

PORTS *and* HARBORS

February, 1971 Vol. 16, No.2



Wellington Harbour
New Zealand

MONTREAL CONFERENCE JUNE 7-12 1971

The Publisher: The International Association of Ports and Harbors
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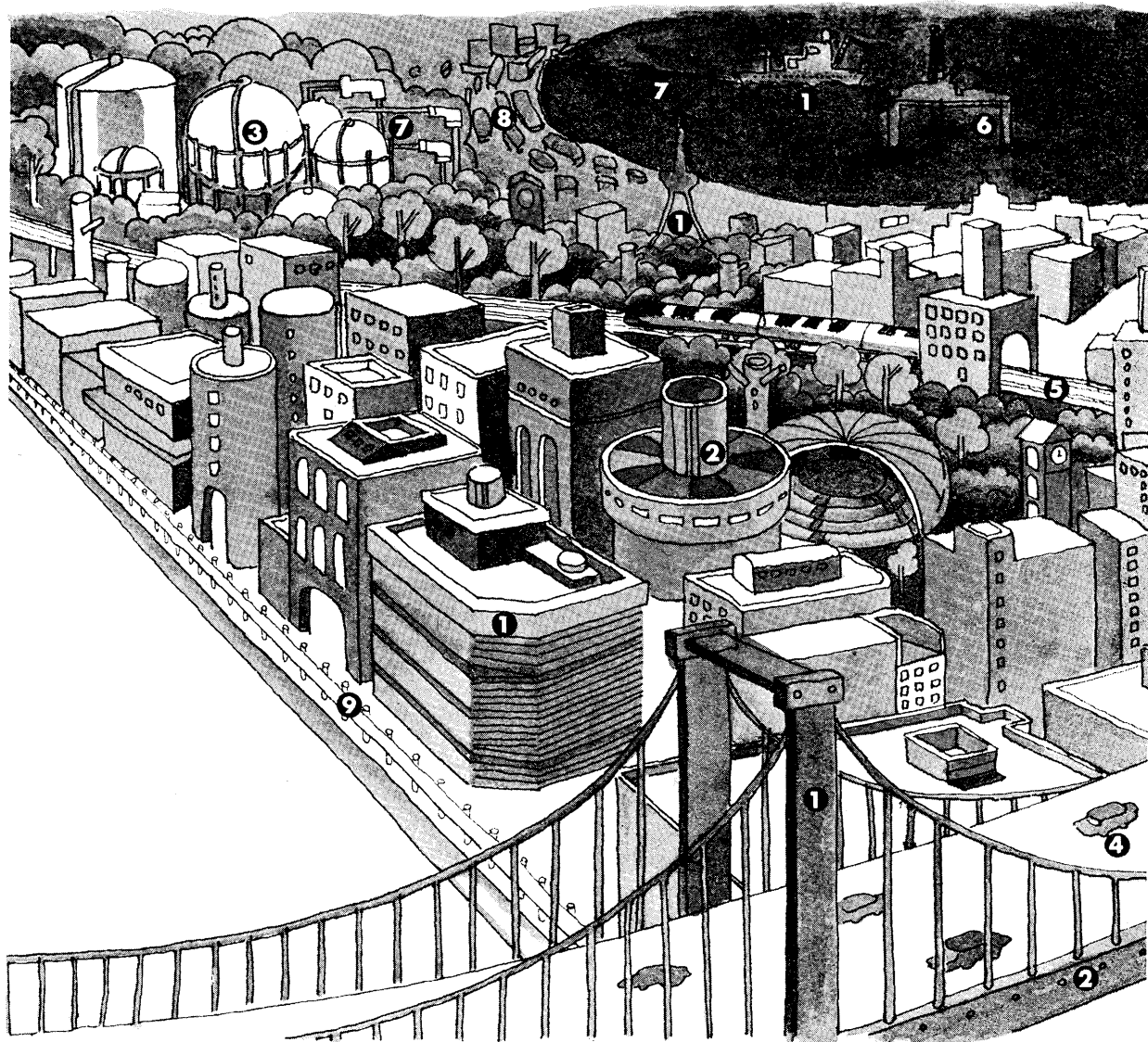
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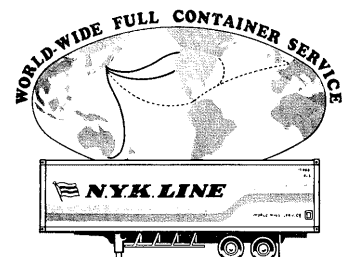
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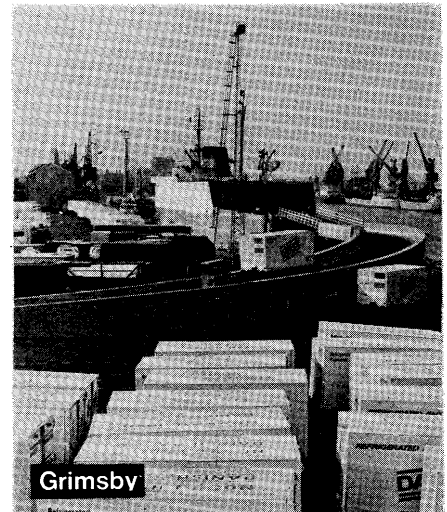
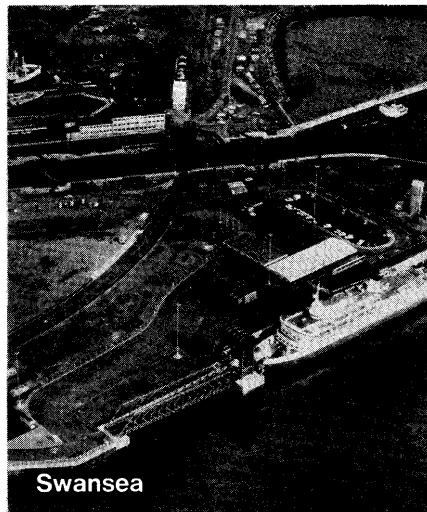
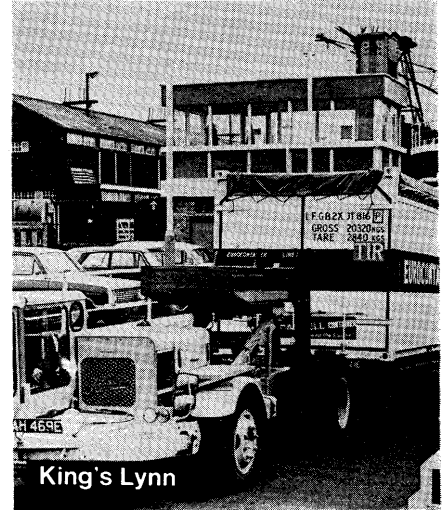
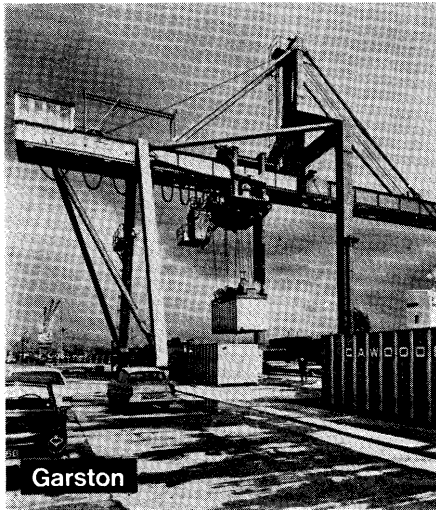
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Published monthly by

The International Association of Ports and Harbors

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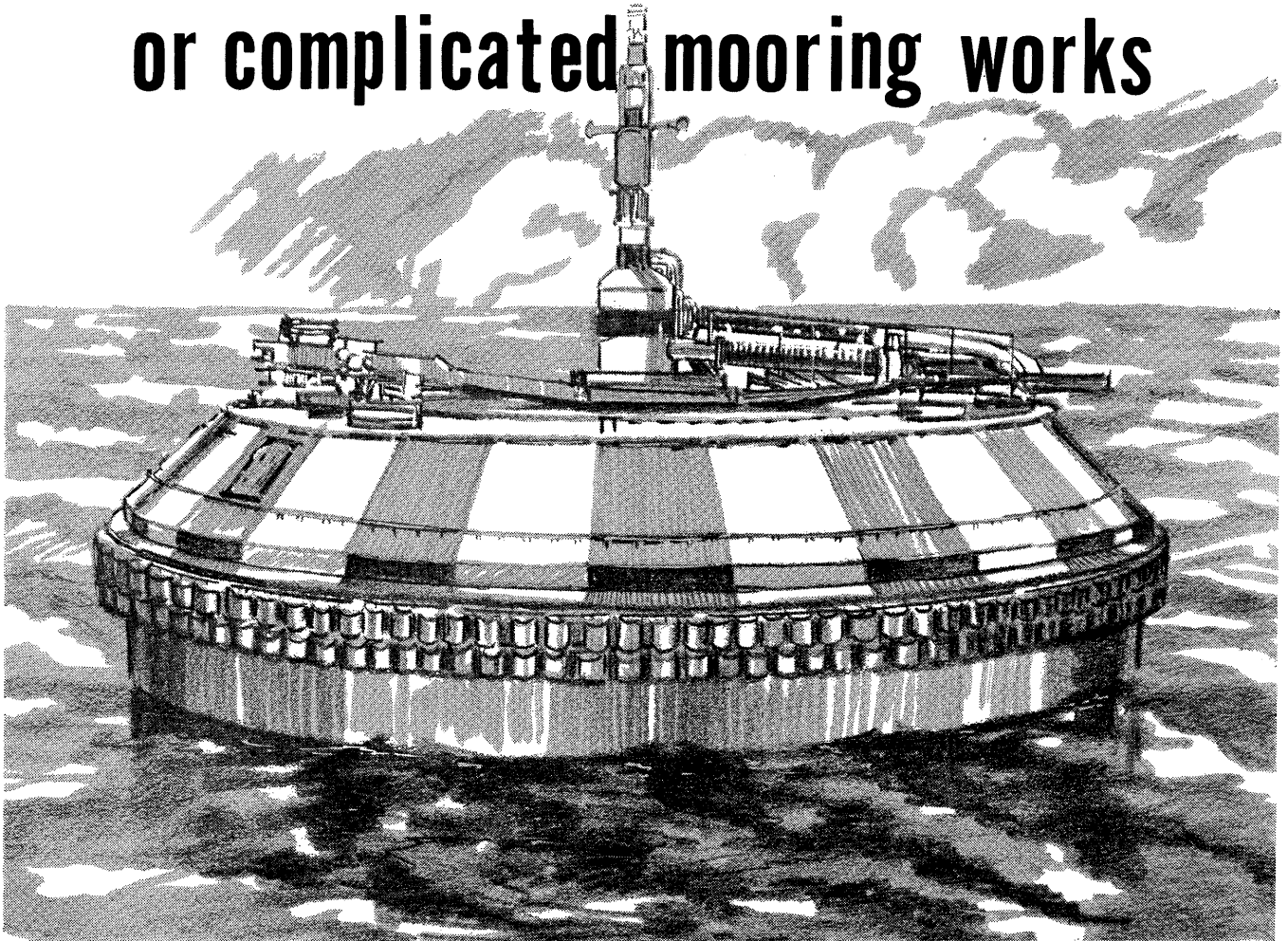
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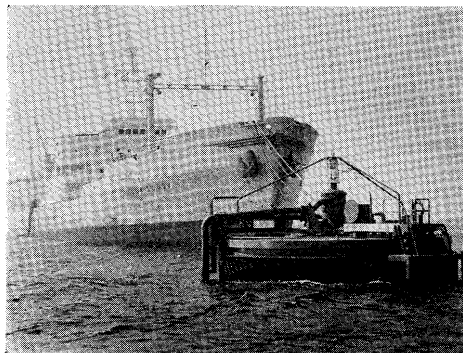
CONTENTS

| | Page |
|---|-------|
| Forum : | |
| "Problems and Opportunities—Rewards for Efficiency" By R. E. Lawless | 7 |
| Topics : | |
| The Cost of Port Modernisation | 16 |
| Second Port Island of Kobe | 20 |
| Ports : | |
| IMMINGHAM—Britain's Fastest Growing Port? British Transport Docks Board | 10 |
| Port of Long BeachBy Thomas J. Thorley..... | 12 |
| Port of San Diego Annual Report 1969-70 | 15 |
| Port of Copenhagen CONTAINER TERMINAL | 17 |
| Orbiter Probe (International News): | 22-42 |
| Ports of Bremen: Mecca of Containerization..... | 36 |
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PORTS *and* HARBORS

Forum on Port Problems:

“Problems and Opportunities — Rewards for Efficiency”

by R. E. Lawless

General Manager, Express and Intermodal Services
Canadian National Railways

*Speech Presented by
Canports Seminars Container Program
(National Container Show)
Toronto, Ontario.
September 18, 1970.*

Recently a Montreal newspaper carried an article on the need to improve the keyboards of typewriters and other business machines so that the operators can take advantage of the high output potential of modern equipment. We all know what the present-day typewriter keyboard looks like—but I wonder how many of us realized that it was deliberately designed to be inefficient. I didn't until I read this article.

When the typewriter was first invented in 1873, its mechanisms were crude and slow; so slow, in fact, that the inventor realized that a proficient operator would overrun the machine and cause jamming once she progressed beyond the “hunt-and-peck” stage. To overcome this particular problem, he deliberately scattered the most frequently used letters over the board to slow down the motion of the operator.

Today, although we have computers capable of outputs of fifteen hundred lines per minute, we are unable to take full advantage of their potential because they are tied to a keyboard designed for the needs of a hundred years ago. Efforts are being made around the world at the present time to effect a change-over to a keyboard which would greatly increase output—but these efforts have been going on now for over

thirty-five years!

The point I am trying to illustrate is just how difficult it is to get people to change a long established procedure. In the words of the designer of the new keyboard, it is like trying “to reverse the Ten Commandments and the Golden Rule, discard every moral principle, and ridicule motherhood.”

What has all this to do with containers? Well, I don't know if any transportation company—whether it operates over land, on the sea or in the air—ever deliberately set out to create an inefficient operation. I do know that, in the past, railways tried to gear their activities and establish their services to satisfy the needs of everyone. The trouble is, more often than not, when you try to satisfy everyone, you end up satisfying no one. So, in this sense, there were at least acquired inefficiencies. This somewhat apathetic attitude was fostered by the transportation user himself. Rarely in the past was the skilled traffic manager encouraged to exercise his ingenuity. Generally, the opposite was true. He was trained to maintain the status quo and to stick with existing methods and procedures, simply because that's the way it was done in the past. The needs of the transportation user today are more varied and complex than ever be-

fore, and competition is such that if a commercial enterprise is to survive—let alone flourish—it must justify its existence in the hard, practical school of modern day economics. The successful traffic manager will be the one who adjusts to modern technology and who expects and insists on changes being made.

Railways too must adjust their operations—and their attitudes—to fit into the new scheme of things. No longer do railways hold the monopolistic advantage they did a generation ago. No longer can they afford the luxury of complacency. No longer can railway officials plan their services in isolation. This means that they must analyze the needs of the transportation user from the point of view of total transportation. The results must be weighed against the services they are capable of offering and against alternative modes or, more correctly, alternative systems, and, of course, within the framework of a fair net return.

Through the Transportation Act, Canadian Railways were released from antiquated regulations that handcuffed efficiency, thus enabling them to compete on a more dynamic basis. They are now able to offer transportation packages to suit specific individual needs and, in some instances, to offer a selection of services from which shippers may choose to put together their own packages.

Container terminal services are a good example of several alternatives being offered to customers. Unfortunately—and this is the problem area—when the package is put together, users tend to regard the separate charges as penalties rather than legitimate charges for services performed. They are so accustomed to having one figure to cover all the services—whether they wanted them or not—that efforts to break them down into available selections are being hampered and, in some cases, misunderstood.

We have, for example, broken

down the function of processing traffic through our terminals into separate units, so that if a customer picks up his freight without delay, he receives the best possible rate. If he is unable to pick it up right away—or chooses not to—then a charge is applied. Obviously, the user who is on the ball and plans his system can cut down on his expenses. However, those who don't make the effort to act quickly—through their own fault or for valid reasons beyond their immediate control—still expect to qualify for the lowest possible charge. While they regard the higher charge as a penalty, those who sick up their traffic promptly consider the lower charge a reward for efficiency.

Actually, it all boils down to the basic economic elements of land, labour and capital. Like any viable organization, we are not in business to offer free services, free transportation, free handling at terminals, free storage space or free anything else. About the only thing that is free today is the air we breathe—and even that's not such a bargain when we consider the pollution count.

We have endeavoured, after careful analysis and years of transportation experience, to design a system where every service carries its own price tag. Those who can plan their operations to take full advantage of the system are not penalized for the inefficiencies of others but enjoy the lowest possible rate for their planning and efficiency.

Some of you have already seen our Concord Terminal here in Toronto. For those of you who have not, you will have an opportunity to do so later today. Once you have seen it in operation, I think you will agree that, in many ways, it can be compared to a highway interchange point. Both are designed—or should be—to facilitate the continued unhindered flow of traffic.

"Unhindered" is the operative word. This is the key to an efficient operation. Just as a well planned highway interchange point makes possible a smooth steady flow of vehicular traffic—so a well planned terminal makes possible a smooth steady flow of merchandise traffic. Anything that tends to obstruct the flow creates a back-up

which affects the whole system. There is no point in creating a transportation system which includes fast ships, highly efficient port operations, unit trains and rapid pick-up and delivery, only to have it bogged down at the interchange terminal by customers leaving their goods to pile up for five or ten days—or even more—at a time. In other words, container terminals are not designed for the purpose of storing goods beyond a minimum amount of time. This would be the same as parking a car on the up-ramp of the junction of 400 and 401 and leaving it there to obstruct traffic.

It may be argued that some delays are unavoidable. This is partly true. For example, in the case of import traffic, some time is needed to clear Customs, to arrange for pick-up and so on. The ideal solution, of course, would be to eliminate Customs altogether, but I am afraid the best we can do for the present is to work towards simplifying and speeding up the procedure. These short unavoidable delays we are forced to live with, just as a driver passing through a highway interchange accepts the need to reduce speed.

But there are other so-called unavoidable delays, such as, documents not arriving on time and receivers not ready to take delivery of goods for a host of reasons, that are really not justified. Even some of the delays attributed to Customs clearance, which incidentally usually go unprotested, are inexcusable in this age of electronics and fast communications. If a shipper or receiver has done his own homework properly and his documents are ready and in order, he should scream bloody murder if his traffic is delayed by some other party.

This may sound like strange advice coming from a transportation man who has lived with customer complaints for more years than I care to admit. The point is that container systems today are geared to move traffic with a minimum of delay and, while it would be naive to suggest that we, as a transportation company, are perfect in this connection—the customer really never had it so good. The variety of services that are being offered

make it well worth his while to take a second look at his own procedures. Some slight changes may help him to help himself to better service and, in doing so, the total system becomes more productive.

As for delays due to a lack of good planning on the part of a user, these must be translated into increased transportation costs. Neither the efficient user nor the carrier should be expected to carry this burden of inefficiency. The breaking down of all terminal services into individual components, with each priced separately, leaves no room for the subsidization of one service by another. For instance, the charge for unpacking a container is set at a level directly related to the operations involved. The charge stops with the goods on the floor, sorted into appropriate shipments. After a reasonable interval for Customs clearance, the storage charge takes over from there and, as far as the railways are concerned, is the responsibility of the owner. In most instances, we are not aware *why* a receiver chooses to buy storage or, indeed, whether he has any choice in the matter.

A different type of problem, largely created by historical practices—and which could be eliminated or alleviated overnight if traffic managers and shipping lines would discard old methods—is that related to volume shipments. It is normal for some shipments to move in relatively large lots—I don't mean bulk commodities, but such things as rubber and glass. Ocean carriers often reflect higher tonnages in lower rates. Usually, the low rate applies when the total tonnage is handled on one vessel. Traditionally, it could take as many as ten days to unload the tonnage from the vessel, and there could be a couple of days carry-over in the port terminal. So the receiver was able to take delivery of the shipment over a fairly long period, say, ten to twelve days, perhaps a carload at a time.

Today, that same tonnage in containers will be unloaded in a few hours, loaded onto the inland carrier almost within minutes, and will arrive as one large shipment at the destination for delivery to the

consignee. Then what? He may have only one or two shed doors to work through, in which case there is no way he can accept all of the tonnage within the reasonable period that inland charges cover. When storage charges are assessed directly by the inland carrier, there are often outraged protests, frequently due to the fact that the shipper or receiver does not fully understand the total system/total cost concept. Prior to containerization, he paid these charges in one way or another as part of his port handling costs—but just as some of the services have been transferred between the various modes that comprise the system, so also some of the cost elements have been transferred. This is why it is so important that the customer consider the various cost elements of the whole system, and not base his decisions on isolated cost factors. Again, system planning is the keyword.

There are at least four possible solutions to this problem:

1. If the shipping line quotes on a volume basis, ideally the charges should reflect the effect on the system as a whole. If moving high volumes by vessel introduces new costs in other areas, then provision should be made to compensate the parties assuming the new expenses.
2. The receiver should arrange for the volume rate to apply over a number of sailings more convenient to his capability of accepting the traffic.
3. The receiver could extend his facilities.
4. To assess charges for storage. This is the approach which was taken and, in some instances, has created quite an uproar. But since none of the other alternatives were forth-coming, we had no other choice. If we had done otherwise, or simply ignored the problem, we ourselves may have been justifiably accused of deliberately creating an inefficient operation.

Another condition we must live with is the fact that container systems are capital intensive. This raises the question in our minds as to what extent back-up equipment should be provided. Because of the critical costs involved, the proper

balance must be struck between guaranteeing the continued smooth functioning of the operation and the practical placing of capital. This means that maintenance and service must be first-class to ensure that equipment is capable of maximum performance.

It also means that preventive maintenance is essential. This precaution must extend throughout the whole system. For example, we must be quite adamant about the control of weights permitted into the system to keep damages to equipment at a minimum. Even though I.S.O. containers are designed for the bulk of the weight to be supported by the four corner posts when stacked in storage or in a ship's cell, consideration must be given to the stresses involved when the container is being lifted by a crane. If a container is overloaded, or if the weight inside is not properly distributed, the bottom of the container could give way under the strain and this, by the way, has happened on occasion.

