

PORTS *and* HARBORS

December, 1970 Vol.15, No.12

Osaka South Port Container Terminal

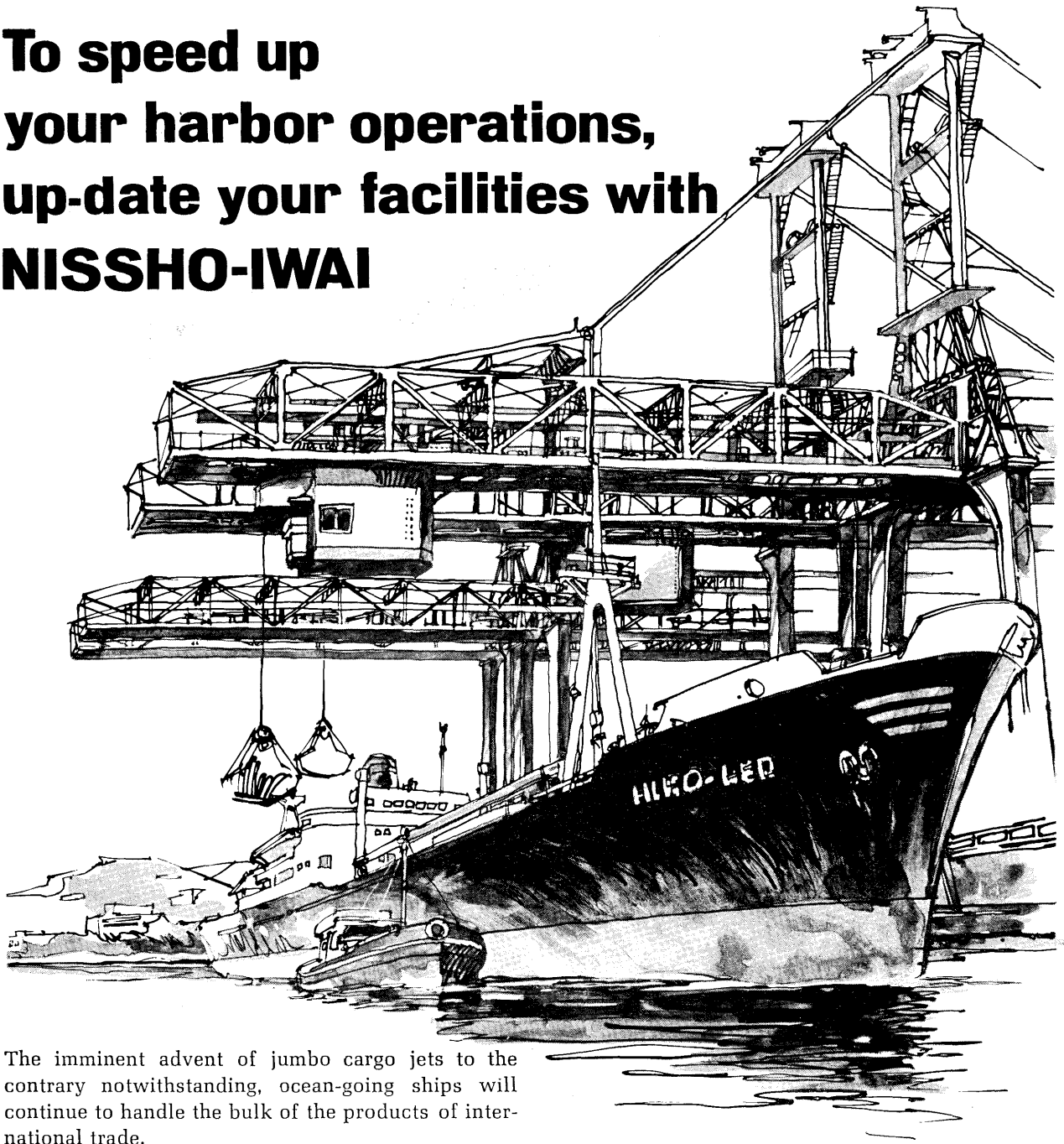


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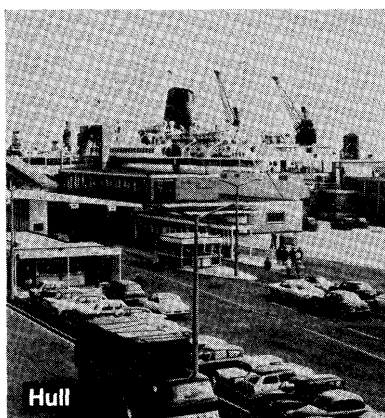


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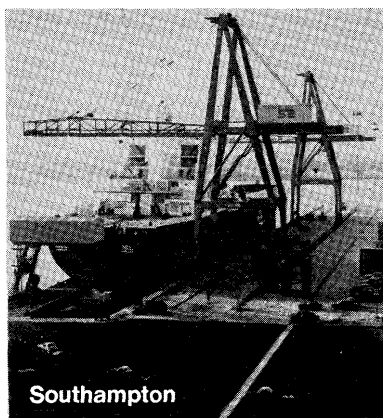
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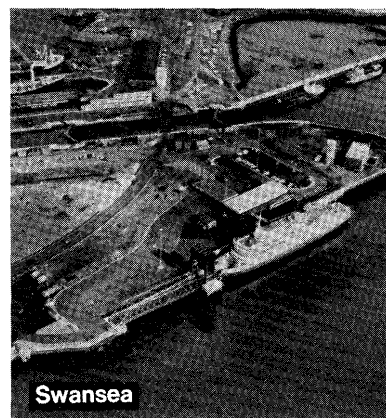
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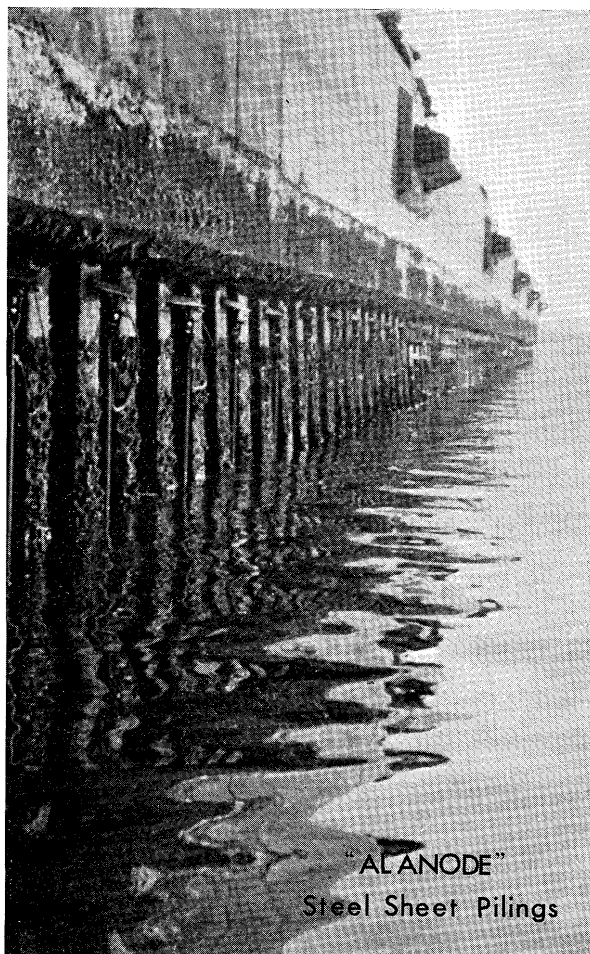
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The Cover :

Osaka South Port Container Terminal

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A Happy New Year*

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PORTS *and* HARBORS

Forum on Port Problems :

Making The Ports Pay

**By Mr. Morris Gifford
Director-General
National Ports Council. U.K.**

(Extracts from a lecture given at a summer school of the National Dock Labour Board at the University of Cambridge, prepared exclusively for this magazine.)

Extracts from a lecture by Mr. Morris Gifford, Director-General of the National Ports Council, to the Cambridge Summer School of the National Dock Labour Board.

My purpose here is to set out the measures which I think are necessary to improve the financial situation of British ports, and while stressing the fundamental responsibility of management also to emphasise the importance of the role you as dockworkers play, and the necessity for your co-operation.

The aim must be to cut expenditure and increase income. This requires:—

1. A proper appraisal of schemes of development at the ports, ensuring that they are viable or likely to be so before they are embarked upon.
2. The setting of realistic prices for the services which the ports offer—setting them in such a way that they reflect the costs incurred by the ports for providing these services.
3. A drive to improve the efficiency of the ports and to reduce the costs of operation—in other words, higher productivity.

Point 1. Proper appraisal of development schemes

Under the Harbours Act of 1964, all schemes for harbour development likely to cost £500,000 or more require the approval of the Minister of Transport, and the

Minister is required to consult with the National Ports Council before reaching his decision. Oversimplifying, it is the Council's job to look at the scheme in a port setting, the Ministry's to look at it in the total national setting.

The object of such scrutiny is to ensure, so far as this is possible, that the scheme is viable in itself and also that it appears to make worthwhile use of national resources. In making their recommendations the Council take account of engineering and design aspects of the scheme, and possible alternatives that there might be to proposed scheme, and the traffic forecasts and resulting financial forecasts over the anticipated life of the development.

The ideal is to match the supply of particular types of facility with the demand. This is by no means easy to achieve in practice. Our inclination has been to allow marginal over-provision of facilities, but care must be taken in doing so since, if the situation arises in which there is a high proportion of unused facilities (which could mean a lot of facilities partly used rather than a few not used at all), there is a rapid deterioration of port finances.

One form of insurance that the port authorities can sometimes take out is to obtain financial guarantees from the prospective users of the new facilities. However,

guarantees in this form tend to mean that although you will be safeguarded against loss on the new development, you may not make much out of it, and bearing in mind the extent to which older facilities are falling into disuse because of obsolescence, it is very desirable to have some real profit makers. Moreover there are some developments aimed at catering for a multiplicity of small users where guarantees are not practicable.

The basic requirement there is to improve the quality and range of our information about what goes on now and our forecasts of what is likely to happen. The Council's next publication on unit transport statistics, and our next set of forecasts of traffic will greatly broaden the knowledge and improve the view of the future against which investment decisions are taken.

Point 2. Pricing

The charging structure must be looked at in two ways:—

First: Is the present method of charging the most efficient, most simple administratively, fairest, and most rational way of recovering the ports' costs from their individual users?

Second: Are the price levels right? In other words, is too much or too little being charged overall?

So far as the first of these two questions is concerned, the answer is at present 'No'. The Council and the Dock and Harbour Authorities' Association have together done a good deal of work over the last few years to change this, and many of the ideas which we have put forward have been accepted in principle by the ports. The difficulty has been to achieve a common programme of reform, since one port is usually unwilling to move far in advance of the others.

There is no doubt that the present charging structure contains many irrationalities. Some of these have their origins in special deals made in the past with particular

users; others stem from a tradition of charging what the traffic will bear rather than what it costs the port to provide the required services and facilities. I am not saying that the port should not try to strike the best bargain it can, but in respect of high value goods and charging in relation to value, we must not forget that this is the area in which air is a competitor; on special deals the danger for the ports is that a port may accept traffic at completely uneconomic rates because it believes that any increase in its throughput, however dearly bought, is a good thing.

Ports need to be in a position to judge what traffic is worthwhile, and what traffic is not worth having unless it is prepared to pay more, and this is only possible where proper systems of management accounting are employed.

With regard to my second question, 'Are price levels right?' it is the Council's view that ports have traditionally charged their users less than the amount necessary to fulfil reasonable financial objectives. The 1962 Rochdale Report suggested that ports should at least aim to make proper provision for the interest on their debts, the depreciation of their assets on a replacement cost basis and, in a small way, for unforeseen eventualities. Failure to make provision of this kind is partly responsible for the ports' present difficulties. We cannot change what is past, but we must ensure that the same pattern is not repeated in the future.

Point 3. A drive to improve efficiency and reduce operating costs

Under this point there are three sub-headings:

- (a) Closure of loss-making facilities
- (b) Maximum utilisation of material resources
- (c) Best use of people

(a) Closure of loss-making facilities

It may not be difficult to make a new mechanised berth pay, given that the traffic forecasts are right once traffic has built up, but we may get a different picture when we look at the port as a whole. Very often the new berth is prospering at the expense of older facilities, often at the same port, sometimes at some other port.

When a particular berth is no

longer suitable either for the traffic for which it was originally intended, or for any new traffics for which over the years it may have proved suitable, the answer may be to lop off the dying branch rather than to drive oneself to impossible extremes to be efficient—or try to increase prices to cover costs until one is completely priced out of the market.

The basic need is better costing information than is sometimes available now if, in such cases, management are to make a recommendation which is reliably based on the actual costs of continuing to run a specific facility that is approaching obsolescence. Human factors must also be a prime consideration.

(b) Maximum utilisation of material resources

It is necessary to ensure that the right equipment is obtained and maintained to the best advantage. This need has led the Council to undertake an evaluation exercise. We are now looking, for example, at the operational and maintenance problems associated with straddle carriers. We are also looking at fork lift trucks, and then will look at cranes and subsequently other items.

(c) Best utilisation of Human resources

The management are primarily responsible for the best utilisation of human resources in an undertaking. The more you restrict management in freedom of decision and action the less you are entitled to expect from it. Don't expect management to manage, to accept responsibility, to be keen on the essential activities of marketing, fighting competition, unless you give them authority to act and a basis of reliability. Do not expect to be given power to manage unless you are prepared to accept responsibility. This responsibility often means painful decisions.

Take the question of productivity. Method study and work study can help, but capital investment in facilities and machines is also an important factor in achieving the result of the same men doing more, or fewer men doing the same. In the ports we are, somewhat later than most industries, moving from

being a labour-intensive to being a capital-intensive industry. The flow of general cargo is increasing but not all that much: fewer men are going to be needed in the ports.

A thoroughly efficient industry making the maximum use of its available resources calls for effective planning of the manpower at each port; the nature and extent of any necessary redundancy will emerge from any such manpower planning effort and enable steps to be taken in good time to safeguard the interest of the individual, which must be done. The Council have been advocating manpower planning for some years, and our three manpower censuses have provided much of the necessary basic data about the people working in the industry — their location, their skills, and their age groupings.

But something more than planning is necessary. There needs to be more participation. Nothing that interference with normal trade union procedures and machinery must be avoided, I see participation as starting at the place of operations with groups representative of all grades of all concerned in operations at a berth or group of berths coming together to discuss questions relevant to the work operation and its attendant problems.

Managers today recognise that they must manage by consent. At the same time it is stupid not to recognise that there will be conflicts of view even on matters of common interest, as well as conflicts of interest. I have always had the view that

(1) the nearer the point of origin the attempt to resolve them is made, the better the chance of so resolving them.

(2) The better informed everyone is the better the chance of solving them.

Under (1) I see the establishment of the shop steward system as making a major contribution. Under (2) the prime responsibility rests again with the management.

All of us in the ports have to pull together ensuring that we do not allow inevitable conflicts of interest to obscure our paramount mutual interest, the health and prosperity of the ports.

23rd September, 1970

The Canadian Scene In The Container Age

**An address by
H.A. Mann, Vice President**

**Economics and Management Services
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**Canadian National Containerization Show
Queen Elizabeth Building—C.N.E. Grounds
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There is among all of us working in the field of transportation a tremendous awareness of the speed of change around us. It is probably a truism to say that the pace of technological innovation in the transportation industry generally has been quickening. This quickened pace has affected all media of transportation. In a large measure this acceleration of technological innovation has been caused by the pressure of cost on revenues and by the increased realization that the efficiency of distribution has not kept pace with the efficiency of production.

The speed-up I have mentioned is very noticeable in the water transportation industry. There it has led to larger ships, particularly in the bulk trades, to efforts to increase the speed of vessels, to the automation of vessel operation and, on the port side, to searches for ways of cutting costs by unitizing cargo. The emergence of the container and its widespread acceptance is a vivid demonstration of this trend. One tends to be a little impatient with a term such as "container revolution" and yet one has to admit that it describes well enough what has actually taken place over such a short time. It is well, therefore, to pause for an instant—as I intend to do today—in order to take stock of what has happened and where we stand in Canada with regard to containerization.

It was only nine years ago that the first Canadian seminar on containers took place not very far from where we are meeting today.

At that time the National Harbours Board brought together a number of interests who, it was thought, would become involved in container transportation. The seminar was extremely well attended because a lot of people were curious about what was then a new development. However, attempts to organize a followup failed. It seems that no one at that time was sufficiently interested in making the effort to explore what applications containerization might have to Canadian transport patterns.

What followed is, of course, now history. Initial inertia has been superseded by frenzied activity. Trade magazines have featured articles after articles on containerization, meetings of transportation groups have been dominated by discussions of the container revolution and container exhibitions have sprung up all over the world. It is, perhaps, a sign of Canada's standing in the container age to note that the container show taking place in Toronto at this time is on a par with those held elsewhere in the world.

There are ways of measuring the change which has taken place. The use of containers in United States foreign trade, for instance, has risen from 14,000 units in 1960 to over 100,000 in 1968. It is estimated that by 1973 over 800,000 container slots will be available for the movement between the United States and Canadian East Coast and Northern Europe alone. In the last two years specialized container facilities have been made available or will shortly become operative at

six Canadian ports, while Canadian railways have put into operation inland container terminals at several locations. We have now arrived at a point where the Canadian government, recognizing that it has to take an active role in ensuring that the country benefits as much as possible from containerization, has commissioned a study through the Canadian Transport Commission, to develop a statistical and analytical base from which it can formulate a national container policy for Canada.

Where then do we currently stand in Canada with regard to container movements? Let us first take an overall look at what appears to be emerging in each of our major water transport regions.

Looking first at the Atlantic Coast/St. Lawrence River Region we see the development of two rival container shipping systems. These might best be described as direct and tangential. The services penetrating the St. Lawrence River to Quebec and Montreal are direct inasmuch as there is only one North American port of call involved in this system. The tangential system appears to be developing on the East Coast where Halifax and Saint John serve as major ports of call for services across the Atlantic to Canada and the United States.

Both these systems require fast and efficient rail links, although in the case of the tangential system the importance of these rail connections is greater. Again, both these systems aim for the Central Canadian market as well as the United States Midwest.

The situation in the St. Lawrence Seaway/Great Lakes Region seems to be less clear. The Port of Hamilton has container lifting capacity and the Port of Toronto has a container storage complex. So far there has been no penetration of Canadian Lake ports by full-container vessels.

In Western Canada, the Port of Vancouver has just begun service through its container terminal. Taken strictly in its Canadian context, Vancouver has virtually a monopoly on container services at the West Coast. But one should, perhaps, look beyond the Canadian scene and view the port in the larger

setting of the entire North American Pacific Coast. "Within this pattern, four distinct area groupings of major ports have emerged. The first three are in fierce competition with one another and, within each group, among themselves: the ports of Long Beach and Los Angeles in Southern California; San Francisco and Oakland, some 450 miles further north; and the threesome of Portland, Tacoma and Seattle, now being joined from across the border by the Port of Vancouver. The fourth group comprises the two inland ports of Sacramento and Stockton, California."¹

Still taking an overview of the Canadian container scene, one observes the great influence which both ocean and overland carriers are having in shaping it.

The ocean carriers, whether consortia like Dart, ACT or ACL, or individual lines like Manchester Liners or CP Ships, have, in effect, been the principal influences on the location and design of Canadian container port installations so far. In this sense, the Canadian experience has paralleled that of other countries.

What is, perhaps, different in Canada, however, is the very great involvement of the two major railways in container terminals at ports. In Halifax, for instance, Canadian National has an equity position in Halterm, the company leasing the container terminal from the National Harbours Board. At Saint John, Canadian Pacific participates in the company which has the terminal under lease there; at Quebec, the Wolfe's Cove terminal is being leased to a subsidiary of Canadian Pacific.

In fact, all Canadian container terminals now operating or being developed have involved the railways directly with the shipping lines in the system planning. In turn, the shipping companies have so far been predominantly rail oriented in their Canadian container services. By contrast, the Port Newark-Elizabeth container complex of the Port of New York Authority, which is the biggest single container terminal complex in the world, has no direct rail capability.

The historically minded among us might well reflect whether there is a return, at least in some measure, to the earlier days when there was a heavy ownership involvement by Canadian railways in port facilities.

So far it seems that the railway-owned motor carriers are the only ones in Canada which operate a significant number of specialized container transfer and carrying units. This is already changing to some extent as the others are acquiring container carrying equipment. The degree to which the motor carrier industry will participate in the carriage of containers is not yet clear.

Still taking an overall look at the Canadian container scene, we can note a definite pattern of ownership and operation at all port terminals served by full container vessels. In every case, the wharf and serviced back-up area was built and is owned by the port authority. By contrast, none of the mobile container yard equipment such as straddle carriers, has been provided by its port administration.

The container crane picture is less uniform. At Halifax and Vancouver the port has provided the crane; at Saint John, Quebec and Montreal the cranes were furnished by the respective terminal operators. In no case does the port authority itself operate the container terminal; this is done by the lessees of the terminals.

Several types of lessees of container terminals have emerged on the Canadian scene. At Halifax and Saint John the terminals are leased by organizations specifically created for the purposes. In both cases these organizations comprise ocean and rail carriers. In the case of Halifax there is also financial participation by local government. At Quebec, one of the terminals is leased by a bulk materials handling firm; the other is under lease to a company grouping rail, steamship and highway services. At Montreal there is a lease involving steamship interests, while at Vancouver the terminal is leased by a stevedoring company. Many of these leases are relatively long term and, for this reason, it is not expected that the pattern set will change very much

in the near future.

In just over two years then Canada has acquired container terminals at six locations. These terminals together occupy nearly two hundred acres of land. They have in operation or committed to operation shortly a total of 8 container cranes serving eleven berths.

At this point let us look at the container ports and their services more closely.

Port of Halifax

The 55 acre site for the container terminal at Halifax has two berths. Two container cranes have been committed. Their lift capacity is 45 tons each. The terminal is operated by Halterm, a company jointly owned by Clarke Traffic Services Ltd., Canadian National and local government interests. Three services have declared for Halifax: Dart Container Line, Atlantic Container Line and Caribbean Container Line. Dart serves Halifax, New York, Southampton and Antwerp weekly. ACL, also on a weekly schedule, serves New York and Baltimore in addition to Halifax and calls overseas at Gothenburg and Greenock. The line has roll-on-roll-off ships for which special facilities are available at Halifax.

