%) falls to the Container Terminal, Burchardkai, operated by the Hamburger Hafen- und Lagerhaus Aktiengesellschaft.

Of containers handled about 80% move in door-to-door traffic via Hamburg. The remaining 20% are packed in the port—principally at the Uebersee-Zentrum, the central facility for consolidated export cargoes. Cargo received here for container shipment in the last months of the year was about 50% higher than in January and prompted the Hamburger Hafen- und Lagerhaus A.G. to increase the size of the container packing station from 50,000 to 100,000-sq. ft.

Further investment plans for the port of Hamburg are based on handling an anticipated 80,000~100,000 containers. At present Hamburg has the most extensive facilities in Germany for container traffic with eight berths for all-container ships and semi-container ships, 70 acres of paved open space, 280,000 sq. ft. of packing shed area, and 60,000 sq. ft. of transit shed area with over-

head gantry cranes for four layer stacking. The facilities are equipped with the most modern handling gear (container cranes, van and straddle carriers, mobile crane, high capacity fork lift trucks, etc.). Together with a ninth berth with 300,000-sq. ft. of paved open space, Hamburg is just ahead of the requirements necessary for dealing with cargo peaks and ensuring the prompt satisfaction of sudden demands.

DM 47 Million for Container Handling Facilities

Hamburg has so far invested ca. 25 million DM from public funds and private enterprise a further 22 million DM in container handling facilities. For 1969, ca. 8 million DM from public funds and about the same amount from private sources are earmarked for further extensions to handling facilities. These will include an extension of the container marshalling yards, a third container crane, already ordered for the Burchardkai, and the purchase of further handling equipment. Should other container lines decide to operate to Hamburg—negotiations are still being conducted—the investment programme can be adapted at short notice. In the Waltersdorf harbour district alone, Hamburg has an area in reserve of over 270 acres which would be sufficient for the construction of 18~20 containership berths.

As in the case of traditional cargo traffic in the past, the favourable position of the port of Hamburg in relation to Central and Southeast Europe as well as Scandinavia has proved itself equally advantageous for container traffic. In addition to this, there are excellent road and rail connections stretching deep into the European hinterland, and these will be further improved when the new autobahn link has been completed. Moreover, the idea of a central terminal, with the cost advantages resulting from this, together with the modern equipment have certainly contributed to the success of the Hansa City in the field of container transport.

Hamburg can also look confidently to its chances in the extension of relations with other overseas re-

gions in container transport. The port on the Elbe is in a position to offer shipping companies on Far East and Australian routes a cargo potential which can compare with that of any of its competitors. To sum up: 1968 was a successful year in container traffic for Hamburg. Prospects for the future can be regarded with some optimism.

Africa's Longest Pipeline

Nairobi: — Approximately 13 months was the time required for pipelaying work on the new petroleum products pipeline running from Dar es Salaam in Tanzania to Ndola in Zambia. This 1,060-mile pipeline is the longest so far built in Africa and represents one of the biggest projects and most important investments of this kind yet effected by any of the newly independent countries. Although forced to overcome many natural obstacles, SNAM Progetti averaged a pipelaying rate of about $3\frac{1}{8}$ miles per working day.

Rated capacity of the line is 9,000 b/d of petroleum products from the Dar es Salaam refinery on the Tanzania coast to Ndola in the heart of the Copperbelt region of Zambia, where the immense mineral deposits make that country the world's second largest producer of copper.

The total cost of this project to the pipeline operator, Tazama pipelines, was \$44.8 million. Tazama is a company jointly owned by the governments of Tanzania (33.3 per cent) and Zambia (66.7 per cent). In addition to being one of the biggest projects in Africa, the function of this pipeline symbolises a reversing of the heretofore normal course of commercial flow for African petroleum which for the major part has been going from the continent outward to other parts of the world. Now for the first time African-made petroleum products on a large scale will be flowing continuously and specifically in the opposite direction.

In 1966, after the declaration of Rhodesian independence, supplies of petroleum products were erratically transported from the port of Dar es Salaam over a long, difficult 1,200 mile route, the Great North

Road, to Ndola, but it was soon found impractical to supply the heavy Copperbelt demand for petroleum products over a long and difficult motor route which becomes virtually impassable for weeks at a time during the six-month rainy season. Consequently, the construction of a petroleum products pipeline was necessary. The first shipments of the 45,000 metric tons of pipe needed for laying the line began arriving in the middle of April 1967.

Apart from crossing three railroads in Tanzania and one in Zambia, traversing more than 20 rivers, winding over mountainous and heavily forested terrain to altitudes as high as 6,500 ft. above sea-level, the pipelaying job also faced the most inclement weather. During the winter of 1967 all local rainfall records were broken with precipitation running as high as 12.2 inches in 48 hours. Bridges were washed out, hundreds of vehicles were blocked for days. On one occasion there were some 600 vehicles stranded in the mud.