Another important factor is the proper bracing of the contents to prevent damage caused by shifting in transit. For overland movement, the container contents must be braced in a similar manner to goods moving in a box car, that is, with the primary emphasis placed on the fore-and-aft stability necessary to offset the forces of acceleration and deceleration. Secondary emphasis is placed on sufficient side-to-side bracing to offset the effect encountered on curves. In addition to this, the motion of the car subjects the container to a certain amount of vertical vibration. This factor must be considered, particularly where concentrated loads such as machinery are concerned. This requires additional bracing between the load and the floor.

When the container is moving aboard ship, more emphasis is placed on lateral forces, since a ship rolling 25 to 30 degrees can swing a container in an arc of about 50 feet, one side to the other for hours on end. Even though most of the newer container ships are equipped with stabilizers designed to coddle container traffic in a manner formerly reserved only for passengers, the effect of rolling cannot be com-

pletely eliminated.

Therefore shippers, for the first time in history, must now block and brace their loads not only for rail travel but for marine travel as well. These problems can be solved by liaison between the shippers and the inland transportation companies, who now have the added responsibilities of ensuring that the container itself is sound, and that the contents are properly distributed according to weight, do not exceed the weight limitations, and are properly secured.

Apart from the problems of a purely physical nature, there are others in such spheres as marketing, pricing and liability, to name a few. One of these, which has been the cause of considerable discussion, is the problem of pricing container movements in view of traffic imbalances. The ideal situation, of course, would be to have an even flow of traffic in both directions. This would mean maximum utilization of container flats to the benefit of the railway, and maximum utilization of containers to the benefit of the owner, both ultimately to the benefit of the customer. In other words, it would eliminate empty positioning. Unfortunately, this is not generally the case. Imbalances in the flow of traffic *do* exist and must be contended with.

No one can argue with the fact that the hauling of empty containers incurs costs which have to be met. The question is: who should pay these costs? We do not believe it is fair to the customer to include them in the quoted rate for a one-way movement. Our answer to this problem was to separate the costs for loaded and empty movements, and place a price tag on each. In this way, the customer pays only for the service he receives and, at the same time, it encourages those responsible for developing traffic to get up off their haunches and get with it.

These are just a few of the problems and opportunities that containerization presents. I believe that the manner in which container systems have developed in Canada in recent years bodes well for the future. We have had problems, we *still* have problems, and we *will* con-

(Continued on Next Page Bottom)

IMMINGHAM—Britain's Fastest Growing Port?

British Transport Docks Board

November 1970

A dramatic growth in trade of nearly 270 per cent in five years is expected to be revealed by the British Transport Docks Board's end-of-year traffic figures for the port of Immingham. It is not however only the rapidity of its growth that makes Immingham noteworthy—it is that it is now one of the most important ports in the country.

Docks Board officials are confidently forecasting that total traffic at this deep-water port on South Humberside will have passed the 22 million-ton mark for 1970. As recently as 1965 Immingham was dealing with only 6 million tons a year, and the record 1969 figure of almost 14 million tons was easily passed in the first nine months of this year when total traffic reached 16.4 million tons.

Trade expansion of this order

tinue to have problems. This is to be expected in the development of any new concept, particularly in an age where change is the keynote. Exactly what will develop in the future can be nothing more than an educated guess. We may see the day when the container will be placed at the end of the production line—or when processing will continue to take place inside the container in transit. The only thing certain about the future is that it *will* change. We are not even convinced that the carefully nourished idea that high volumes moving at one time is necessarily the answer to the distribution manager's prayers. There just might be some advantages to shipping smaller lots as needed—provided that the need is on a regular basis.

I think the important thing is to study existing systems in relation to alternatives, to endeavour to determine trends, and to develop new systems in anticipation of demands.

must surely put Immingham in the running for the title of Britain's fastest-growing port. Certainly, among the 18 other ports operated by the British Transport Docks Board, only Southampton, with 30 million tons of traffic a year, deals with more cargo.

The handling of bulk traffic has been the mainspring of the port's prosperity since it opened in 1912—a fact largely due to the availability of deep water. At the beginning of the century an extension to the docks was planned at Grimsby to meet expanding trade in the area, and only through the foresight of the Great Central Railway, who owned the docks at that time, were these plans modified to take account of growing ship sizes. As a result, the new site chosen was at Immingham—at the point where the deep-

This is what we are trying to do, and we are moving as quickly as we can in this direction—in spite of the resistance to change we run into in some quarters.

Seriously, for those who may still want to cling to the ways of yesterday—simply because that's the way things were done in the past—I would remind them of the "new" simplified typewriter keyboard, which can cut training time in half, increase production by a large percent, reduce fatigue and slash the error rate, and can be translated into an overall increased productivity worth millions of dollars per day. After thirty-five years of hemming and hawing, there is a glimmer of hope that this new keyboard may now receive some serious consideration.

I wonder how many of those who tolerate—or sometimes even encourage—resistance to change will survive in today's competitive environment.

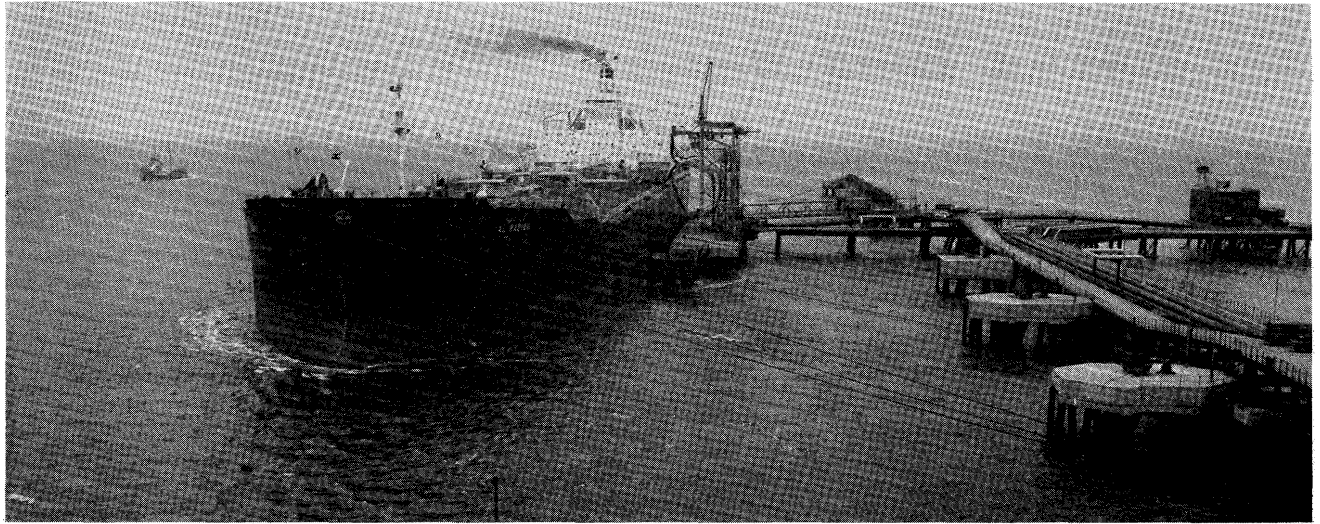
water channel of the Humber comes closest to the Lincolnshire coast.

Indeed, the Docks Board and its predecessors have constantly been seeking ways of making use of this natural deep-water asset. The latest development has been the investment by the Docks Board of £5½ million in an oil terminal to cater for mammoth tankers bringing cargoes to the new Lindsey and Conoco refineries nearby. The terminal is leased to Humber Oil Terminals Trustee Limited, a company formed by Total Oil Great Britain Limited, Petrofina (UK) Limited and Conoco Limited—the companies responsible for the refinery development in the area.

Since the terminal came into commission in April 1969 increasingly large tankers have been arriving at the port, culminating in the arrival in June this year of the first 200,000 ton tanker. This vessel, the 'Al Badiah' owned by the Kuwait Oil Company, discharged nearly 100,000 tons of crude oil from Kuwait. Traffic through this terminal during 1970 is expected to reach about 10 million tons of crude oil inwards and 3 million tons of refined products outwards. Now that the terminal is fully operational petroleum has become the principal bulk traffic handled by the port.

A by-product from the refining of petroleum at the Conoco refinery is petroleum coke which because of its purity is used extensively as a fuel in metallurgical processes. This fuel has not previously been produced in the U.K. and it is anticipated that eventually some 200,000 tons annually will be available for export.

The traditional bulk commodity of the port since it was opened in 1912 has been coal and coke. However, as a result of the new jetty terminal which has recently been built by the National Coal Board, this trade has been undergoing a drastic change, and when the terminal becomes fully operational in-dock shipments will virtually cease. The new coal loading appliance has a rated capacity of 4,000 tons an hour and the terminal can handle vessels of up to 70,000 d.w.t. It is fed by 'merry-go-round' trains constantly running between the port and the East Midlands and South



The largest tanker to date (July 1970) to enter the Humber. The Kuwait oil Company motor tanker 'Al Badiah' at No. 2 berth discharging 95,000 tons crude oil from Kuwait for the Lindsey Oil Refinery (B.T.D.B.)

Yorkshire collieries. It is forecast that four million tons of coal and coke will be handled through the port during 1970. When the coal terminal is fully in use it is anticipated that Immingham will become the biggest coal handling port in Europe.

Plans are now in hand for this coal terminal to be extended to deal with ore imports as well as coal shipments under a joint Docks Board/British Steel Corporation/National Coal Board scheme costing £11½ million. This involves the purchase of the jetty by the Docks Board from the National Coal Board for £3½ million, covering construction and capital dredging costs. The expanded bulk terminal is expected to become operational in 1972. At the moment about 1½ million tons of iron ore are imported yearly over in-docks berths destined for the steel works at Scunthorpe.

Considerable tonnages of other bulk traffics including phosphate rock, ilmenite, pyrites, other ores and liquid chemicals are handled, both at in-dock berths and the river jetties.

Apart from the expansion in bulk traffics Immingham is diversifying rapidly in other directions. One of the factors which has added to its reputation as one of Britain's fastest-growing ports has been the success of the Tor Line which operates to Gothenburg and Amsterdam from the port with a fleet of fast ferry vessels. Tor Line carried about 400,000 tons of general cargo on these

services in 1969, and has increased the number of sailings to ten a week. To cater for the expansion of the company's business, the freight marshalling area at the Immingham Terminal has been increased from the original 7½ acres to almost 15 acres. The success of the Tor Line has also established Immingham as a passenger port and the company now carries over 100,000 passengers a year between Immingham and Sweden/Holland.

In its quest for new business, the port in February this year began container operations with a lift-on/lift-off service to Esbjerg and Hirtshals in Denmark. Known as the 'b-line' and operated by Blaesbjerg

and Co. of Aarhus, Denmark, the service was initially twice-weekly but has proved so successful that it has expanded to three times a week in each direction utilising larger vessels.

The Docks Board has invested over £8½ million in Immingham over the past five years but the port still has room for expansion. The continuing development of road communications and the recently announced Government study of possible Maritime Industrial Areas (MIDAS), of which Humberside is one, indicates the likelihood of an exciting future which will more than justify the Docks Board's investment in the area.



Discharge of freight from Gothenburg ex the "Tor Anglia" at the roll-on/roll-off terminal at Immingham. Tor Line run five sailings a week to and from Gothenburg. In the foreground is part of the extensive freight marshalling area. (B.T.D.B.)

Port of Long Beach— A 60-Year Success Story

By Thomas J. Thorley

**General Manager
Port of Long Beach**

Southern California is alive with a vitality unequalled anywhere in the U.S.A. And a big part of that reputation is due to the tremendous growth of seaborne commerce handled through the Port of Long Beach, particularly during the past decade with the advent of containerization of cargoes.

In less than 60 years the Port of Long Beach has grown from a one-berth operation into a huge complex that handles nearly 2 million tons of cargo per month. This past fiscal year 2,518 ships used the Port. It is anticipated that Long Beach will be handling more than 30 million tons annually by 1975.

An important factor in our success story is the flexibility of the Port's management in developing and implementing a master plan for the future. It is the attitude of management that whatever the shipper's needs are, the Port accommodates them and revises its master plan accordingly.

The Port of Long Beach has always consulted the shipping industry prior to developing new facilities. This policy has made it the most versatile port in the nation.

We are already well known for our outstanding port facilities—our enormous piers, beautiful transit sheds, cranes, bulk loaders, special equipment, deep water and on and on. But it may come as a surprise to learn that the Port of Long Beach rates very high in containerization. Our experience has already been fruitful and our future will ensure a fantastic growth for World Trade in Southern California for many years to come.

Long Beach helped start the container age less than 10 years ago with an ungainly converted WWII freighter, its decks piled high with aluminum boxes. Yet in

less than a decade this tentative, yawning start has brought about the greatest change in ocean shipping (and land transportation) since the substitution of steam for sail.

Conceived as a quicker and cheaper way to load and unload vessels, containerization is rapidly evolving into a totally new and increasingly coordinated transportation system. Today a shipment is loaded into a standardized container at a manufacturer's door, transported by rail or highway to a central seaport, carried by high speed ship to another central distribution port, and transferred to truck or rail for its ultimate destination.

Containerization hasn't happened overnight. Undoubtedly, roll-on roll-off cargo, unit loads and conventional breakbulk handling will continue to play an important role in international freight. And the Port of Long Beach, with 22, 264, 219 tons handled during 1969, will continue to handle all cargo . . . and continue in its role as America's most modern port.

The Port of Long Beach is now the West's largest dry cargo port, as well as the largest foreign trade port on the West Coast. Soon—very soon indeed—it will feature the West's largest container complex. On many planes size alone is not the measure of success. It is, however, an indisputable necessity if containerization is to work, and work better. Long Beach has the location, the land area, the facilities . . . and the initiative.

There is no dispute. Long Beach is big enough to make containerization a fast and fully intermodal reality, yet small enough to do it with care and concern for each shipment. This attitude at Long Beach is no anomaly, but an actual-

ity that will help establish the Port as the one-stop hub in the world's greatest containerized cargo route.

The Port of Long Beach is served by three transcontinental railroads, more than 1,000 truck lines and an unequalled toll-free highway system that connects through high-speed Interstate routes with America's richest markets. Inland transportation rates and full-facet services are, in most instances, better than those available at other West Coast port areas. With new facilities and services being added every year, the Port of Long Beach has deservedly become America's Gateway to Everywhere . . . and your best route to continued growth and profit.

The enormous capital requirements and high operating costs of today's giant container ships and their great cargo carrying capacity makes the selection of a major port-of-call more important than ever before.

Long Beach handles cargo in quantities equalled by few other ports in America. Because this cargo is also varied, there are no seasonal lags. In fact, the preponderance of cargo and the efficient and economical inland transportation system make the selection of the Port of Long Beach as a single West Coast port-of-call the most efficient and least expensive container ship operation possible. Indications are that it has become more economical to ship the remaining cargo destined for West Coast areas outside of Long Beach's primary peripheral market by rail or truck rather than make multiple vessel calls up and down the West Coast.

The Port of Long Beach's Primary Market Area offers shippers an advantage in both costs and delivery time. This rich primary market, embracing California, Nevada, Arizona, Utah, Colorado and New Mexico, contains 29,600,000 people—70% of the population of Western America. It is the fastest growing region of America. Over one-third of the population of this primary market area is concentrated within 75 miles of the Port.

Inbound or outbound, the Port of Long Beach now, more than ever, provides the West's best developed facilities and services for efficiency-conscious marketers located any-



Four-part program to complete container cargo facilities within confines of South-east Basin in the Port of Long Beach is detailed in this artist's view of \$30-million three-year project. Figure "A" shows the 80-acre addition for Sea-Land Service container terminal on Pier G, just south of Sea-Land's rail and truck terminal ("B") covering 16 acres on existing land. Present container terminal ("C") is being enlarged by 40 acres for Kerr Steamship Company's combined auto and container facility, while Berths 243 and 244 ("D") will be readied for container ships on 24 acres of existing Pier J. Cost of program is being met with Series A Harbor Revenue Bonds, first ever issued by The Port of Long Beach.

where in North America. Geographical location, management flexibility, and an expansion of facilities has led to a tremendous tonnage growth in a wide diversity of cargoes. These have made Long Beach a dominant and not-to-be-overlooked force for Far Eastern trade originating in or destined for your markets, whether these are centered in one prime area or stretching through the United States.

What are the specific factors that have led to the Port of Long Beach being able to confidently offer you the shortest transit time between the Orient and your growing

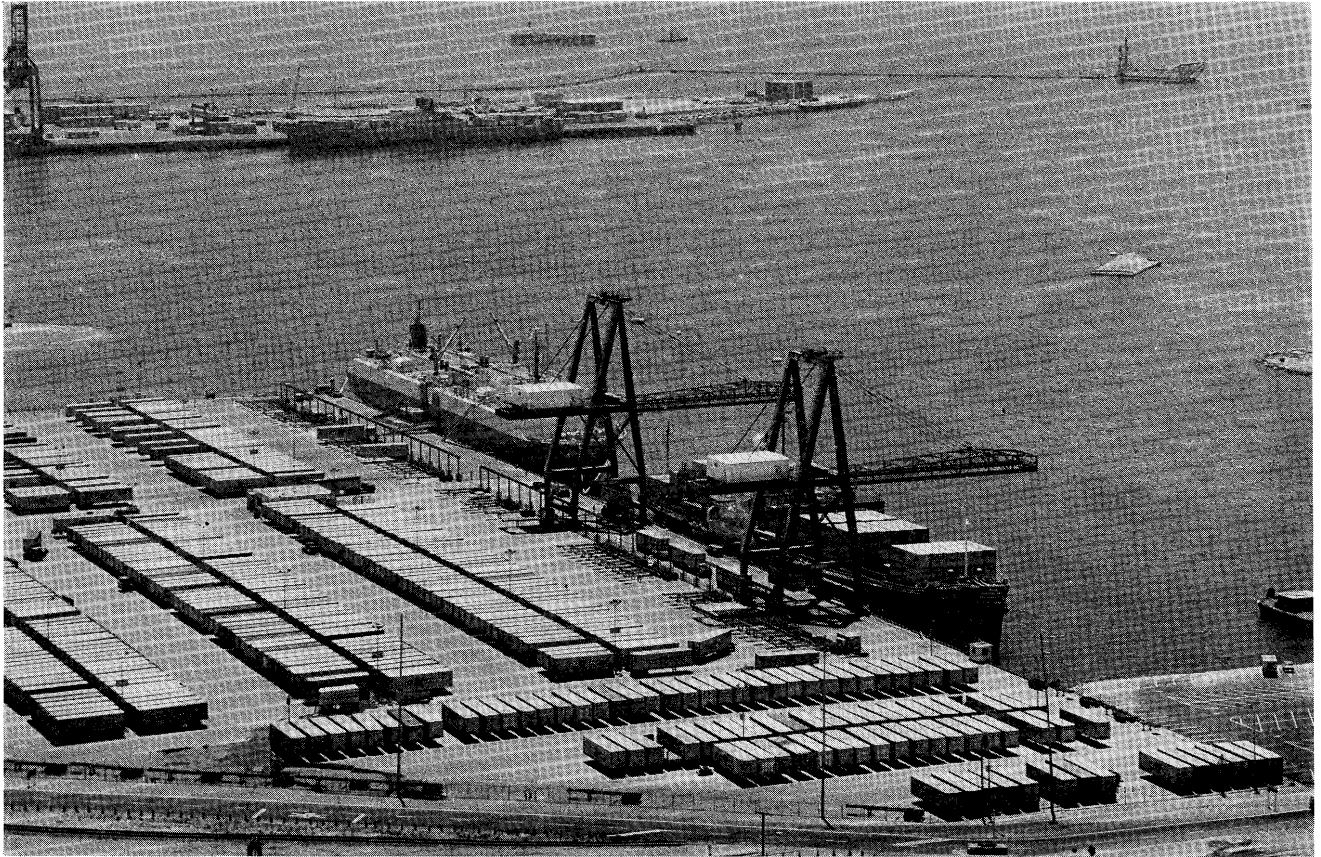
market? Two high-tonnage container lines are now operating in this port: Orient Overseas Container Line, with Long Beach the only port of call, and Sea-Land Service, the world's largest container line.

Transocean Gateway Corporation, the only public container facility on the West Coast, with its giant container terminal right in the Port of Long Beach, provides a fast, vital and economical bridge between ship and train or truck, and is one of the many ingredients leading to recognition of the Port's pathfinder role as the best gateway between America and Asia.

The Port's dynamic growth, reflected by new facilities and tenants on every pier, is amply illustrated by the fact that Pier J, the world's largest man-made pier, was programmed to supply the Port's land needs until 1985, but is already completely committed. New land fill has started.

The channel to the Inner Harbor will shortly be deepened to 55 feet, while channels in the Outer Harbor will be developed to handle drafts of 60 feet. Every corner of the Port will be served by the expanded roadway system slated for completion this year.

One aspect unique on the West



Sea-Land Services, Inc. container facility (foreground), with Transocean Gateway container terminal in distance. The Port of Long Beach will more than double its existing container capabilities through a \$30-million expansion program due for completion by 1973. It will then be the largest container port on the Pacific Coast and in the Pacific Basin. (Port of Long Beach)

Coast to the Port of Long Beach is of immediate importance to shippers growing into the container age: Long Beach has the land for tomorrow's needs. Land that is already being expanded and utilized to develop the West's largest container complex. Nearly three hundred acres are being devoted to containerization. Soon a total of 15 deep-water berths will be devoted exclusively to containership operations, with a 24-hour turn-around as standard. All three transcontinental railroads serving the Port will use the Transtainer-mounted 3000-foot-long tracks going in on the new eastern boundary of Pier J. This 30-acre ramping facility will be open to all, at dockside prices, providing substantial savings in both time and money on all container cargoes destined for Mid-America, the Eastern Seaboard, the South and South-

west and, for that matter, Northern California and the Pacific Northwest. This new system will be capable of harboring three complete container trains at a time.

The advent of containerization has brought a new term to the vocabulary of ocean shipping—the container freight station. Two are now in operation and at least three more will soon be added.

The Port is now constructing three of the largest container terminals in the world, totaling nearly 300 acres. The first — the largest terminal in the world committed to a single tenant, Sea-Land Service, Inc.—will contain 100 acres and eight container cranes, while Sea-Land's present container freight station will be expanded by 20 acres. This container terminal is scheduled to open January, 1973.

By late fall, 1971, a major foreign

flag, and a pioneer in the containerization of the Pacific, will inaugurate service at a new 70-acre location on Pier J, Port of Long Beach.

The occupant of the third terminal—which will utilize 40 acres—cannot be announced at this time.