Dart chose Halifax after assessing market requirements, ship economies and the inland freight rate. Its largest North American market is the New York area. Halifax is the closest major Canadian port between New York and Dart's European ports of call. Other factors mentioned for the choice of Halifax by Dart are pilotage costs and possible mid-winter ice delays on the St. Lawrence.

Port of Saint John

Saint John will be connected with Australia and New Zealand ports by the container ships operated by Associated Container Transport (ACT). A sailing every two weeks on a transit time of 25 days is planned for 1971.

The port has a locational advantage over Halifax for ships on Australia-East Coast of North American trade route approaching from the south. It is also closer by rail to Montreal, Toronto and the Windsor-Detroit area. Since large volumes of refrigerated cargo are

1. Container News, July 1970, Page 28.

expected, this is an important factor in the choice of Saint John by ACT.

The container terminal at Saint John is planned for 19 acres serving one berth. A 40 ton capacity gantry crane is on order. The complex will be operated by Brunterm, an organization jointly owned by McLean-Kennedy and Canadian Pacific.

Port of Quebec

Quebec has two container terminal sites. One at Beauport has 28 acres serving two berths and has a crane of 36 tons capacity. It is operated by S.A.B.B. Inc. The other terminal is located at Wolfe's Cove. This two-berth site has a gantry crane with a 35 ton lift capacity. It is operated by Transport Terminals Ltd., a Canadian Pacific subsidiary.

Container services between Quebec, London, Rotterdam, Liverpool and Glasgow are offered by C.P. Ships and Head-Donaldson Line. The port was chosen as a container terminal by Canadian Pacific after an assessment of the alternatives offered by Montreal and Saint John.

Port of Montreal

Canada's first terminal serving full-container vessels was built in Montreal. It went into operation late in 1968. The one-berth, 15 acre site has a gantry crane of 25 tons capacity with another being installed. The terminal is being operated by Furness Withy Limited and serves Manchester Liners. The service between Manchester and Montreal is targeted for a five day frequency before the end of 1970. The vessels involved are ice-strengthened.

Port of Vancouver

The one-berth container terminal at Vancouver occupies a 15 acre site. A 40 ton gantry crane is currently in service. A second berth and additional acreage is available and there are plans for a second crane. The terminal is operated by Empire Stevedoring Co. Ltd. Services to Vancouver are being provided by the Japanese Big Six Lines and Blue Star-East Asiatic Company.

The National Harbours Board has just announced plans for a cargo terminal on the North Shore of Burrard Inlet which will be capable of handling container services.

Port of Toronto

Toronto has a 51 acre container storage complex with one berth. No crane is available at this time. The complex is being operated by the Toronto Harbour Commissioners.

This brief scanning of current Canadian container facilities has been restricted to those serving full container ships. It should, however, be emphasized that in addition to the operations of these vessels, container services are offered by conventional ships or part container vessels at other locations as well.

It would be appropriate in a survey of the Canadian container scene to make brief reference to the regulatory and institutional setting in which container operations are carried on in this country. The premise of inter-modality on which the whole container concept is based finds no substantial difficulties in Canada. Contrary to the United States with its policy of segregating transport modes so as to encourage competition and avoid the formation of large trusts, the Canadian approach has been one of allowing multimodal ownership and competition with a minimum of regulation. In fact, the two major Canadian railways have built multi-modal transportation complexes which are well suited to container movements.

The regulatory environment which centers the control of all modes of transport in the Canadian Transport Commission is more favourable to the development of rational container policies than the U.S. system of control through various regulatory agencies which lack coordination. Finally, the coordination of policy and operations within the newly reorganized Ministry of Transport will be of great assistance in the formulation and implementation of policy in the container field.

To assist this formulation of policy, a thorough analysis of Canada's container scene is underway. A study under the auspices of the Canadian Transport Commission is designed to do just that. The first phase of this study has been completed by Matson Research Corporation and its findings are about to be published. My firm, Swan Wooster Engineering Co. Ltd., has been privileged to work with Mat-

son Research and others on this first task. The second phase of this analysis, for which our company is responsible, has just begun. In this task we are fortunate in having available to us the services of Manalytics Inc., a newly organized firm consisting mainly of the people who were associated with Matson Research in the first phase study.

This second phase will be quite comprehensive. Starting with a ten year forecast of Canadian economic growth it will attempt to develop a forecast for the same time horizon of containerizable trade in container equivalents. This container trade forecast will cover Canadian waterborne foreign trade, Canadian domestic trade and Canada/U.S. trade.

An important segment of this study will be the construction of a computer model of alternative container-based distribution systems. This model will use as inputs the trade volumes developed by the analysts, physical and economic data for the port and inland nodes; rail, truck and ship modes and the link distance which comprise the alternative distribution systems.

The computer model will output information to assist in the evaluation of alternatives. This information will relate to operating costs of each alternative system and data concerning labour and capital requirements for each alternative.

In addition, the Phase II analysis will produce certain impact studies. For instance, assessments will be made of the impact of containerization on regional development, on labour and on international trade.

The analysis will also produce data on container inventories, utilization and ownership. Lastly, it will discuss legal and regulatory alternatives available to government in the field of containerization.

Not only will this study produce data of importance to the private sector interested and involved in the many aspects of container transportation, but it will also furnish government with an information base enabling it to gauge the effects of containerization on the Canadian economy and allowing it

(Continued on Next Page Bottom)

“THE PORT”:

A Case Study In

Communications are more important today than ever before—particularly in industry. In this rapidly changing world the need for mutual understanding is of major concern.

Transport is one area where the failure to establish good relations between management and labour has immediate repercussions, both on the individual and the economy of the country. There must be radical new thinking if satisfactory communications are to be established.

The following paper gives a case history of how the Port of London Authority tackled the problem of providing an accurate and efficient means of telling the docker the truth and obtaining his views direct. The story of the launching and publication of The PORT Newspaper was first told at the International Public Relations Association's 5th World Congress, where it aroused great interest and was accepted as a significant contribution to the study of Industrial Communications.

by Herbert Lloyd

*A Director of The Port Publishing Company,
Public Relations Officer of The Port of
London Authority, and Immediate Past
President of the British Institute
of Public Relations*

Presented at the 5th Public Relations World Congress
June 1970

The Background Situation

Lord Devlin's historic Committee of Enquiry into the Docks in the United Kingdom reported in July, 1965. It recommended the essential changes which are now taking place and which constitute one of the most dramatic transformations in industrial history.

These changes are:— the introduction of modern methods and new techniques in port operations; an end of casual labour in dockland; and improvement in working conditions and status of the dockers.

to assess alternative roles which could be played by the public sector.

This short paper has attempted to produce an overview of the Canadian container scene in September 1970. Had it been presented in September 1965, it would have looked quite different. What would it be like in September 1975?

Almost universally, docking has an unhappy history of bitter industrial strife and it is against this background that the operation of a world port in a large community engenders most types of public relations problems. One of the chief of these is the establishing of effective communications between all concerned, and particularly between management and labour.

The London Problem

The Port of London handles approximately one third of the entire trade of the United Kingdom, operates five enclosed dock systems covering 1136 hectares, controls 147 kms of the Thames² and is affected by virtually everything that happens on the hundreds of wharves on the River. In 1966 it had a dock labour force of about 25,000 men. These were mostly members of one of two unions, which were in constant rivalry. Although union leaders did their best, there was a

THE PORT

An independent port newspaper

PRESTON NEWS, 70 MILLERS, LONDON, EC. Tel: 01-479 1111
August 12th, 1982, pp. 10-11, 14-15, 16-17, 18-19, 20-21, 22-23, 24-25, 26-27, 28-29, 30-31, 32-33, 34-35, 36-37, 38-39, 40-41, 42-43, 44-45, 46-47, 48-49, 50-51, 52-53, 54-55, 56-57, 58-59, 60-61, 62-63, 64-65, 66-67, 68-69, 70-71, 72-73, 74-75, 76-77, 78-79, 80-81, 82-83, 84-85, 86-87, 88-89, 90-91, 92-93, 94-95, 96-97, 98-99, 100-101, 102-103, 104-105, 106-107, 108-109, 110-111, 112-113, 114-115, 116-117, 118-119, 120-121, 122-123, 124-125, 126-127, 128-129, 130-131, 132-133, 134-135, 136-137, 138-139, 140-141, 142-143, 144-145, 146-147, 148-149, 150-151, 152-153, 154-155, 156-157, 158-159, 160-161, 162-163, 164-165, 166-167, 168-169, 170-171, 172-173, 174-175, 176-177, 178-179, 180-181, 182-183, 184-185, 186-187, 188-189, 190-191, 192-193, 194-195, 196-197, 198-199, 200-201, 202-203, 204-205, 206-207, 208-209, 210-211, 212-213, 214-215, 216-217, 218-219, 220-221, 222-223, 224-225, 226-227, 228-229, 230-231, 232-233, 234-235, 236-237, 238-239, 240-241, 242-243, 244-245, 246-247, 248-249, 250-251, 252-253, 254-255, 256-257, 258-259, 260-261, 262-263, 264-265, 266-267, 268-269, 270-271, 272-273, 274-275, 276-277, 278-279, 280-281, 282-283, 284-285, 286-287, 288-289, 290-291, 292-293, 294-295, 296-297, 298-299, 300-301, 302-303, 304-305, 306-307, 308-309, 310-311, 312-313, 314-315, 316-317, 318-319, 320-321, 322-323, 324-325, 326-327, 328-329, 330-331, 332-333, 334-335, 336-337, 338-339, 340-341, 342-343, 344-345, 346-347, 348-349, 350-351, 352-353, 354-355, 356-357, 358-359, 360-361, 362-363, 364-365, 366-367, 368-369, 370-371, 372-373, 374-375, 376-377, 378-379, 380-381, 382-383, 384-385, 386-387, 388-389, 390-391, 392-393, 394-395, 396-397, 398-399, 400-401, 402-403, 404-405, 406-407, 408-409, 410-411, 412-413, 414-415, 416-417, 418-419, 420-421, 422-423, 424-425, 426-427, 428-429, 430-431, 432-433, 434-435, 436-437, 438-439, 440-441, 442-443, 444-445, 446-447, 448-449, 450-451, 452-453, 454-455, 456-457, 458-459, 460-461, 462-463, 464-465, 466-467, 468-469, 470-471, 472-473, 474-475, 476-477, 478-479, 480-481, 482-483, 484-485, 486-487, 488-489, 490-491, 492-493, 494-495, 496-497, 498-499, 500-501, 502-503, 504-505, 506-507, 508-509, 510-511, 512-513, 514-515, 516-517, 518-519, 520-521, 522-523, 524-525, 526-527, 528-529, 530-531, 532-533, 534-535, 536-537, 538-539, 540-541, 542-543, 544-545, 546-547, 548-549, 550-551, 552-553, 554-555, 556-557, 558-559, 560-561, 562-563, 564-565, 566-567, 568-569, 570-571, 572-573, 574-575, 576-577, 578-579, 580-581, 582-583, 584-585, 586-587, 588-589, 590-591, 592-593, 594-595, 596-597, 598-599, 600-601, 602-603, 604-605, 606-607, 608-609, 610-611, 612-613, 614-615, 616-617, 618-619, 620-621, 622-623, 624-625, 626-627, 628-629, 630-631, 632-633, 634-635, 636-637, 638-639, 640-641, 642-643, 644-645, 646-647, 648-649, 650-651, 652-653, 654-655, 656-657, 658-659, 660-661, 662-663, 664-665, 666-667, 668-669, 670-671, 672-673, 674-675, 676-677, 678-679, 680-681, 682-683, 684-685, 686-687, 688-689, 690-691, 692-693, 694-695, 696-697, 698-699, 700-701, 702-703, 704-705, 706-707, 708-709, 710-711, 712-713, 714-715, 716-717, 718-719, 720-721, 722-723, 724-725, 726-727, 728-729, 730-731, 732-733, 734-735, 736-737, 738-739, 740-741, 742-743, 744-745, 746-747, 748-749, 750-751, 752-753, 754-755, 756-757, 758-759, 760-761, 762-763, 764-765, 766-767, 768-769, 770-771, 772-773, 774-775, 776-777, 778-779, 780-781, 782-783, 784-785, 786-787, 788-789, 790-791, 792-793, 794-795, 796-797, 798-799, 800-801, 802-803, 804-805, 806-807, 808-809, 810-811, 812-813, 814-815, 816-817, 818-819, 820-821, 822-823, 824-825, 826-827, 828-829, 830-831, 832-833, 834-835, 836-837, 838-839, 840-841, 842-843, 844-845, 846-847, 848-849, 850-851, 852-853, 854-855, 856-857, 858-859, 860-861, 862-863, 864-865, 866-867, 868-869, 870-871, 872-873, 874-875, 876-877, 878-879, 880-881, 882-883, 884-885, 886-887, 888-889, 890-891, 892-893, 894-895, 896-897, 898-899, 900-901, 902-903, 904-905, 906-907, 908-909, 910-911, 912-913, 914-915, 916-917, 918-919, 920-921, 922-923, 924-925, 926

considerable gulf between officials and the men on the berth. There was a multiplicity of employers—nearly 400 of varying degrees of managerial efficiency and financial resources. The declared intention of the Government to nationalise the industry mitigated against the influx of new capital and rationalisation. The development of larger ships meant that docks up-river were losing trade. The increasing introduction of mechanical handling of cargo caused much fear among the workers about redundancy.

In this complex situation effective communications were meagre. The climate was ripe for the emergence of non-union activity, and indeed an 'unofficial liaison committee' was formed which secured a considerable following. Its leaders were described as 'wreckers of the dock industry's by Lord Devlin. As each crisis arose—often culminating in an 'un-official strike' it was confirmed repeatedly that one of the major causes of industrial unrest was the failure of communications. How to improve these rapidly was a main London problem.

Research

Various ways of bettering understanding were explored. All types of media were examined—films, post-

DECEMBER 1970

£5,000, making a total of £58,000. Accordingly, the Port of London Authority agreed to allocate £8,000 for promotion and not more than £60,000 per annum for two years. Revenue from sales and advertisements would be held for possible offset against PLA funding.

4) How was the paper to be controlled?

As preparations for the publication of the paper advanced, an additional method of safeguarding the paper's integrity was devised: the creation of a Board of Trustees. By the time the first issue appeared the Board was in being. It included: from the PLA, The Chairman (Viscount Simon), The Director-General, and The Chief Docks Manager; the Chairman of the National Dock Labour Board; the Chairman of the Port Employers in London; Representatives of three unions; Mr. Goodman and Mr. Brown.

5) A Statement of Purpose

The basic contract covering publication states "The object and policy of the newspaper shall be to foster and improve from an independent standpoint, the means of communication within the port transport industry in the Port of London on all subjects of interest to that industry and those who work in

it, by (a) the impartial dissemination of information within that industry and (b) the provision of a forum for discussion and comment from all parts of that industry on all subjects."

Publication and Distribution

Much thought was given to the frequency of publication. Eventually fortnightly was decided upon.

The pre-publication campaign included large posters in and near the docks, large display spaces in local newspapers in the area and attractive two-colour leaflets.

On April 28, 1967, the first issue was published, and distributed free, both in the docks and as part of a large scale mail-order sales campaign. The paper set out quite clearly what it was; nevertheless, it was received by the docker with caution. The reaction to the first three issues was interesting.

The first some thought to be a management paper, the second, a trade union publication, the third, an 'unofficial' production.

By the time of the fourth issue, the battle for acceptance had been won and it was widely read and regarded as being quite independent and in 1969 the Authority renewed the agreement for publication for a further three years.

As already stated, as a deliberate policy the paper is sold—not given away. For the first year it was a 12 page tabloid, priced a threepence. In February, 1968, it was enlarged to 16 pages, and the price was increased to fourpence. In 1969, the price was raised to sixpence with no appreciable loss of circulation.

A real problem was to get the paper into the hands of the would-be reader.

With a give away house journal the difficulty does not arise. Fixed sales boxes were used to supplement sellers and though these proved very successful, there was some loss on copies that were not paid for. The publishers took the view at the outset that sales through orthodox channels could not be large, but retail newsagents with premises near dock gates were kept supplied with copies.

Later when the paper was well established, a co-ordinated sales drive through the newsagents in the port area was carried through,

THE PORT
An independent port newspaper

Editor: 10-12 Station, London, E.C.1. Tel: 480 5700
Agent: 14 to 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

DOCKS GROUP INSIST: 'WE STAND BY THIS RESOLUTION'

The Docks Group do not negotiate for any new methods of discharging or loading, or any mechanical operation which involves a reduction in the number of men employed as against conventional methods of work. The Docks Group of London is involved in a package deal. J.M.B., 1968.

IT'S DEADLOCK

But employers make move to get talks going again

By MICHAEL GUY

DESPITE a series of meetings at the Government's Department of Employment and Productivity, there was still a deadlock in the talks between London Port Employers and the Transport and General Workers Union for a new pay and productivity agreement for the dockers who work in the east-end docks in London.

The London Dock Employers' Association (LEA) and the Transport and General Workers Union (TGWU) have been unable to reach an agreement on a new pay and productivity agreement for the dockers who work in the east-end docks in London.

The LEA has offered a 3% increase in pay, but the TGWU has demanded a 5% increase. The LEA has also offered a 1% increase in productivity, but the TGWU has demanded a 2% increase.

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WHAT THE MEN IN THE DOCKS SAY

The Docks Group do not negotiate for any new methods of discharging or loading, or any mechanical operation which involves a reduction in the number of men employed as against conventional methods of work. The Docks Group of London is involved in a package deal. J.M.B., 1968.

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New pay deal for Ocean Trades

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a direct interest in the dock industry locally. Its potential readership is probably 25,000 plus. Its regular distribution exceeds 50% of this potential. There is evidence of 'shared' readership. It may be assumed that practically every docker regularly sees a copy.

The ratio of sales to potential readership is high by any publishing standard and is one of a number of reliable indicators that the paper has been "accepted" by the London dockers as "their paper".

The Port of London Authority has put up substantial funds. Does the investment produce a worthwhile result? A sufficient period of publication has elapsed to enable a fair assessment to be made. Highly controversial matters have been dealt with. The Port has exercised its editorial freedom to publish material which few, if any, orthodox house journals would have been permitted to print.

The paper's biggest challenges came with decasualisation of labour in the docks; 'severance pay' schemes, to ease the streamlining of the industry's labour force; and the ban on specially negotiated agreements which affected Tilbury. None of these extremely important events occurred without difficulties, but the Port provided a channel for speedy delivery of detailed, reliable, factual

information direct to the men concerned. It also served as a valuable "sounding board" by supplying management with equal speed with accurate news about the reactions of the rank and file.

When it is borne in mind that a single day's strike by dockers in the Port of London can involve losses of many thousands of pounds it will be appreciated if these can be averted by good communication a paper such as the Port can recoup the whole of its costs even if its successes are marginal.

The final measure of its achievement has been the gradual decline of the activities of the unofficial liaison committee since its publication, resulting in a greater measure of industrial peace. It has also been said that the smooth inauguration of the severance scheme was largely due to the Port Newspaper.

Although the basic pattern of the paper has remained the same since its foundation there have been some changes. One of the most significant of these is the growing interest of ports in other parts of the country. More news is being given covering the activities of these ports. There also is a growing list of postal subscribers throughout the United Kingdom. Although the Port is primarily intended for the London reader it could be that the pattern has been clearly established for growth into a national Port Newspaper.

Conclusion

The methods used in establishing and conducting it may not be wholly appropriate to other industries for each of these has its own character and problems and will require its own formula for an independent newspaper. In particular, distribution techniques will vary widely. But the experience of The Port has proved that it is possible to devise an arrangement under which a publication depending upon a financial subsidy from an interested organisation can enjoy unfettered editorial freedom—and that this freedom produces results far more satisfactory to the sponsor than is usually the case with a 'captive' house journal.

It is clear that the Port has succeeded. The evidence for this is best given by the impartial independent

observers whose views are given below.

POSTSCRIPT

"Too many company magazines lack the elements that make a newspaper worth reading—curiosity and criticism. One industrial journal which does not fall into this trap is 'The Port', an independently produced paper for London Dock Employees. It includes news and comment about the docks, from both management and the unions... Firms should consider that they might very well get more benefit from an objective review of their affairs than they do from their present investment in a journal that has to follow the company line..."

(Extract from an article "Getting the Message Across to the Workers" in the Times Business News, February 26, 1968).

"We have an exercise in our country in The Port, an independent relationships paper set up by the Port of London Authority. When I first saw it I thought it must be run by somebody who was anti-Trade Union. The second edition I saw, I thought it was run by somebody who was an anti-employer. I started to enquire and I discovered it was run by a Board of Trustees; but it was financed by PLA money. This journal has become a voice of the PLA and of the

THE PORT
An independent port newspaper
Issue 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 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THE PORT

An independent port newspaper

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November 20 (Vol. 1, No. 1) 10p

3090 vote against

2442 vote in favour

1558 didn't vote at all

HOW THE MEN IN THE ENCLOSED DOCKS VOTED ON PROPOSALS

DOCKERS VOTE NO

COMMENT

Action on two issues

Two decisions made last week will in their own particular way have a profound influence on the future of dockwork in Britain.

The agreement between the London Dock Employers and the Dockers' Union, which was reached after a long and bitter struggle, is a landmark in the history of the industry. It is the first time that the employers have agreed to a long-term contract, and it is the first time that the dockers have agreed to a long-term contract.

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IT'S JUST THE JOB SAYS EX-DOCKERS JOHN

John, a former dock worker, is seen in a candid moment, possibly during a break from work. He is wearing a dark jacket and a light-colored shirt. The background is slightly blurred, showing what appears to be an outdoor setting.

LAST week

The dockers' decision to accept the new wages proposals is the most important development in the port's history since the 1967 strike. It is a landmark in the history of the industry. It is the first time that the employers have agreed to a long-term contract, and it is the first time that the dockers have agreed to a long-term contract.