To help overcome such breakdowns of the transportation system the engineers were forced to devise an alternate route for bringing in materials. This became a route by rail from Dar es Salaam over 690 miles to Kigoma on the northern shore of Lake Tanganyika, thence by boat across 312 miles of lake to Abercorn, and then by motor transport to job sites. (SPEAR)

Port of Lourenço Marques

Lourenço Marques:—The port of Lourenço Marques is since some years, one of the most efficient of Southern Africa, and this is acknowledged by the users who do not spare her praises to this portuguese port.

Further than the praises, there is indication that the port is being largely frequented by the shipping of all the countries of the world. To prove this are the statistics which show a constant increase of cargoes handled in the Bay of Lourenço Marques.

Recently however the movement of ships have been exceptional and therefore the 21st November 1968

registered at the port of Lourenço Marques the greatest number of ships entered—35 vessels—one argentinian, one spanish, one malgaxe, one french, one italian, two german, three south african, three dutch, two swedish, two norwegian, one greek, two portugueses and fifteen british.

One of the main reasons of the agglomeration derived from the fact of having rained copiously during three consecutive days causing delays in the cargo handling operations and consequently the departure of the vessels at the prescribed hours and dates.

This does not mean that the port had lost her fluidity, this light irregularity was only the consequence of a factor which the services are totally strange—the rain—and which can be normalized in a short space of time. (Boletim Portos, Caminhos de Ferro e Transportes de Moçambique, Novembro 1968)

Trans-Zambezia Railway

Lourenço Marques:—A series of inaugurations that took place on the 7th December 1968 marked another step in the life of the Trans-Zambesian Railway, we were going to say, of the staff of the TZR, since they pertained to improvements for them.

The most important was the cooperative and the bar of the club, particularly the former, which was attended by the local authorities except Engineer Fernando Seixas, the Resident Director in Moçambique, who was away in Lisbon on official duty.

The Deputy General Manager, Mr. Ilídio Tavares who presided the ceremonies at a certain part of his speech, said:

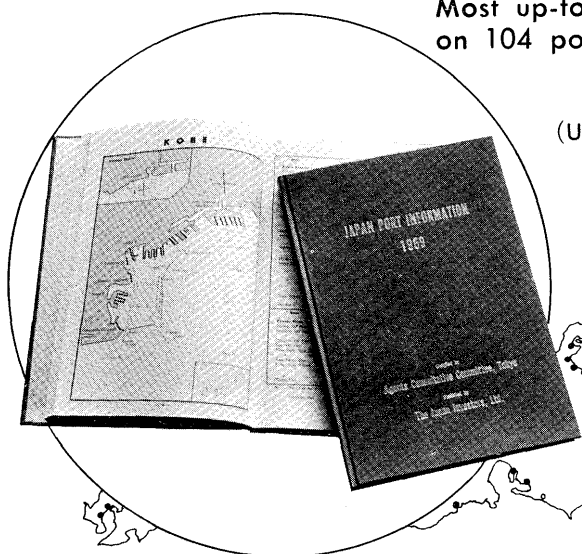
"It would not be necessary to stress, that on my part you can expect all my support so that the life of the Cooperative will be processed in ever growing rithym.

I do not want to end my speech without doing an act of justice by remembering here the name of Engineer Fernando Seixas. Completely integrated in the Railway Family for a long time, we have found always on his part the best understanding and support for all the

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initiatives which aim to improve the living conditions of all the staff of the T.Z.R.

To him and to all those who helped us, we convey now our deepest gratitude".

In the evening, a jolly dance crowned the inauguration of the bar of the Club, which was attended by hundreds of persons. (Boletín Portos, Caminhos de Ferro e Transportes de Moçambique, Dezembro 1968)

Traffic in 1968

Barcelona:— During 1968 our Port surpassed for the first time in history the seventh million ton. In fact, according to the total statistics for the year, the movement of merchandise was 7,465,786 tons, and of these 2,387,109 were petroleum, 457,604 non-petroliferous liquids, 2,484,421 general cargo, and 2,136,652 solid bulks.

It is significant that the total increase of 7.23% with respect to the previous year, is not uniform, since although petroleum has remained practically constant, non-petrolifer-

ous liquids have increased by 10.10%, solid bulks by 7.43%, and general cargo by 13.72%, and it is the last named that gives the true picture of the importance of our services.

The evolution in the loading system was demonstrated by the increase in containerization, since we now have two terminals in service for specific lines of this class, and the set up has already been announced for the construction of a terminus with capacity for 1,300 containers.

It is also worth mentioning that the traditional gap between exports and imports in Barcelona has been breached to a considerable extent. In 1968, unloadings totalled 5,979,085 tons, and loadings 1,486,701 tons, this means that the latter were 20.5% of the total, whilst the previous year they were only 17%.