The Port is working closely with the three major railroads serving Long Beach in the development of a practical trainload concept that includes the movement of entire trainloads—300 containers of 20, 35 and 40 foot lengths—inland to all major distribution centers. Once large scale Trans-Pacific container operations are fully available, low trainload rates to the Midwest, the East Coast—in fact to any point in America—will quickly follow.

So join with us in our success story. Come climb on our wagon—or I should say container—because World Trade is our Business.

Port of San Diego

Annual Report 1969-70

October 16:—If you're interested in the San Diego Unified Port District, best think big.

It's a business with assets totaling \$107,694,631 and an assessed valuation of over \$1½ billion.

And, in 1969, just seven years after its formation by the California State Legislature and approval of District voters, no tax levy was required to support its three-fold operational responsibility: Lindbergh Field airport; property management (all waterfront properties on tidelands, except military, are leased from the District), and the Port of San Diego.

As Lorenz H. Ruehle, Chairman, Board of Port Commissioners notes in the just released annual report for 1969-70 (fiscal year) "the long hoped for achievement of a Port functioning without need for tax dollars was realized in 1969." He cautioned, however, that "the Board is aware of problems generated by rising costs of all Port functions."

The Board of Port Commissioners composed of seven men, three from the City of San Diego and one each from Chula Vista, National City, Imperial Beach and Coronado. They have adhered closely to a 10-year master plan that is, even now through public hearings in each of the concerned cities, being upgraded to guide another decade of growth and progress. City officials and interested citizens may attend the public meetings and make known their ideas, all of which are analyzed and considered by the District's planners.

The Board of Commissioners establishes policy and Port Director Don Nay and his staff of 200 operate the District. An annual budget is based on a planned improvement program and costs in all three operating areas (the port, public facilities such as parks, and airport expansion) paid for from revenues raised from activity of the port airport and property leases. In 1970, these totaled \$6,559,490; as compar-

ed to \$5,884,133 in 1969.

Again, to quote Chairman Ruehle: "1969-70 was an eminently productive year with healthy growth in recreational facilities, world trade, transportation and general economic progress."

Total tidelands acreage within the District's jurisdiction is estimated at over 4,274 acres. About half of this acreage is developed or available for development, the balance is under water. This latter area, like the rest of tidelands available for development, must be man-made with materials dredged from the harbor's bottom. Environmental and ecological effects are thoroughly studied prior to any change in the shoreline of the Bay.

"It's these new properties from the harbor fill material that make possible the land on which lovely hotels, restaurants, marinas and other businesses bring in the leasing revenue responsible for public (non-revenue raising) projects such as public parks, landscaping and maintenance costs," it's pointed out by Port Director Nay.

Today's 2,289.53 available acres of tidelands is roughly divided into:

1. Recreation, 139.88 acres
2. Commercial 159.13 acres
3. Industrial, 794.54 acres
4. Fisheries, 29.52 acres
5. Transportation (airport, streets, highways) 689.83 acres
6. Unoccupied, undeveloped, and miscellaneous, 511.57 acres

Revenues received by the District over and above operating costs or "profits" must, by law, be utilized to enhance tideland properties owned by the District. Policy calls for using "profits" to maintain strong financial reserves so unforeseen emergencies can be met; expediting planned capital improvements; and in other areas agreed to by Commissioners.

During the 1970 fiscal year, San Diego's Unified Port District saw increases in cargoes, employment, construction and fishing. San Diego

Bay also drew an unequalled number of visitors and vacationers, accounting for the rapid development of Harbor Island and the emphasis on preservation of the recreational aspects of the Bay.

Here's a more specific look at developments around San Diego Bay during 1969-70:

Traffic at the 10th Avenue and National City Marine Terminals was on the upswing. Nearly 700 commercial vessels from 24 countries utilized port facilities, importing or exporting 1.31 million tons of cargo—a 60,000-ton increase over 1969. Value of these cargoes was \$230 million, down from 1969, reflecting international business conditions. Leading import products were plywood, toys, sporting goods, lumber and cork. Top export items were cotton, potash and fertilizer.

The Port has been authorized to construct a 500-foot wharf extension at the National City Terminal, eventually to accommodate a new container crane, and a new 10,000-square-foot warehouse. Lumber and scrap iron operations have been moved to National City, while the 10th Avenue Terminal, with a bonded customs warehouse and modern distribution and consolidation center, now handles all general cargo.

The Port's shipbuilding industry, working on commercial and Navy contracts for freighters and large naval vessels, are major employers with more than 4,100 men and women.

By special arrangement with the U.S. Navy, the Port District operates and leases to San Diego shipyards the only major drydocking facility south of Hunter's Point Naval Shipyard, San Francisco, California.

Construction will begin soon on modernization of the Broadway Pier and Embarcadero. The pier will lose its wooden warehouse and become an exciting, water surrounded extension of the city's main downtown boulevard. Landscaping, pleasant walkways and benches will outline a traffic circle, a new customs building, and a structure specially designed for passengers embarking on luxury cruiser liners
(Continued on Next Page Bottom)

The Cost of Port Modernisation

206m. in Five Years—NPC Statistics

15th October 1970:—During the five years 1965–1969 British ports invested over £200 million in new facilities, according to the National Ports Council's latest **Digest of Port Statistics**, published today*.

Investment at this level was needed to enable the ports to cater for the new shipping techniques developed during the period, in particular the unitisation of general cargoes and the introduction of very large ships in the bulk cargo trades.

Of the total of £206 million, £126 million was spent on major schemes each costing over £½ million, the rest on a large number of

smaller projects. Since 1967 port modernisation grants of 20 per cent of the cost of schemes meeting certain requirements have been payable, and grants paid from 1967 to 1969 totalled £22.3 million.

Capital expenditure by individual authorities included:

London, £48m.
Liverpool 25.4m.
Port Talbot £14.7m.
Hull £12.4m.
Forth £12.3m.
Southampton £10.9m.
Tees and Hartlepool £8.6m.
Immingham £7.7m.
Clyde £7.0m.
Bristol £6.1m.
Manchester £5.2m.

The fifth edition of the *Digest of Port Statistics* includes financial information, for ten major authorities, not shown in previous editions: operating revenue, operating expenditure, assets and liabilities. The port authority with the highest operating revenue during 1969 was the British Transport Docks Board (£29.6 million). The revenue of the Port of London Authority was £29.0 million; that of the Mersey Docks and Harbour Board £18.9 million, and the Manchester Ship Canal Company £11.9 million. Revenues for other major authorities were: Bristol, £6.4 million; Tees and Hartlepool, £5.0 million; Clyde, £4.1 million; Tyne, £2.9 million; Forth £2.8 million, and Milford Haven £0.4 million.

Port Traffic

Traffic through the ports in 1969, with the exception of fuel shipments, showed little change on the 1968 figure—105.6 million tons compared with 104.2 million tons the previous year. Oil shipments were up by nearly 15 million tons to 195 million tons. Coal shipments fell by 3.3 million tons to 31.8 million tons (mainly coastwise). Total traffic

through the ports during 1969 was 332.5 million tons, 12.4 million tons up on 1968.

Oil

Oil is the largest single traffic through British ports. In 1969 oil shipments totalled 195 million tons—112 million tons imports; 14.6 million tons exports; 32.8 million tons coastwise inwards, and 35.4 million tons coastwise outwards. Milford Haven (total traffic 39.1 million tons, an increase of 10 million tons on 1968) is now the largest oil port, other ports with traffic exceeding 10 million tons of oil being London (28 million tons); Southampton (26.9 million tons); Medway (23.5 million tons); Liverpool (13.9 million tons); Tees and Hartlepool (12.4 million tons); and Manchester (10.1 million tons).

Unit Loads

Statistics on unit transport services illustrate the rapid growth of unitisation of general cargoes during the five years 1965 to 1969. In 1969, 11.8 million tons of cargo were carried by unit transport services through British ports, compared with 3.5 million tons in 1965; 4.5 million tons in 1966; 6.0 million tons in 1967; and 8.9 million tons in 1968. Of the 1969 unitised traffic, 3.3 million tons was roll on/roll off traffic and 8.3 million tons was classified as 'other unit transport services', being mainly in containers. Of the 1969 total, 2.5 million tons of unitised traffic was with Northern Ireland and 1.4 million tons with the Irish Republic; 7.4 million tons of the traffic was with other countries.

Labour

During 1969 the number of registered employers of dock labour fell by 29 to 431, with a total of 48,657 workers under contract. Eleven of these employers each had over 1,000 registered workers under contract, ten employed from 501 to 1,000 registered men each, and sixty each employed between 101 and 500 registered men. There were 350 firms each with 100 registered workers or less, and of these 178 each employed 10 or fewer registered workers; 70 of these firms had

(Continued on Next Page Bottom)

Digest of Port Statistics 1970. Published by the National Ports Council, 17, North Audley Street, London W1Y 1WE, Price 45s. nett. Available from the Council or through Her Majesty's Stationery Office.

now calling at San Diego.

Commercial fishing from the Port of San Diego totaled more than 65 million pounds and despite international quotas on yellowfin the banneryear catch was valued at \$10.5 million.

Lindbergh Field hosted nearly 3.5 million airline passengers last year, a six per cent increase over 1969. Air freight totaled 19 million pounds, up 9½ per cent. Lindbergh construction approved during the past year includes a 1,000-foot extension of the main runway and a \$10 million expansion of the terminal and parking facilities to accommodate "jumbo jets" and their passengers.

The latest focal point of new visitor-recreation construction is Harbor Island, in keeping with the Bay's master plan to marry trade, industry and recreation. Construction completed during the past year includes the new Travelodge Tri-Arc and the Ramada Inn Hotels, which compliment new food and entertainment facilities and two marinas on the Island.

Port of Copenhagen

CONTAINER TERMINAL

Inaugurated on September 28, 1970

**The Port of Copenhagen Authority
and
The Free Port Company Ltd.**

Within the past few years The Port of Copenhagen has completed in rapid succession several major steps in its expansion and modernisation programme.—

In 1966 the Kalkbrænderiløb Quay, featuring sophisticated equipment for ferry traffic, became fully operational.

In 1967–8 the new “Ferry Port Nord” was opened, offering a full range of facilities.

On both of these sites stevedore firms have erected modern warehouses and provided most up-to-date installations along the extensive marshalling yards for smooth, rational handling of containers and

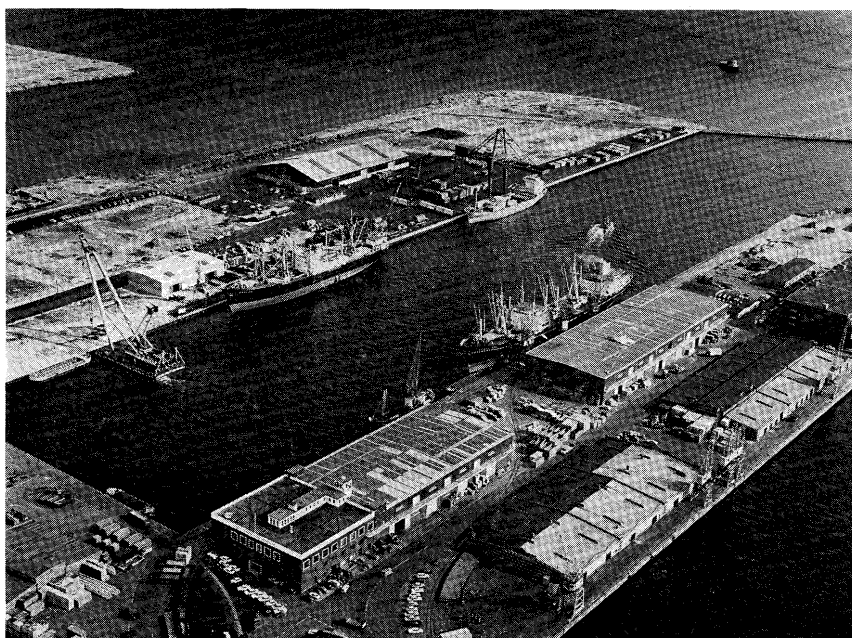
unitloads.

In 1970 The Free Port Co. inaugurated the port's largest single-

storey building—so far—the 15,000 sq. metre warehouse on the Marble Pier (Marmormolen).

To mark the completion of one phase of this expansion programme the port's new container terminal was opened, at the Levant Quay in the Free Port.

The terminal, covering a total area of over 100,000 sq. metres, is operated by KØBENHAVNS FRILHAVNS-AKTIESELSKAB (Copenhagen Free Port Co. Ltd.). The 665 metre stretch of quayside has a water depth of 10 metres over a



Port of Copenhagen, CONTAINER TERMINAL 1970



Port of Copenhagen, CONTAINER TERMINAL 1970

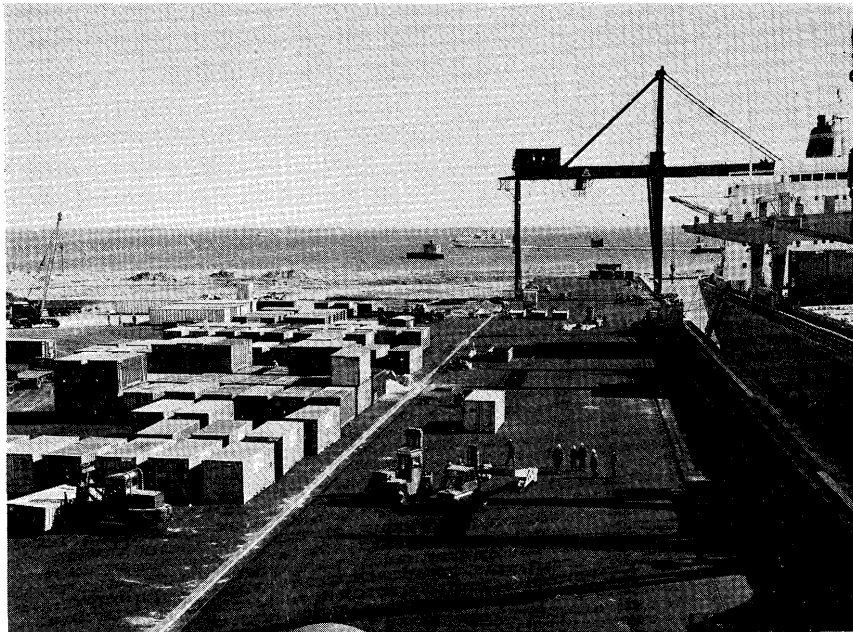
no registered workers under contract.

The total labour force of the port industry (as at June 1969), including registered and non-registered employees, is estimated at 113,400, a drop of 16,200 on the previous year. At the end of 1969 more than 3,000 men had left the Dock Labour Board registers under the National Voluntary Severance Scheme, and the severance of nearly another 700 men had been authorised.

Full Contents

The new issue of the Digest contains 207 tables and six maps illustrating goods traffic with overseas trading areas. Sections of the Digest comprise Port Finance (6 tables); Labour (12 tables); Commodity Analysis of Goods Traffic (41 tables); Unit Transport Traffic (3 Tables); Goods Traffic analysed by Overseas Trading Areas (117 Tables); Passenger Traffic (4 Tables); and Shipping Movements (24 Tables).

Extended statistics on unit transport traffic will be published later in the year.



Port of Copenhagen, CONTAINERTERMINAL 1970



Port of Copenhagen, CONTAINERTERMINAL 1970

distance of 500 metres, and a depth of 7 metres for the remaining 165 metres, designed primarily for feeder vessels used for loading and discharging on the roll-on/off principle. The water depth along the 500 metre stretch can be increased to 11 metres, if necessary, to accommodate deep-sea container vessels.

An area of 55,000 sq. metres of the total space was laid with a hard asphalt-concrete surface, capable of bearing the heaviest loads. Similar surfacing was also laid in the two

warehouses erected on the terminal site.

The warehouses have floor areas of 4,600 sq. metres and 1,060 sq. metres, respectively. Both buildings were erected with large entrances and without internal pillars, to ensure easy access and free movement of containers and other cargo. The doors to the bigger warehouse, which are motor-operated, measure 6.8 m by 6.0 m.

The warehouse is kept frost-free throughout the entire winter by its heating plant.

The Free Port Co. lets out space in the smaller warehouse while retaining the bigger one for packing and unpacking of containers. The bigger warehouse has an adjacent administrative building with offices for foremen etc. and a canteen and recreation centre—"folkerum"—for staff and dockers.

The containers are loaded and unloaded by a container crane with a capacity of 32 tons. The containers are lifted by a special yoke which can be automatically adjusted to various sizes of containers, 20, 30, 35 or 40 feet. The yoke can be removed, increasing the capacity to 40 tons. The crane, operated entirely by the driver in his cabin, consists of a portal section, measuring 30 metres across, which runs on tracks laid on the quayside. The outreach stretches 28 metres beyond the edge of the quay, enabling it to handle even large container vessels. When not in use the outreach can be raised in a vertical position; the crane is then 59 metres high. Under normal operating circumstances the crane can handle 20-30 containers per hour, loading or discharging.

The quay will also have two other cranes luffing cranes of 50 tons and 5 tons respectively, for general cargo etc. A rail-track network links all three cranes with Copenhagen's Rail Container Terminal.

Horizontal handling is to be effected by two Straddle Carriers. These are to load and unload trucks and goods trains and can stack containers, up to a height of 3, on top of each other. There is also a fleet of auxiliary vehicles, tractors, fork-lift trucks, mobile cranes etc.

The container terminal, being a part of The Free Port, is thus regarded as a duty-free area, with all the advantages this implies.

The expenditure to date on creating the container terminal and the equipment already described amounts to about D.kr. 38 mill. With the opening of the Kalkbrænderi Harbour's East Quay in 1966, "Ferry Port Nord" in 1967/68 and the Levant Quay in 1970 a total of about D.kr. 65 mill. was invested solely in the North Harbour, to provide a full range of facilities for the port's users. Further D.kr. 8 mill.

was invested by the Free Port Co. on the new warehouse no. 24.

The Port of Copenhagen has an annual turnover of about 14,000 containers, ranging in size from 20-40 feet. Of these 8,000 are handled in the Ferry Port Nord and 3,000 in the Free Port. To these figures a considerable number of 20-ft containers must be added, handled throughout the entire port, and about 5,000 trailers for roll-on/off traffic.

The roll-on/off terminal in "Ferry Port Nord", the modern 15,000 sq. metre warehouse on the Marble Pier and the container terminal at the Levant Quay, representing completion of a phase in the expansion programme, have enabled the port to provide full facilities and equipment to handle the constantly developing forms of traffic.

Within a radius of a kilometer a harbour area has been created with an overall design to facilitate close inter-relation of the various sections and their functions and to enable the Port of Copenhagen to add to its position as an ideal centre for export and import and for feeder traffic serving Scandinavian and deepsea lines.

Apart from these modern installations the Port of Copenhagen and the Free Port have many other special features to offer to shippers, importers, shipping lines and agents.



Port of Copenhagen, CONTAINER TERMINAL 1970



Port of Copenhagen, OIL HARBOUR

Situation Vacant

The United Nations Conference on Trade and Development (UNCTAD) has an opening for an expert in port accounting. The expert would form part of a team currently undertaking a study with the aim of developing a systematic method of constructing port tariffs, and would have particular responsibility for testing and applying the methods developed. He would normally be based in Geneva, but assignment to various ports in developing countries may be required for periods of several months.

Preferably candidates should be between 35 and 45 years of age. They should hold a university degree or equivalent professional qualifications in accounting and should have considerable experience in modern methods of cost accounting in ports or a related branch of industry. Full command of English and a very good working knowledge of French, or vice-versa, plus a good working knowledge of Spanish, are desirable.

The appointment would be for a fixed term of two years.

Interested persons should write before 1 March 1971 to the Chief, Personnel Section, UNCTAD, Palais des Nations, Geneva, submitting a curriculum vitae.

Advertisement

Second Port Island of Kobe

(News Release from Port and Harbor Bureau,
Kobe City Government, October 23, 1970)

The Commission for Deliberation of Fundamental Planning of the Rokko-Island in Kobe Port presented to Mayor Tatsuo Miyazaki of Kobe City on October 23, 1970, its final report on the study of various problems concerning the new project to construct the Rokko-Island (which is called by another name "The New-Kobe-Island") in Kobe Port, which study had been committed to the Commission by Kobe City Government.

The Commission, chaired by Dr. Hajime Sato, Director General of the Japan Ports and Harbors Association, was composed of 17 members from every field relating to urban/port planning, namely experts from technology departments and economy or management departments of universities, ministries of national government, business circles and so on.

The Commission also had two sub-committees, which were Port and Transportation Sub-Committee and Land Use Sub-Committee. The former, chaired by Mr. Tsuneo Tomo, Director, The 3rd Port Construction Bureau of the Transport Ministry in Kobe, was to make a study on the expected problems in constructing port and related transportation facilities, and the latter,

chaired by Dr. Minoru Be'ika, Professor, Managerial Economy Department of Kobe University, was to go into questions how the land use planning should be in the proposed Island other than water-front site, when the reclamation work be completed.

The following are the outlined contents of the Report:

1. Three Basic Conceptions:-

The Rokko-Island (New-Kobe-Island) should be,

- (1) The complex terminal of the international and intermodal transportation system, by sea, land and air,
- (2) The information net-work center of the Western Japan, where all the information on international trade, transportation and other businesses are to be comprehensively collected and processed, and
- (3) A modern city which will give us not only port and transport facilities but also all kinds of functions for future citizen life, especially a lot of greens, so that the Island would be "A Green Port City on the sea".

2. The Main Subjects of Development:-

- (1) Facilities for liner cargo vessels:

To prepare for the future large increase of cargo, the Island should be provided with most modernized container facilities and general liner berths. But full flexibility should be given to the port facilities to cope with the expected future change owing to technological progress in this aspect.

(2) Facilities for feeder services:

To prepare for the expected increase in the feeder services that would be based on Kobe Port and cover not only Western Japan but also countries of Far East Asia, the site and facilities for this purpose should be considered in advance.

(3) Preparedness to receive airborne cargo:

To prepare for the expected cargo handling to and from the New Kansai International Airport, which is proposed to be constructed in a large scale separately offshore of this Island, system facilities should be considered in the Island as well as physical facilities.