LONDON MEN DEBATE OFFER: P. 8-9

workers. It is not a voice to put over the story of the boss, or the story of the worker against the boss . . . I would suggest to you that this is a system that could be expanded. I think it ought to be looked at quite closely . . ."

(Extract from a lecture by Mr. Frank Cousins, General Secretary of the Transport and General Workers' Union, to the British Association of Industrial Editors, 1968).

THE PORT

An independent port newspaper

No. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Big majority vote in favour of enclosed docks proposals

HOW THEY VOTED

4137 1880 325

VOTED in favour against abstained

NOW FOR OTHER NEW DEALS

PORTS BILL ROWS

MP denies storming out of Docks Group meeting

Clear mandate

The dockers have now been given a clear mandate to accept the new wages proposals. This is a landmark in the history of the industry. It is the first time that the employers have agreed to a long-term contract, and it is the first time that the dockers have agreed to a long-term contract.

Pollution :

The Fight By The Port Authority

Have you ever had garbage dumped on YOUR doorstep?

The Toronto Harbour Commission

To many people, the words port and pollution are synonymous. Let us look at the facts.

Water pollution. Air pollution. Noise pollution. A product of our times that may be here to stay unless everyone works together. And this could be only the beginning of man's most serious problem if corrective solutions are not put into effect immediately.

The fouling of our air and water is reaching headlines around the world as concerned students, ecologists, educators, politicians and indi-

viduals each in turn, and together, urge, demonstrate and firmly demand governments and industries implement the necessary steps to attempt to solve this universal problem.

In terms of time, pollution is only a youngster at making news. It has really only been in the last two or three years that pollution has come to the forefront of the minds of a great many people. It was not that the former generations turned a blind eye to this problem but rather, they did not see it as a major factor

ers' Union, to the British Association of Industrial Editors, 1968).

Representative front pages of THE PORT since it first appeared in 1967 are reproduced here. They indicate how big issues of crucial importance to the industry have been boldly handled by the paper.

VISCOUNT SIMON
Chairman of the Port of London Authority, presides over a Board of Trustees which safeguards editorial independence.

DUDLEY PERKINS
Director General of the Port of London Authority and initiator of the idea of a newspaper for London's port workers.

HERBERT LLOYD
Public Relations Officer of the PLA and a director of the Port

Publishing Company, thus providing the link between the PLA and the paper.

GEOFFREY GOODMAN
Industrial Editor of the Daily Mirror, consultant on the PORT project in the formative stages and editorial director throughout the period of publication.

DOUGLAS BROWN
Managing director of Anglia Echo Newspapers Ltd., who supervised the setting up of the organisation as executive director of the Port Publishing Company.

W. T. PATTINSON
Editor of the PORT during the first three years of publication and now managing director—a former news editor of the News Chronicle.

MICHAEL GUY
Editor of the PORT since April 1970. Previously he had been assistant editor since the paper's establishment.

in affecting their environment and lives.

Today, however, the situation is entirely different. In our contemporary society, masses of people are moving to urban areas and bringing with them automobiles and airplanes and establishing countless industries. Resorts and lakes have suddenly become "weekend cities" as thousands of urban inhabitants turn to the cottage for a weekend of relaxation and enjoyment with their outboard motors and launches.

Therefore, high on the list of priorities in large urban centres, is the problem of pollution created by these factions.

Toronto is somewhat typical of any North American city—a sprawling conglomerate of over 2,000,000 people closely related to a large body of water and growing steadily each year. Expressways and major automobile routes link the city and the outlying areas together. Industry and commerce turn out millions of dollars worth of products and services daily and the pollution problem grows.

Pounds of Prevention

However, even before the city grew to what it is today; before pollution and its accompanying social problems became a household discussion; and before the results started to lay waste to our land, water and air, the Port of Toronto had already enacted a program to control and combat water pollution within its jurisdiction.

- For example, regular surveillance from the air of Metropolitan Toronto's waterfront started back in 1959 with the introduction of "pollution flights" from the Toronto Island Airport. The purpose of the flights has been to spot any pollution and to check any potential problem areas before they become too widespread to handle quickly and to therefore, minimize the damage done. From the air, any vessel trailing oil, leaks from land-based tanks, pipes, storage areas or sewers are usually quickly and easily spotted.

- Other air traffic from the Toronto Island Airport and the local traffic reporting helicopters have proven to be of valuable as-

sistance in reporting pollution conditions along the waterfront.

- The Port's Harbour Police, on patrol 24 hours a day, and the local yachting clubs have also been instrumental in the early reporting of pollution.

- The Metropolitan Toronto Department of Works, the Metropolitan Toronto and Region Conservation Authority, the Steamship Inspection Branch of the Federal Department of Transport and the Ontario Water Resources Commission officials have become actively engaged in assisting and promoting the control of impurities in the area.

- Daily inspections of all slips and docks by various members of the Port's Engineering Department. The resulting reports are forward to the Port's Survey Division, the Ontario Water Resources Commission, Metro Industrial Waste and the City of Toronto Sewers Department.

- Weekly checks by Port Personnel of 38 manholes, numerous seepage wells and various separators in the surrounding area. These sewage reports are also forwarded to the Survey Division, the Ontario Water Resources Commission, Metro Industrial Waste and the City of Toronto Sewers Department.

- Private citizens have shown their concern by notifying the Port Authority of areas that have been affected.

All reports are sent the Port's Harbour Master who, in turn, contacts the proper external officials if necessary (such as the Department of Transport, the Ontario Water Resources Commission) and makes immediate arrangements with the Port's Survey Division of the Engineering Department to begin clean-up operations.

After an inspection and evaluation of the problem area by the Survey Division, the Works Division swings into action in order to remove the polluting materials as quickly as possible. If there is some doubt as to who may be responsible for the pollution situation, samples are taken (in the case of oil, the pollutants may be analyzed and compared to similar types used in the surrounding industries or vessels in the area) by the Port Authority, the

Ontario Water Resources Commission and Metro Industrial Waste Division for testing.

Petroleum Products

The seriousness of oil slicks depends on three factors—the area square footage of the slick, the thickness of the substance, and the volatility of the material. With these factors known, the decision can then be assessed as to the seriousness of the problem and the methods of clean up.

One of the most versatile pieces of equipment the Port has for controlling oil slicks is a 1500-foot length of Slickbar oil boom. This portable, lightweight boom is comprised of a plastic skirt with top-attached foam material which keeps the boom afloat. Since oil has a density less than that of water, all slicks remain on top of the water's surface. Therefore, the first step is to corral the slick and then squeeze it into a smaller surface area by tightening the boom.

As the area is decreased, the slick becomes thicker and therefore easier to remove. In the case of small spills, bucketlike scoops skim the oil from the water surface into metal drums. Larger quantities are handled with suction pumps and the oils are pumped into tank trucks.

To improve the effectiveness of this operation, the Port is continuing to assist in the development of new methods and equipment by experimenting with several types of oil booms, skimmers, pumps and absorbants.

All of the equipment used is placed at strategic locations around the Port, in order to insure maximum mobility and flexibility in case of emergency. Complete drills are carried out from time to time under simulated emergency conditions to keep the personnel up to date and in a state of readiness.

Driftwood

Driftwood and trash of all kinds account for a major portion of the general unsightly pollution problem. The sources of origin are primarily sewers, the Don and Humber rivers, and Lake Ontario itself. Construction projects bordering these waters are a constant source of foreign material that eventually finds its way

into the Harbour.

While some oil spills, such as gasoline and kerosene are highly volatile and necessitate the alerting of both the Fire and Police Departments, driftwood is relatively easy to dispose of in terms of safety.

The method of handling such materials in the Port is by corralling the materials with log booms into an easily accessible area. After loading into scows and then trucks, the materials are taken away to Metropolitan Toronto landfill disposal areas where the disposal of wastes are strictly controlled.

Sewage

A common problem in many cities is the antiquated sewage system installed during the formative years and Toronto is by no means the exception.

Sewers built for population and environmental conditions at the turn of the century are just not physically capable of handling the demands of the 1970's. These outmoded sections are being replaced as quickly as possible by the municipalities, but this is a time-consuming and tremendously expensive process.

As a result, after a severe rain storm, raw sewage is literally swept into the rivers and Lake Ontario by small flash floods.

Fish

Nature, in her way, also contributes to the pollution problem in many ports, including Toronto.

Alewives, a small smelt-like fish, complete their life cycle each spring by swimming in from the deeper parts of Lake Ontario to spawn and then die. The Port's docks and piers by their design, act as natural catch basins for the floating fish and, as a result, thousands of the fish have to be removed each year but in the meantime, as the rotting carcasses degenerate, the odours that permeate the air leave much to be desired.

Contrary to popular opinion, the fish do not die from polluted water. This life cycle has, of course, been going on for hundreds of years and will continue to do so, far into the future.

The Great Lakes

Thousands of tons of pollutants

"No person shall dump, throw or discharge or cause to be dumped, thrown or discharged in any manner any deleterious matter, including but without limiting the generality of the foregoing, oil, gas, tar, petroleum products, paint or refuse, alone or in combination with any other substance, into the waters of the Port and Harbour of Toronto or into any stream or sewer within the limits of the Port and Harbour of Toronto. Every person violating this By-law is liable for each offence, on summary conviction, to a fine not exceeding one thousand dollars or imprisonment for a term not exceeding sixty days, or imprisonment for a term not exceeding sixty days in default of payment of such fine."

By-law #11

Confirmed by Order of the Governor General in Council P.C. 3306

June 17, 1952

from streams, from rivers, and from sewers in ever-increasing amounts, are added annually to the once clean waters moving down to the St. Lawrence River.

By the time Lake Superior water reaches Lake Ontario, it has already accumulated its harmful share of pollutants and Lake Ontario then adds to the general deteriorating effect.

By the physical geography of the Port and Toronto Islands, the Eastern and Western Channels at either end of Toronto Bay act as natural circulation channels, bringing in undesirable materials from the Lake. However, the double entrance has its advantage for it provides egress as well as ingress of the polluted waters.

You

How many times have you inadvertently or intentionally dropped garbage of one form or another in the Don or Humber Rivers? This could, and sometimes does, float downstream into the Lake or near the Port area.

If each of us put the same amount of effort into preventing pollution as we do in cleaning it up, the problem would be minimized to a great degree.

How much effort is needed to clean up a polluted water-way? The following example appeared recently in a world-wide magazine and illustrates very clearly, what can be done if each of us put forth a little effort and time.

Last year, a Girl Scout Troop in the town of River Edge, New Jersey, thought it would be a good gesture to plant ivy along the banks of the Hackensack River which flows through their community. However, they found the river's banks so fouled with trash and material, no amount of planted ivy would change the situation. Instead of giving up the girls spent the winter cajoling and asking local officials for their assistance.

This spring over a thousand people spent four Saturdays pulling 60 truckloads of debris from seven miles of the Hackensack River! Viewing this successful clean-up operation initiated by the Girl Scouts, other towns in the area have now launched similar campaigns.

Olympic Beach

Despite the numerous problems involved in keeping the area as clean and free from pollution as possible, it is interesting to note that despite several Lake Ontario beaches being forced to close to swimmers from time to time, the Olympic Island Beach in Toronto Bay has never been closed in its history because of pollution.

One industry or one individual cannot overcome this shameful condition. Everyone must co-operate and do what they can.

Water pollution is not a battle to be fought—it is rather a war which has to be won regardless of the length of time. (Port of Toronto News, July)

IMCO As Seen by IAPH

Reports by observers from IAPH at IMCO sessions

Report No. 10

Date: 14th/18th September, 1970.

Place: I.M.C.O. Headquarters in London.

Session: 10th Session of the Sub-Committee on Fire Protection, I.M.C.O.

Observer from IAPH: Captain W. R. Colbeck, R.N.R., F.R.I. C.S., F.I.N. Marine Surveyor & Water Bailiff, Mersey Docks & Harbour Board.

Text of Report:

The Session was attended by representatives from twenty countries and observers from five International Associations.

The items discussed were as follows:—

1. Fire Test Procedures.

Considerable work has been carried out on determining the standards for flame spreading characteristics, incombustibility tests and measurement of smoke and toxic products on various materials used or likely to be used in ship construction, and although finality has not been reached, considerable progress has been made to ensure that various materials can be rated for the above characteristics on an internationally acceptable basis and to avoid dual standards.

2. Fire Safety Measures for Tankers.

(a) Requirements for Construction and Equipment.

A third draft has been prepared which will be considered by Member Governments for comments, and consideration at the next meeting of the Sub-committee in April, 1971. The draft covers various constructional requirements and fire fighting equipment.

(b) Operational Requirements.

The International Chamber of Shipping has prepared a new Tanker Safety Guide, which has just been published, and it is being recommended to Member Governments for use in conjunction, if necessary, with any national requirements. It does cover safety in

ports referred to below.

(c) Safety Measures in Ports.

The International Oil Tanker Terminal Safety Group have produced an International Oil Tanker and Terminal Safety Guide covering all aspects of terminal operations in the loading and discharging of petroleum. It goes into considerably more detail, but the comments are compatible with the recommendations contained in the Safety Guide issued by the International Chamber of Shipping. This was only received at the beginning of the Session, and the Sub-committee deferred consideration of this item and invited members to submit comments before the next meeting of the Sub-committee.

Your observer pointed out that oil terminals could be divided into three categories from the point of view of regulations, these being:

(i) Terminals provided and operated by a Port Authority using Port Authority personnel.

(ii) Terminals provided and operated by Oil Companies or private companies situated within port limits and therefore subject to any statutory or other requirements of the Port Authority, and

(iii) Terminals owned and operated by Oil Companies outside the limits of any constituted Port Authority.

These three categories could therefore produce differing standards of supervision and enforcement of regulations, and several delegates stated that they had not previously realised that this situation existed.

The United Kingdom delegation stated that the Board of Trade would be obtaining the views of British ports on this subject, and it was requested that the views of members of the I.A.P.H. be obtained, in order that the Observer at the next session may be adequately briefed.

(d) Explosion Hazards of Large Tankers.

Investigations into the recent

explosions in large tankers are not yet finalised. Certain interim recommendations have been issued by the United Kingdom concerning the washing of large crude oil cargo tanks.

The Maritime Safety Committee at its 22nd session will be considering the views from governments on the possible need to limit the size of individual tanks on large tankers, from the point of view of explosion hazard, pollution etc.

3. Fire Protection in Cargo Ships.

Papers were submitted by Australia, U.S.S.R. and the United Kingdom, and further proposals have been requested to enable the next session to have data, with a view to the possible formulation of a proposal to amend Regulation 54 of Chapter 2 of the 1960 Safety Convention.

4. Fire Safety of Ships under Automated Control.

A number of papers were submitted by different countries and a recommendation on fire safety for ships operating with unmanned machinery spaces has been forwarded to the Maritime Safety Committee for adoption.

5. Fire Safety for Containers and Portable Tanks and for Ships Carrying Containers.

There was considerable discussion on this subject, and it was agreed that the United Kingdom paper should be used as a basis for developing the recommendation which will be prepared at the next session.

The Sub-committee on the Carriage of Dangerous Goods asked the views with respect to the carriage of refrigerated containers with internal combustion engines but no decision could be reached in the time available, and this was to be considered at the next session.

6. Fire Safety of Drilling Rigs and Production Platforms.

A draft recommendation prepared at the last session for safety of mobile off-shore units was discussed, and the final draft forwarded to the Maritime Safety Committee for adoption.

7. Fire Safety Measures for Air Cushion Vehicles.

A draft had been prepared at the last session and provisional interim

(Continued on Next Page Bottom)

7 Books Available from Institute for Shipping Research

5000 Bergen, Norway

1. The Economics of Bulking Cargoes

Pp. 14

Price NKr. 5.00

In thinking of the bulking of cargoes it is customary to think in terms of the economies of scale which may be derived from the use of big ships. It is wrong, however, to think of the bulking of cargoes solely in terms of the use of vessels of huge size. This is the spectacular side of the trade, but the range of trades and cargoes which can be handled in this way is very limited.

In the postwar period there has almost certainly been an increase in the average size of consignments in most trade. To a large extent this increase has not occurred in the trade of developing countries. This increase in the average size of consignments has been paralleled by an increase in the minimum size of consignment that can be sent in

guide lines were developed on the basis of this draft and forwarded to the Maritime Safety Committee with a view to circulation to Member Governments. Due to the fact that these types of craft are at a stage of rapid technical development, the Sub-committee stressed the provisional nature of the guide lines, and in particular, further development of the section dealing with structural fire protection may be required.

This item will be further considered at the next session.

8. Other Matters.

Flashpoint Criterion.

A proposal has been made by the International Association of Classification Societies that the flashpoint limit as a criterion of flammable liquid cargo should be standardised at 140°F (60°C) closed cup.

9. Date of the next Session.

The 11th Session of the Sub-committee is scheduled for the week 26th/30th April, 1971.

bulk.

In many trades there is a conflict between the needs of the existing liner service for an adequate base cargo and the economies which might be obtained by bulking cargoes and using affreightment means other than liner services.

In trades in which specialized ships are developed, there remains the question what happens with the rest of the cargo. How economically can this be carried in small liners? What about dredging ports to take big liners? Or developing specialized ships which do not need to be big? The many important questions are discussed and answered.

2. Simulation of Liner Operation—Finn Kydland

Pp. 24

Price NKr. 15.00

The author has developed a general model which can be used on various types of problems in liner operations. With the framework elaborated one can add special aspects which each particular user might want to take into consideration.

The problem analyzed is the shipowner's dilemma how to choose a sequence of ports which will insure a high demand for shipping space to coincide with the liner's time of arrival. Simulation is a useful method of analyzing the optimization process which occurs here. The effects of uncertainty variables such as inflows of goods, waiting times and freight rates can be inspected and evaluated using this method.

The interesting study includes the following chapters:

- I. Introduction
- II. Survey of the model
- III. The maximization of the modal
- IV. Dual evaluators or shadow prices
- V. Generating the cargoes
- VI. The simulations

VII. Control of scheduling

VIII. Cargoes with priority

IX. Applications of the model

3. The Controversy over the Division of Labour in International Seaborne Transport—Dag Tresselt

Pp. 28

Price NKr. 15.00

Concerning the confrontation of the developing countries and the traditional maritime nations which since the first United Nations Conference on Trade and Development (UNCTAD I) in Geneva in 1964 is a recurring item on the agenda of various bodies of the permanent UNCTAD organization, a focusation on the role of the Secretariat and that of a vigorous shipping lobby whose interests may be threatened by actions in the organization is justified. The Secretary-General of UNCTAD, Dr. Raul Prebisch, legendary executive secretary of the United Nations Economic Commission for Latin America (ECLA) and the distinguished co-author of the Singer-Prebisch thesis on the secular decline in the commodity terms of trade of many of the developing countries, has set out to harness the international shipping industry. The Norwegian Shipowners probably operate the world's most efficient merchant marine in trades between third countries (cross trade), what is called "fifth freedom" traffic in international aviation. They run a well-staffed national industrial organization and are the single identifiable group which has the most to lose in the event that Dr. Prebisch succeeds in redistributing earnings from shipping operations.

In this paper the author tries to:

- (1) Describe the present structure of the shipping industry and evaluate the stakes involved;
- (2) Present the combatants, Dr. Prebisch and the Norwegian Shipowners;
- (3) Trace the history of the shipping industry's attitudes towards multilateral governmental intervention in their industry, with emphasis on developments in the Inter-Governmental Maritime Consultative

Organization (IMCO) up to the creation of UNCTAD;

- (4) Sketch the history of UNCTAD activities in shipping;
- (5) Comment upon the tactics;
- (6) Comment upon the future course of the dispute.

4. Short Sea and Coastal Tramp Shipping in Europe —Stein H. Ovrebo

Pp. 48, illustrated
Price NKr. 15.00

This penetrating study of the short sea and coastal tramp shipping in Europe containing 9 statistical tables and 2 diagrams, put the stress on coastal rather than short sea and coastal tramp ship-discussion to vessels not exceeding 500 GRT. A number of problems are analyzed and discussed in the following chapters:

1. Introduction
2. The supply of tonnage
 - West European coaster fleets
 - East European coaster fleets
 - Age structure
 - The shipowning firm and ship-owner co-operation
 - Types of vessels
 - Specialized vessels
 - The general growth in efficiency
3. The demand for tramp transport
 - The commodities
 - Seaborne cargo quantity and trade outlook in Europe
 - The trades and the operating distances
4. The economics of coaster tramps
 - The pricing of tramp shipping services
 - The costs of tramp shipping services
 - Time-charter costs and the determination of paragraph ship sizes
5. The tramp system and the competition for transport employment
6. The economic dilemma
7. Future development and structural change

5. The Soviet Union in International Shipping —Oddvar Bo

Pp. 58
Price NKr. 25,—

How has the Soviet Union been able to advance from 21st place in tonnage to 6th place between 1950 and the present time? Will they succeed in increasing their tonnage from 12 to 18 million gross tons in the next 6 years as planned? What will be consequences of the tremendous growth of Soviet tonnage for the western world's shipping, and particularly for that of Norway? These and many other important questions are discussed and answered. The paper consists of 13 tables, and reference is made to 20 important printed sources.

CONTENTS

1. Motives for the expansion of the Soviet merchant fleet
2. Structure and development of the Soviet merchant fleet
 - 2.1. Tonnage
 - 2.2. Distribution by sizes of ships
 - 2.3. Distribution by ages of ships
 - 2.4. Countries where ships are built and contracting
 - 2.5. Future prospects
 - 2.6. Summary
3. Some background factors for the evaluation of Soviet competition and influence on international shipping
 - 3.1. COMECON (CMEA)
 - 3.2. State-owned shipping lines
 - 3.3. The geographic division of shipping
 - 3.4. Sovfract
 - 3.5. The freight coordination office
 - 3.6. Port and shipyard conditions
 - 3.7. Foreign trade
4. Soviet shipping policy, theory and practice
 - 4.1. The profit concept
 - 4.2. Importing and exporting by means of their own vessels
 - 4.3. The problem of many voyages in ballast
 - 4.4. Competition factors
5. Soviet shipping policy and international cooperation
 - 5.1. Membership in U.N. organizations
 - 5.2. Membership in Western

shipping organizations

- 5.3. The Baltic Exchange
- 5.4. Bilateral agreements

6. Bibliography of Shipping Journals—Monica Aase

Pp. 75
Price NKr. 20,—

The bibliography comprises shipping journals and periodicals in the library of the Institute for Shipping Research, Bergen. The number of items totals about 480, including the following sections:

	Nos.
A. Shipping in general	61
B. Ports, harbours, canals, cargo handling	86
C. Statistics and ship lists	27
D. Commodities and trades	23
E. Petroleum and tanker trade	43
F. Magazines of shipping companies	52
G. Seamen's and officers' unions, social conditions	36
H. Shipbroking, purchase and sale of ships	8
I. Shipbuilding and repairing	56
K. Other shipping matters	18
L. Air transport	13
M. General transport	27
N. Other topics	36

The items are listed alphabetically in the first part of the volume and according to the 13 different subject headings in the second. The information given is the following: The name of the periodical, place of issue, first year of publication, the latter generally referring to the title of the periodical. Information is also given as to number of issues a year, in which language the publication is printed, and which volumes exist in the library of the Institute.