On the 6th December 1968 the 120 millionth ton was loaded at the Port of Barcelona of all the tons handled in Spanish ports during the present year.

The above figure is the largest ever registered in the history of Spanish port traffic, and the im-

portance of same should be stressed, as it is one more exponent of the Spanish promotion resulting from the Development Plans now in execution.

The figures, which express more eloquently than any commentary could convey, provide an idea of the evolution of traffic in Spanish ports, are as follows:—

Years	Total Traffic	
	Tons	Index
1940	20,304,530	25
1950	30,389,409	33
1960	59,185,284	74
1961	68,984,869	87
1962	74,814,681	94
1963	79,322,520	100
1964	84,341,668	106
1965	92,201,176	116
1966	95,839,104	121
1967	110,792,570	139
1968	120,000,000	151

(Up to 6-12-68)

The traffic recorded in the year 1963 has been taken as Index 100, immediately before initiating the first Development Plan. (Puerto de Barcelona Boletín Informativo)



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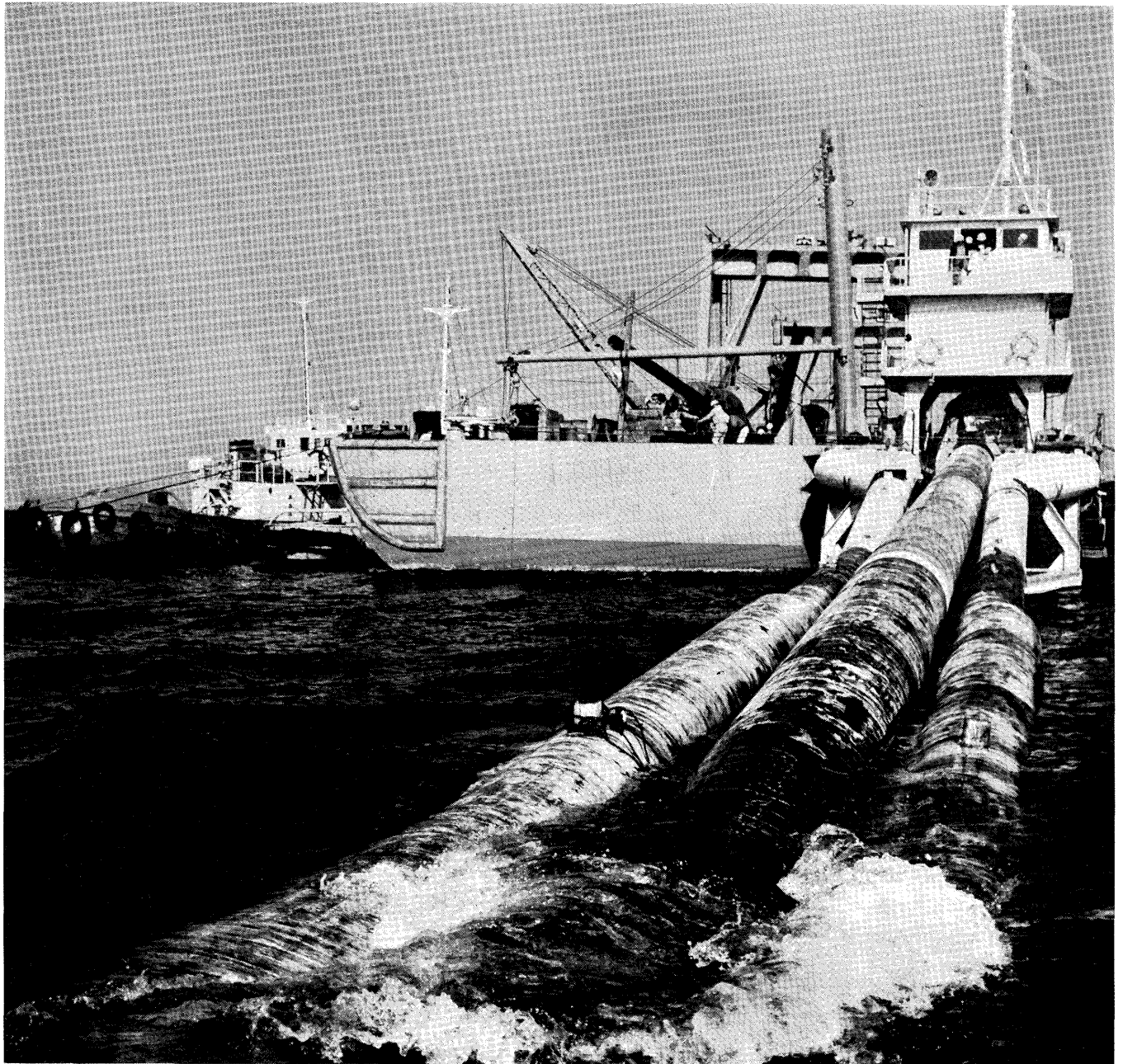


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