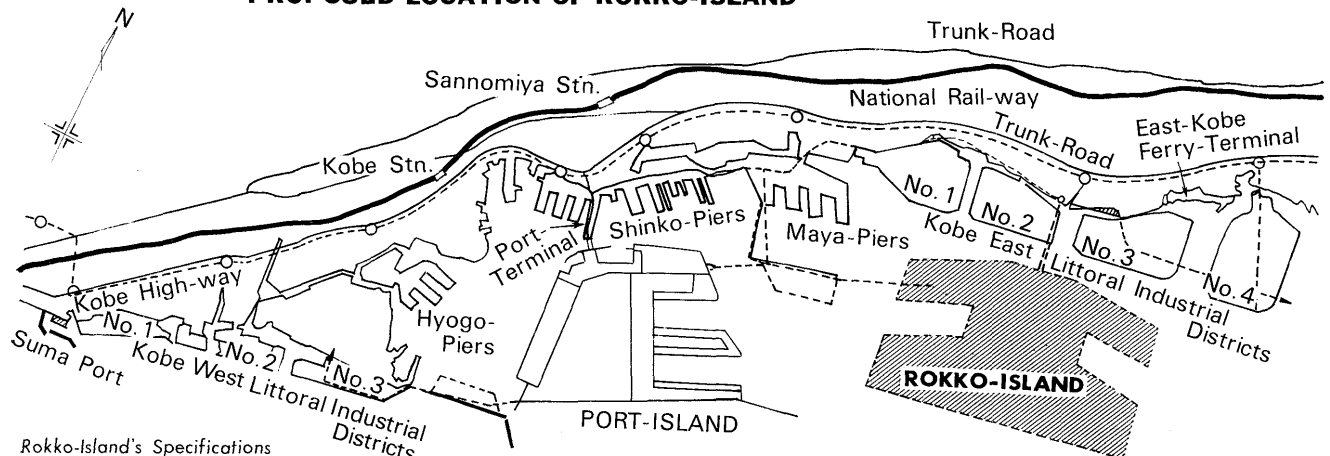
(4) International integrated transportation terminal:

To prepare for the coming age of global integrated transportation, various facilities in this field—physical, systemic and informational—should be planned and studied.

(5) Information services net-work center:

In the Osaka Bay, which is to be a zone of conglomerated ports and harbors, the Rokko-Island should play the role of Information services net-work center which will connect the world to the Western Japan in the field of international trade, transportation and other businesses.

PROPOSED LOCATION OF ROKKO-ISLAND



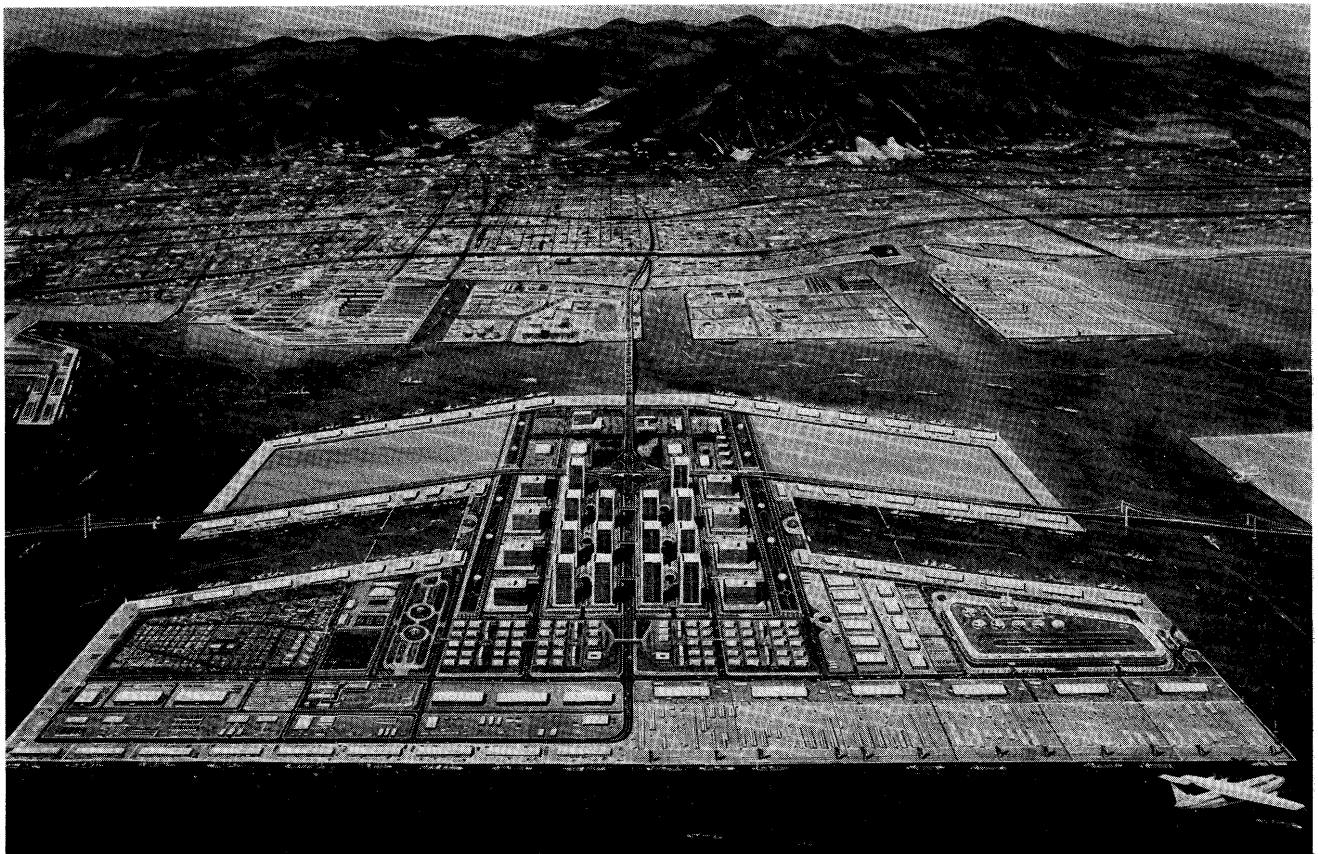
Rokko-Island's Specifications

Time of completion Not yet fixed,

Proposed total space 6km²

Estimated total cost ¥300,000,000,000

(Estimation by Port & Harbor Bureau, Kobe City Gov't)



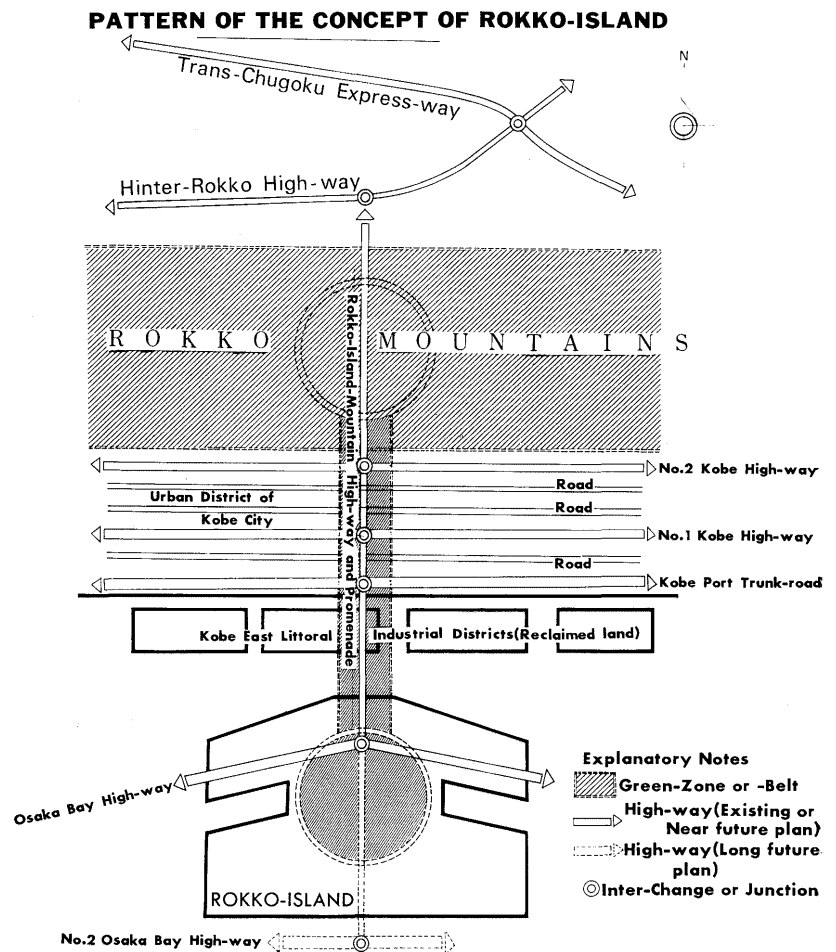
(6) Good environment to citizens life:

Greatly careful attention should be given to the expected environment for comfortable citizens life in the Island. Housing, parks, hotels, medical and welfare facilities, recreation places, shopping center, educational and nursery establishments, various institutes which would include the oceanography center and ocean development base, and so on would be completely provided. Rokko-Island is expected to be a future urban city of entirety.

(7) Recreational and resort places:

A lot of greens should be taken in to the Island and the possibility should be studied that man-made rivers (streams) and hills be also taken in to the design there for citizens' recreational places. Esplanades for pedestrians should completely be equipped. The possibility should also be considered that the Road with Promenade, from south to north, connecting the Island with Rokko Mountains could be constructed in such a way that the Road be along and in a green zone.

(Continued on Next Page Bottom)



Orbiter Probe

Man of Caliber

Baltimore, Md., November 26, 1970:—Joseph L. Stanton, Executive Director of the Maryland Port Authority, has been named a member of the American Association of Port Authorities' Standing Committee on Environmental Affairs, the agency announced today.

Appointment of the MPA head to the newly created AAPA committee is viewed as a reflection of the growing concern in the State of Maryland for environmental consideration relative to port development.

Mr. Stanton was also elected to the three-member Executive Committee of the American ports body. The MPA Executive Director is a former president of the AAPA, whose membership includes all major ports in the Western Hemisphere.

Additionally, on the international scene, Mr. Stanton has been appointed to the Board of Directors of

(8) Smooth flow of traffic facilities:

Transportation facilities for cargo goods and traffic facilities for passengers who would be working, living or visiting in the Island, should be well planned separately each other, but they should be studied together incorporatedly in a single and total urban design. Osaka Bay Road, and Kobe Port Trunk Road which would communicate Rokko-Island with Port-Island and Maya-Piers, etc. should be designed and at the same time they should also be communicate with all the major high-or express-ways in Japan. Heliport and hover-ships berths should be studied. The extension of railroads into the Island should also be considered in view of the relation between the Island and the hinterland. Special stress should be put on the safety of traffic in this new City.

the International Association of Ports and Harbors, an organization with worldwide membership.

This appointment—as one of four directors from the United States—reflects the Port of Baltimore's expanding stature at the international level, as well as its growing local and nationwide position.

The Maryland Port Authority has long been an active participant in the affairs of the two port bodies. (Maryland Port Authority News Release)

4 More Container Cranes

Baltimore, Md., December 17:—Seven huge container cranes will be in operation at Baltimore's Dundalk Marine Terminal by autumn 1972, making the premier Maryland Port Authority facility the second largest container center on the United States' East Coast.

Only the Port of New York area, the largest in the country, can boast of more units to handle containerized shipments on the American side of the North Atlantic.

At present the Port Authority has one bridge-type gantry-mounted container crane in full operation at Dundalk, with two nearly identical cranes under construction expected to be operational by the end of the summer of 1971.

Contracts for the four additional cranes—which will bring the Dundalk total to seven—are ready to be signed, having been awarded by the state agency's Board of Commissioners to C. Itoh & Co. (America), Inc., representing Ishikawajima-Harima Heavy Industries Company, Ltd., a prominent Japanese shipbuilding corporation.

To be built at a unit price of \$1,074,400, the four cranes will cost the Port Authority a total of \$4,297,600—below original engineering estimates. The IHI subsidiary outbid four other firms—three American, one Japanese—including

the company which is responsible for the Authority's existing crane and the two under construction.

All four new cranes will be installed at the Dundalk terminal's Berth 11 and 12—currently under construction, with completion set for early 1972. The three cranes now in operation are being built are for Berths 7, 8, 9 and 10.

Though best known for its shipbuilding and heavy industrial work, IHI currently has one of its own cranes in operation in Tokyo, with two more also under construction there. In the United States, the firm is building four container cranes in New York and one in Long Beach.

Baltimore's eighth bridge-type container crane is in use at the Sea-Land Service, Inc. terminal in the Canton area of the port. (Maryland Port Authority News Release)

Steel Trade

Buffalo, N.Y.—There's a flourishing trade in steel cargoes going on at the Buffalo Port Terminal. A one-week total, crossing terminal piers, recently amounted to 3400 tons, representing not only the highest one-week total of steel for the navigation season, but also the highest one-week total of the port's whole general-cargo trade.

Although complete figures have not been compiled, exports of steel shipments have surpassed 7000 tons and imports have reached 4000 tons. Steel imports from Japan and the United Kingdom are expected to rise to 7500 tons by the season's end.

Steel export shipments have provided new business for the terminal this year and much of it has come from Republic Steel Corporation's South Park Avenue plant. (Port of Buffalo Progress Bulletin, November 1970)

Tug & Barge Christened

Hollywood-Fort Lauderdale, Fla., November 24:—The world's largest ocean-going barge, Enco Port Everglades, and the tug Enco Sunshine State were christened in a dual ceremony at Port Everglades.

The new barge is 520 feet long, 95 feet wide and has a carrying

capacity of 270,000 barrels of product. Humble Oil & Refining Company will place the equipment in service between Baytown, Texas and Florida ports, principally Port Everglades.

A number of Humble Oil officials from Texas, North Carolina and throughout Florida attended the ceremony, including R. H. Venn, vice president and board member, and L. G. Rawl, Marketing vice president. Mrs. Rawl was sponsor.

Both the tug and barge were constructed by Gulfport Shipbuilding Corp., Port Arthur, Texas. (Port Everglades News)

Records Broken

Long Beach, Calif.:—Ship arrivals in The Port of Long Beach rose to new record highs during fiscal 1969-70, with a total of 2509 vessels calling at Long Beach harbor, it was announced this week by general manager Thomas J. Thorley. Last year's count was 2481 ships.

Total tonnage handled by the port rose 2.6 percent to 22,188,939 tons, another all-time high. Gains were registered in dry bulk, up from 5,652,707 to 5,898,467 tons, and in petroleum bulk, climbing from 11,433,388 to 11,926,432 tons.

Liquid bulk other than petroleum rose over 30 percent to a record 211,988 tons, with only general cargo showing a small decrease from 4,380,501 to 4,152,052 tons.

Dollar value of all cargoes moved was \$1,763,568,010, slightly below the \$1,878,746,385 of the year before.

The Port of Long Beach recently launched a \$30-million expansion program which will make it the largest container facility on the West Coast by 1973. Long Beach already leads in dry cargo and foreign trade.

Travel Mission

Long Beach, Calif.:—A five member Japan Trade Mission delegation from the Port of Long Beach, California, visited Tokyo in early October, headquartered at the Imperial Hotel.

According to United Overseas Corporation, which represents the Port of Long Beach in the Far East,



DULUTH WINS "E" AWARD . . . The President's "E" Certificate for Export Service has been awarded to the Seaway Port Authority of Duluth for "outstanding contribution to the export expansion program of the United States." Minnesota Governor Harold LeVander, second from right, presented the prestigious award on behalf of President Nixon to Duluth Mayor Ben Boo. With the governor and mayor are, from left, Port Authority Commissioners Maurice S. Moe, St. Paul; John F. McGrath and Leonard I. Theobald, Duluth, and Port Director C. Thomas Burke. The presentation marked only the second time a Great Lakes port authority has won the "E" Award. The first was the Toledo-Lucas County, Ohio, Port Authority in 1963.

the delegation met with numerous shipping and business interests during their stay here. A reception for the industry was held at the Tokyo Hilton October 2.

Among official actions was presentation of a resolution to the Mitsubishi Group commemorating Mitsubishi's 100 Years of Progress. Presentation was made to Chujiro Fujino, president of MSK Trading Company, with the illuminated scroll itself exhibited at Mitsubishi's reception on October 9.

Harbor Commissioners participating in the trade mission were president H. E. Ridings, Jr., Robinson A. Reid and Henry H. Clock. Thomas J. Thorley, general manager of the port, was accompanied by James H. McJunkin, recently promoted from Director of Trade Development to Assistant General Manager. (Port of Long Beach News)

Port Representative

Long Beach, Calif.:—Universal Shipping Company and its affiliate, United Overseas Corporation, have been retained to provide public relations representation in Japan and the Far East for The Port of Long Beach, it was announced here by Port general manager Thomas J.

Thorley and Universal Shipping president F. V. Hannum.

A one-year contract with Universal Shipping, which headquarters in Washington, D.C., and United Overseas, with offices in Tokyo, was recently approved by the Long Beach Board of Harbor Commissioners.

Universal executive vice president Robert K. Powell and United Overseas vice president Robert S. Iki are in charge of the program, designed to strengthen liaison between Long Beach and shiplines and shipping companies in the Western Pacific and Southeast Asia.

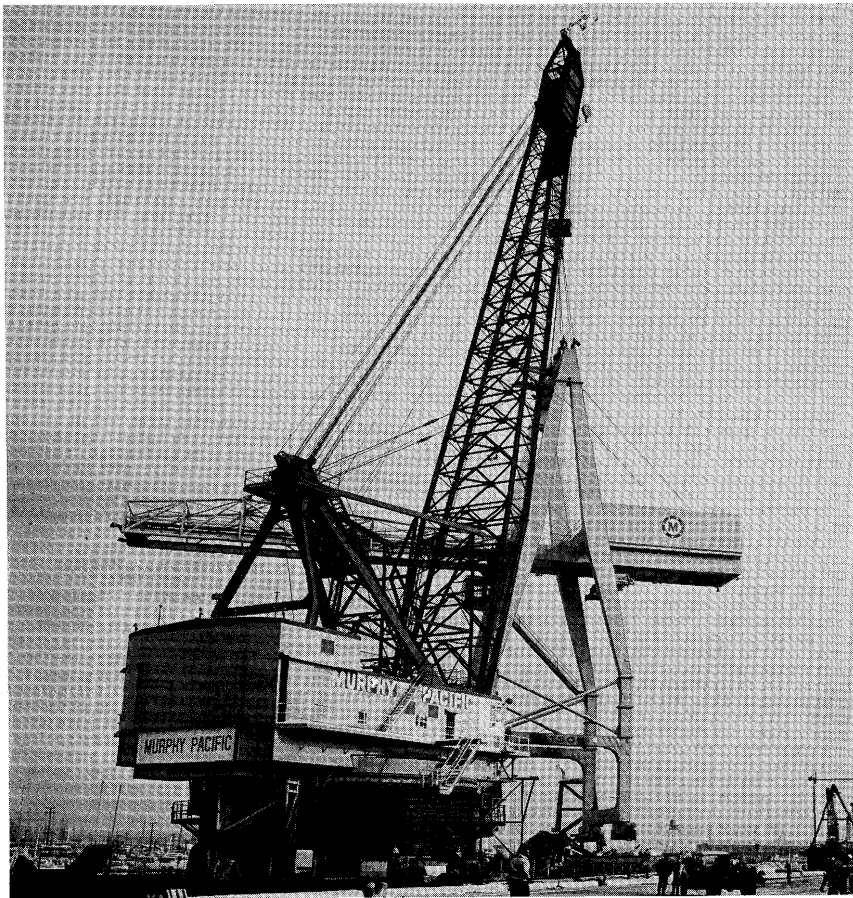
Hidehiko Kanda is manager of United Overseas office in the Orient, located in the Tsurukame Building, No. 2-6, 4-Chome Ginza, Chuo-Ku, Tokyo, Japan 104.

Universal Shipping's address is 1729 "H" Street, N.W., Suite 300, Washington, D.C. 20006.

Long Beach has just announced a \$30-million, three-year expansion program which will make the Los Angeles gateway port the largest single container center on the Pacific Coast. (Port of Long Beach News)

Low Injury Rate

Los Angeles, Calif., December 18:—From latest on-the-job accident figures for Los Angeles city employ-



That's 360 tons hanging up there as Matson Lines moves its Port of Los Angeles container operations from Berth 200A, Wilmington District, to Berths 207-209 on Terminal Island. The 300-foot barge Marine Boss, with a crane that dwarfed Matson's 168-foot container crane, completed the move of almost a mile in a little more than three hours from the time work started. (Port of Los Angeles)

ees, the Harbor Department is a pretty safe place to work, and it's getting better all the time.

For the second year in a row, according to Don N. Moore, Harbor Department safety engineer, injury accident figures at the Port of Los Angeles showed a drop during the first quarter of the fiscal year.

"This is significant," Moore said, "because for some reason on-the-job accidents are most frequent in almost all types of work between the beginning of June and the end of September.

"I have a notion this is because regular employees are apt to daydream about their upcoming or just concluded vacations and vacation relief employees are often less experienced in the job, or even less safety conscious.

"The Harbor Department's steadily declining injury accident rate

shows our campaign to instill job safety consciousness is paying off."

The campaign is paying off in dollars, too, Moore said. The total days lost from job accidents between July 1 and October 17 was 47, while the figure for the same period in 1969 was 112 days. Using a \$5.83 average hourly wage for the department's more than 500 employees, the difference comes to \$3,111.60, almost \$900 per month, not counting savings for medical treatment costs.

For the first quarter of the current fiscal year, medical cases are down 24 per cent, disabling injuries are down 53 per cent, days lost due to injuries down 58 per cent, the frequency rate of disabling injuries down 57 per cent, and the accident severity rate is down 61 per cent.

The frequency rate is the number disabling injuries (injuries in which at least one full working day was

lost) per million manhours exposure; the severity rate is the total number of eight-hour days lost per million manhours exposure.

By and large, the Harbor Department rates third or fourth among City of Los Angeles civil service departments (not including Water & Power). It is behind the Building and Safety and Library departments in total medical cases, disabling injuries and total days lost, and behind those departments and the catchall "other departments" in frequency and severity rates.

"This is particularly good," Moore commented, "because the Building and Safety and Library employees are almost entirely office staff, while better than half the Harbor Department's employees are in-the-field workers of one type or another.

The city's periodic reports of employee injuries are compiled regularly by the Employees Services Division of the Los Angeles City Personnel Department. (Port of Los Angeles)

Awards for Caughlin

Los Angeles, Calif., December 18:—Bernard J. Caughlin, general manager of the Port of Los Angeles, has been given the Distinguished Service Award for 1970 by Los Angeles' International Trade Club (ITC).

Caughlin, who has held the city post for the past almost 17 years, received a plaque commemorating the award, in ceremonies Saturday (December 19) night at the Los Angeles Athletic Club.

In making the presentation, George Radcliffe, ITC newly-elected president, reviewed Caughlin's career as a shipping industry executive and Harbor Department official over the past 43 years.