The publication is important for all shipping companies, shipbrokers, shipbuilders, ports, research institutes and students.

7. Car Transport by Sea —Svein-Gustav Steimler and Sverre Stavseth

Pp. 100
Price NKr. 50,—

Modern car transport by sea has developed due to two considerable socio-economical facts. The first one is the advantages of large scale op-

(Continued on Page 24)

2-1/4-Acre Waterfront Parkland Being Created in Sydney

Balmain Parkland

Sydney, 16th October:—A parkland reserve being provided by the Maritime Services Board of N.S.W. on the waterfront at the eastern end of the Balmain peninsula is nearing completion.

The President of the Maritime Services Board, Mr. W.H. Brotherson, said today that the reserve is the Maritime Services Board's contribution to the Bi-Centenary year.

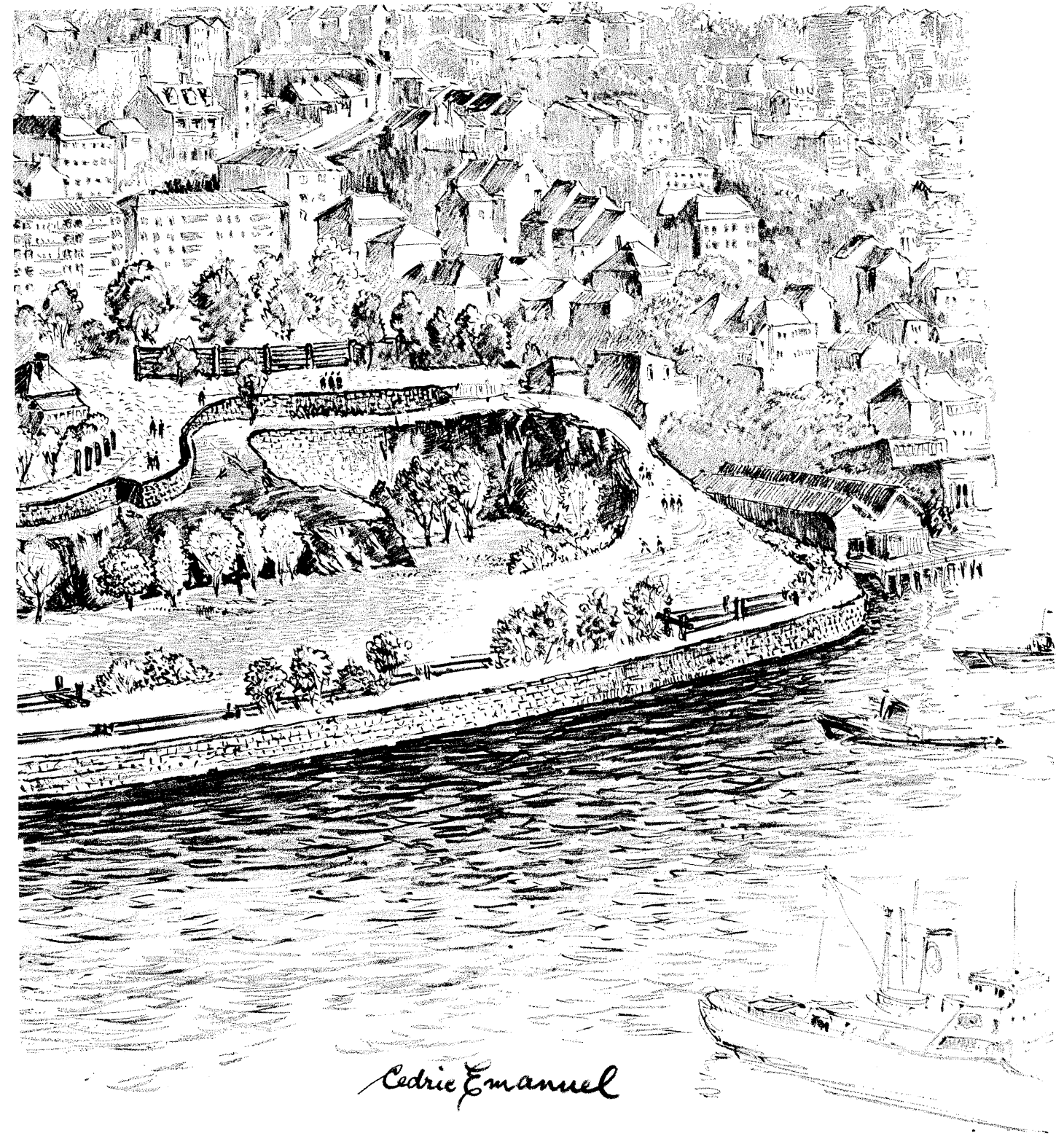
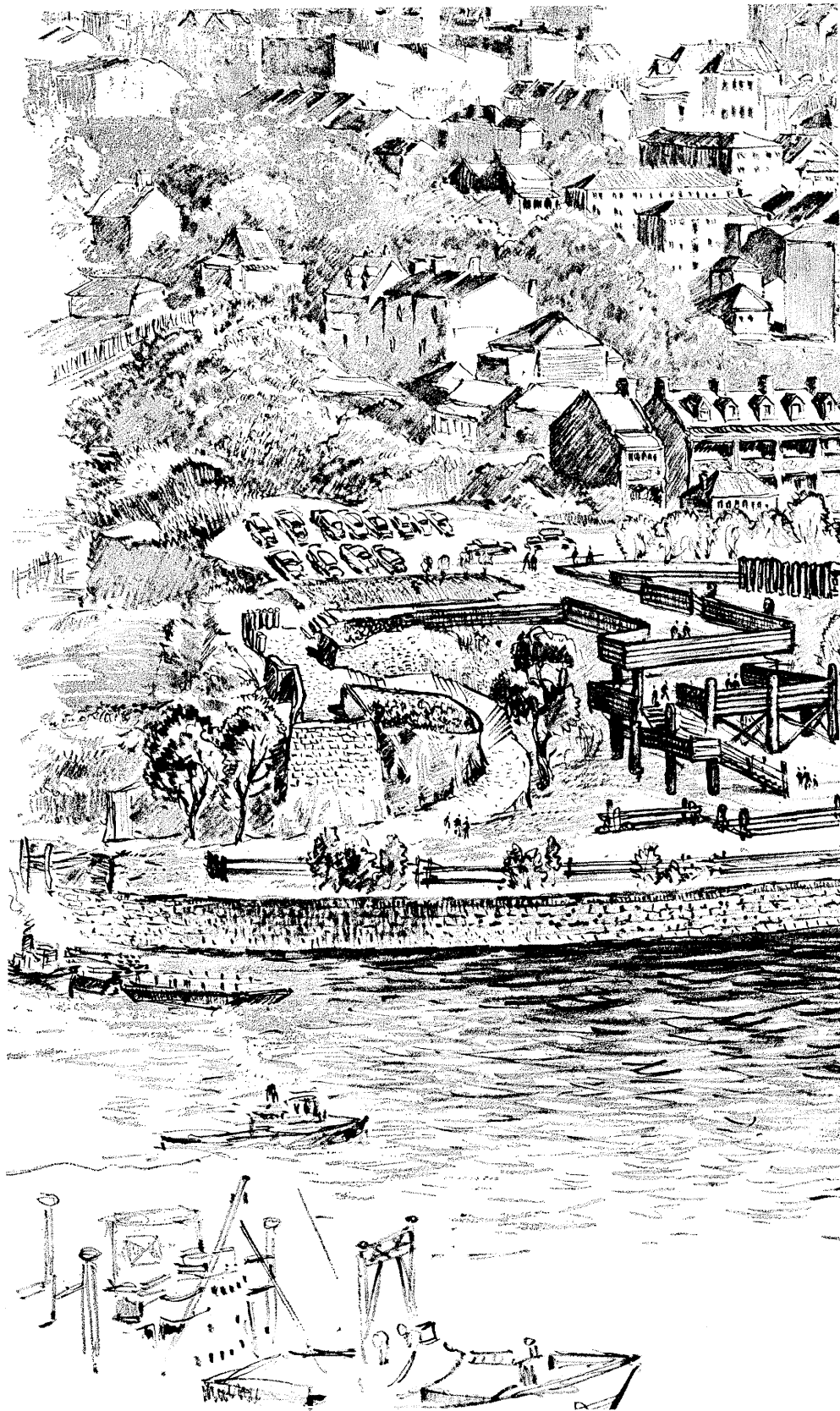
He said it has been called the "Illoura Reserve", "Illoura" being an aboriginal word for "pleasant place".

The layout of the area was planned by a landscape consultant, Mr. Bruce Mackenzie and the construction work is being undertaken by Mr. Frank McWilliams as contractor to the Board. The total cost to the Board is \$68,000.

It has been designed substantially as a park for pedestrians only, the idea being that it will be used by the residents of the Balmain peninsula.

The foliage and shrubs introduced into the reserve are Australian and the design is Australian in character. The Board had in mind that, in keeping with the Bi-Centenary theme, Australian plants and an Australian name should be emphasised.

Mr. Brotherson said that the reserve covers an area of 2 1/4 acres and is on land which had been used by the Board for more than 50 years as a storage area for its timber piles used in the construction and maintenance of wharves in the Port of Sydney. The pile storage yard was accessible by water and was served by the small ships engaged in the coastal trade. The storage of the Board's timber has been transferred to another depot. (The Maritime Services Board of N.S.W.)



(Continued from Page 21)

eration—the economies of scale — which leads to the fact that production costs for cars, when large amounts of standard products are manufactured, can be constantly reduced and thus enable modern mass motorization. The second fact is specialization in industry and transport, which is also a process comparable to endless large-scale operation. The Volkswagen industry is an example of such a far-going specialization of one product over more than twenty years. Car shipping, hereunder VW shipping, is an example of the same within shipping.

So, which factors determine the modern car transport by sea? And what does the further development in the 1970's and later on seem like from the point of view of a perspective analysis? That is exactly what the two economists, Svein-Gustav Steimler and Sverre Stavseth, report in this original, pioneering study on "Car Transport by Sea". This work is included in a series of studies on modern specialized trades within shipping.

The contents include i.a.:

Car manufacturing and trade
Geographic division of car transport by sea

Four dominating trades of car shipping
Transatlantic car shipments
Shipments from Japan
Other car shipments from Western Europe
Inter-European car shipments
Other car transport by sea
Tonnages in car transport
Technical development of ship types in car shipping
Liners
Minor tramp ships
Large tramp ships
Car/bulk carriers
Specially built car carriers
Total car fleet

Volkswagen's exports to USA/Canada—"Volkswagen shipping"
Loading and unloading ports in VW shipping
Volkswagen's freighting forms—Wobtrans
Volkswagen's "Lump sum FIO/C/P"
VW tonnage—division of ship

Orbiter Probe

IAPH News :

President Swanson Attending Conferences

IAPH President Mr. V. G. Swanson has undertaken to attend two important conferences as representative of the IAPH.

One is the 22nd Conference of The Australian Port Authorities' Association to be held in Hobart, Australia 8th–12th, February 1971.

The other is the Auckland Centennial Conference 1971 scheduled at Auckland during the week 29th to 3rd April 1971. (See news from New Zealand on page 36 of this issue.)

On both occasions, of course, Mr. Swanson, as Chairman of Melbourne Harbor Trust Commissioners, will originally represent his own port.

Secretary General

• An unconfirmed report has it that Dato Laksemana Mohamed Razalli, S.P.M.P., J.M.N., P.J.K., J.P., Chairman, Penang Port Commission, Malaysia, accompanied by the Crown Prince of Perak State, Malaysia, played golf with Secretary General Mr. Toru Akiyama in Chigasaki near Tokyo on October 9 in observation of a long-cherished appointment.

• On October 10 the Secretary

types, sizes and nations
Return loads of car/bulk ships
Profitability estimations
Future development of car shipping

Future prospects of car shipping in general
Future extent of Volkswagen shipping
Capacity need in Volkswagen shipping in future years
Future prospects of other car shipments

General Mr. Toru Akiyama privately invited the trainees currently studying at the 7th Group Training Course in Port and Harbor Engineering 1970 to an excursion to his company country house, Sobu-Sanso, located 45 kilometers east of Tokyo for a barbecue dinner. (See news "Engineering Seminar" on page 35 of Ports and Harbors, October 1970.) At lunch time, the party of 30 persons including 12 trainees, IAPH staff, etc. was entertained at a chestnut orchard where ripe chestnuts in burred shells fallen on the ground galore were gathered. In the afternoon, all played a prize tournament of shuffle-board game in the country-house garden.

• A 5-man team from the Port of Singapore Authority arrived in Japan October 10 after touring ports in Europe and U.S. for one month. The team leader, Mr. Loh Heng Kee, Director-Operations, and the 4 members, Mr. Chung Kek Choo, Assistant Director, Management Services, Mr. Billie Cheng Shao-Chi, Port Accountant, Mr. Peter Chia, Civil Engineer, East Lagoon Development, and Mr. Soong Chock Yean, Data Processing Manager, visited the IAPH Secretary General Mr. Toru Akiyama in the morning of October 13. The team visited the ports of Yokohama, Tokyo, Osaka and Kobe in the course of its 4-day stay in Japan.

Committee on Large Ships

Tokyo, October 12:—The Committee on Large Ships of IAPH had a meeting in Britannic House, London 5th–9th October, 1970. The press release by the Committee dated 12th October runs as follows:

The Committee on Large Ships of the International Association of Ports and Harbors met last week in London.

The International Association of Ports and Harbors, which was formed in 1955, represents port and shipping interest in many countries and has consultative status with the United Nations and also with the Intergovernmental Maritime Consultative Organisation which is concerned largely with the safety and operation of all ships at sea. The Committee on Large Ships was set up in 1967 during the Association's biennial conference in Tokyo because of the then growing importance of the super tanker and large ore carrier.

At the London meeting the Committee reviewed the current position of such large ships in world trade from the point of view of Western Europe, Japan, North America and Australasia. The Committee also studied forecasts from the various interests represented upon it of the probable developments of ship size in tankers, dry bulk carriers and container ships over the next decade. Reports were made by representatives of major world ports and of oil and bulk shipping interests.

These reports were reviewed in the light of handling such large ships in ports and port approaches and the Committee heard evidence on developments in shipbuilding technology and terminal design and construction techniques as they applied in different world locations. A particular aspect of the Committee's discussions, which assumed great importance in the light of recent events, was the impact of these large ships on world commerce and the environment. The opportunity was also taken to review the insurance aspect of these vessels with Lloyds Underwriters.

The Committee, which is a standing committee of the International Association of Ports and Harbors, will report to that Association when it meets in Montreal in June 1971.

The Committee members present were: Commander E. H. W. Platt, Chairman (Director and Assistant General Manager, BP Tanker Co., Ltd.); Mr. Stig Axelson, Director of The Gothenburg Harbour Board; Mr. Paul Bastard, General Manager, Port of Le Havre Authority; Mr. Wallace B. Brian, Director of Operations, National Bulk Carriers, Inc., New York; Mr. J. P. Davidson, General Manager, Clyde Port Authority; Mr. Hugo Ekwall, Technical Director of Granges Shipping, Sweden; Mr. A. Lyle King, Director of Marine Terminals, Port of New York Authority; Mr. Edward S. Olcott, Chairman, The Committee on Ship Channels and Harbors, AAPA, c/o Port of New York Authority; Ir. F. Posthuma, Managing Director, Rotterdam Port Management; Dr. Hajime Sato, Director, Japan Port and Harbor Association; Mr. J. E. Stoveken, General Manager of Supply and Transportation Dept., Esso Europe, Inc.

Also present were: Mr. J. S. Kagami (representing Mr. G. Tsuboi, member); Mr. W. B. Nicholson (representing Captain A. V. Pearson, Australia, member); Captain J. Campbell (part time, representing Mr. J. P. Davidson).

PORT '70, Bergen

Bergen:—The International Symposium on Development of Ports and Increased World Trade was

held in Bergen October 1—4 in connection with the international fair **PORT '70** with the presence of about 150 participants from 24 different countries in Europe, Africa, Asia and America.

The symposium was led by professor Arnljot Strømme Svendsen, director of the Norwegian Institute for Shipping Research, who was responsible for the program.

The participants of the symposium was wished welcome by the President of the Norwegian Shipowners Association, Thomas Haaland, and the mayor of Bergen, R. Juell Morken.

The program was divided in three parts:

- A. Technical matters of ports
- B. Economic matters of ports
- C. Human matters of ports.

There were delivered 16 papers and lectures and a number of other contributions.

At the end of the symposium it was decided to prepare the next international symposium on port and trade problems in 1972.

Papers read at the symposium

Session 1: An Economic Appraisal of Port Investments

Professor Per Bruun, N.T.H., Trondheim:

New Concept of the Development of Ports.

David Hilling, Bedford College, University of London:

Problems of Port Expansion in less Developed Countries — The Case of West Africa.

Richard D. Mohn, assistant general manager, Port of Seattle:

Computer System.

E. Williamson, Head of Development of Port Section, UNCTAD, Geneva:

Operational Research and Planning.

Session 2: The Port as a Link in a Transport System

Captain M. Markussen, Industrikonsulent, Oslo:

Cargo Handling Economics and Practices.

Tor Aadland, B.Sc., S.F.I., Oslo:

Different General Cargo Transport Systems and their Economical Aspects.

Per Munkerud, T. I., Oslo:

What Should be done about the

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Tokyo 105, Japan

Ports of Norway?

Peder Haga, Harbour Commissioner of Skien, Norway:

Norwegian Harbour Planning.

Helen Delich Bentley, Chairman, Federal Maritime Commission, Washington D.C.:

Regulation and Revolution.

Robert F. Unrath, Port Promotion Manager, The Port of New York Authority:

The World Trade Center—

The Link between Shipper — Services—Shipments.

Session 3: Facilitation of Ports Formalities and Procedures

Eric E. Pollock, Economist, British Transport Docks Board:

Port Charges and Depreciation Policy as a Means of Promoting Efficient Shipping Operations.

Sven Ullman, General Manager, Port of Gothenburg:

Relative Merits of Private, State and Civic Ownership of Ports.

Session 4: Human Resources and Social Life in Ports

Archibald A. Evans, International Labour Organisation, Geneva:

Training. A Means of Developing Human Resources of Ports.

R.O. Goss, Master Mariner, MA, Senior Economic Adviser Board of Trade, London:

The Ugly Port and the Social Life in the Ports.

Finn Grimsgaard, Norwegian Governments Seamen's Service:

Welfare Activities for Norwegian Seamen.

Johannes Aardal, Norwegian Seamen's Church:

Development of Ports. The Work of the Seamen's Mission Organizations.

(Institute for Shipping Research, Bergen)

Symposium in Rouen

At the request of President Swanson, Mr. Maurice Richard, Director-General of Rouen Port Authority, accepted to represent IAPH at the Symposium on "The Legal Problems Posed by the Utilization of Barge-Carrying Vessels" held in the city of Rouen on Friday, October 16. (See news "Symposium on LASH" on page 41 of Ports and

Harbors, October 1970.)

Mr. Richard effectively represented IAPH on the Symposium day of the Institute of International Transportation Law. There were three Commissions, maritime, fluvial and port. About 137 specialists, predominantly French, took part.

Sea Bridge Service

Baltimore, Md., September 20:—A fairly new American-flag container ship, a regular visitor here for about a year, departs tomorrow (September 21) on her first trip from the Port of Baltimore to a new destination. The sailing of the ship, the S.S. American Legion, represents one of two new services which went into operation at Baltimore during this month.

The Legion has been calling here monthly on U.S. Lines' weekly European service—but this time the mammoth Lancer Class vessel will be making a new run: to the Far East.

In all, the new U.S. Lines service includes everything from Europe to the Orient, which ports of call including Baltimore, New York, Norfolk, Los Angeles, San Francisco, Honolulu, Hong Kong, Kobe, Yokohama and ports in Europe. The service began at Baltimore last Monday with the arrival of the S.S. American Astronaut.

Described as a "sea bridge" between Europe and the Far East via the United States, the 15,000-mile trade route will be served by 16 containerships—Lancer and Leader Class, eight of each—by early 1971. When all the ships are operating the service will function on a weekly basis.

The day before the Legion arrived, another ship, the Breughel, left for northern Europe under the Dart Containerline's banner. The converted Belgian ship is also a longtime visitor to the port of Baltimore which is now in a new trade. She is carrying on the recently inaugurated Dart container service.

The Breughel, which formerly called at Baltimore when Belgian Line, one of three members of the Dart consortium, served the port on

its own, will be followed here by its Painter Class sister ships, also on a weekly service pending delivery of three new container vessels currently under construction. (Maryland Port Authority News Release)

6 Full Container Services

Baltimore, Md., September 13:—Baltimore's newest container service commenced operations early today (September 13) as the converted cargo ship RUBENS tied up at the Maryland Port Authority's Dundalk Marine Terminal and immediately began discharging and loading boxed tonnage.

Dart Containerline, Inc., is instituting the new service with the RUBENS and three similar vessels.

Dart container ships serve New York and Norfolk in addition to Baltimore, calling at the European ports of Rotterdam, Antwerp and Southampton. The service represents a return to Baltimore by the Belgian Line, one of three companies involved in the Dart consortium.

Requiring only eight hours in Port for unloading and loading operations, the four "Painter Class" vessels are scheduled for replacement near the end of the year by three new container ships—the Dart America, Dart Europe and Dart Atlantic. The new vessels will make the round trip between the United States and Europe in 21 days, compared with 28 days for the Painters.

The Dart line represents Baltimore's sixth full container service, joining Atlantic Container Line, Hapag/Lloyd Lines, Sea-Land Service, Inc., Seatrain Lines and United Lines.

Estimated container tonnage for the port during the current fiscal year is expected to exceed 1,000,000 tons, double the container tonnage of the previous year. (Maryland Port Authority News Release)

ACT Service

Boston, Mass., Aug. 12:—In a move to help strengthen imports of wool, pelts and frozen meat through improved service from Australia and New Zealand to Boston, the Massachusetts Port Authority (Massport)

Attention! IAPH Members

Tokyo, November 19:—The IAPH Head Office has received a letter as reprinted below from P.I.A.N.C. (Permanent International Association of Navigation Congresses), a friendly organization. Those IAPH members who have suggestions as described in the 3rd paragraph of the letter are requested to submit papers prepared according to the 4th paragraph to the Secretary General to reach him not later than December 31, 1970 so that the papers may be forwarded to P.I.A.N.C. by January 15, 1971.

Brussels, 5 November 1970

Dear Sir,

You will already have learnt, through the medium of the PIANC Bulletin, that the 23rd International Navigation Congress will take place in Ottawa from 9 to 18 July 1973.

An ad hoc Committee will be convened in March 1971 to draw up the provisional programme of subjects to be dealt with at this Congress. This will largely be based on the proposals received from the various member countries. In June 1971, the Permanent International Commission (the governing body of PIANC) will be called upon to ratify this programme which will comprise no more than six subjects on inland navigation and six on ocean navigation.

Similarly to the practice adopted for our 22nd Congress (Paris, 1969), we also invite certain international technical organizations pursuing work akin to ours, to submit subjects that might possibly be included in the programme.

With this in mind, we request you to let us have your suggestions latest by *15 January 1971*. These should be typewritten, *in triplicate*—either in English or in French—and subdivided into two Sections, i.e.:

—Section I —Inland Navigation

—Section II—Ocean Navigation

At a later stage, we will acquaint you with the Instructions and rules for the preparation of papers.

Awaiting to hear from you, we remain,

Yours sincerely,

THE EXECUTIVE COMMITTEE:

(Signed)
H. VANDERVELDEN,
Secretary General.

(Signed)
Prof. G. WILLEMS,
President.

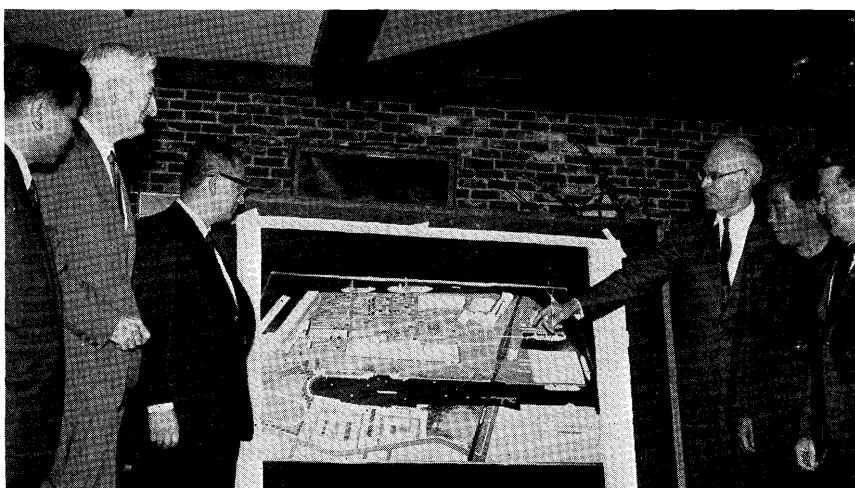
has reached an agreement with Associated Container Transportation (USA) to make direct, twice monthly, containership calls at Boston in 1971, it was announced today.

ACT, all-container, cellular ships will use the new Boston-Mystic Public Container Terminal, now being built by Massport and due for completion in early 1971.

Edward J. King, Massport executive director, hailed the agreement as providing a "most valuable shipping service to major New England industries and further evidence that Massport's Port revitalization projects, such as the new \$14 million container terminal, are making significant contributions to the stimulation and growth of the Bay State economy."

Alastair Lloyd, a director of ACT (Australia), Ltd., tied the ACT (USA) decision to call directly at Boston to the long-standing relationship between the lines that have formed ACT and Boston trading interests. "Our long association", Lloyd said, "with the wool, pelt and meat trades of Boston has enabled us to understand their problems as if they were our own. We are not outsiders who do not know or care about mixing marks, about corning, inspection, quotas and the interest on monies used for financing. It is the historic, mutual support between the lines who now make up ACT and Overseas Containers, Ltd. (OCL) and the Boston trading interests that makes us eager to offer any advantage we can at a time when commercial legislation and the general economic condition have discouraged the growth of this area's major trade resources."

Containerships in the ACT service calling at Boston will be especially beneficial for importers in the New England area who use Boston as their regular port. ACT will be the first and largest company to offer full containership service between Boston and Australia/New Zealand. Five, second-generation containerships built from the keel up for this trade will drastically reduce total distribution time of cargo delivery. Voyage time from



Boston, Mass., October 5:—The Port Labour Containerization Study Team from Japan visited the Port of Boston, leaving Japan on Sept. 16, 1970, and a symposium on labour problem was held at Massachusetts Port Authority, Boston. Seen here are, left to right: Mr. M. Ikegami, Executive Director of Maguchi Transportation Co., Ltd., Osaka, Mr. Arthur Lane, President of Boston Shipping Assoc., Dr. K. Arita, Professor of Kinki University, Mr. Thomas T. Soules, Port Director of Port of Boston, Mr. Y. Yoshii, President of I.L.A., Port of Osaka, and Mr. John "Red" Morun, I.L.A. Vice President for New England.

the last port of call in New Zealand to Boston will take less than twenty days.

The ships in the ACT service will be fully cellular, and will be the first, largest and fastest to enter the North America/Australia/New Zealand trade. Each of the five vessels in the fleet will carry an unprecedented 560 refrigerated containers and 622 general-cargo, 20-foot containers, or 40-foot equivalents, for a total of 1,182. In addition, the ships will provide 168,000 cubic feet of space for the movement of cargos which cannot be containerized, particularly heavy lift.

In addition to ACT, it is anticipated that the Australian government through its own Australian National Line and another major British consortium. Overseas Containers, Ltd., will each own one of the vessels. The keel for the first of these containerships, called the ACT 3, was laid in June. Launching is scheduled for November. The ACT 3 will be the first to call at Boston on her maiden voyage from Australia and New Zealand.

But it takes more than ships to offer the type of service ACT (USA) will make available. Highlighting the need for a more personalized approach to customer

needs, ACT (USA) Vice President Don Chakas pointed out "We are also building on the almost forgotten foundation of 'personalized service' . . . as an example, last year we conducted a unique in-depth, person-to-person Origin Destination Survey. We held 1,280 individual interviews with importers and exporters and delved into all aspects of their shipping needs. As far as we can determine, that survey represented the first time anyone on our end of the business had ever probed so deeply into the heart of the manufacturer's shipping needs or at such a personal level".

Earlier, Chakas had emphasized the importance of the Boston terminal for the New England trade. "These terminal facilities will be designed to minimize delay, a very important factor in the New England trade and for container shipping. Full container loads will be dispatched quickly to their destinations (and, incidentally, we hope to work with the local carriers who are in the best position to understand your problems)."

ACT will be calling at Boston's first public container facility now under construction by Massport at a cost of over \$14 million. When completed, a 70-ton Hitachi por-



San Francisco, Calif., Oct. 9:—A close look at a bird's eyeview of the Bay Region is taken by Walter Portmann of the San Francisco World Trade Club while Marine Exchange staffer Dottie Steffen displays the new Golden Gate Panorama. The revised aerial photography in a 2 by 3 foot, Duotone and plasticized format has just been published by the Exchange. Insert pictures cover the details of the inner-bays and both the Sacramento and Stockton port areas. The panorama is fully indexed with a hundred legends identifying all major points of interest. Easily mounted or framed, the handsome publication is both an essential reference and decorative. It is available from the Marine Exchange, 303 World Trade Center, San Francisco 93111, for \$2 plus 11 cents tax (Calif. residents). Mail orders add 30 cents for heavy duty tubes and postage, for a total of \$2.41. (Marine Exchange)

tainer crane will expedite the loading and unloading of containers and heavy lift cargo. The terminal will be serviced by the Boston and Maine Railroad, and be geared for expedited pick-up and delivery by motor carrier of FCL and LCL shipments.

The depot phase of the terminal will also be equipped to handle a high volume of LCL and FCL loads. This depot will provide full services to wool importers, including sorting, storage, coring and weighing of wool. And the

ACT worldwide network of computers will assure complete cargo control, expedite documentation and speed distribution.

Facilities are being established for expedited handling and U.S.D.A. inspection of imported meat and other refrigerated cargos. Regarding container shipments of meat, Boston importers will be among the first to take advantage of the liquid-nitrogen refrigerated units pioneered by ACT. These will be introduced for the overland shipment of perishables moving in

the Australia/New Zealand/North America trade. The use of liquid nitrogen with containers has been proved to be ideal for preventing the bruising of fresh fruit in transit and for prolonging shelf life.

With this direct, containerized service between Boston and Australia/New Zealand, exporters in the New England area will always be assured of a proper and adequate supply of container equipment and can avoid many of the past problems as a result of having this equipment dispatched through other ports.

Agents for ACT in Boston will be Norton, Lilly & Co., Inc., who will arrange inward cargos, and Patterson, Wylde & Co., Inc., who will arrange export cargos. (News from MASSPORT)

Fight Against Pollution

Los Angeles, Calif., September 2:—Senator George Murphy has congratulated the Los Angeles Harbor Department on its fight against water pollution, calling it an example for the nation. (See Forum on Page 7.)

Murphy's commendation was prompted by a report sent to the Senator by Commission President Frank C. Sullivan, which described water quality problems at the Port of Los Angeles and detailed the action taken to upgrade harbor waters and eliminate pollution. It also noted the results achieved so far.

Impressed with the progress made by the Harbor Department, Senator Murphy entered the statement in the Congressional Record on August 12, saying "The report speaks for itself, and I offer it not only to show what has and is being done in the Los Angeles Harbor but what also can be done elsewhere."

Murphy told the 91st Congress: "It is with a great deal of justifiable pride in the determination and initiative which have given California its position of leadership in our nation that I submit today a report from the Board of Harbor Commissioners, City of Los Angeles, showing that the Los Angeles Harbor is

winning its fight against water pollution."

The report, which also refers to the formal policy statement introduced by Commissioner Sullivan and adopted a year ago by the Los Angeles Board of Harbor Commissioners, is being released to the public as a special pamphlet.

Copies of the special pamphlet may be obtained by writing the Public Relations Division, Port of Los Angeles, P.O. Box 151, San Pedro, California 90733. (Port of Los Angeles)

Clean Water

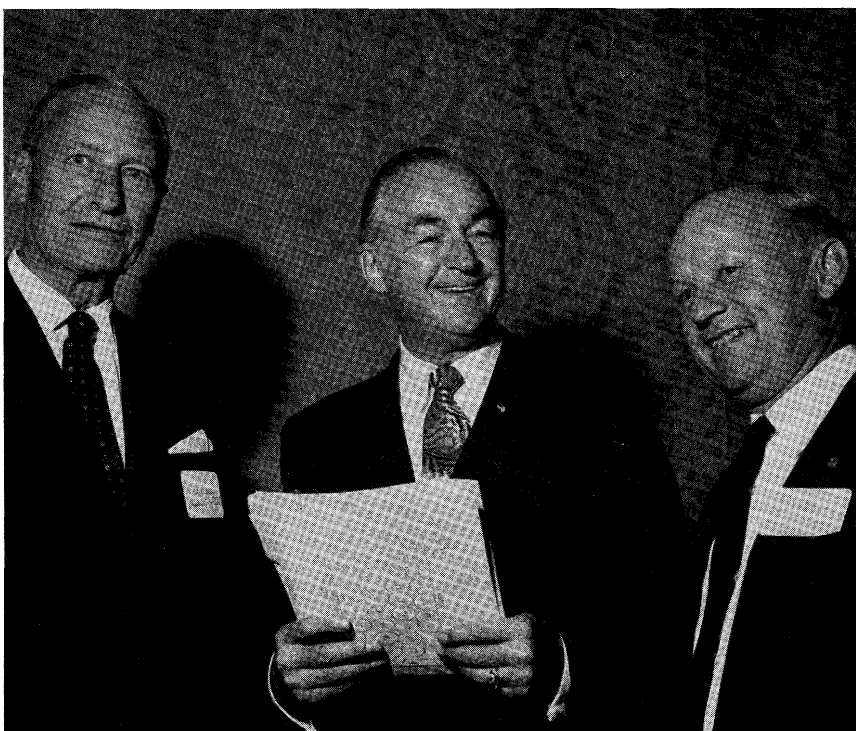
Los Angeles, Calif., September 29:—The water in Los Angeles Harbor is cleaner than it's been in years. For proof, abundant fish and other wildlife back up scientific testing.

"The change has come gradually over the past 18 months," according to Frank Steiger, testing engineer for the Port of Los Angeles. "There was no one point when you could say, 'The fish have come back,' but now schools of anchovies are swimming even in such once-polluted areas as the Inner Harbor in and around the East Basin, which some used to call the 'cesspool' of the port."

Among Steiger's responsibilities is testing harbor water for transparency and oxygen content. Most recent results, for a 10-week period beginning in late June, show visibility averaging five to six feet in the Inner Harbor, which he says "indicates the water is in very good condition, free of pollution"

During the same period, the dissolved oxygen content of the water, one of the most common methods of determining water to be free of pollution, averaged five parts per million in previously polluted inner harbor areas. The California State Water Quality Control Board, in agreement with many experts, states this is the level necessary to maintain fish life.

The Los Angeles Harbor Commission adopted this standard, which has since become mandatory, a year and a half ago, and announced its goal is to sustain fish life throughout the entire harbor.



San Francisco, Calif., October 16:—Marking its first annual dinner in 121 years of service to the San Francisco Bay Region, the Marine Exchange welcomed Secretary of Commerce Maurice H. Stans (center) who addressed 450 members of the maritime agency. Otto N. Miller (left), chairman of the Board of Standard Oil Co. of California, was chairman of the Fairmont Hotel event, and guests were greeted by Exchange president Chris Blom (right). The "businessman's secretary" reported an anticipated trade surplus of \$3 billion or more for 1970, and increasing actions by the Administration to spur exports and assure trade reciprocity. (Marine Exchange)

But the Harbor Department isn't able to do the job by itself, Frank C. Sullivan, president of the Harbor Commission, points out. Waste waters from a large portion of metropolitan Los Angeles reach the Pacific through the Port of Los Angeles. For keeping these incoming waters clean, credit is due to upstream industries, large and small, that have cooperated by eliminating possible sources of contamination.

Steiger's approach to the situation is scientific; the attitude of Al Hanson, male half of the nation's only husband-wife hard hat diving team, is enthusiastic.

"It's fantastic," says a man who very literally works in the waters of Los Angeles Harbor, and his wife Norma nods agreement. "The Inner Harbor used to be dead; in places near Fish Harbor the bottom was actually covered with dead rotting fish on the bottom, some-

times lying in mounds up to six feet deep.

"I began noticing a change for the better some six to nine months ago," Hanson observes, "and during the past three months I've been seeing things I haven't seen before in the 22 year I've been diving here.

"There are fish in schools all over the place, anchovies by the millions spawning and feeding. Not only adult fish, they can take a little pollution, but 'pinheads,' baby fish that will die if there is even a little pollution.

"The water in the West Basin used to be dead. Now there are polyps growing, barnacles and muscles, tube worms inches thick on the pilings. There are stingrays and crabs and shrimp, and commercial-quality clam beds on the floor of the Main Channel.

"We even had a couple of porpoises in the West Basin, almost four miles in from the open sea. I

can't recall even hearing of that in my 22 years diving here.

"The water is even clearer down below than it is on the surface. At some points I can see up to 35 feet, by measurement, in every direction," Hanson says.

"For the first time, it's a real pleasure to work in the harbor waters. I'm really enjoying it."

Keeping Los Angeles Harbor clean is a constant battle, with more than \$60,000 annually being spent by the Harbor Department alone for water clean-up and debris removal.

"Barring factors over which have no control — discharges from outside the harbor area or natural conditions such as 'red tide,' the dinoflagellates," Steiger says, "we now have a harbor about as pollution-free as it is possible to maintain a commercial port, and one that is clean enough to support wildlife." (Port of Los Angeles)

New Executive Director

New Orleans, La., Oct. 1:—The Board of Commissioners of the Port of New Orleans has selected Edward S. Reed as executive director and general manager.

Reed, a resident of Jefferson Parish and a native of New Orleans, has been serving as one of the two acting executive directors of the port since the resignation of Robert R. Barkerding, Sr., on June 26, 1970.

His election was unanimous, and Dr. Joseph S. D'Antoni, president of the Dock Board, said, "We have every confidence that Mr. Reed will be an outstanding port director. He is well-educated and has had wide experience in port administration and operations. We considered many candidates before we determined that we had the man we were looking for right here on our staff. Through the years with the port, he has grown tremendously. We believe that he can do the job and do it well."

Reed was appointed executive assistant to the New Orleans port director on June 1, 1961, and was promoted to deputy port director for administration on December 1,

1964. He became acting port director on April 11, 1968, and then associate port director on October 1, 1969.

The new port director has traveled the world and maintains port contacts in many countries. He has for years participated actively in American and world ports activities. Reed is a member of the American Association of Port Authorities, American Management Association, Gulf Ports Association, American Waterways Operators, Inc., International Association of Ports and Harbors, International Cargo Handling Coordination Association, the National Defense Executive Reserve, Water Resources Associated, and the American Ordnance Association.

Associate Port Director William H. Lewis warmly congratulated Reed on his appointment. Henry G. Joffray, formerly deputy port director for terminals and cargo handling, will also serve as associate port director, according to Reed. (Port of New Orleans)

1st VPA Chairman

At the annual meeting July 17 the board of the newly constituted Virginia Port Authority elected Altavista building contractor Edward R. English as its first chairman.

The new commission also chose C. L. Jones, Jr., plant manager of the Allied Chemical Corp. at Hopewell, as vice chairman; L. C. Ackerman, president of the Newport News Shipbuilding and Dry Dock Co., as secretary, and J. Hoge Tyler III of Virginia Beach, chairman of the board of the United Virginia Bank/Seaboard National, as treasurer.

On July 1 of this year the Virginia State Ports Authority officially became the Virginia Port Authority, with the size of the board enlarged from seven to eleven members. The VPA board has five commissioners from the old VSPA board and six new commissioners appointed on July 2 by Governor Linwood Holton.

The six new commissioners are: English, Ackerman; Tyler; Francis X. Carroll of Roanoke, president of Virginia Iron, Coal and Coke Co.; George H. Hettrick of Richmond,

special counsel to Governor Holton during the 1970 session of the General Assembly; and Daniel M. Thornton, Jr., of Norfolk, executive vice president of the Southgate Corp.

The other five commissioners are John F. Meredith of Richmond, M. W. Armistead III of Roanoke, Richard L. Cheeseman of Alexandria, C. L. Jones, Jr., of Hopewell, and George T. McLean of Portsmouth.

After a brief recess, the board held the regular July meeting, which was principally a review session conducted by Executive Director Blair P. Wakefield for the new members.

The meeting of the authority was held in the board room of the United Virginia Bank/Seaboard National where future meetings are also planned. (Virginia Port Authority World Trade News)

Committee on Containers

Oakland, Calif., October 22:—Leading port officials from the United States, Europe, New Zealand and the Far East will meet at the Port of Oakland Monday and Tuesday (Oct. 26 and 27).

The seven-man group comprises the special containerization committee of the International Association of Ports and Harbors.

Chairman of the committee and host for the conference will be Ben E. Nutter, Executive Director of the Port of Oakland. Committee members include Paul Bastard, General Manager of the Port of Le Havre, France; Lyle King, Port of New York Director of Marine Terminals; Dudley Perkins, Director General of the Port of London; Sadao Takama, Hanshin Port Development Authority, Kobe, Japan; Robert Vleugels, General Manager, Port of Antwerp, Belgium; and Reginald Savory, Chairman of the Auckland, New Zealand Harbor Board.

The two-day meeting will include discussions of issues important to the container shipping industry as well as an extensive tour of Port of Oakland container facilities, largest on the West Coast and second largest in the world.

Important discussion items on the agenda include planning container

terminals, operating the facilities, market analyses of cargo well-suited for containerization, world container shipping patterns, the effects other methods of water transportation will have on the use of containers and others.

The group will visit major container facilities at the Port of Oakland including those at Sea-Land Service, Seatrain, Matson, Oakland Container Terminal and the Public Container Terminal. The latter three facilities make up the Port's new 140-acre Seventh Street complex.

The International Association of Ports and Harbors was formed in 1952 and has more than 200 members in 48 countries. It works to promote waterborne commerce through all world ports and harbors. (Port of Oakland)

Nutter in Genoa

Oakland, Calif., October 2:—Port of Oakland Executive Director Ben E. Nutter is one of two American Port officials who have been invited to present a paper at the Third International Container Conference to be held Oct. 8-10 in Genoa, Italy.

With a theme "The Container System: a comparison of world-wide experiences," the conference will feature participation by representatives of virtually every important maritime nation.

In addition to Nutter, senior executives from the ports of Amsterdam, Antwerp, Bremen, Hamburg, Leningrad, London, New York, Rotterdam and Tokyo will present papers on various aspects of the burgeoning container shipping industry.

Nutter's presentation will highlight the major factors contributing to Oakland's emergence in the last decade as a world leader in the field of automated freight handling methods and equipment. He will outline the various handling methods in use at the Port of Oakland, as well as financial and contractual arrangements between the Port and terminal operators.