"Surely," Radcliffe remarked of the Distinguished Service Award, "no one more richly deserves it than the general manager of the Port of Los Angeles, Bernard J. Caughlin."

With 130 members, the 33-year-old International Trade Club is affiliated with the Foreign Trade Association. Through its programs and the exchange of members' experiences, it furthers members education

in the field of international commerce.

A native of Colorado, Caughlin moved to California with his parents in 1920 and graduated from San Pedro High School. He was an executive with Luckenbach Lines for 24 years, assistant general manager, Port of Los Angeles, for five, and acting general manager for two and a half years before appointment to his present post.

During Caughlin's years as general manager, general cargo tonnage through the port has more than doubled, while foreign general cargo tonnage has almost tripled, as have revenues.

Other honors to Caughlin during his career include the Bronze Plaque Award of the Los Angeles Chamber of Commerce and knighthood from the Belgian Government. (Port of Los Angeles)

Better Rail Rates

New Orleans, La., December 9:—Recent action taken by railroads serving New Orleans and other Southern ports will make the port of New Orleans more attractive for its users, according to Louis A. Schwartz, General Manager of the New Orleans Traffic and Transportation Bureau. Schwartz said that the railroads' publication of a reduction in export-import rates and cancellation of wharfage absorption is a victory for the port. The changes became effective December 5, 1970, in spite of a formal protest filed with the Interstate Commerce Commission by the ports of Houston and Galveston.

Schwartz noted that the railroads' action concludes a two-year fight by New Orleans port interests to keep New Orleans on a competitive basis with other Gulf ports and South Atlantic ports.

James W. Martin, Centroport's Deputy Director for Trade Development said, "This rate adjustment will be an effective tool in our efforts to sell the port. In the past, potential users of Centroport said that the unabsorbed wharfage at New Orleans was a factor that often caused cargo to move through other ports instead of New Orleans. Our sales force can now go to customers and show them significant new sav-

ings and an improved inland rate position versus other ports."

Savings of 15 cents Per Ton

Schwartz outlined the following example of the effect the railroads' publication will have on shippers and receivers using the port of New Orleans. Assuming a freight rate prior to December 5 of \$10.00 per ton, charges were \$10.00 plus 20 cents per ton unabsorbed wharfage for a total of \$10.20. Now the inland rate will be \$9.70, with wharfage of 35 cents in addition, for a total of \$10.05 and a saving of 15 cents per net ton.

Schwartz stated that the Bureau's efforts were supported by the Board of Commissioners of the Port of New Orleans, Board of Trade, Steamship Association, Freight Forwarders, Green Coffee Association, Chamber of Commerce, Public Belt Railroad, and other city and port interests.

Schwartz explained that railroads serving New Orleans, most other Gulf ports and south Atlantic ports published a reduction of 1-1½ cents per 100 pounds (30 cents per net ton) in one-factor shipside rates applying on commodities originating in or destined to a large area of the Midwest. At the same time, Schwartz added, the railroads cancelled the absorption of wharfage at these ports.

A unique situation exists at the Texas ports of Houston, Galveston, Beaumont and Texas City, Schwartz said. At these ports, the rate reduction and cancellation of wharfage absorption is effective only when traffic is picked up or delivered by the Missouri Pacific, Southern Pacific or Kansas City Southern railroads. Schwartz explained that the Santa Fe, Rock Island, Missouri-Kansas-Texas and Fort Worth and Denver railroads did not have the adjustment published for their account and these four railroads will continue to absorb the full amount of the wharfage at those ports without any reduction in existing freight rates.

New Orleans Wharfage History

Prior to December 5, Schwartz explained, railroads serving New Orleans absorbed only 15 cents per ton of the total wharfage charge of

35 cents per ton assessed by the Dock Board. At competing ports these railroads absorbed a larger amount of wharfage. Schwartz pointed out that prior to December 5, railroads serving Mobile absorbed 28 cents per ton; and at all Texas ports, the total amount of wharfage (55 cents export, 35 cents import) was absorbed by the railroads.

This matter was the subject of a lengthy proceeding before the Interstate Commerce Commission. In its decision, the ICC found that cancellation of wharfage absorption without a corresponding reduction in single-factor shipside rates was not just and reasonable. After the ICC decision, the Bureau began extensive negotiations with railroads serving New Orleans to convince those railroads to absorb the full amount of wharfage at New Orleans (35 cents per net ton) or to reduce export-import rates to and from the port by a like amount. (Port of New Orleans)

Tenants Entering WTC

New York, N.Y., December 15:—The World Trade Center will begin operations tomorrow (Wednesday, December 16) when its first tenants open for business at their new offices in the 110-story North Tower Building, James C. Kellogg III, Chairman of The Port of New York Authority, announced today.

The World Trade Center was first proposed by the Downtown-Lower Manhattan Association in 1960. The Port Authority was directed to build the Center by the legislatures of New Jersey and New York in 1962. The architectural plans were announced in 1964. Construction began in 1966. The first steel for the North Tower Building was placed in 1968. The six buildings in The World Trade Center will be completed in stages by 1973.

Steel work for the North Tower Building is almost completed, and the South Tower Building has reached the 71st floor. During the initial phase of operations, while the Trade Center is still under construction, pedestrian access to the North Tower Building will be through an enclosed walkway at Dey Street, west of Church Street. A bank of

The Americas

elevators in the building's Main Lobby will serve the 10th, 11th and 12th floors, the first to be occupied by the Center's tenants.

The first two tenants are an import-export company and a firm of freight forwarders and Custom House brokers.

Irving R. Boody & Company, Inc., importers and exporters of raw materials, will occupy 2,537 square feet on the 11th floor. The firm, which has been active in world trade in the Port of New York for nearly half a century, exports rosin and paraffin wax to South America and Europe; its principal imports are fatty acids from Germany and Denmark, menthol crystals from Brazil, and wool from New Zealand. The company will employ 15 people at its new location.

Export - Import Services, Inc., freight forwarders and Custom House brokers, will have 2,503 square feet of space on the 10th floor of the North Tower Building, with a staff of 15. This organization has been engaged in processing the movement of cargo through the New Jersey-New York port since 1938. It also maintains an office near Kennedy International Airport to handle the growing movement of international air freight.

A third tenant will move into the Trade Center later this week. Petroleos Mexicanos, official representatives of the governmental authority in charge of the Mexican petroleum industry, will occupy 5,131 square feet of space on the 11th floor.

Other tenants will begin moving into the Trade Center in stages over the next few weeks.

The World Trade Center, under construction by the Port Authority on the west side of Lower Manhattan, will provide modern and complete facilities in the Port of New York for the conduct of international trade. It will bring together at one location, the activities of government agencies and private firms engaged in international commerce and will coordinate under one roof, all of the marketing and service functions of world trade.

The Trade Center's 16-acre site is bounded by West Street on the West, Barclay and Vesey Streets on the North, Church Street on the

East, and Liberty Street on the South.

In addition to the North Tower Building, a twin 110-story South Tower Building, a twin 110-story South Tower Building, a nine-story Customs Building and an eight-story Northeast Plaza Building are under construction by the Port Authority around an open plaza of almost five acres. These structures, together with an eight-story Southeast Plaza Building and a hotel, will be opened in stages over the next three years.

Minoru Yamasaki and Associates of Troy, Michigan, are architects for the \$650 million World Trade Center, and Emery Roth & Sons of New York, are associated architects. The Tishman Realty & Construction Company of New York is general contractor on the project. (News from The Port of New York Authority)

ICC Protested

New York, N.Y., November 18:—The Port of New York Authority, in association with some 20 other port interests and civic organizations in the Metropolitan area, today strongly protested to the Interstate Commerce Commission the proposed abandonment of lighterage service in New York Harbor by the Baltimore and Ohio Railroad and the Central Railroad of New Jersey.

In separate statements to the Commission, the Attorney General of the State of New York and the Corporation Counsel of the City of New York also expressed their opposition to the cancellation of lighterage service by the two railroads.

Lighterage service, which is mainly used in oceanborne foreign trade, involves the operation of unloading railroad cars at rail terminals in New Jersey, placing the export shipments on lighters or barges, and delivering the freight to shipside for its ocean movement. The reverse procedure applies in the case of imports.

The service of lighterage has been provided in New York Harbor by the railroads since the 19th Century. The Baltimore and Ohio, the Central of New Jersey, the Penn Central, and the Erie Lackawanna railroads have provided lighterage service without charge as part of their

line haul rates. The B&O and the CNJ recently announced that they would cancel lighterage operations as of November 30.

The Port Authority's protest to the ICC contends that it is unlawful to abandon a regular portion of a railroad service without complying with the formal procedures prescribed in the Interstate Commerce Act. The bi-state agency urged the Commission not to permit this service to be summarily suspended.

James C. Kellogg III, Chairman of the Port Authority, said: "The proposed abandonment of lighterage by the B&O and the CNJ would be a serious blow to the advantages of doing business through the Port of New York. The cancellation of this vital service would add to the cost of handling export-import freight since it would require shippers to make special receiving and delivery arrangements between rail heads in New Jersey and piers on the New York side of the harbor."

Mr. Kellogg emphasized that the additional cost involved "could result in a significant loss of tonnage to shipping lines calling at the Port of New York."

The maritime and civic interests which joined the Port Authority in protesting to the ICC the proposed abandonment of lighterage service are:

Maritime Interests

American - Export Isbrandsten Lines, Inc.
Barber Steamship Lines, Inc.
Belgian Line, Inc.
Dominican Steamship Service, S.A.
Farrell Lines, Inc.
Grancolombiana, Inc.
Hellenic Lines, Ltd.
Marchessini Lines
Meyer Line
Mitsui-O.S.K. Lines, Ltd.
Netumar Line
Orient Overseas Line
Peruvian State Line
Prudential-Grace Lines, Inc.
Royal Netherlands Steamship Company
Universal Terminal & Stevedoring Corp.
Yugoslav Line

Chambers of Commerce

Bronx Board of Trade and Cham-

ber of Commerce
Chamber of Commerce of the
Borough of Queens
Chamber of Commerce of the
State of New York

Westside Association of Com-
merce in the City of New York

In addition, the following organi-
zations have opposed the cancella-
tion of the B&O and CNJ lighterage
service in separate statements to the
Interstate.

Commerce Commission:

Brooklyn Chamber of Commerce
Commerce and Industry Associ-
ation of New York, Inc.

International Longshoremen's As-
sociation (Local 1814)

Maersk Line

Maritime Association of the Port
of New York

New York Foreign Freight For-
warders and Brokers Associ-
ation

New York and Suburban Lum-
bermen's Association

(News from The Port of
New York Authority)

Portsmouth Being Unified

Norfolk, Va., December 7:—
Portsmouth and the Virginia Port
Authority have worked out the
terms under which the city will
unify its port facilities with other
Virginia ports. Final negotiations
were conducted at the regular meet-
ing of the VPA Board of Commis-
sioners October 27.

Unification conditions, spelled out
in a lengthy resolution adopted by
the Board, provide for the City of
Portsmouth and the Portsmouth
Port and Industrial Commission to
turn over complete administration
and management of Portsmouth
Marine Terminal hopefully by Jan.
31, 1971, but in any event prior to
April 1, 1971.

The VPA agreed to repay to the
city \$1.7 million owed to Ports-
mouth banks that loaned money for
port development at PMT; take
over the outstanding bonded indebt-
edness of \$3.8 million; and pay back
\$1.29 million expended for terminal
improvements—this amount to be
repaid over the next ten years to
Portsmouth from operating proceeds
of PMT.

The State agency also pledged to

provide a berth for Sea-Land Ser-
vice, Inc. when an agreement is con-
cluded with the steamship compa-
ny; pay off the \$600,000 balance
owed on PMT's second container
crane; continue Portsmouth Ter-
minals Inc. as the terminal oper-
ator; and to absorb the staff of the
PPIC.

VPA Board Chairman Edward R.
English said, "This is a great day
in the history of port unification and
the development of the ports of Vir-
ginia. It is a dramatic step forward
in bringing about the overall uni-
fication of all the ports of the Com-
monwealth."

English also commented that with
the removal of the fragmented,
competitive type of operation that
has previously existed, and with all
hands pulling together in a unified
organization, all of the ports to the
North and South will realize they
are facing a strong competitor.

PPIC Chairman J. P. Stephenson
said the city council and the com-
mission were both pleased that VPA
had accepted their proposals for
unification. "We hope that this rep-
resents the beginning of a strong,
viable, unified Port of Hampton
Roads."

Located at Pinnars Point, Ports-
mouth Marine Terminal provides
an 800-foot container berth with a
roll-on/roll-off ramp and a 600-foot
general cargo berth. Major steam-
ship lines presently calling at the
terminal include Atlantic Container
Line and Sea-Land Service, Inc.
(VPA Far East Office, Tokyo)

Acting Executive Director

Norfolk, Va., December 11:—
Ernest T. Bauer has been named as
acting executive director of the
Virginia Port Authority, according
to VPA Chairman Edward R. Eng-
lish.

Blair P. Wakefield, the former ex-
ecutive director, announced his
resignation November 25 and it be-
came effective November 30.

Bauer has served as the Authori-
ty's deputy executive director for
planning and research since Novem-
ber 1967. Previously, he was on the
staff of the Port of New York
Authority for 12 years. (VPA To-
kyo Office)

Christmas Trees

Oakland, Calif., December 14:—
Yuletide spirit will come to Hawaii
and Puerto Rico in containers this
year as more than 78,000 Christmas
trees have been shipped in freight
boxes from the Port of Oakland,
bound for those destinations.

Matson Navigation Co. contain-
erships SS Hawaiian Enterprise and
SS Hawaiian Progress transported
nearly 70,000 trees to Hawaii. Sea-
train Lines shipped an additional
6,000 trees on their Oakland-Hono-
lulu run. The Sea-Land Service
ship Panama carried some 6,000
holiday firs to the Caribbean on its
recent voyage from Oakland to San
Juan.

The trees are transported in re-
frigerated containers instead of piled
in ship holds and on deck, a man-
ner previously used by convention-
al freighters.

Freshly-cut firs are loaded in con-
tainers at U.S. tree farms and moved
by rail or truck to the Port. They
are not unloaded until they reach
overseas tree lots. Because the con-
tainers are refrigerated and the
trees are not subjected to handling,
the symbols of Christmas remain
greener through the holiday season.
(Port of Oakland)

The Most Containers

Oakland, Calif., December 14:—
The United States Lines' container-
ship American Apollo arrived at the
Port of Oakland from the Far East
earlier this month with a cargo of
1,146 containers.

The shipment is the largest num-
ber of freight boxes to arrive at the
Port in U.S. Lines' new trans-
Pacific service, and with all but 28
vans coming from Japan, it is be-
lieved to be the most containers
ever received from that country
aboard a single vessel. (Some 150
vans were discharged at Oakland
for western destinations).

Cargo in the record shipment
consisted primarily of Christmas
toys and decorations, wearing ap-
parel, motorcycles, radios and elec-
tronic components.

The 700-foot-long American
Apollo is one of eight fast-Lancer
class containerships that are used in

the steamship company's trans-Pacific service from Oakland.

Ports of call on the outbound run from Oakland are Hawaii, Hong Kong, Kobe and Yokohama. Returning, the ships sail directly from Japan to Oakland in the weekly service.

U.S. Lines' Oakland-Orient route is connected with other company runs to provide a 15,000 mile tri-continent service linking the Far East, the United States and Europe. (Port of Oakland)

Record Container Traffic

Oakland, Calif., December 14:—A record total of containerized freight was shipped through the Port of Oakland during the first nine months of the year as overall cargo tonnage figures for the period also reached new highs.

Container tonnage, a field in which Oakland already ranks first on the West Coast and second in the world, increased by nearly 450,000 tons over last year's record-breaking pace.

Port Executive Director Ben E. Nutter announced that through Sept. 30, some 2,673,081 tons of cargo passed over Port wharves in containers, compared with 2,227,336 tons during the same period last year.

Total cargo handled during the first three quarters of the year increased from 3,925,992 tons for the period in 1969 to 4,157,252 tons this year. The figure was broken down into 1,663,040 import tons and 2,494,212 tons of exports.

"We expect 1970 calendar year figures to exceed those of last year when Oakland became Northern California's largest port," Nutter said. "Year-end totals should show approximately 5.5 million tons of cargo being shipped through the Port."

Last year Oakland handled a record 5,268,797 tons.

Nutter pointed to the establishment in late September of United States Lines' new container service from Oakland as a major reason for optimism. Only one outbound sailing in the steamship company's weekly Oakland service is included in the Port's third-quarter report. (Port of Oakland)

Permanent Jobs

Oakland, Calif., December 9:—Some 1,000 permanent jobs have been generated for local residents as a direct result of the development of the Port of Oakland's new Seventh Street Terminal, a Port study indicates.

Oakland Board of Port Commissioners President William Walters announced the findings of the study at today's Board meeting.

Included in the new positions are jobs for longshoremen, truck drivers, equipment operators, clerical personnel and tugboat and railroad mechanics.

The study, completed earlier this week, found that 2,000 other ship-ping-related positions are indirectly attributable to development of the giant container terminal.

About 35 percent of the new jobs are being filled by members of minority groups.

Work began on the \$35 million facility in 1965, with portions of the terminal first opened in 1968. Already Northern California's largest maritime shipping center, the five-berth installation is expected to provide additional employment for area residents when construction of two remaining berths is completed next May.

Development costs for the complex are being met by Port-generated revenue, bond issues, tenant terminal improvements and \$10 million in grants and loans earmarked for the project by the Economic Development Administration.

In making the EDA funds available, Commerce Department officials pointed to the terminals potential as an economic stimulus for Oakland, a city long plagued by a high unemployment rate.

The addition of new container facilities at Seventh Street and other terminal areas has spurred Oakland's recent emergence as the second largest containerized cargo port in the world, behind New York. At the same time, the Port has become the city's leading industry and its number one source of employment. It is estimated that as many as one in five Oakland jobs can be attribut-

ed to the activities of the Port. (Port of Oakland)

Amundsen Speaking

Philadelphia, Pa., October 13, 1970:—"Philadelphia's Port future—the pressures and the challenges" will be the subject of a talk by Paul A. Amundsen, executive director of the American Association of Port Authorities, who is the keynote speaker at the 12th annual Ports of Philadelphia Day luncheon to be held on Thursday, Oct. 15, at 12:30 p.m., at the Sheraton Hotel.

Some 1,000 members of the Port community in this area are expected to attend the luncheon which marks the 288th anniversary of the arrival of William Penn at the Delaware River harbor. Mayor James H. J. Tate, honorary chairman of the event, will also speak and Frederic A. Potts, chairman of the board of the Philadelphia Port Corporation, is chairman of the Day.

Amundsen has been with AAPA since 1945, and has served as its principal staff official since 1949. The Association consists of public boards responsible for port development throughout the United States and the Western hemisphere. (City of Philadelphia)

Sale of Lands

Portland, Oregon, November 9:—The Port of Portland Commission today approved the sale of two land parcels in its Rivergate Industrial District and a single parcel in its Swan Island Industrial Park.

Commission president, Donald G. Drake, announced that 5.6 acres in Area 4 of Rivergate has been approved for sale to the Union Pacific and Burlington Northern railroads for the establishment of a rail switching and holding yard to serve Rivergate tenants. The parcel is a part of more than 50 acres allocated to rail yard facilities in the overall design of the 3,000 acre industrial district.

Under the terms of the agreement, the Port has reserved the right to repurchase the land and improvements. Drake explained that this provision was included in the agreement in the event other railroads desire to serve the rapidly develop-

ing area in the future. It is expected that the Port would resell the land to the existing tenant railroads and such other roads indicating an interest in joining the operation.

Total purchase price of the property is \$102,738.

Approximately three acres in Area 2 of Rivergate has been approved for sale to the Peck Investment Company of Portland.

Drake noted that negotiations with the land buyer indicate Peck Investment intends to construct a building on the property for possible sale to Yokohama, Ltd.

Yokohama is a manufacturer of automobile tires and expects to import the tires from Japan in containers to Portland for distribution throughout all points in the U.S. except the southwest.

"In light of Port of Portland efforts to establish Rivergate Industrial District as a direct point of embarkation for overland cargo, and to capitalize on the growing ocp (overland cargo points) movement," Drake said, "we look forward to locating a firm like Yokohama, Ltd."

Peck Investment will be the first tenant to locate in the 110-acre Area 2 of Rivergate. Land preparation and "off-sight" development of streets and utilities was completed by the Port last month.

The Commission also approved the granting of an option to purchase an 8.4 acre site in the Swan Island Industrial Park to the U.S. Coast Guard.

The option period is for eighteen months with an option payment of \$8,000 and a purchase price of \$369,644.

The waterfront land site will be used by the Coast Guard for consolidation of three of their operations, including the Captain of the Port installation, Harbor Patrol and the Aides to Navigation branch. (The Port of Portland Commission)

Japan Representative

Portland, Oregon, December 3:—Tsuguo Iwamoto has been named Japan Representative for the Port of Portland Commission, according to Raymond M. Kell, Dock Commissioner and member of the new

Port Commission.

Iwamoto replaces Minosuke Shimozato, who has retired after eight years in the post.

Iwamoto, 64, was more recently President and Advisor to Tokyo Sempaku Kaisha, Ltd., wholly owned subsidiary of NYK Line, operating liner service between Japan and Indonesia. He also served as managing director, senior managing director and executive vice president of that company.

He joined NYK as a clerk in 1928 and held positions as assistant general manager, resident representative in New York, general manager of the New York, Yokohama and Kobe branches and director before becoming managing director of Tokyo Sempaku in 1958.

"We're extremely pleased at the addition of Mr. Iwamoto to our Japanese staff," Kell said. "We think his background is ideal for our needs."

The Port plans to add a second representative to its Japan office. New office space also is to be sought. (The Port of Portland Commission)

Harbor Drive

San Diego, Calif., December 15:—Harbor Drive beautification plans were discussed before Unified Port District Commissioners today.

Port Director Don Nay made it clear he expects costs of recommended improvement program to be shared by tenants fronting along Harbor Drive.

He pledged cooperation by the Port's planning, engineering and property departments with all "parallel talents of other organizations in assisting us reach an economical and reasonable solution" to beautifying the waterfront.

A high priority beautification project recommended for the 1971 fiscal year is the bay front from Lockheed to the Grape Street Pier.

The Port's planning staff also presented a plan for the Commissioner's consideration regarding the redevelopment of Shelter Island.

Proposals included:

Project 1: Begin supplemental landscaping along entire length of corridor and install night lighting facilities in traffic circle. Construct

vista site facilities on the southeastern corner of the study area. Paint traffic and parking lanes, install meters, and erect public parking signs.