Nutter came to the Port of Oakland in 1957 as Chief Engineer and

was appointed Executive Director in 1962, the year that the port opened its first container facility. Since that time Oakland has become the second largest container port in the world and largest such facility on the West Coast. Last year more than 3,000,000 tons of freight flowed across Port of Oakland wharves in containers.

The Oakland port director holds numerous positions of leadership in the maritime field. They include: Chairman of the Committee on Containerization of the International Association of Ports and Harbors; Director of the American Association of Port Authorities; past president, California Association of Port Authorities; Vice President, San Francisco World Trade Club; and board member of the National Defense Transportation Association. (Port of Oakland)

Tioga Marine Terminal

Philadelphia, Pa., 9/21/70:—Director of Commerce S. Harry Galfand announced today that James D. Morrissey, Inc., local construction firm, has submitted the low bid of \$3,021,953 to complete the final stage of site preparation for the Tioga Marine Terminal.

The six-berth facility is being built on 90-acres of waterfront along the Delaware River between Ontario st. and Castor ave. at a cost of approximately \$26 million in self-sustaining municipal funds.

Galfand said that the port of Philadelphia must have modern facilities to handle containerized cargoes if it is to compete with other East Coast ports. The Tioga Terminal has been leased by the Philadelphia Port Corporation to the Delaware Terminal and Stevedoring Co.

John F. Harkins Company, Inc., of Lansdowne, submitted the low bid of \$401,500 to win the terminal plumbing contract and Seaboard Electrical Construction, Inc., Jenkintown, was low bidder at \$945,500 for the electrical work.

The final site preparation will include drainage, grading, paving and the installation of storm sewers and railroad sidings. It will also

apply to the construction of a 300,000 square-foot transit shed.

Frederic A. Potts, chairman of the Port Corporation, said the Tioga terminal will represent one of the world's most flexible shipping facilities. It is equipped with a roll-on, roll-off berth at the extreme southern end which has been serving ships carrying general cargo between Philadelphia and Europe, he said.

He also pointed out that two other berths will be used for containerized shipping and two more for the handling of conventional breakbulk cargo. Another at the top northern end will be leased to the Philadelphia Gas Works to accommodate ships moving liquified natural gas.

The Port Corporation was organized in 1965 as a non-profit enterprise between the city, the state and the Greater Philadelphia Chamber of Commerce to make the Port of Philadelphia more competitive through the modernization of existing general cargo terminals and the construction of new facilities especially suited for container shipping. The corporation leases city-owned piers and sub-leases them to private interests at rental costs designed to cover the city's investments. (Office of the City Representative, City of Philadelphia)

Guerin Now A Consultant

Portland, Oregon, October 15:—Thomas P. Guerin, General Manager of the Commission of Public Docks for the last 15 years, will retire effective Nov. 1, according to Andrew J. Cook, Commission Chairman.

Assistant General Manager Keith L. Hansen will be named to Guerin's post. CPD Controller and Secretary E. H. Smith will move to the Assistant General Manager slot.

Guerin, 63-years-old, announced he would accept a five year consultant contract with the Commission at 75 per cent of his \$26,000 per year salary.

"As one of the most knowledgeable seaport and ocean transportation men in the country, he will provide us with much needed over-

all expertise," Cook said. "He'll also be invaluable in following through on some of the knotty problems the waterfront can expect to face over the next few years. I'm very pleased Mr. Guerin has decided to accept this important post."

Guerin began his waterfront association with NYK (Nippon Yusen Kaisha) Line in San Francisco in 1929. He was with Holland-American Line from 1930-1942, serving as Manager of the Pacific Northwest and Los Angeles offices from 1939-1942.

He reached the rank of Lieutenant Commander in the Navy during World War II. Guerin was back with Holland-American Line from 1946-1947, and with the U.S. Treasury Department from 1948 until taking the CPD post in 1953.

He received an A.B. degree from St. Marys College in California in 1928.

Guerin has a distinguished Portland maritime career. He was a member of the President's Maritime Advisory Committee in 1965. He is past president of the American Association of Port Authorities, member of the National Defense Executive Reserve-Marine Unit, member of the Regional Export Expansion Council, past president and trustee of the Northwest Marine Terminal Assn., past member of the executive committee of the Pacific Coast Assn. of Port Authorities, currently a director and was twice president of the Portland Freight Traffic Assn. He is also a U.S. director of the International Assn. of Ports and Harbors and member of the Executive Committee. He has been a leader in Inland Empire Waterways Association affairs for years.

Hansen has been Assistant General Manager since 1964. He was Administrative Assistant from 1960-64.

Graduated with an A.B. degree from the University of Washington in 1946, Hansen worked as a reporter on the Daily Olympian in 1946 and was reporter and then assistant city editor on the Oregonian from 1947-1959.

Hansen was in the U.S. Marine Corps during World War II.

He is past president of the Portland Propeller Club and the Oregon Public Port Authorities Assn., former Vice President of the Columbia Basin World Trade Conference and was on the Congressional Committee of the Inland Empire Waterways Assn.

Smith joined the Dock Commission as controller in 1959. He was with Sudden and Christenson from 1947-1951; Stanley Steamship Co., 1952-1955; Bakke Steamship Co., 1952-1955 and Transmarine-Griffiths, 1957-1959.

He received his degree in business and economics from the University of Washington. (Portland Public Docks News Release)

Emrich Retiring

San Diego, Calif., October 21:—Richard W. Emrich, long the Assistant Port Director for the Port of San Diego, plans to leave active service with the Port staff November 1, 1970. But hale and hardy at the age of 66 he has no intention of retiring from the local maritime scene and looks forward to sharing his broad knowledge of the sea and seagoing people and business in a new capacity, that of consultant.

Port Director, Don L. Nay, had earlier this year announced that Emrich intended to retire from Port service but it was not until recently that the exact date was determined. This decision set off a series of heavily attended testimonial functions honoring Emrich for his leadership during the past 16 years in development of the facilities of the Port of San Diego.

"Dick Emrich has seen and been instrumental in causing dramatic changes in the role which San Diego Bay plays in the economy of this community. He has been closely associated with our Port's emergence as a major west coast port of call. He is a well known figure in maritime circles throughout the world and his loss from active service will be keenly felt by all members of the Board of Port Commissioners and the Port staff," said Port Commission Chairman, Lorenz H. Ruehle of National City at the time Emrich's retirement plans were announced.

Emrich more recently has worked closely with development of air transportation, facets of Port operations relating to development of Lindbergh Field and functioning of the passenger terminals at San Diego International Airport. Throughout his career with the Port he has been a force in various citizen groups, particularly those formed to promote the several successful bond campaigns which have produced funds to continue development of San Diego Bay in accordance with the Port Master Plan. He has also been instrumental in establishing and maintaining a relationship between Port management and labor which has resulted in a record of labor accord unequaled in rival ports along the Pacific Coast.

Emrich came to the Port of San Diego following a 33-year career in the United States Navy, spanning all ranks from apprentice seaman through commander over the years from 1922 through 1953. During the years of World War II, Emrich was closely associated with the top commanders of the United States' fleets in both the Atlantic and Pacific theaters.

Speaking of the Port during a recent interview Emrich stated that he believes the Unified Port District's programs today are as sound as ever and, "anyone who has been around for any length of time can see upgrading throughout the harbor area. There is a lot of fuss about ecology nowadays but we have been practicing improvement of the harbor environment for years and will continue to do so." In response to questions concerning his philosophy in handling people over a total of 49 years of leadership he stated, "I know a man who operates a purely research oriented 'think tank.' He tells me that in the 20 years of its existence 'nothing really new has been developed by anyone over 25 years of age.' But wisdom of older people is invaluable in that we can keep keen young minds from dead-end explorations of areas we've thoroughly researched and point them in other, and hopefully, more productive areas for them and all mankind.

Emrich will maintain his residence in San Diego at 4725 Adelphi Place, San Diego with his wife Nona. They have one son, Richard W. Emrich, Jr., who is currently a Systems Engineer for Univac's Federal Systems Division located in Thailand. (Port of San Diego News Release)

Picnic Island

Tampa, Fla., August 6:—A unique series of recreational and wildlife refuge islands resulting from the deepening of the Tampa Harbor channels has been proposed by the Tampa Port Authority.

Port Authority Chairman Delmar B. Drawdy has put forth the proposal which has been met with enthusiasm by the public of the Tampa Bay area as well as public officials. Conservation groups such as the Audobon Society and the Save Our Bays group have also endorsed the idea.

As an example of what can be done with spoil islands, the Port Authority has offered one of them which was formed from earlier channel deepening projects, to the City of Tampa as a recreational area. Known locally as "Picnic Island", the spoil bank is owned by the Port Authority, which owns and controls the submerged lands and emerged spoil banks in the Port District. The Port District includes all of Hillsborough County.

Spoil islands are simply land which has emerged alongside deep water channels as a result of dredging deeper channels for commercial shipping. These islands dot Tampa Bay at the present time and will grow larger when the channel is deepened from its present 34-36 feet to 44 feet. The 44-foot depth has been recommended by the Board of Engineers for Rivers and Harbors. It is expected authorization for the 44-foot depth will come this year with the passage by Congress of the Omnibus River and Harbor Bill.

Picnic Island, off Port Tampa (a part of the Port of Tampa) is a mile-long stretch offering two miles of white sandy beach. Very little must be done to develop the island as a public recreation area.

The Port Authority has also offer-

ed a plan for the construction of the islands which will result from the \$103 million dredging job.

The islands will be formed so as to create uplands, shallow areas for the cultivation of aquatic growth for fish nurseries, and deep water for continued growth of the wide variety of fish life which now abounds in Tampa Bay. Many of the islands will be formed in the shape of "atolls" such as are found in the South Pacific, with a lagoon in the center.

"The Tampa Port Authority," Mr. Drawdy states, "is completely aware of the environmental situation in Tampa Bay. We need deeper water to take care of larger vessels calling for our phosphate, but at the same time we cannot ignore the environmental aspect."

Members of the Tampa Port Authority have been aware of the problem caused by dredging and filling for many years, since it is their duty to pass on dredge and fill projects in a large portion of Tampa Bay.

The Port Authority has been a leader in selective dredging and filling for several years because the State of Florida saw a great deal of thoughtless filling before the ecologists and environmentalists called the problem to the attention of the public. (Tampa Port Authority)

Free Trade Zone

Caracas:—A resolution issued by the National Executive Government authorized the establishment of a Free trade Zone on Margarita Island, this condition however, was confined to the towns of Porlamar, Pampatar and Punta de Piedra. The enlargement of this facility to the entire island or several other towns might be authorized by the Treasury Ministry. Tax Free goods for the personal use of both tourists and travellers can be purchased in the Free Zone. (Carta de la C.A. Venezolana de Navegacion)

V.I.P. Visitors

Melbourne:—The Port of Melbourne had three distinguished visitors in one week of last month, when the Governor of Victoria, the Soviet Ambassador, and the Chairman

of the Port of Nagoya, made tours of inspection of the port's facilities.

The port usually has about 7-8,000 official visitors a year from overseas and all parts of Australia, especially Melbourne, and the Harbor Trust Commissioners, who are the constituted Port Authority, have always ensured that visitors were given every opportunity to study the various facilities in as much detail as desired.

Over the past 20 years, the Commissioners have maintained a 112 ft. converted navy Fairmile, as well as a smaller motor launch, as port inspection vessels to take visitors around the port by water, which is still the quickest and most satisfactory way to see any port.

The Governor of Victoria, Sir Rohan Delacombe, K.C.M.G., K.B.E., K.C.V.O., C.B., D.S.D., K.St.J., has been keenly interested in port activities, and a frequent visitor since he first took office early in 1963.

The visit last month was to bring himself up to date with the continuing development in the Swanson Dock-Appleton Dock area of the port, where today more than 300 acres are under intense development to cope with the increasing volume of container and unit load cargo passing through Melbourne.

The Governor made a close study of the wharf and road construction of two new container unit-load berths on the east side of Swanson Dock, which are to be used on a common user basis, and the depot terminal areas of Liner Services Pty. Ltd. and Freightbases Pty. Ltd., both of which are in the process of major consolidation and expansion programmes.

Sir Rohan Delacombe was accompanied on the tour by Col. T. R. Broughton of Scotland, who was his house guest at Government House, and who only two days earlier had stepped off the liner "Aranda" in the Port of Melbourne for his first visit to Australia.

The new Ambassador to Australia of the Union of Soviet Socialist Republics, Mr. Nikolai Nikolaevitch Mesiatsev made an inspection tour of port facilities as part of his first official visit to Victoria and Mel-

bourne following his accreditation.

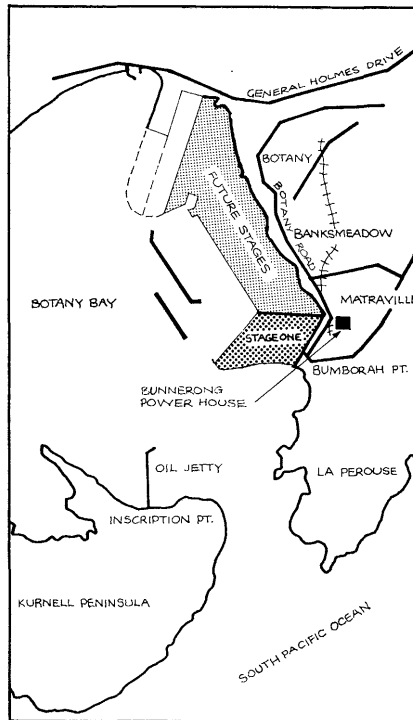
The Ambassador made a combined car and launch tour of the port, during which he inspected the roll-on roll-off unit-load and container terminal of the Union Steam Ship Co. at North Wharf; the Port Authority's Shipping Control Centre, which controls and co-ordinates all shipping activities in the port; the "pure" container wharf and terminal operations of Seatainer Terminals Pty. Ltd., which saw the first container ship in Australia's overseas service last year; and operations of Wooldumpers (Vic.) Limited, which supplies an increasing amount of the wool shipped to Soviet ports in high density dumped bales (9 to 10 c. ft. per bale).

The new Soviet Ambassador, who has had a distinguished career in his country's service, including Graduate membership of the Central Committee of the Communist Party, and a Deputy of the Supreme Soviet, the Legislature of the U.S.S.R., appeared particularly interested in the relative merits of the multi-purpose ship and its terminal operations, and the cellular container ship and its terminal operations including the multi-stacking of containers.

With the increasing volume of trade between Australia and Japan, numerous senior Japanese trade, shipping and port executives visit the Port of Melbourne, and last month saw the Chairman of the Nagoya Port Authority, Mr. Ichiro Higuchi, who made an inspection of unit load and container terminal facilities.

Mr. Higuchi was accompanied by the Chief of the General Section of the Port of Nagoya, Mr. Jozo Sasaki, and by the Melbourne representative of Mitsui O.S.K. Lines, Mr. Osamu Horie.

Mr. Higuchi's port is one of the Japanese terminals of the Eastern Searoad Service which at the present time operates with three roll-on roll-off, and lift-on lift-off multi-purpose container and unit-load ships, and Mr. Higuchi saw the Melbourne end of the service which is a three berth 20 acre terminal at Webb Dock. (Melbourne Harbor Trust Port Gazette, Sept.)



Tenders for Botany Bay

Sydney, 29th September:—Tenders have been invited for the first stage of the development of Botany Bay as a port and industrial complex. This was announced in Sydney today by Mr. W.H. Brotherson, President of the Maritime Services Board of N.S.W. Mr. Brotherson said it is hoped that a contract for the development will be awarded early in 1971.

In describing the work he said that an armoured embankment from Bumborah Point will be provided to extend into the Bay in a south-westerly direction for a distance of 5,800 ft. The embankment will be about 40 ft. high and will be topped with a re-inforced concrete wave wall to deflect spray. An area of some 300 acres will be reclaimed behind the embankment and this will bring the alignment of the foreshore out to the approximate area for the construction of wharfage.

This reclamation will require some 16 million cubic yards of sand fill obtained from the dredging of the port area, the majority of which will be 70 ft. below low water mark.

Mr. Brotherson said that the specification for the work requires the successful contractor to make sec-

tions of the reclamation available, progressively, to permit the calling of tenders for the provision of other services such as road rail facilities, whilst the reclamation is proceeding.

He said it is anticipated that the first stage of the development will be completed in about 5 years time and that the cost of the work to be covered by this tender will be of the order of \$30 million.

The invitation to submit tenders is the culmination of 8 years of concentrated study and analysis of the Bay leading to the preparation of the design and specification for the work.

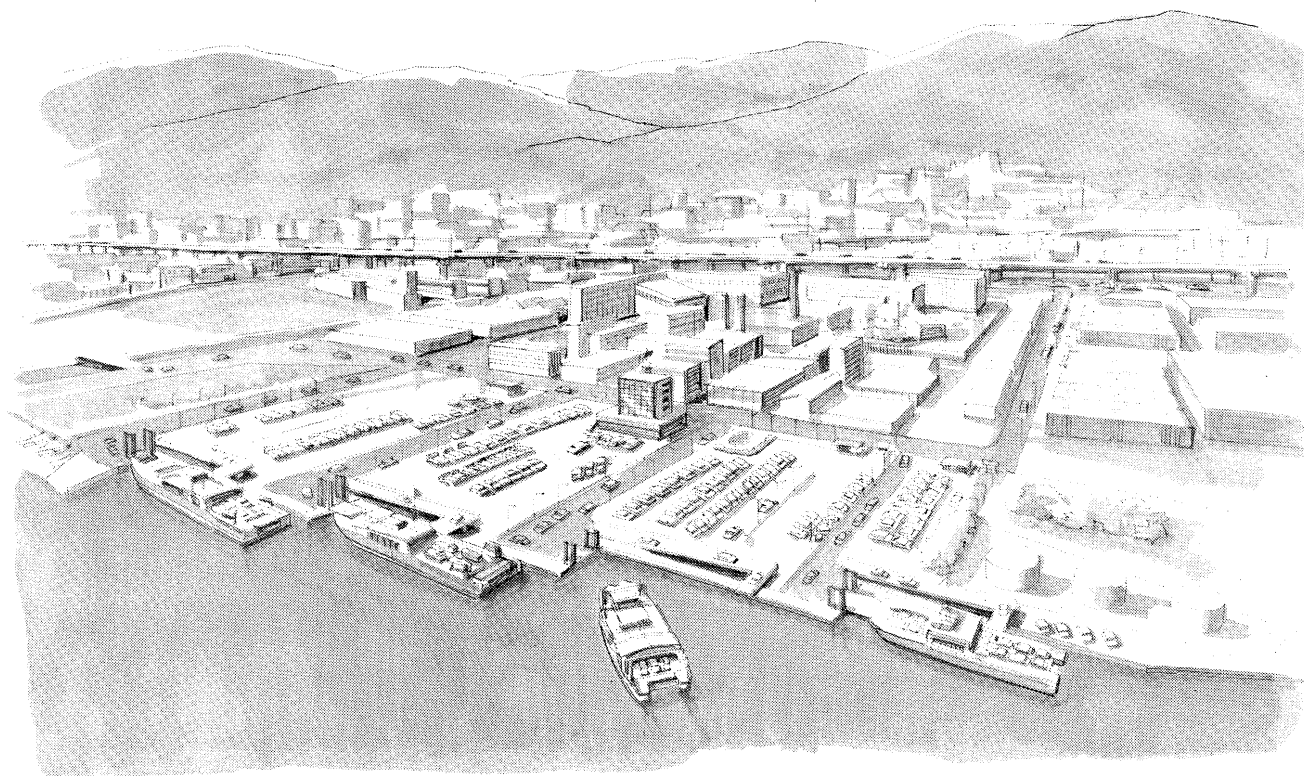
Mr. Brotherson said the effect on the regime of the Bay of the extensive reclamations and deep dredging associated with the work has been investigated in detail by the Board's officers in conjunction with the Hydraulics Research Station of the British Ministry of Technology at Wallingford in England (The Maritime Services Board of N.S.W.)

Harbour Master

Sydney, 2nd October:—Captain J. Dodwell, who had occupied the position of Harbour Master, Botany Bay, for some time was recently transferred to the vacancy of Assistant Harbour Master, Sydney, a position of similar grading to that of Harbour Master, Botany Bay, and the opportunity has been taken to combine the functions of the Harbour Master, Sydney, Captain H.J. Harvey, in a new position as Harbour Master, Sydney and Botany Bay. Captain Harvey has been Harbour Master, Sydney, since 20th February, 1965.

In announcing this today, the President of the Maritime Services Board, Mr. W.H. Brotherson, mentioned that the decision was made in furtherance of the Board's policy to utilise the Port of Sydney and the developing Port of Botany Bay as complimentary ports, the shipping activities within both areas being subject to co-ordination so that Sydney will be served by a twin port complex.

Mr. Brotherson said that the first of the major port facilities at Botany Bay would come into opera-



tion early next year with the commissioning of the common user single point mooring for the discharge of bulk liquids, the contract for which involves an amount of approximately \$800,000. He said that the further port development will follow the recently announced Board's decision inviting tenders for the first stage of the development of the northern foreshore of Botany Bay as an industrial estate and port. (The Maritime Services Board of N.S.W.)

Kobe Ferry Terminal

Japan is stepping into a new age to link its 4 islands crisscross with a network of ferry transportation lines under the pressure of necessities.

A great number of ferry-boat companies are popping up in various parts of Japan to cope with an increasing number of truckers and car-driving passengers demanding ferries service, and the ports, in turn, are forced to establish new terminals for them.

The factors of this explosive de-

mand include the following,

1) Integrated transportation from door to door especially in the Roll-on/Roll-off mode has been increasingly demanded as a quick and efficient media in the domestic trade cargo transportation.

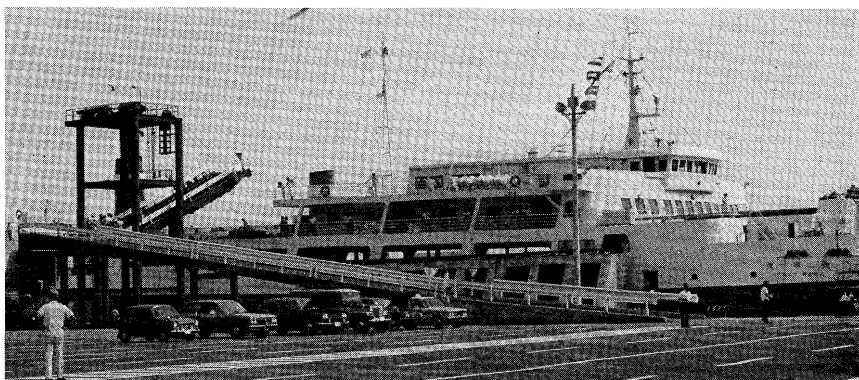
2) More efficient method has been sought than the transportation by land, to avoid the extreme congestion in all the trunk roads on land.

3) Shortage in drivers of cargo-trucks has become remarkable in Japan and demanded this new method to save personnel labor.

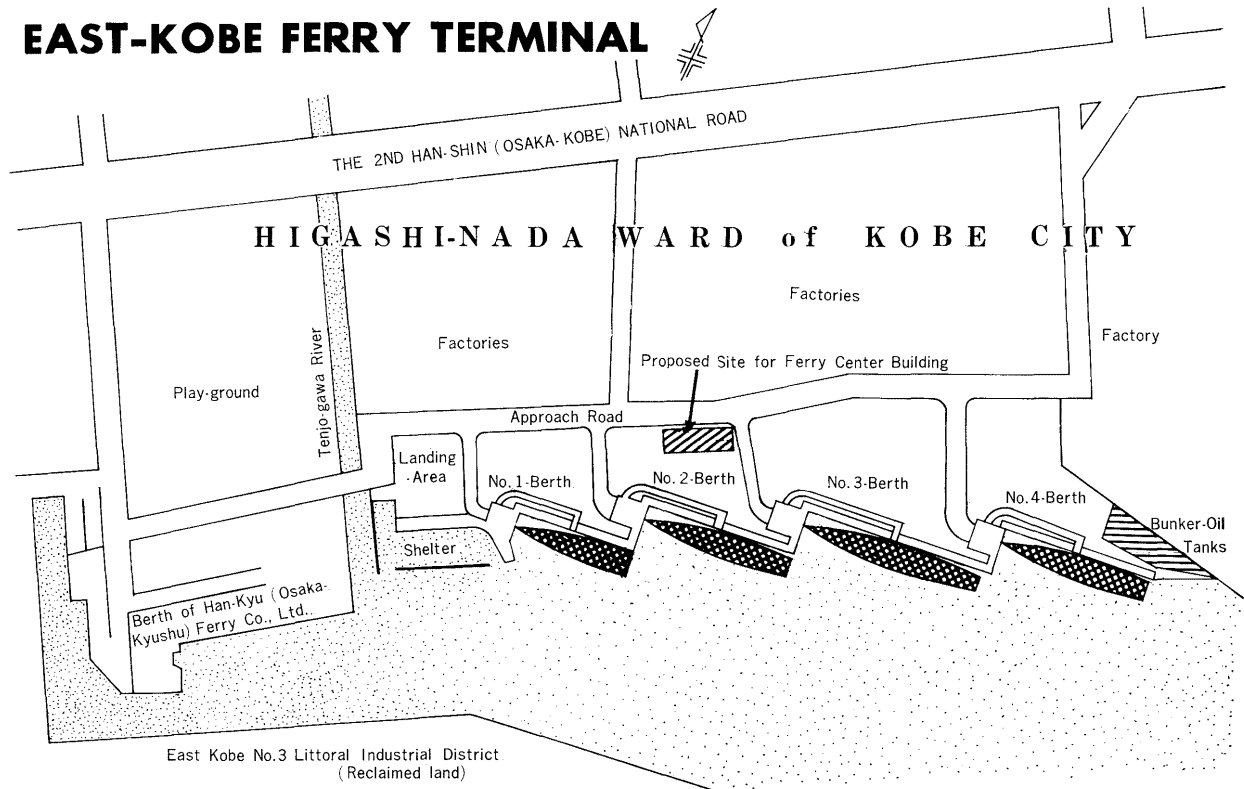
4) Transportation by ferry has come to be thought most convenient especially between Honshu and Shikoku or Kyushu, namely in the Seto-Inland-Sea area, where the quantity of transportation, both in cargo and passengers, has sharply increased in the recent years.

5) Far more increased recreational sight-seers have come into a tendency to tour far more widely by their own cars than ever.

By the above reason Ferry transportation business has been demanded to have larger-sized ferry-vessels, and to make longer-distance opera-



EAST-KOBE FERRY TERMINAL



tion service and more rapid transportation.

In such an age, the East Kobe Ferry Terminal has been planned as the base-point of ferry transportation in the Western Japan and at the same time as the largest one in Japan. It is now under steady progress of construction to be completed next April.

The specifications of the Higashi-Kobe (East-Kobe) Ferry Terminal are as follows:

1. Site: Between the East Kobe No. 3 Littoral Industrial District (the reclaimed land) and No. 4

2. Total Space: 77,373 m²

3. Parking Ability: Trucks . . . 1,500, Passenger-cars . . . 1,500, Total . . . 3,000. Space . . . 51,200 m² (which is included in the above 77,373 m²)

4. Completion: Expected in April 1971, although the No. 4-Berth has already been opened to use as early as September 1970.

5. Ferry Center Building: 6-storied building is proposed behind the No. 2-Berth, which will offer every kind of services concerned.

6. Management Body: Kobe Ferry-Center Inc., invested by Kobe City Government (30%) and pri-

vate ferry business companies.

7. Berths' Particulars: 4 berths are designed in total:

No. 1: —6 m, 135 m long, for 3,000-5,000 ton ferries

No. 2: —7.5 m, 135 m long, for 5,000-8,000 ton ferries

No. 3: —6.0 m, 135 m long, for 3,000-5,000 ton ferries

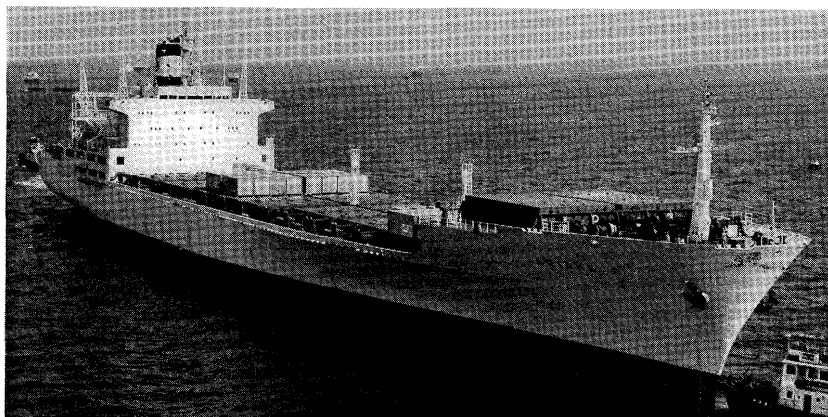
No. 4: —5.5 m, 105 m long, for 2,000 ton ferries

8. The Lines: Tokyo-Kawasaki-Yokohama-Osaka-Kobe, Kobe-Shikoku-Kyushu (Port and Harbor Bureau, Kobe City Government)

Auckland Parley 1971

Wellington, N.Z.: — The 38th Conference of the Harbours Association of New Zealand is scheduled to be held in Auckland during the week 29th March to 3rd April 1971, when the Auckland Harbour Board will be celebrating its Centennial.

The Harbours Association of New Zealand joins with the Auckland Harbour Board in extending an invitation to the IAPH and its members to attend the Conference, which, on this occasion, will mark the first port centennial in New Zealand. The President of the Association, Mr. A. Kirkpatrick O.B.E., Chairman of the Napier Harbour Board, trusts



AJCL's full container ship "ARIAKE" (above) set out on her maiden voyage from Osaka on October 16 for Melbourne, Australia. (Falcon News Release, Tokyo Oct. 17)

that there will be representation from the IAPH at this Conference which will mark an important occasion in the history of New Zealand ports. It has been intimated that Mr. V. G. Swanson, the IAPH president, proposes to attend the Conference. (See also IAPH News on page 24.)

An outline of the programme is as follows—

Tuesday 30 March 1971

9.00 a.m.—5.30 p.m. Executive Officers' Meeting

6.00 p.m.: Executive Officers' Cocktail Party at Hotel Intercontinental (includes Overseas Guests)

Wednesday 31 March 1971: Conference Opens 10 a.m. at Trillos, Westhaven—

10.00 a.m.—5.00 p.m.: Welcome by Chairman of the Auckland Harbour Board. Welcome to City by Mayor of Auckland. Reply by President of Harbours Association. Official Opening by His Excellency the Governor-General, Sir Arthur Porritt, G.C.M.G., K.C.V.O., C.B.E., who will be accompanied by Lady Porritt. Following morning tea Conference business proceeds for remainder of day and includes an address by the Hon. A. McCready M.P., Minister of Marine, and one of the overseas guests. (Lunch provided)

7.00 p.m.: Cocktails at Hotel Intercontinental (**black tie**).

8.00 p.m.: Centennial Dinner — Ballroom, Hotel Intercontinental. After dinner speaker—overseas guest.

Thursday 1 April 1971: Conference resumes—

9.30 a.m.: Technical Papers and Conference business.

2.15 p.m.: Port Inspection. (Evening free)

Friday 2 April 1971

9.30 a.m.: Conference business and guest speaker.

2.15 p.m.: Outing to be arranged, delegates accompanied by ladies.

7.00 p.m.: Social evening for Delegates and their ladies at Trillos, Westhaven.

Lunch will be provided at Trillos each day and arrangements will be made to transport the ladies to Westhaven during the Conference



Viaduct across the Albert canal, Antwerp—Courtesy Assiport Antwerp

lunch adjournments.

The Officers' Cocktail Party and the Centennial Dinner will be held at the Hotel Intercontinental, thus providing a change of setting and a break from the business of Conference.

Block bookings for accommodation of delegates and visitors have been arranged at the Intercontinental and South Pacific Hotels and it would be appreciated if visitors could give some general indication if they have any preference as between the two hotels. The hotel tariffs are as follows—

Hotel Intercontinental (All facilities)

Single	\$11.00)	Room only
Twin	\$16.50)	

South Pacific Hotel (All facilities)

Single	\$11.00)	Room only
Twin	\$15.00)	

Arrangements will be made for several overseas speakers and it is proposed that the overseas guests will be accommodated at the Intercontinental Hotel unless they have some other preference.

The ladies programme will include a complete free day on the Thursday.

Enquiries concerning attendance at the Conference should be directed to the Secretary of the Harbours Association of New Zealand, P.O. Box 1765, Wellington, New Zealand. (The Harbours Association of New Zealand)

World Bank Loan

Bangkok:—Through negotiations conducted late in July last at Washington D.C. between a delegation of the Port Authority of Thailand and the World Bank, a loan agreement was concluded and the World Bank agreed to give the Port Authority a loan equivalent to U.S. \$12.5 million to finance a four-deep water berths extension at the Port of Bangkok under the East Quay Project.

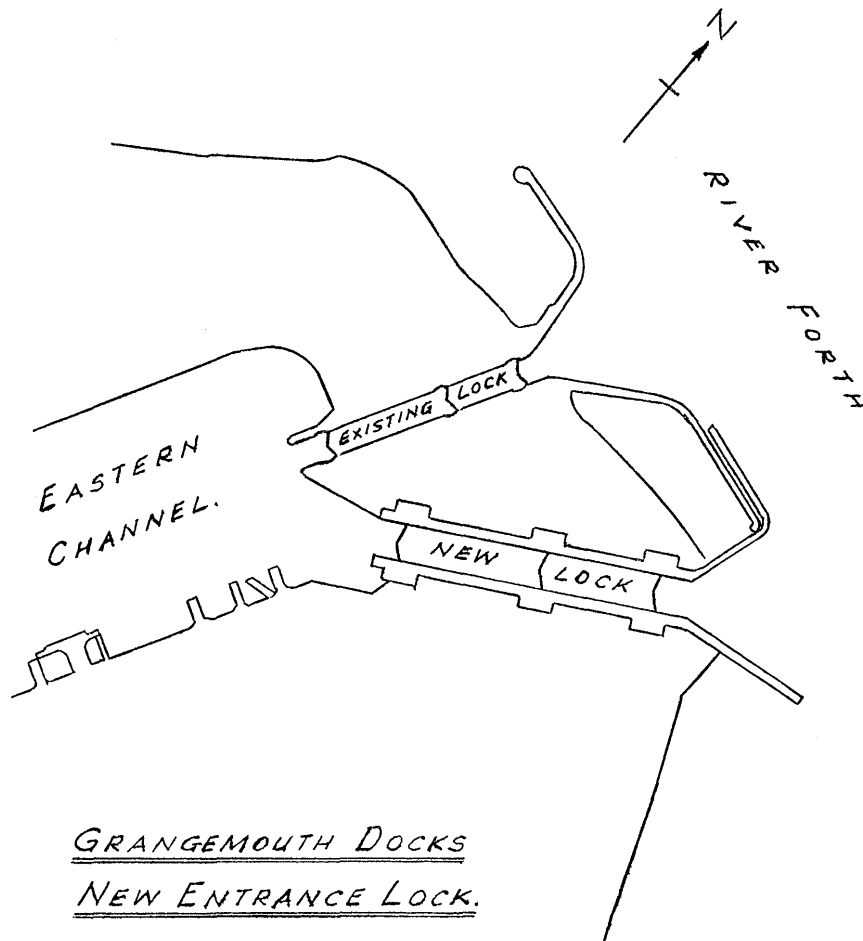
The PAT delegation was headed by Captain Lapo Israngkura, R.T.N. Deputy Director for Operations of the Port Authority.

The work under this project is now open to tender and is expected to take five years to finish. (P.A.T. News, September)

Shortcut to Port

Antwerp:—In the presence of numerous personalities, among whom Mr. De Saeger, Minister of Public Works, on Thursday 13th August the last part of the Small Ring Road around Antwerp i.e. the section running from the Schijnpoort (Sports-Palace in Merksem) to the Kleine Bareel has been ceremoniously opened to the traffic.

So again the European motorway network, viz. the E3, the E39 and the E10 (under construction)



has drawn about 4.3 miles nearer to the Antwerp port and thus an almost direct connection with the port area has been established. (Assiport Press Release)

5m. 1970=12m. 1969

Antwerp:—Once more this formulae illustrates the favourable evolution of the container traffic in Antwerp. Indeed, the net tonnage of containerized cargo handled in Antwerp during the first five months of 1970—viz. 1,208,402 t—equals the total net weight of containerized cargo handled in Antwerp over the year 1969 (1,195,576 t). These 1,208,402 t (630,681 t incoming and 577,721 t outgoing) were transported in 92,811 containers, of which 48,714 incoming and 44,097 outgoing. (Assiport Press Release 31/8/1970)

Interport Cooperation

Antwerp:—A business lunch was recently organized by the Antwerp

Chamber of Commerce and Industry, when Mr. Fockema Andreac, Chairman of the sister organization in Rotterdam, held the lunch-causerie during which he conveyed the wish that there might be better co-operation between Rotterdam and Antwerp, also that the Delta region, extending beyond the boundaries of the respective countries, should be in a position to perform its function of European pool of attraction, without any communal, provincial or national boundaries hampering it. (Antwerp Port News, July)

New General Manager

Edinburgh, 19th October:—At a recent meeting of the Board of the Forth Ports Authority, Mr. J.H.D. Sutton, M. Inst. T., was appointed General Manager of the Forth Ports Authority in succession to Mr. A. Balfour Kinnear who retired on 15th September, 1970. It is expected that Mr. Sutton will take up his duties with the Authority early in

January, 1971.

Mr. Sutton is at present General Manager and Secretary, Cork Harbour Commissioners, Ireland, having previously served as Assistant General Manager and Secretary of Blyth Harbour Commissioners.

Before entering the Port industry Mr. Sutton was in shipping and transport in the French Cameroons and Nigeria. (Forth Ports Authority)

New Lock Scheme

Edinburgh, 12th October:—Following on long investigation and consideration, the Board of the Forth Ports Authority are now able to announce that a tender by Messrs. Taylor Woodrow Construction Limited at a contract price of £6,291,842.73 has been accepted for the construction of a new Entrance Lock, Lead-in Jetties and Impounding Works at Grangemouth Docks.

The work is to be carried out from 26th October, 1970, in 158 weeks to the lock commissioning stage with an additional 14 weeks for the completion of the whole of the works.

Messrs. Rendel, Palmer & Triton, Consulting Engineers, have been acting for the Authority and a number of Engineering Contractors were given the opportunity to tender for this major work. (Forth Ports Authority)

Appointment Scheme

London, 12th October:—The Port of London Authority is to further extend its existing appointment scheme for lorries tendering exports to the docks. In conjunction with MacAndrews and Co. Ltd. a scheme, due to commence on November 2, 1970, has been arranged for MacAndrews export traffic at No. 32 Shed, India and Millwall Docks, or at any other berth used by the service.

This will apply to the MacAndrews services to Gibraltar, Spain, Portugal and Morocco and is the first such scheme for exports at India and Millwall Docks.

The appointment scheme will give preference to the off-loading

of lorries which have been booked in advance. Freight space bookings have to be made with the shipping company in addition to obtaining appointments for the vehicles with the Port of London Authority.

Heavy lift cargo, with individual pieces of over 5 tons, is excluded from the scheme, and it is not obligatory, although it is recommended, for loads of one ton or less to be booked in advance.

The new scheme is the first to be introduced since two-shift working began in London's enclosed docks and appointment enquiries will be possible between 7 a.m. and 9 p.m. Monday to Friday. Other appointment schemes started before shift working, have been extended to the same hours. The P.L.T. is advising shippers of the new MacAndrews scheme and is reminding them of the procedure which must be adopted when bookings are made. This includes notification of the name of ship, port of destination, name of shipper or carrier, brief description of the load, gross weight of the load, number of packages and the gross weight of the heaviest package. In addition, when a vehicle appointment is made, the PLA will allocate a reference number, which must be quoted on the relevant shipping notes. This will facilitate the identification of the vehicles on arrival in the docks.

By arrangement with MacAndrews and Co. Ltd. the closing date for receiving cargo will be strictly adhered to so that prompt sailings can be made.

From November 2nd, 1970, appointments for lorries delivering to the services can be made by telephoning 01-481-2000 (extension 94/419) or 01-987-2385. (News from PLA)

Tilbury Achievements

London, 8th October:—In just over 2½ years since the first container service started operating from the Port of London, containers are now being handled at a rate of some 150,000 per year through Tilbury Docks—the country's major containerport. It is anticipated that this figure will more than double by

1972.

Mr. Peter Padget, the Docks Manager of Tilbury Docks, revealed these statistics in a paper presented on Thursday (Oct. 8) to the third International Container Conference in Genoa, Italy. He continued in his paper, entitled 'The Development and Achievements of Tilbury Container Port', to outline some of the achievements at the specially-designed container berths within the PLA dock extension and development project at Tilbury.

These included a reduction in size of the labour force required to about 10% or 15% of the number of men required under conventional break-bulk cargo systems; a tenfold increase in productivity (one container berth can handle between 700,000 tons and 1,000,000 tons of cargo, compared with only a tenth of this figure on a general cargo berth using quay cranes or ship's gear under the breakbulk system); a reduction in ship turn round time comparable with the labour force reduction; and flexibility of working—to meet the requirements of customers.

Mr. Padget also explained that another important achievement had been the simplification of the PLA's charging policy. Under the container system the five separate charges normally raised had been reduced to one single charge per container unit to the shipowner. This had produced a considerable saving in documentation to all parties and a tremendous increase in efficiency in documentary and accounting procedures.

Mr. Padget told the delegates of the history behind the Tilbury container port development, which began in 1962, and how the impact of the container revolution' had been taken into account when the new berths were being developed.

This also applied to the development of packaged timber facilities, which include the re-development of an existing berth in Tilbury and the establishment of three new berths specially-designed for this new method of timber handling. Mr. Padget also explained how each berth and ancillary dock feature, such as the rail container ter-

minal, was now being operated and commercial demands of the container age. (News from PLA)

Singapore Port Team

London:—A party of three senior officials of the Port of Singapore Authority on a tour of major ports in Europe, the U.S.A. and Japan, today (Friday, 25th September) met with senior officers of the British Transport Docks Board in London for discussions prior to visiting Southampton tomorrow (Saturday, 26th September) to see progress at the port's ocean container terminal which is to be the main U.K. base for the Far East trade.

The party was welcomed to Melbury House by Mr. John Collier-Wright, the Docks Board's Assistant Managing Director.

The visitors were Mr. Loh Heng Kee, Director-Operations; Mr. Chung Kek Choo, Assistant Director, Management Services; and Mr. Billie Cheng, Port Accountant.

Overseas Containers Limited are acting as hosts during the party's U.K. tour, which also includes visits to the Port of London, Felixstowe, and Harwich. The visitors will leave London for the U.S.A. on Tuesday, 29th September. (British Transport Docks Board)

Overnight Ferries

London, 13 October: — A new bid by British Transport Docks Board and shipping lines to promote the use of overnight ferry services to the Continent from the port of Hull starts tomorrow (Wednesday, 14 October), in Edinburgh.

This latest promotion of the port, which only five years ago dealt with less than 30,000 passengers a year and has increased this to over 150,000 passengers last year, will take the form of a three-month series of meetings at main centres in Scotland, the Midlands, and the North of England.

Invited audiences of travel agents will be shown a new film, "Sleepway to Europe", made by the port in conjunction with North Sea Ferries and Associated Humber Lines and illustrating the ease with

(Continued on Next Page Bottom)

Container Traffic at The Port of Rouen

Rouen Port News

Rouen, September: — As far as containers are concerned the port of Rouen does not enjoy a highly developed position. For the moment the port receives small consignments of containers and existing equipment amply caters for such quantities. Over the coming period in the generalization of containers the Port of Rouen estimates that it will play a far more active rôle as the trade feeders converge on Rouen and are influenced by the advantages of its geographical situation. Projects for the necessary equipment are ready to be put into execution.

1. The present situation (*)

1.1. handling at non specialized berths.