Project 2: Remove old C.J. Hendry building from Anchorage Lane corner and begin marketing inquiries for development of site as an office building or as restaurant. Replace some asphalt paving with landscaping. The immediate and ultimate design treatment is critical as it is a key vista as one approaches the tidelands. Engineering should evaluate the structural condition of the flume and estimate cost of filling.

Project 3: Relocate Marlin Club to point of island. Renovate old Marlin Club building into open air cafe for inexpensive seafood or beer garden. Install public restrooms. Construct vista site facilities in the southeastern end of parcel.

Project 4: Relocate fish unloading business and begin marketing inquiries for redevelopment of the pier for marine-oriented sales and services.

Project 5: Redevelop parcels along Shelter Island Drive for marine-oriented utilization, as leases expire. (Port of San Diego News Release)

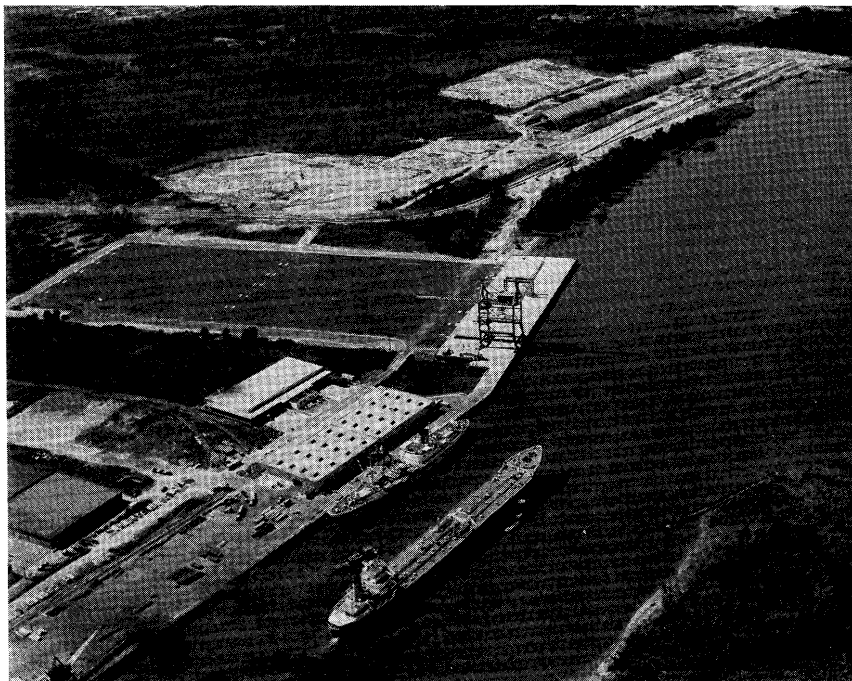
Refurbished Pier

San Francisco, Calif., December 8:—The Port of San Francisco this month dedicated its reconstructed Pier 23 and welcomed the first ship in a new semi-container operation with the arrival of the M/V MARNE LLOYD of the Nedlloyd Line.

The port spent about a half-million dollars widening the pier apron to 30 feet, strengthening it to handle heavy loads and enlarging the shed doors.

The pier primarily will serve Nedlloyd & Hoegh Lines, Nedlloyd, and Karlander Kangaroo Lines, a new Australian service, owned by Skibsaktieselskapet Karlander of Oslo.

Port Director Miriam E. Wolff greeted the MARNE LLOYD's master, Captain J. H. van Twisk, and Werner Lewald, president of both Pacific Oriental Terminal Company, pier operators, and



Georgia Ports Authority's Container Central, scheduled to open in January, will provide South Atlantic shippers with direct container service to Europe via Swedish Atlantic-Wilhelmsen Line. Container Central is located at the Authority's Garden City Terminal in Savannah and features the largest container crane in the U.S.A. (Georgia Ports Authority)

Transpacific Transportation Company, agents for Nedlloyd & Hoegh, Karlander and others.

Miss Wolff said the refurbished pier was another step in the Port of San Francisco's continuing modernization program, which includes a \$20 million LASH (Lighter Aboard Ship) terminal scheduled for completion late in 1971.

Lewald cited a 70 per cent tonnage increase at the pier over the last five years—from 98,732 tons in 1965 to an estimated 168,122 tons in 1970.

He also cited Captain van Twisk, who is celebrating his 25th anniversary with Nedlloyd and its predecessor. Both Lewald and the port presented the captain with gifts in honor of the occasion. (Port of San Francisco)

Container Service

Savannah, Ga., December 3:—The Port of Savannah has been selected for the first regularly scheduled container service having direct sailings from the South Atlantic to Europe.

Swedish Atlantic - Wilhelmsen Line, a Joint Service operation of

Swedish Atlantic Line, Gothenburg, and Wilh. Wilhelmsen, Oslo, will commence fortnightly sailings in January from Savannah directly to the Continent and Scandinavia. Both containerized, including reefer, and breakbulk cargo will be carried to LeHavre, Antwerp, Rotterdam, Bremen and Hamburg, also to Oslo, Gothenburg, Copenhagen and other Scandinavian destinations.

Savannah will be the only South Atlantic port of loading. Westbound sailings will be from Scandinavian ports, Liverpool and Glasgow to Savannah and one other South Atlantic port.

This is a major step forward in the development of containerization in the South Atlantic area to better satisfy the needs of shippers and receivers throughout the Southeast. Container traffic in the European trade has become increasingly important in recent years, and this operation by Swedish Atlantic-Wilhelmsen to provide direct service between Savannah and Europe will add even further strength to the competitive position of Savannah among the various Atlantic Coast ports. Development of container

traffic here in the important European trade also will directly benefit the local maritime interests in general by the additional cargo volume this new Service will generate for the port.

Two of the more important factors in the selection of Savannah for Eastbound cargo activities were in the recognition of overall port volume and potential here and in the realization that the Georgia Ports Authority has taken the initiative to be the first port below Norfolk on the Atlantic Coast to construct a general use Container Terminal. This modern, highly efficient, 20 acre facility is located at the Authority's Garden City Terminal. Swedish Atlantic Line and Wilh. Wilhelmsen are pleased to have a role in these pioneering efforts for the Port of Savannah.

Agents for Swedish Atlantic-Wilhelmsen are Strachan Shipping Company. (Georgia Ports Authority News Release)

Christmas Orange

Seattle, Wash., December 4:—The first shipload of the traditional Japanese Christmas orange — the Unshu—will arrive at the Port of Seattle December 7 aboard the "Oregon Mail" of the American Mail Line. Nearly 56,000 boxes will be aboard with most of the cargo coming out of the area of Ehime and shipped out of the Port of Kobe, which is Seattle's sister port.

Taky Kimura, president of Great Empire Trading Company, Seattle, is the importer of these little zipper-skinned oranges which were allowed to re-enter this country only two years ago after an absence of 27 years because of restrictions imposed by the U.S. Department of Agriculture in 1946, (the war years obviously prevented imports). The Kimura family of Seattle, especially the late Minoru, labored long years to reverse the decision and succeeded in 1968 when a million pounds arrived, all of them distributed exclusively by Great Empire Trading.

The USDA lifted its ban in 1968 provided the oranges came from only 5 specific growing areas in Japan and provided they were received only by the 5 non-citrus growing

bruised the fruit in the 5 growing states of Washington, Oregon, Idaho, Montana and Alaska.

Although the total imports by Kimura this year will be only 58,000 boxes (the other 2,000 boxes arrive December 14 on the "Rose City" of Sea-Land Service), he says he could have distributed over 200,000 boxes without problem. However, the typhoon of August damaged and areas designated as U.S. export areas. Therefore, exports were severely curtailed. (News Release from Port of Seattle)

Growing Trade

Seattle, Wash., November 23:—With many depressing statistics taking the front pages recently, the Port of Seattle can offset them with some cheerful news. September 1970 shows a 10% gain of foreign waterborne cargoes handled over the same period for 1969—355,060 tons compared with 322,746. And comparing September 1970 with September 1968 figures, the percentage is a whopping 39% better for this year.

For the 9 months ending September 1970, there is almost 12% gain over last year's nine months, and better than 17% comparing 1970 with 1968. For the 9 months of 1970, over 3.1 million tons were handled compared with 2.8 million in 1969. And the gains continue without foreseeable declines. Grains, in particular, continue to increase in export tonnage and will easily surpass the 1.2 million ton mark for 1970. With full operation of the new Pier 86 grain terminal just beginning November 16, next year's tonnages will easily handle consistent tonnages in the millions without problem. And without pollution.

Of the 1.9 million tons of imports through September 1970 (which is up nearly 8% over 1969), some 292,000 tons were from Japan—15% of the total. Japan's imports to us have risen 17% over 1969. In the export field, the 9 months ending September 1970 showed 1.2 million tons compared with a little over 1 million tons for 1969, an increase of 18.6% over 1969. But better news is the healthy increase of export cargoes to Japan which represented 41.4% or 509,580 tons of the

1970 export total—an increase of 35% over 1969 figures. Grain exports alone to Japan were up 63% over 1969 figures.

The Port of Seattle continues to expand and improve its facilities and capabilities thus keeping these statistics on the increase. The payrolls obviously generated justify the expense; the rewards obviously reflect the effort. And to these pleasant figures must be added some 16 million tons of domestic waterborne cargoes not included in the above foreign statistics. (News Release from Port of Seattle)

State Dues Raised

Melbourne:—The State Government has increased the Tonnage Duty payable by ships entering any Victorian port for a six months period.

The duty, which is payable to the Marine Board of Victoria, has been increased from 7 cents per gross registered ton to 10 cents, and a ship may call as many times within the six month period as it wishes without having to pay a further duty.

In respect to ships arriving at any Victorian port in ballast the duty is 3-1/3 cents per gross registered ton instead of the 2-1/3 cents charged previously. Again ships may enter ports as often as they wish during the six months period without further payment.

The Tonnage Duty levied by the Victorian Government is NOT to be confused with the Tonnage rates levied by the Melbourne Harbor Trust Commissioners on ships entering the Port of Melbourne. (Melbourne Harbor Trust Port Gazette, Nov., 1970)

More Container Vessels

Melbourne: — European ship-owners introduced their first "pure" container ship into the Australian trade in October when the 31,000 dw ton "Melbourne Express" arrived in the Port of Melbourne on her maiden voyage.

The ship sailing for the German shipping company Hapag Lloyd AG. has a capacity of 1526 standard 20 ft. containers, making it the largest container carrying ship in the world at that time.

Honored



Mr. W. H. Brotherson, C.B.E.

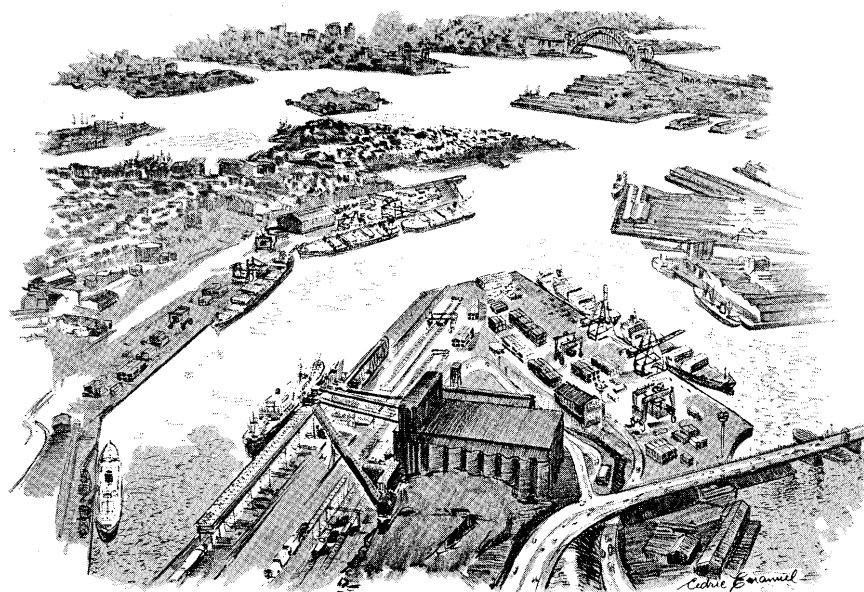
Sydney:—The President of the Board, Mr. W. H. Brotherson, was recently awarded the Order of the British Empire (Commander) by Her Majesty the Queen in her Birthday Honours. The award was made in recognition of his outstanding work in the field of Government administration.

Apart from his office as President, Mr. Brotherson is a Board Member of the Sydney Harbour Transport Board, Deputy Chairman of the Australian Port Authorities Association and Australian Regional Director of the International Association of Ports and Harbors. He is also a Member of the Institute of Transport and Fellow of the Royal Institute of Public Administration. (Port of Sydney, October 1970, Maritime Services Board of N.S.W.)

The company's other ship the "Sydney Express" due on her maiden voyage in the Port this month will have an even greater container capacity.

The 715 ft. long "Melbourne Express", which has a service speed of 22 knots and which will make the round voyage to Europe and back in 69 days, was launched earlier this year by Mrs. Ian Sinclair, wife of the Federal Minister of Shipping and Transport.

Hapag Lloyd, which was formed earlier this year by a merger between two major German shipping



Above is an artist's impression showing the completed redevelopment of White Bay and Glebe Island. The three White Bay berths are seen on the left hand side of the sketch whilst the two container berths now to be constructed are in the right foreground. The under-pass road can also be seen whilst the rail facilities are shown on the White Bay side of Glebe Island.

companies, Hamburg Amerika Line and North German Lloyd, is one of four European shipping companies in the European container consortium. The other companies are the French Messagerie Maritime with "Kangourou", the Dutch Nedlloyd (formerly the Holland Australia Line) with "Abel Tasman", and Lloyd Triestino with a ship yet to be named.

It is significant that the German shipping interests should be the first in Australia to open a new era in European shipping activities in 1970, for it was almost 90 years ago in 1886 that a ship of the North German Lloyd the "Salier" came into service in the Australian trade, to be followed in 1889 by the "Elberfeld" of the Hamburg Amerika Line, which brought out 1730 tons of general cargo, 1619 tons of iron and steel, and 30 migrants.

The European shipowners are members of the Australia Europe Container Service together with the British consortia O.C.L. and ACTA as well as the Australian National Line, who together will eventually offer 14 ships operating on a five to six day service out of Melbourne. (Melbourne Harbor Trust Port Gazette, November 1970)

New Container Berths

Sydney, 16th November:—The Maritime Services Board has decided to let a \$5.8 million contract to Citra Australia Pty. Ltd., for the redevelopment of Glebe Island to provide two further container berths for the Port of Sydney.

This was announced in Sydney today by Mr. M. H. Brotherson, President of the Maritime Service Board.

In making the announcement, Mr. Brotherson said that the two berths which will have a total length of 1,535 feet will be designed to allow of dredging to a depth of 42 feet at the wharf face.

The level land adjoining the two berths to comprise the container terminals will encompass an area of 22 acres with rail and road connections.

The rail will enter the area on the White Bay side of Glebe Island whilst the road connection will move through a tunnel on the low level under the approach to the Glebe Island Bridge.

He said the first berth is due for completion in the middle of 1972 whilst the total development will be completed at the end of that year.

Mr. Brotherson said that, when the development is completed, the Maritime Services Board would operate the Glebe Island Container Berths for common-user purposes and any interests requiring the use of such a facility will be able to handle container ships there.

He pointed out that the completion of these two berths, when added to the three container berths now in operation at White Bay, will provide the port with five container facilities of modern standard. Each berth will be equipped with a special container handling crane.

He said that the Board would continue to operate its existing commonuser container berth at No. 4 White Bay until it moved its operation to Glebe Island and No. 4 White Bay would then be leased to Seatainer Terminals Ltd., and the Company would then be operating the three facilities comprising the total White Bay development.

He said the Board proposed also to demolish the existing No. 2 Berth, Balmain, and provide a further reclamation at the inner end of the White Bay container berths. This further extension at White Bay is due for completion at the end of 1973. (The Maritime Services Board of N.S.W.)

L.A.-Kobe Amity

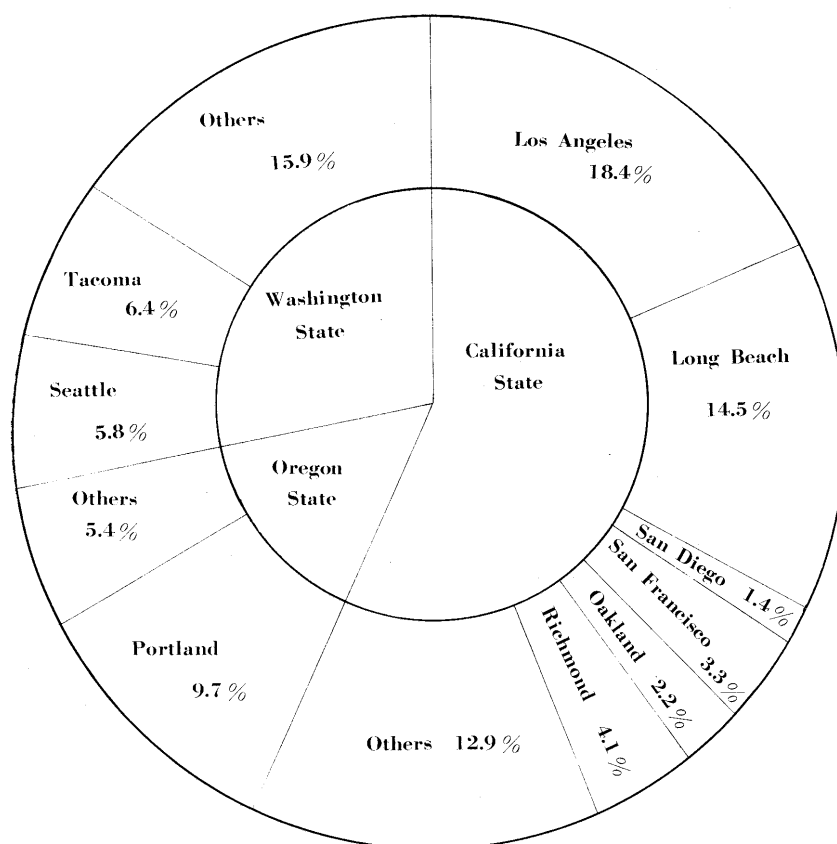
Kobe:—The City and Port of Los Angeles and the City of Kobe signed a Proclamation of friendship and cooperation at the Kobe City Office on Tuesday, October 27, 1970.

The delegates from Los Angeles were Mayor Samuel W. Yorty of Los Angeles, Mr. Frank C. Sullivan, President of the Board of Harbor Commission, Mr. Gilbert Lindsay, member of City Council, Mr. Bernard J. Caughlin, General Manager for Port Authority, Mr. Kermit R. Sadler, Director of Trade Development Bureau and Mr. Fred Wada, member of Harbor Commission.

Kobe City side were Mayor Tatsuo Miyazaki, Mr. Shoichi Matsumoto, City Assembly Chairman, Yasuhiko Nagata, Director General of Port and Harbor Bureau and other City officials, and three Sea-Queens.

The purpose of this Proclamation

**Share in the quantity of foreign trade cargo handled
through every port in the Pacific coast of U.S.A.**



**Trade between Port of Los Angeles and
Kobe during 1969 (in thousands of tons)**

| From Kobe to L. A. | | From L. A. to Kobe | |
|--------------------------------------|-------|-------------------------|-------|
| Daily goods | 111.5 | Rice, cereals and beans | 105.6 |
| Electric machinery | 91.8 | Live-stock products | 58.9 |
| Steel material | 43.6 | Metal scraps | 38.2 |
| Metal products | 36.5 | Vegetables and fruits | 37.0 |
| Other machinery | 36.3 | Cotton | 33.7 |
| Textiles products | 29.3 | Paper pulp | 24.0 |
| Automobiles | 26.5 | Non-ferrous metals | 23.1 |
| Other transport machinery | 21.9 | Chemicals | 20.5 |
| Rubber and synthetic rubber products | 20.2 | Feed-stuffs and manure | 18.4 |
| Others | 95.1 | Others | 69.6 |
| Total | 512.7 | Total | 429.0 |

(Data-source: The Kobe Custom House)

is that these two cities and two ports would promote friendly relations and cooperation and increase mutual interests by exchanging information concerning various urban problems with which port cities are confronted, engineering techniques and managerial problems in ports development, problems of transportation efficiencies between sea and land, researches on the preventive

measures for water and other environmental pollution, etc.

The City of Los Angeles, the biggest city in California State, with its population of about 6,800,000 (including the suburbs' population), is the center of the economy in the Western U.S.A.

The Port of Los Angeles has the history of more than a half century since its opening in 1907, and now

handles the largest quantity of cargo among ports in the Pacific coast of U.S.A.

The recent number of cargo handled through Los Angeles Port was about 29 million tons per year (1969), among which the number of foreign trade was about 10 million tons. Nearly 10% of this number was the trade between L.A. and Kobe. (Port and Harbor Bureau, Kobe City Government)

Private Company

Osaka, Nov. 16: — The City of Osaka is negotiating with the Finance Ministry to establish a private company that will take charge of construction and management of Osaka Nanko's public ferry wharf.

Under the current ¥3,400-million construction project, which is already well under way, the city is to build at Osaka Nanko (South Port) a public ferry wharf that will provide three 3,000-g/t and three 8,000-g/t capacity berths by March 1973.

As Nos. 1 and 2 berths will be completed respectively in April and May next year, a new firm, if incorporated, will undertake construction of the remaining four berths (two each of 3,000 g/t and 8,000 g/t capacity) starting in the next fiscal year. But all the six berths will be under the management of the company.

The City of Osaka's new move is in response to the Transport Ministry's recent change in the development policy of ports and harbors. The ministry is now prepared to set up public corporations to introduce private capital in the construction of ferryboat wharves from fiscal 1971.

However, in the case of the City of Osaka, a private company is envisaged — tentatively called the Osaka Ferry Terminal Company — instead of a public corporation. The terminal company will be financed by Osaka city and ferry operators using the berths.

The private company system, which is already being adopted in the development of container berths in the Ise Bay area in the current fiscal year, is advantageous in that it affords an opportunity for invest-

ments from the private sector and also enables the berth users' wishes to be reflected in the operation of the ferry wharf. (Shipping & Trade News)

Japan-USSR Accord

Tokyo, December 20:—Japanese and Soviet representatives signed a contract December 18 in which the Japanese will supply \$80 million worth of material and equipment to build a new port at Wrangel in the Soviet Far East.