The Port of Rouen Authority operates a lateral lift-truck for the

which the overnight journey from Hull to Rotterdam can be made. Similarly the speed with which unit load cargo traffic reaches its destination is amply demonstrated for the benefit of freight representatives attending.

Senior Docks Board managers from Hull and representatives of the shipping lines will be present at the meetings to give further information about the two services for passengers, cars, and unit load cargo. Hull's passenger figures for the first six months of this year show an increase of 13,000 over the same period of 1969 and port officials and ferry operators alike are keen to maintain the rate of growth in the numbers of travellers from the northern half of the British Isles using Hull's services to the Continent. (British Transport Docks Board)

handling of containers and heavy lifts. This machine, called a "side-loader", of 8 metres length by 3.5 metres width and 4.5 metres in height has a 2.4 metre wide platform capable of manipulating every type of container. Its lateral lifting gear, either by fork or by lifting plate, enables the stacking of containers. Manoeuvrability is such that handling can be undertaken as well on the stacking compound as direct to or from railtrucks or road vehicles. Furthermore, this side-loader is quite suitable for the handling of logs and heavy lifts.

This machine was chosen for its ease of travelling (25 m.p.h.) which is an important factor in Rouen whose port stretches along the banks of the Seine. It can thus move rapidly to any point where its presence is needed.

Handling operations to or from the ship are assured by the Port Authority's floating crane "Turney". This crane has a lifting power of 30 tons at a reach of 65 ft. and is equipped with twin propulsion units giving the pontoon a mobility of 6 m.p.h.; a versatility and independence comparable to that of the side-loader. The deck of the "Turney" can take up to ten 20 ft. containers at a time. The containers are then landed to the quayside where the side-loader takes over.

Thus the working liaison of these two apparatus permits the Port of Rouen to assure a flexible transition between the conventional means of transporting merchandise and the generalization of containerisation.

1.2. Handling at specialised berth of the Saint-Gervais Basin.

Apart from the possibility of handling containers over conven-

tional quays the port has equipped a berth for container carrying vessels in the Saint-Gervais basin on the right bank. This berth can accommodate vessels of 80 metres length drawing 6.50 metres water and offers 2½ acres of open space. The floating crane "Turney" is placed between the vessel and the quayside and the rate of handling is in excess of those obtained over conventional berths: from 10 to 15 containers can be discharged in one hour.

This berth will become operational during the initial months of 1971 with the inauguration of a regular cargo line to Portugal.

2. Current projects

The opening of a regular international coasting container service (Portugal) in 1971 has brought the Port Authority to secure specialised equipment for the handling of containers.

At the close of 1969 the Port Authority opened-up a new 625 metre length quay at Petit-Couronne. Two initial berths on this quay have been equipped with a shed of 4,000 sq. metres and 9 cranes.

The two other berths are destined for the handling of:

—container-carrying vessels or part-container vessels with holds adapted for such transport;

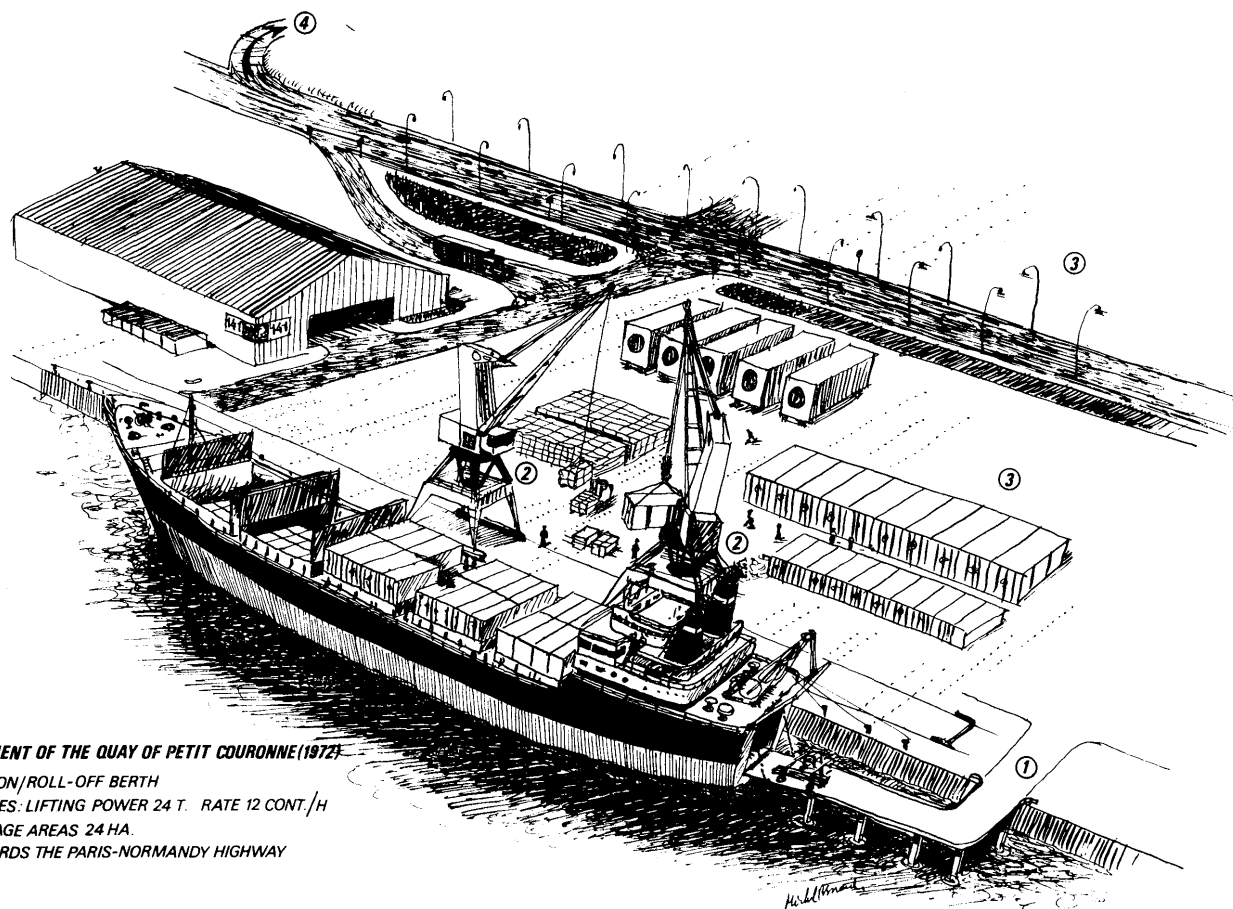
—packaged-load (heavy lifts of 10 to 15 tons) vessels such as pitprops, swan timber, woodpulp. . .

It is for this reason that the Port of Rouen Authority has decided to equip itself with flexible material but of high performance in order to ensure the handling of this type of traffic. This will comprise two 24-ton cranes with a reach of 14.50 mts. (or 15 tons at 16.50 mts.) off the quayside.

The handling of heavily loaded 40 ft. containers can be undertaken by coupling these two cranes together by an electric system adapted for this purpose.

The two berths, which will become operational at the beginning of 1972, will be completed with a roll-on/roll-off ramp (*) for mixed vessels.

The Petit-Couronne quay situat-



EQUIPMENT OF THE QUAY OF PETIT COURONNE (1972)

- ① ROLL-ON/ROLL-OFF BERTH
- ② CRANES: LIFTING POWER 24 T. RATE 12 CONT./H
- ③ STORAGE AREAS 24 HA.
- ④ TOWARDS THE PARIS-NORMANDY HIGHWAY

ed on the left bank is perfectly adaptable to this future traffic. It offers extensive open storage (50 acres); and its location neighbouring onto the Paris-Normandy motorway (which will be completed in 1970) will enable direct access to the motorway without having to pass through the town of Rouen, thus enabling road vehicles to reach Paris within 2 hours.

This project in no way excludes the equipping of other berths in particular within the framework of reconverting the Rouen-Quevilly basin. This operation includes the construction of 1,800 metres of quayside of which the first 600 metre stretch will become operational in 1971.

(*) In 1969 the Port of Rouen handled 5 270 containers of which 2 289 were loaded with a total 11 287 tons of goods.

(*) The Port Authority already operates 3 roll-on/roll-off ramps and has numerous projects in hand in this connection (see the specialised pamphlet edited by the Port Authority on this subject).

LASH in Bremerhaven

Bremen:—"With the Lash-system, the geographical position of a port is a most decisive factor" said Gerhard Beier director of the Bremen Port Authority, on the occasion on September 1st 1970, of the arrival in Bremerhaven of the "ATLANTIC FOREST" of the American Central Gulf Contramar Line, of New Orleans. This was the first arrival of a Lash-ship in a German port, Central Gulf Contramar, with a 16-day USA-Bremerhaven liner service will now be crossing the Atlantic in both directions with a large Lash parent-ship, together with many lighters. In the meantime the "ARCADIA FOREST" has also berthed at Bremerhaven. In addition the American Lykes Lines, also of New Orleans, has similarly switched over with several of their ships to the Lash system and will likewise shortly be transversing the Atlantic and swarming the European coasts with their 'seabees' (or barges). Again

Bremerhaven is also at the very top of the 'Lykes' list. It's just as Beier says, "The geographical position of a port . . .". (Bremen Air Mail, October)

10 Container Bridges

Bremen:—As far as can possibly be foreseen there will, in the middle of 1971, be 10 container bridges available in the Bremen/Bremerhaven port-group, of which 7 will be in Bremerhaven and 3 in Bremen. Such a capacity is not to be despised at in Europe, declared the BLG (Bremen port authority) director, Gerhard Beier, on the occasion of a reception in Bremen, in honour of important representatives of the United States Lines. (Bremen Air Mail, September)

AEC Service

Hamburg: — The member companies of the Australia Europe Container Service (AECS) have decided to call at Hamburg as the only German North Sea port in their di-

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rect outward-bound service from Germany to Australia. It is also understood that a final decision has been made that southward-bound direct container services from the North Continent will be offered from only two ports, Hamburg and Rotterdam.

In mid-April it had been indicated that Hamburg would most probably be made the last European port of loading, but this plan has apparently been modified in so far as direct shipments are now envisaged from Rotterdam as well. In future, therefore, Continental shippers will have the opportunity to ship their goods in AECS containers to Australia via Hamburg and Rotterdam alternatively at intervals of five days. This frequency of sailings is due to the fact that the envisaged ten-day turn of direct sailings from the two ports has been arranged to intersect, and both of them will be called at by different cellular container ships.

No definite decision has yet been

made apparently about the ports to be called at in the incoming service which, as is well known, must take into account to the greatest possible extent the interests of the large Continental wool processing companies. In this matter, apart from Hamburg and Rotterdam the ports of Bremerhaven, Zeebrügge and Flushing particularly expect to have good prospects. In what order of succession the Australian ports of Sydney, Melbourne and Fremantle will be serviced, has evidently not been determined yet either. This question is closely interlaced with the route the ships will finally take. It seems to be certain, however, that both possibilities—the route round Cape Horn as well as via the Panama Canal—will be included in the sailing schedules. (Ship via Hamburg, April)

Operation Spain

Barcelona:—Among the most moving incidents of 1969, perhaps the most moving was "Operation

Spain" which consisted in the arrival at Barcelona Port of a group of 1,380 emigrants who, for one reason or another, had spent more than 25 years away from the country of their birth and who now, thanks to the efforts of the Ministry of Labour, have been able to make the trip home.

The group travelled aboard the Spanish ship, "Satrustegui", "Cabo San Vicente" and "Ciudad de Barcelona" and their arrival at Maritime Station No. 1 of Barcelona Port was unusually moving and solemn.

This operation once more marked Barcelona Port as the scene of an event which had never before taken place in Spain. (Puerto de Barcelona Boletín Informativo, January 1970)

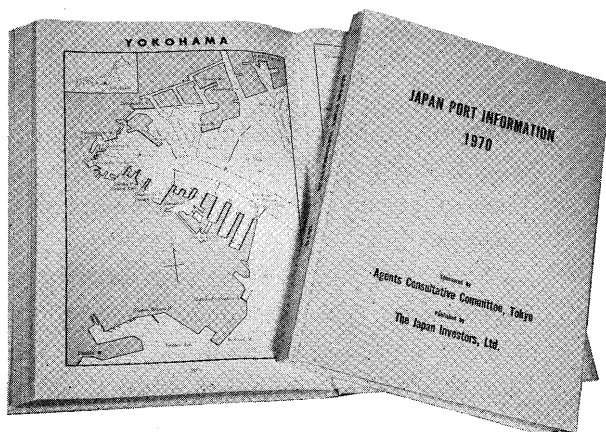
New Calculating System

Barcelona:—The Port Authority has come to an agreement with a specialist firm to adopt a news system, different from the one used up

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to date, for calculating values and compiling traffic statistics.

Up to date, the valuation of the services offered was done by electronic billing machines which used a present programme of mechanical rules to calculate and print the values.

The increase in traffic, as well as the possibility of simultaneous operation of part of this process with the obtaining of the statistics necessary for traffic studies, has caused us to introduce a new system by which only data collection will be done in the port office. These data are then introduced into the Computer and the necessary results for both purposes are achieved.

We expect to have this computer system fully installed by the end this year. It will afford us accuracy in the results, above all in statistical matters, much greater than we have to-day, as well as notable speed and economy in operation. (Puerto de Barcelona Boletín Informativo, January 1970)

Customs Integration

Barcelona:—An important facility for traffic connections is the recent permission given by the General Directorate of Customs whereby goods cleared in the Bilbao Customs may be shipped in the Port of Barcelona and viceversa.

In view of this permission, we foresee the introduction of direct trains in both directions connecting Barcelona and Bilbao. These trains would transport containers which, having been cleared in one of the Customs, would be shipped from the other port.

We are putting the finishing touches to the construction of a travelling transporter for taking containers from the railway platform trucks and placing them on trucks. This will enable quick unloading of the trains from Bilbao.

This traffic combination will provide extraordinary agility to our lines of communication and we hope that it will provide both ports with a possible way of fusion of

their hinterlands in mutual benefit and economy for transport in general. (Puerto de Barcelona Boletín Informativo, January, 1970)

Intermodal Transport

Barcelona:—From day to day we are observing the extension of the modern idea of unification of international transport from origin to destination, that is, the fact of unifying the responsibility of the transport agent, both in the maritime phase and the land phase and, naturally, in the intermediate phases of loading or unloading at the port.

This leads to the need of conceiving port facilities arranged to easing the combination of transport, that is, wharfs for containers, ferry terminals and facilities for entry and clearance of goods by land.

Terminals of this type are being planned and built in the leading ports and they are under study at our end with a view to putting them through as quickly as possible. (Puerto de Barcelona Boletín Informativo)

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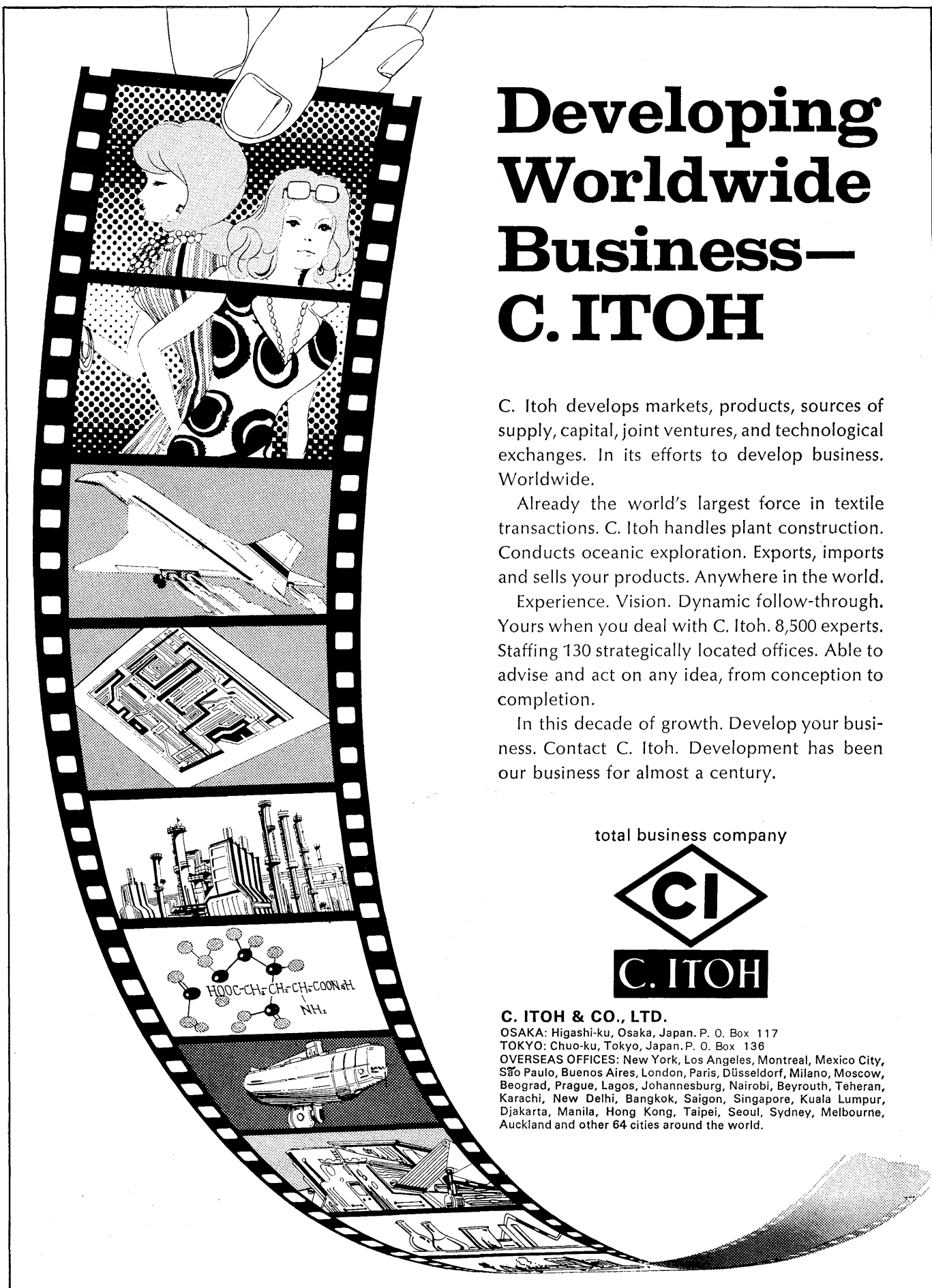


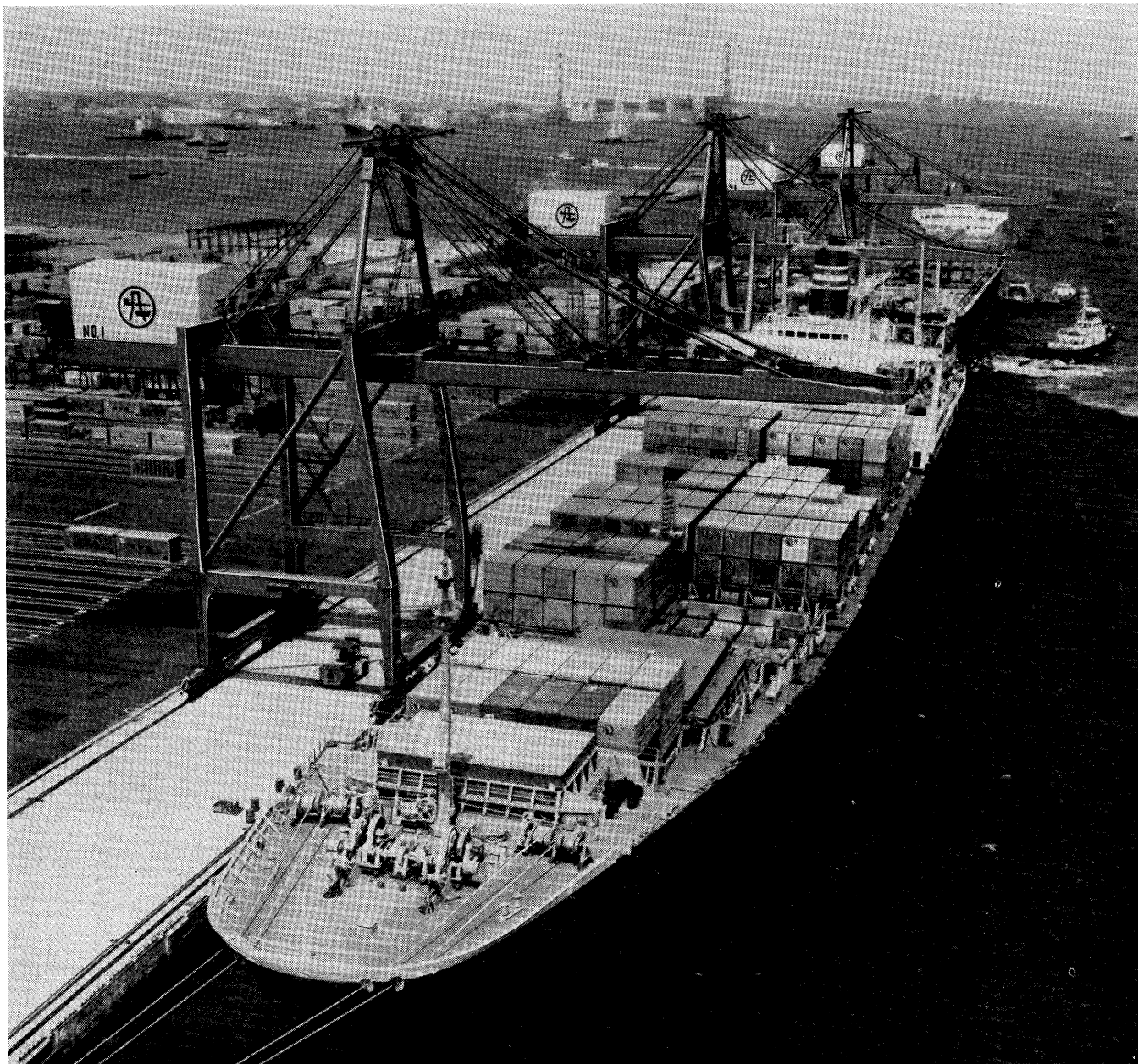
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