Terms of the contract call for a 12 per cent down payment with the remainder to be paid over a seven-year period with an annual interest of six per cent.

The contract was signed by Katsumi Yamagata, chairman of Yamashita-Shinnihon Steamship Co., and V. P. Panyushkin, vice-president of the All Soviet Foreign Trade Corporation.

The Soviet Union, with Japanese cooperation, is expected to begin construction in 1971 and complete the new port in 1973.

Informed sources said construction of a new port at Wrangel has been under consideration for some time by the Soviet Union to supplement Nakhodka's port facilities which are inadequate to handle the growing amount of cargo.

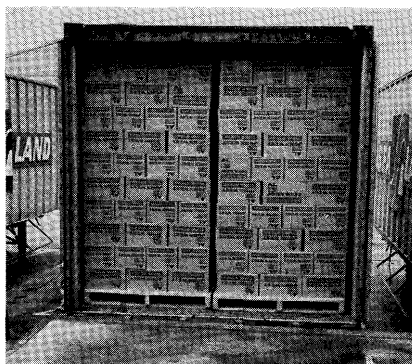
Japan and the Soviet Union have concluded an agreement early this year for the Japanese to design the new port.

According to blueprints, sources said, the new port will be equipped with facilities capable of handling 10 million tons of coal, 700,000 to 800,000 tons of chips and 120,000 to 140,000 containers annually. (Shipping & Trade News)

Cans in Vans

Tokyo, December 15:—The successful loading of the first test container shipment of canned foods to Europe was carried out by OCL (Overseas Container Ltd.) in preparation for the start of full-scale containers service between Japan and Europe early 1972.

Packed in 20-foot dry-container, the 1200 cartons canned tuna were loaded aboard the Glen Line's conventional vessel, GLENFINLAS, at



Shimizu port, Shizuoka prefecture, late last month for carriage to London. Sailing from Kobe, last calling port in Japan, on November 27, she is scheduled to arrive at London on December 30 via Cape Town, South Africa.

"The loading process is very efficient and it took well less than one third time for shipping of conventional way, and I believe our consignee, John West Foods Ltd., Liverpool, will be very happy for the load will go all the way to his premises," said Mr. Takashi Shimada, manager of Wibur Ellis Co., Tokyo based trade firm specialized in foods, who is the shipper of the container load. "Though the freight rate is rather expensive than conventional cargo for the present at least, the most welcome fact among others in container load for us is that the appearance of the contents of canned foods will remain unchanged completely through all the transportation," he added.

(Photo shows the container loaded fully with canned tuna.) (OCL Press Release)

Radio Pratique

Yokohama, November 27:—The Port of Yokohama will implement a new radio quarantine system from next April to speed up the departure and entry of ships.

For this purpose, the Yokohama Quarantine Station (YQS) invited recently some 30 people representing the Yokohama Customs Office, the Yokohama Port and Harbor Bureau, and the Yokohama Immigration Bureau to brief them on the upcoming system.

This is the first time that in Japan such a radio quarantine system is to

be adopted at any port.

At present, at the time of the vessels' entry into the Port of Yokohama, vessels are normally ordered to stay at a designated spot outside the port so that quarantine officers can board the ships for inspection.

They check first the health conditions of the crews aboard, and also if rats infest any part of the vessels, along with a number of other routine inspections.

However, a spokesman for the YQS stated that once the system goes into effect, the whole process will be simplified to the point of merely making the announcement by the ship captain concerning the required quarantine-related queries.

Once the vessels pass the required checkings, crews can go ashore on leave. Thus, saving of time is the cardinal element in the new system.

At present, quarantine-related inspection is normally conducted in the daytime hours, and never after sunset. For this reason, complaints pointing to the inconvenience of such daytime schedules are often heard among seafarers utilizing the Port of Yokohama.

One of these is that vessels entering the port after sunset cannot release their crews to shore until next morning, upon completion of the required quarantine inspections.

Another is that too much time is wasted in waiting for the completion of such inspections conducted in daytime.

Vessels, however, which already touched at ports where contagious disease was found within 15 days before arrival at Yokohama, will not be subject to this radio inspection system. Vessels which came into contact while at sea with such ships will also not be subject to this system.

Vessels found with an evidence of contagious disease before entry into Yokohama port also will not be subject to the inspection.

In case rats are found aboard, such ships will be inspected under a different system also.

All in all, nine exceptions are given by the YQS in which the radio inspection system will not be applied.

Regarding the daytime inspection

system currently in force a YQS spokesman said that other governmental agencies such as the Yokohama Customs Office and the Immigration Bureau are also abiding by this daytime working system.

For this reason, the system of avoiding night-time work itself is coming under fire, he said. (Shipping & Trade News)

New Name

The Tauranga Harbour Board, N.Z. has changed its name to that of The Bay of Plenty Harbour Board. The reason for the change was that the Board members considered that the new name was more indicative of the sphere of influence of the Board.

They Need Space

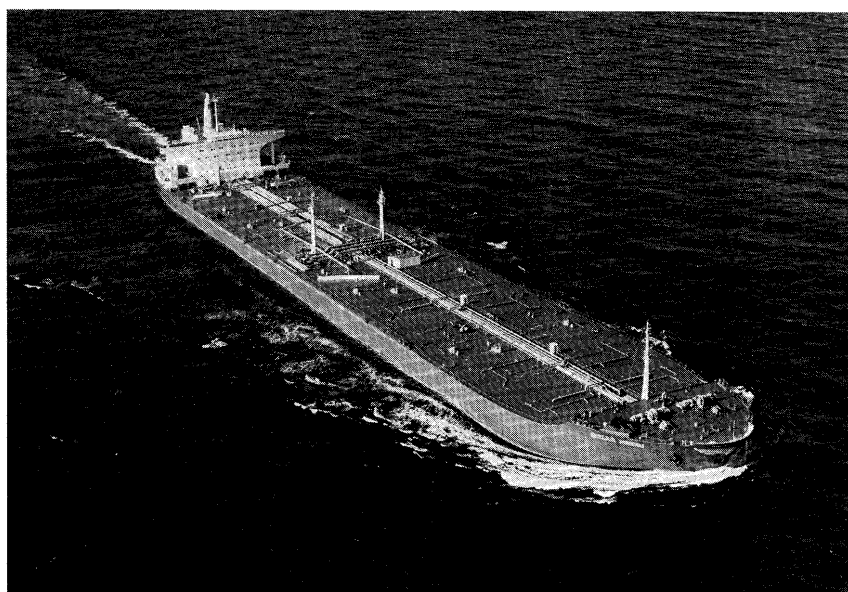
Whangarei, N.Z.: — Container ports need space—a great deal more space, indeed, than many New Zealanders seem to imagine. The Containerisation Committee of the Northland Harbour Board reached that conclusion some time ago, after an exhaustive study of the operation of container ports overseas.

It is one of the reasons why the Board has recommended that, while Auckland and Wellington should each have one container berth and one container crane, an International Container Port for New Zealand should be located away from congested metropolitan areas.

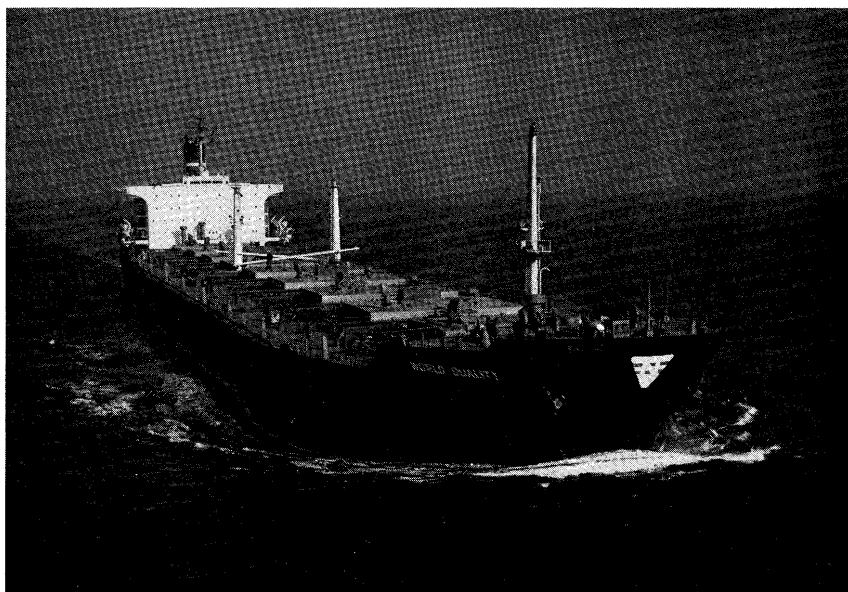
It is also one of the reasons why the Board has consistently urged those responsible for the development of containerisation in New Zealand to take advantage of the experience of other countries which are already coping, or attempting to cope, with the container explosion.

Significantly, the Minister of Transport, the Hon. J. B. Gordon, after a visit to New York, stated that Auckland would have to make more land available for its container terminal. He also confirmed the Board's opinion that containers should be single stacked for efficiency.

New York's container terminal is built across the Hudson River on 1200 acres of reclaimed swampland in New Jersey—away from the con-



"Golar Nichu," a 210,000-ton tanker, built at the Sakaide Yard of Kawasaki Heavy Industries Co., was delivered December 15, 1970 to the owner, Ocean Oil Transport GmbH.



On December 21, 1970, the Tsurumi Yard of Nippon Kokan K.K. delivered "World Duality," a 96,300 dwt. ore/bulk/oil carrier, to Athos Shipping Co. of Liberia.

gestion of metropolitan New York.

The question, surely, is not whether Auckland should attempt to "create" more land for containers, at great public expense, but whether it is practicable to attempt to establish a container port of international standards in an area which must become increasingly congested as the numbers of motor vehicles increase.

Citizens of Auckland and Welling-

ton could find containers a mixed blessing if containers are to encroach more and more on prized waterfront land.

The real solution is for New Zealand to begin planning now for an international Container Port in an area with sufficient land to handle containers efficiently, in the volumes we must expect in the years 1980 and 1985. (Editorial, Points North, November, 1970)

The Ports of Bremen: Mecca of Containerization

via Bremen Bremerhaven

The special exhibition "Containerization '70"—Inter-modal systems of transport in the continental and intercontinental chain of transport — takes place at a time which marks the end of the first development stage of transcontinental container traffic. It is a fact that the container traffic between the U.S.A. and Europe, which was started in 1966, will have entered a new phase of its development by the end of the year. This phase will be characterized by large and faster vessels, by a concentration and expansion of the liner services, and by computerized systems of container movements. Among the definite aims of this exhibition we can find two main things: first to make a summary of this development and second to evaluate the many experiences for the use of containers in further fields.

This also belongs to the tasks of the Ports of Bremen. After all, they have the longest experience and most "know-how" in overseas container traffic. Indeed it was in Bremen that the premiere of transcontinental container traffic took place on the 6th May, 1966 with the M.S. "Fairland" of the Sea-Land Service, Inc. In this way the container wave, which started in the U.S.A., reached Europe via the Ports of Bremen.

What began at that time in a relatively small way, caused much scepticism and resentment, has meanwhile undergone a stormy development. In the Ports of Bremen alone more than 230,000 containers of the 20-ft, 35-ft and 40-ft types (350,000 on a 20-ft basis) have been handled from May 1966 up to the present day. This total sum can be subdivided as follows: With this total turnover figure Bremen and Bremerhaven still hold the top position in overseas container traffic in comparison with other

European ports. We can say the same of the number of full-container services calling at the Ports of Bremen. For, after the Sea-Land Service, Inc., there followed the American Export Isbrandtsen Lines (Container Marine Lines Division), the Atlantic Container Line, the Hapag-Lloyd Container Lines, the Seatrain Lines, Inc., the United States Lines and the Australia Europe Container Service. For shippers this means that on each day of the week at least one full-containership is cleared from Bremen/Bremerhaven to the U.S. East Coast. No other port in Europe can offer such a wide choice of services, and these are further increased in number by numerous semicontainer services. So it can easily be understood that a large part of the general cargo shipped between the Ports of Bremen and the U.S. East Coast (New York Outports) already goes in containers.

There are many important factors which play a part in giving the Ports of Bremen such a strong position in container traffic. First of all it must be pointed out that the container shipping companies

generally endeavour to limit the number of their ports of call on both sides of the ocean, to one particular economic area in order to speed up the roundtrip times of these capital intensive container vessels. In short: to achieve more benefits from rationalisation. The ideal ports for this are those that have not only efficient handling facilities, but also have a most excellent geographical location. The Ports of Bremen fulfil these conditions in every respect. The ports in the city of Bremen itself are the most southern of all German ports, thus providing the shortest connections with the hinterland which again results in favourable freight rates; the port of Bremerhaven has an ideal maritime position direct on the sea. It must also be said that both ports are run under one management, the Bremer Lagerhaus-Gesellschaft, so that quick, flexible decisions can be made, should the market situation change. As proof of this statement, it can be mentioned that the Ports of Bremen were not only the first ports of call in container traffic, but they are now the first German harbour for the LASH (Lighter aboard ship) service. These facts underline more clearly than any theory that the Ports of Bremen are predestined for modern systems of sea transport.

The investments made in the initial phase of containerization here in the Ports of Bremen soon became insufficient. Further dock areas were constructed to deal with

| Year | Container Turnover Figures | | |
|-------------------|----------------------------|------------------|-----------|
| | absolute | on a 20-ft basis | tons |
| 1966 (May-Dec.) | 8 335 | 16 670 | 72 462 |
| 1967 | 35 358 | 51 258 | 318 310 |
| 1968 | 46 873 | 69 848 | 464 553 |
| 1969 | 73 334 | 118 001 | 822 129 |
| 1970 (Jan.-June) | 47 754 | 82 805 | 598 013 |
| 1970 (Jan.-Sept.) | 79 215 | 138 175 | 961 256 |
| 1970 (estimated) | 110 000 | 180 000 | 1 300 000 |

| Year | Total Turnover | General Goods | Container Percentage |
|-------------------|----------------|---------------|----------------------|
| 1966 | 17 320 792 | 9 155 497 | 0,8% |
| 1967 | 17 389 878 | 9 525 840 | 3,3% |
| 1968 | 18 985 803 | 10 361 669 | 4,5% |
| 1969 | 20 597 467 | 11 964 209 | 6,9% |
| 1970 (Jan.-June) | 11 671 407 | 5 863 967 | 10,2% |
| 1970 (Jan.-Sept.) | 17 669 200 | 8 834 200 | 10,8% |
| 1970 (estimated) | 23 700 000 | 12 200 000 | 10,9% |

the increasing flow of containers as smoothly as possible. Both in Bremen itself (Neustädter Hafen) and in Bremerhaven (Nordhafen) the most modern facilities for container handling are to be found. A further dock area, the "Terminal on the Sea", is being built at present in Bremerhaven direct on the outer River Weser, not many nautical miles from the North Sea. At this terminal the full-containerships of the so-called "third generation", with a capacity of 1,800 to 2,000 containers, with a length of about 300 metres and a speed of up to 33 knots (about 40 miles an hour) will be cleared; these vessels have already been ordered for the U.S.A. and Far East services. These super-containerships can practically be cleared only direct on the coast, as the risks involved in navigating the rivers are now so great and the expensive vessels (ca. 100 million Marks) cannot be substituted. These facts provide the background to the construction of the "Terminal on the Sea". The future of container traffic is indeed beginning with this container facility. For computers, radio supervision, loud-speakers will belong to the everyday equipment just as much as a television circuit, whose monitors will transmit all movements on the terminal area to the central office.

The container traffic in the Ports of Bremen has, of course, contributed to the gradual increase in the total amount of cargo handled. In 1966 it was 17.32 million tons, in 1967 17.39 million tons and 18.99 million tons in 1968. A year later, in 1969, the 20 million tons mark was passed. To be exact, 20.60 million tons were moved "via Bremen/Bremerhaven". The most remarkable aspect of this development is the fact that the share of general goods, which are so particularly interesting because of their high value added quota, amounts to 58% (11.96 million tons) of the total amount of goods handled. This is indeed evidence enough that the Ports of Bremen have a very strong position as most excellent ports for general goods. In this most important sphere of port turnover Bremen and Bremerhaven have been

achieving for years of growth, which are higher than average. One can therefore be optimistic in the Ports of Bremen when forecasting the turnover figures for 1970. A new record turnover of about 24 million tons (more than 12 million tons of general goods) is to be expected without doubt for 1970.

LASH Ships

Antwerp: — With the arrival of the "Atlantic Forest" (4/9) the port of Antwerp had its première in the domain of the new transportation technique known under the abbreviation of LASH (Lighter Aboard Ship).

Indeed, although for some time past Antwerp has been incorporated in this traffic as an assembly port for lighters—this mainly on account of the iron and steel export which offers a valuable return freight—it was the first time that a Lash mother ship called at Antwerp.

The "Atlantic Forest" which together with her sister ship the "Acadia Forest" runs between the United States and Europe is operated by the Central Gulf Contramar Line, represented in Europe by Continental Lines S.A. (General Agents).

These vessels with a deadweight of 43,000 tons, a length of 860 feet and a draft of 37 feet, can take 76 (loaded) barges (with a capacity of 375 metric tons each) on board. The loading or discharging of the barges is made by means of a 510-ton gantry travelling the length of the mother ship.

On arrival in Antwerp the "Atlantic Forest" had a draft of 33 feet. She was moored at the SOBELGRA-installations where simultaneously a load of soja, transported in the side tanks of the vessel, as well as at the loading and discharging operations of the barges (66 incoming, with among other things basic products for the paper industry, foods and chemical products and 61 outgoing barges loaded with iron and steel products, general cargo and vehicles) were carried out.

A second Lash-vessel, the "Acadia Forest" is expected in Antwerp on 20th September next. (Antwerp Port News, September 1970)

Offices Being Closed

Liverpool, 6th November:—The Mersey Docks and Harbour Board are to close their district offices in London, Birmingham and Bradford at the end of the year.

Announcing this Mr. Robert S.F. Edwards, C.V.O., C.B.E., the Board's Director General said:—

"This decision has been taken as part of the re-orientation of the Board's marketing organisation. Port users can be assured that our Commercial Representatives will still look after their general interests and will operate from Liverpool. We will keep in the closest possible touch with the affairs of all areas previously covered by the district offices and do not envisage any loss of contact by taking this streamlining action."

As from 31st December, 1970, all telephone calls and correspondence should be made to:—

The Docks & Commercial Manager,
Port of Liverpool,
Dock Office,
Liverpool, L3 1BZ.
Tel: 051 236 6010

Grangemouth Docks

London:—A start has now been made by Taylor Woodrow Construction Ltd., London on the £6¼ m contract for the Forth Ports Authority, on the civil engineering works for a new lock as part of the overall development of Grangemouth Docks, Stirlingshire. Scotland Shipping will be able to use the lock in three years' time. Consulting engineers are Rendel, Palmer and Tritton, also of London.

The contract calls for extensive concreting, and excavating and dredging operations. A feature of the project, which will provide a new entry from the River Forth into the Eastern Channel of the Docks (together with lead-in jetties and dolphins) is the use of massive reinforced concrete monoliths to form the lock walls. The 58 monoliths will each weigh more than 2,500 tons and be sunk 80 ft. into the ground, being topped with reinforced concrete decking. The project was recently begun when Sir John McWilliam, Chairman, Forth Ports

Authority, drove a tractor to break the ground on the site of the first monolith. (3rd November, 1970)

The main body of the lock will be 780 ft. in length and 101 ft. wide and is to have a 38 ft. depth of water.

The floor will consist of mass concrete generally, but with reinforced concrete at the three gate positions.

The construction of the lock will involve deep excavations carried out in difficult ground conditions of soft alluvial mud, and continuous dewatering will be necessary.

A total of some 200,000 cu yds. of concrete will be used for the construction of the lock, the jetties and in other areas, and the total of excavation will be about 900,000 cu. yds. Of this, about 400,000 cu. yds. will be from dredging operations carried out at the inner and outer entrances of the lock.

Quantities of suitable spoil will be deposited at reclamation areas at which future developments may take place.

The lead-in jetties from the River Forth will be of up to 600 ft. in length and of reinforced concrete box beam construction, supported on steel raking piles and spanning horizontally between strongpoints which are also constructed on raker piles. This is a novel design providing high shock-absorbing qualities. Rubber cushioned fender units will also be employed.

In the Eastern Channel to which the new Lock will lead, the lead-in is to be formed by dolphins on one side and on the other by cellular cofferdams with a reinforced concrete deck. Other works include the provision of an impounding water intake, pump-house, culverts and outfall.

Taylor Woodrow's working area will cover some 30 acres and the project will be carried out without interference with existing river traffic. The labour force is expected to reach a peak of 200, many of whom will be recruited locally. (Taylor Woodrow Group Press Information)

Holiday Shutdown

London, 18th December: Mr. R. H. Butler, PLA Co-Ordinator of

Operations, announced to-day that following the decision of the Group Joint Committees regarding the working hours of Dock Labour on Christmas eve December 24th 1970 no labour will be available to receive or deliver cargo from the PLA enclosed docks after 1400 hours on that day and some deliveries are likely to cease by 1100 hours.

Importers and Shippers wishing to collect or deliver goods before 1400 hours on December 24th are advised to make prior arrangement direct with the dock sheds concerned.

The PLA enclosed docks will remain closed on Monday December 28th 1970. Normal working hours will be resumed with the first shift 0700 hours on Tuesday December 29th. (Port of London Authority)

Devlin Phase II

London, 6th November:—Further progress on improving the situation in London's enclosed docks since the implementation of Phase II of Devlin was reported to a key meeting of the PLA Port Users' Consultative Committee today.

Although there is still a considerable way to go in improving the level of productivity in the docks, representatives of shipowners, importers, exporters and transport interests agreed at today's meeting that progress had been made since the introduction of double shift working on 21st September 1970. Tonnages handled were showing an upward trend whilst the number of outstanding problems was being reduced substantially.

It was pointed out at the meeting that many of the difficulties encountered in the early weeks of Devlin Stage II no longer existed, although it was emphasised that many further measures were necessary before the full potential, with its obvious benefits to all users, could be completely exploited. The progress made by hauliers in providing cover for the longer working day was welcomed.

The Chairman of the Committee, Mr. John Lunch, Assistant Director-General of the PLA, said that a lot of hard work by all concerned had

resulted in the overcoming of the initial problems and that he was confident that the progress now being made would continue. Everyone must recognise the effort still to be made to achieve the real benefits of double shift working under the Devlin Stage II agreement. He thanked the port users for their patience, encouragement and support. (Port of London Authority)

Rebate on Pallets

London, 17 December:—A five per cent rebate on port handling charges is being introduced by the British Transport Docks Board at Southampton on January 1, 1971, for goods shipped in palletised form.

The reduction, in the port's consolidated import and export rates, aims at encouraging the use of palletisation by passing on to port users the benefits of lower handling costs.

The new move brings Southampton into line with other major Docks Board ports, such as Hull, which also offers rate reductions on palletised traffic, and the South Wales ports, which have set their charges to reflect any savings achieved in labourage costs. (British Transport Docks Board)

Garston Docks

London, 4 December: — Export traffic through Garston Docks during the first 47 weeks of the year rose by over 90,000 tons, to 1,283,754 tons, despite the effects of the three-week national docks strike, the British Transport Docks Board announced today.

Imports were more severely affected and fell by 100,000 tons to 407,297 tons, resulting in a slight overall drop in the port's trade from 1,702,199 tons during the same period in 1969 to 1,691,051 tons this year.

Coal shipments and timber imports continue to provide the bulk of Garston's trade, nearly 1¼ million tons so far this year, but the success of the port in the general cargo container field is revealed by a further 18,000 ton rise over the 1969 record figures for foodstuffs and general goods to 206,300 tons. (British Transport Docks Board)

Newport Reopened

London, 3 December:—Docking operations will begin at Newport (Mon.) on tomorrow morning's tide (0900 hrs., Friday, December 4) three days earlier than the scheduled re-opening date of December 7.

The first ship to pass through the 1,000 ft.-long entrance lock since it was closed by the British Transport Docks Board on August 1 for urgent reconstruction costing £1 million will be the German motor vessel 'Daniela' with a cargo of 600 tons of telegraph poles from Finland. She will be followed by the 'Prometheus' with 9,000 tons of bauxite ore from Toulon and the 'Agios Antonios' with 15,000 tons of iron ore from Spain. Over the next few days a rapid build-up of cargo is expected at the port, including a total of over 80,000 tons of iron ore for local steelworks.

Although Newport was not expected to be officially back in business for cargo handling until Monday (December 7), completion of work by John Mowlem & Company a week ahead of the scheduled 128-day target enabled Docks Board engineers, by working day and night, to get the lock operational and give the go-ahead for tomorrow's docking of ships.

Mr. T. S. Roberts, Port Director of the South Wales Ports, tonight paid "unstinting tribute" to the Docks Board's own engineers and their contractors, John Mowlem & Company. "This was a particularly difficult job, carried out at speed by craftsmen, underwater or in a wet situation, at a bad time of year and against the clock," Mr. Roberts said.

"Obviously one cannot afford to have a working port closed for any period of time. But due to the serious damage to the underwater cill of the lock gates we were forced to close Newport completely to shipping on August 1. Speed was essential to minimise loss of revenue. Fortunately, we were able to cope temporarily with most of the trade at other Docks Board ports and this did not become a complete loss.

"Mowlem have with us all the way," Mr. Roberts went on. "We hoped they would achieve the target

date of December 7 to re-open the port although this allowed them only 128 working days if they could work seven days a week. In fact, they worked round the clock to beat the target date by several days; something of a record for this type of work and on that timetable.

"In that time they sealed off the lock entrance using divers to place accurately 1,263 concrete blocks—all cast on site by Mowlem—and each weighing up to 20 tons.

"After the lock was pumped dry came the intricate work of reconstructing gate platforms, anchorages and cills. Some of this involved skilled Cornish masons dressing individual tailored 5-ton granite blocks to mate accurately with each other and the existing stonework; and placing these in the lock. The dressing tolerance to which Mowlem worked was 15 thousandths of an inch.

"A lot of special equipment and novel techniques were used, notably the ground anchors placed by Soil Mechanics Limited, another Mowlem company. And—of course, all the vast concrete blocks and temporary works had to be just as killfully removed.

"Altogether a job well done and unlike so many stories we hear about British industry, delivered not just on time but ahead of schedule," he said. (British Transport Docks Board)

Film on Southampton

London, 7 Decmber:—Birmingham has been selected for the first provincial presentation of the new British Transport Docks Board film 'SOUTHAMPTON INTO THE SEVENTIES'. The showing, to shippers and agents in the Midlands, will be at a Port Southampton Reception being held in The Club Suite, Birmingham Chamber of Commerce, 75 Harborne Road, Birmingham on Thursday, 10th December, 1970.

Guests will be received by Mr. Donald Stringer, Port Director, Southampton and Deputy Managing Director of the British Transport Docks Board, who will be accompanied by Mr. Brian Bostock, Development Manager, Southampton,

Mr. Iain Reid, Commercial Manager, Southampton and Mr. Derek Booker, the Board's Commercial Officer (Midlands), who is based at Birmingham.

The film, which had its premiere in Southampton only two days ago (Saturday, December 5), highlights the developments at the port in recent years for container and roll-on/roll-off services.

'SOUTHAMPTON INTO THE SEVENTIES' is a British Transport Films production. The producer was James Ritchie and the film was written and directed by Peter Sims. In charge of production was Edgar Anstey.

The film, which is in colour and runs for 18 minutes, is available in 16 mm. and 35 mm. from the British Transport Film Library, Melbury House, Melbury Terrace, London, N.W.1.

Background Note

A 1,000 ft. common user container terminal at Southampton, with 20 acres of land for container stacking, has been operation since October 1968 and is fully utilised by three companies operating services to the eastern seaboard of the United States of America and Canada.

To meet the demand of additional services due to commence in late 1971 a further 3,900 ft. of quay with 100 acres of adjacent land is under construction. The first 900 ft. will become operational in December 1971 when the new Far Eastern container service commences. Total completion is scheduled by the end of 1972. The project will increase fivefold the size of the present container terminal and involves a capital expenditure of £14.5 million.

On the basis of known services it is estimated that Southampton will be handling over 1,000 containers a day by the end of 1973.

In addition to this, the port is negotiating with a number of other operators and further development plans being prepared account for a further 2,000 ft. of the 6,000 ft. of container berths which can be provided by land reclamation on the north side of the River Test.

Five terminals have been provided for an ever increasing number of

roll-on/roll-off services to France, Spain, Portugal and Tangier. In the height of the season there are over 50 sailings a week from the Princess Alexandra Dock, the base for these services. These services cater for freight lorries and unit loads in addition to the carriage of holiday-makers and their cars.

The Docks Board has also provided modern transit sheds with the latest mechanical devices to facilitate the handling of cargo carried by conventional vessels and reception lounges are available at the principal berths used by ocean-going passenger liners. Tankers of 250,000 d.w. tons frequently call at the Esso Marine Terminal at Fawley within the port area.

A new Port Communications Centre is under construction and in addition to VHF and Radar coverage of Southampton Water there will be remote control scanners covering the port approaches. (British Transport Docks Board)

European LASH Service ?

Bremen:—The Holland-America Line (HAL) has recently placed 2 LASH-carriers on order with the Belgian shipyard Cockerill-Hoboken and has now confirmed that negotiations are in hand with the German HAPAG-LLOYD AG relative to combined operation with the two ships. The subject of the negotiations—according to information from the usually well-informed 'Weser Kurier', concerns—among others—the taking over by the Hapag-Lloyd of one of the two new-building contracts, as well as of a number of lighters; with the basis of a combined operation then being that of a joint-service of conventional freighters, plying between West European ports and the Gulf of Mexico. According to the aforementioned paper, the negotiations should be completed during the month of November 1970. (Bremen Air Mail, November 1970)

Nuclear LASH Ship

Bremen: — One of the spiritual fathers of the new LASH-vessels is the Bremen engineer Alfred Schneider, which is at present working on the design of an atom-powered

LASH-ship, well exceeding 50,000 tons burthen, which—with a length of 275 metres and having a beam of some 42.5 metres—will be able to carry bigger lighters than, for instance, those taken by the ATLANTIC FOREST, which has a beam of only 30 metres. Moreover the ships of that generation will possibly have every tenth unit (of quite 100 barges) fitted with a 400 or 500 h.p. diesel motor, which can take four or five other barges with it, in a towing or pushing function. (Bremen Air Mail, November 1970)

LASH Record

Bremen:—A new record in international LASH-traffic was set up in the first visit of the LASH-parent ship "ATLANTIC FOREST" to Bremerhaven: the first five conveniently placed lighters were lowered to water in the record time of 45 minutes. Only one deckhand and one cranedriver, in radio contact, were required for this operation. General praise on this score for Bremerhaven!; which thus demonstrates that, as with the roll-on/roll-off and container traffic with the USA, so, now with the LASH service—it remains as the first German port. The conception of the LASH-system in its present form was already formulated in principle in 1962. Two to three further years passed, working out the details. The first customers committed themselves straight away, with 300 million US dollars. The first two—and at present only—LASH ships are the "ARCADIA FOREST" and the ATLANTIC FOREST of the Central Gulf Contramar Line of New Orleans. A further 16 LASH ships for the Prudential Lines Inc., Lykes Bros. Steamship Co., the Pacific Far East Inc., and the Holland America Line (Europe Lijn NV); are on the order books of various major shipyards for delivery and service by Spring of 1973. German shipping companies also have LASH new-building contracts under consideration. (Bremen Air Mail, November 1970)

Drift to Coast

Bremen:—The trade journals and the daily press concern themselves

more and more with the industrial drift to the coasts. The general opinion is that the 'pull towards the coast' will become increasingly strong in the coming years. The main consideration leading to such decisions is that of the advantages in costs; and the cost advantages are, in their turn, based above all on the better transportation possibilities and lower transport charges. In this respect a major North German daily paper, the "Weser Kurier", calculates the advantage for a steel-foundry on the coast, as opposed to a steel-works in the focal consumer point in the interior, as being DM 8 per ton of finished product. If a proportion of the produce is destined for export with ocean vessel (and this does happen to be the case), the cost advantage is raised up to DM 20 per ton. The cost advantage is so great that any possible additional expenses, such as of plant construction or wages, can easily be absorbed. However, as far as Bremen and Bremerhaven are concerned, no such extra costs are to be expected, over and above those in the interior. Indeed, according to information from industrial sources, such costs are lower than in the West-German Rhine-Ruhr area. (Bremen Air Mail, November 1970)

Hamburg-Norway Ferry

Hamburg:—More and more Germans are spending their holidays at sea: last year, 57,000 made a trip from Hamburg on ferry boats, cargo liners and combination ships. Fifty Hamburg shipping companies have passenger accommodation on some of their vessels. Since the beginning of June, another opportunity to travel the seas is being offered by a ferry connection, the combination Norway Service of the Bergen Line/Fred. Olsen Lines, from Hamburg to Bergen and Kristiansand with weekly sailings to both destinations alternatively. 9,500 g.r.t. "Jupiter", speed 23 knots, casts off in Hamburg at the St. Pauli Landing Stages, the same terminal from which the ferry service to England has been operated for more than a year now. Sailings to Kristiansand will take place until September 10th, to Bergen via Stavanger until the 5th of

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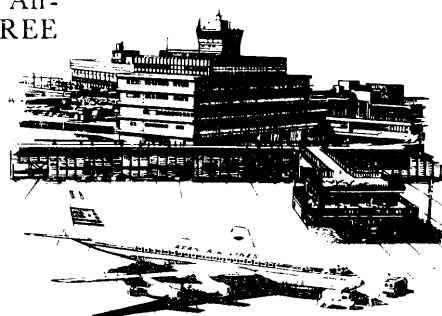
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September, the duration of voyage being 19 and 27 hours respectively. Incidentally, this is the first regular passenger-car ferry service between Hamburg and Scandinavia.

MS "Jupiter", built in 1966 by the Lübecker Flender-Werke and commissioned the following year, passes for one of the most modern de luxe ferry boats in the North and Baltic Seas. She accommodates 590 passengers and 180 automobiles. Caravans and buses can be placed in the ship's holds by means of a hydraulically operated suspended deck, private cars drive on board using the roll-on/roll-off method.

Cabins and public rooms, a dining room and a restaurant with self-service are distributed over seven decks; the "de luxe" cabins on the sun deck, on the lido deck cabins with one, two, three and four berths. All cabins are air-conditioned. The 1st class cabins and most of those in the tourist class are equipped with shower and lavatory. Eighty passengers can spend the

night in adjustable easy chairs in a special department of the tourist class. Stabilizers ensure a smooth voyage even in heavy seas.

The trip Hamburg—Bergen costs between DM 85 and 241; children below three are carried without charge unless they want their own bed, children between three and twelve years pay half price. These prices do not include food.

Up to now visitors to Norway had to use the ferry services from Cuxhaven or Kiel, or a connection via Hirtshals/Denmark. Last year, MS "Jupiter" scored good results with her trips between Cuxhaven and Norway. The two companies expect considerably higher figures still from the Hamburg sailings. Agents here are the Norwegische Schiffahrts-Agentur GmbH. (Ship via Hamburg, May/June 1970)

Port Workers Praised

Lourenço Marques: — The Captain of the Liner "Príncipe Per-

feito", of the Companhia Nacional de Navegacao sent the following telegram to the System Director of the Port of Lourenço Marques which we have much pleasure in quoting:

"In my name and that of the Companhia Nacional de Navegacao We thank you fine collaboration staff "F" Shed under your Direction effecting excellent service both on my vessel going North and on her return today handling 600 tons in five hours work. Please Advise Inspector Cerejeira, Section Head Garrido other officials including cranes, stevedores marvellous way they worked as true team reached desired objective. Compliments and best wishes to a New Year Happiness staff and Prosperity for CFM."

This significant telegram was communicated to the staff concerned, by order of Authority. (Boletim Portos, Caminhos de Ferro e Transportes de Moçambique, January 1970)

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Matola Mineral Wharf

Lourenço Marques:—The British 115,000 tonner "Sigsilver" arrived in the late afternoon of the 9th instant at the Matola Mineral Wharf, which is used regularly by big ore-loading ships from all over the world. It had come to load ore for Japan. (Boletim Portos, Caminhos de Ferro e Transportes de Moçambique, November 1969)

Inflammable Liquids

Barcelona:—The progress of the works at the esplanade South of the Counterdike, and section near to completion, has allowed the authorities to grant several concessions of great importance on it, destined all of them, to the storage of inflammable liquids.

In direction North-South the "Natural Gas" gasification plant is located. It covers approximately an area of 12 hectares. This plan is already in operation and consists of a

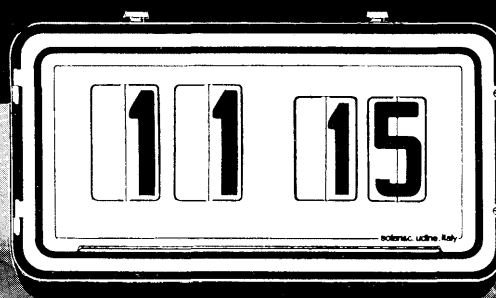
wharf and an access channel.

Further on, in direction South, the installation of a bottling plant for "Butano, S. A." is envisioned, another concession of "Proquímica" and further to the South another "Repesa" installation, this one very important. As a consequence of this activity it is to be expected that the 41 hectares of esplanade will very soon be devoted to a loading and storing activity very intense and concrete.

In relation with platforms for the mooring to tankers and starting from the situation of the meteneros' wharf and of the possibility of mooring of a 200 meters length ship by its side, the rest of the mooring line has been divided in 5 moorings, oriented in North to South direction, two butane ships of 85 meters length and three tankers of 150, 150 and 180 meters of length will have room. (Puerto de Barcelona Boletín Informativo, June 1970)

Transit Warehouses

Barcelona:—Due to the ever-increasing traffic in the T.I.R. Station, the Port Authority has decided that all the warehouses of this station will be considered as transit areas and charges will be made as such. This new rate went into effect on 1st April and it is therefore recommended that any merchandise which cannot be moved from the Customs' Zone within the normal period of time, due to clearance difficulties or other causes, should be moved by its owners into free deposit in order to allow for smoother flow of the regulated international traffic. (Puerto de Barcelona Boletín Informativo, May 1970)



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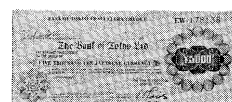
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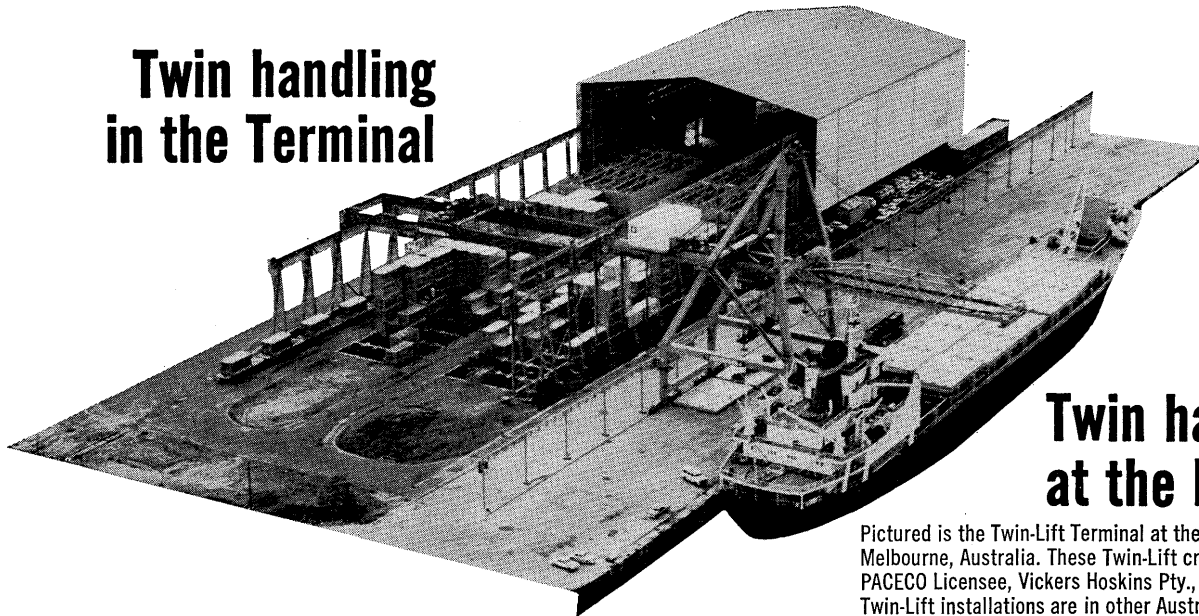
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**Twin handling
in the Terminal**



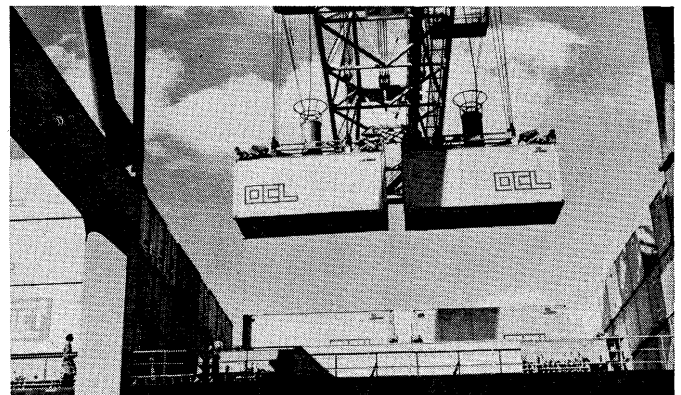
**Twin handling
at the Pierside**

Pictured is the Twin-Lift Terminal at the Port of Melbourne, Australia. These Twin-Lift cranes were built by PACECO Licensee, Vickers Hoskins Pty., Limited. Twin-Lift installations are in other Australian Ports, New Zealand, and the United States.

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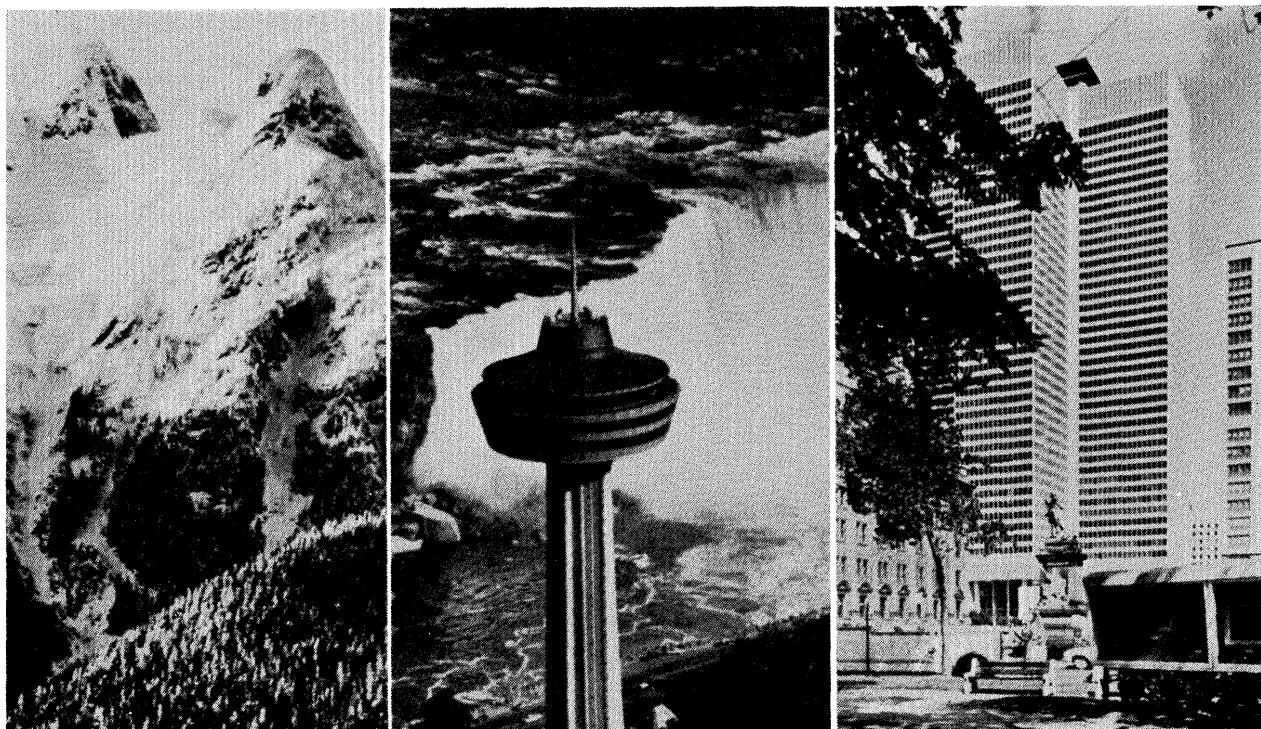


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