

PORTS *and* HARBORS

August, 1971

Vol. 16, No. 8



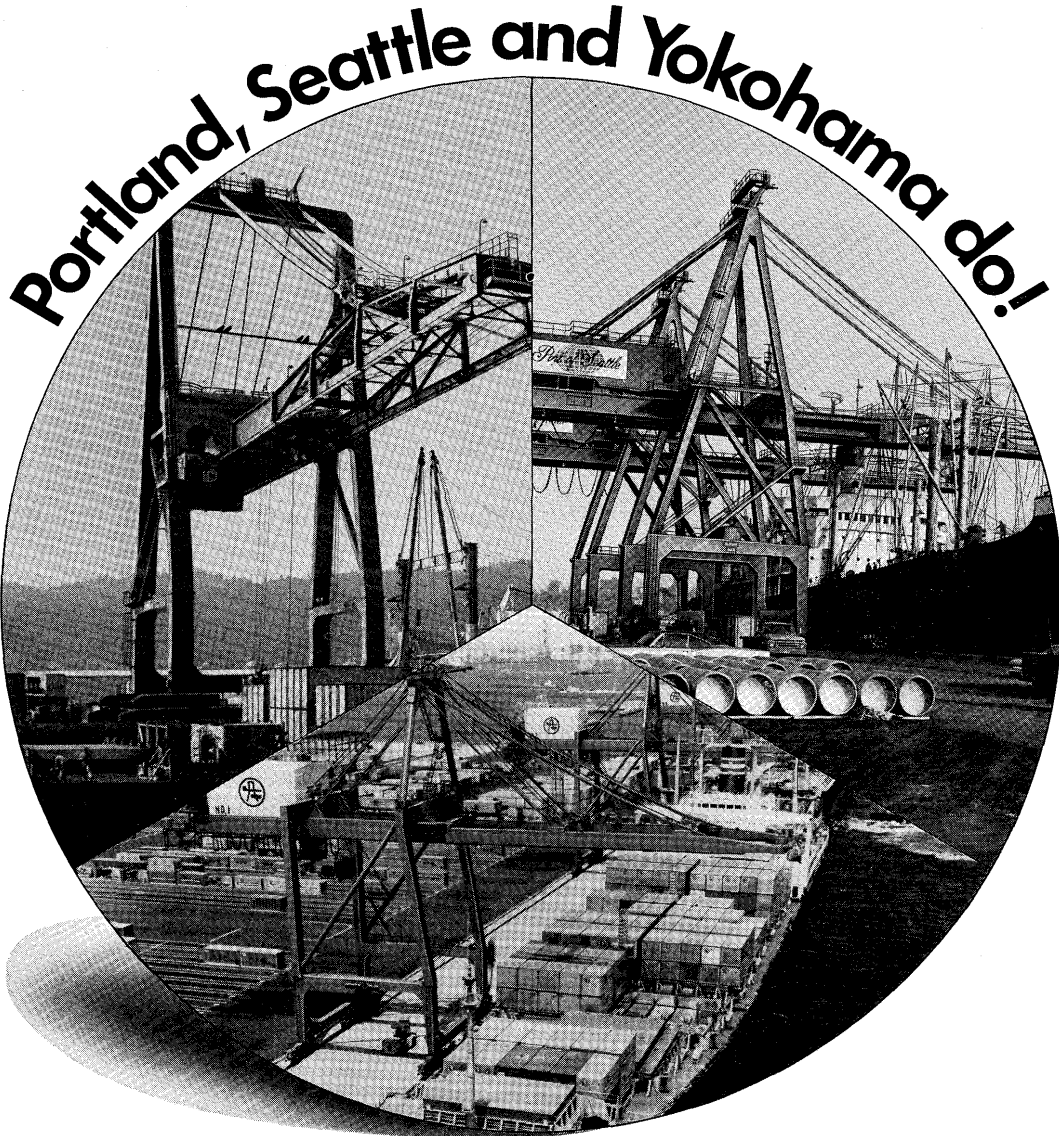
Montreal Conference

Cruise Ship "T.S.S. Varna" Pulling in

The Publisher: The International Association of Ports and Harbors

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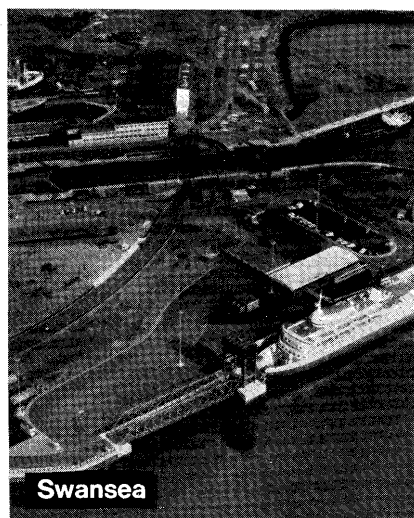
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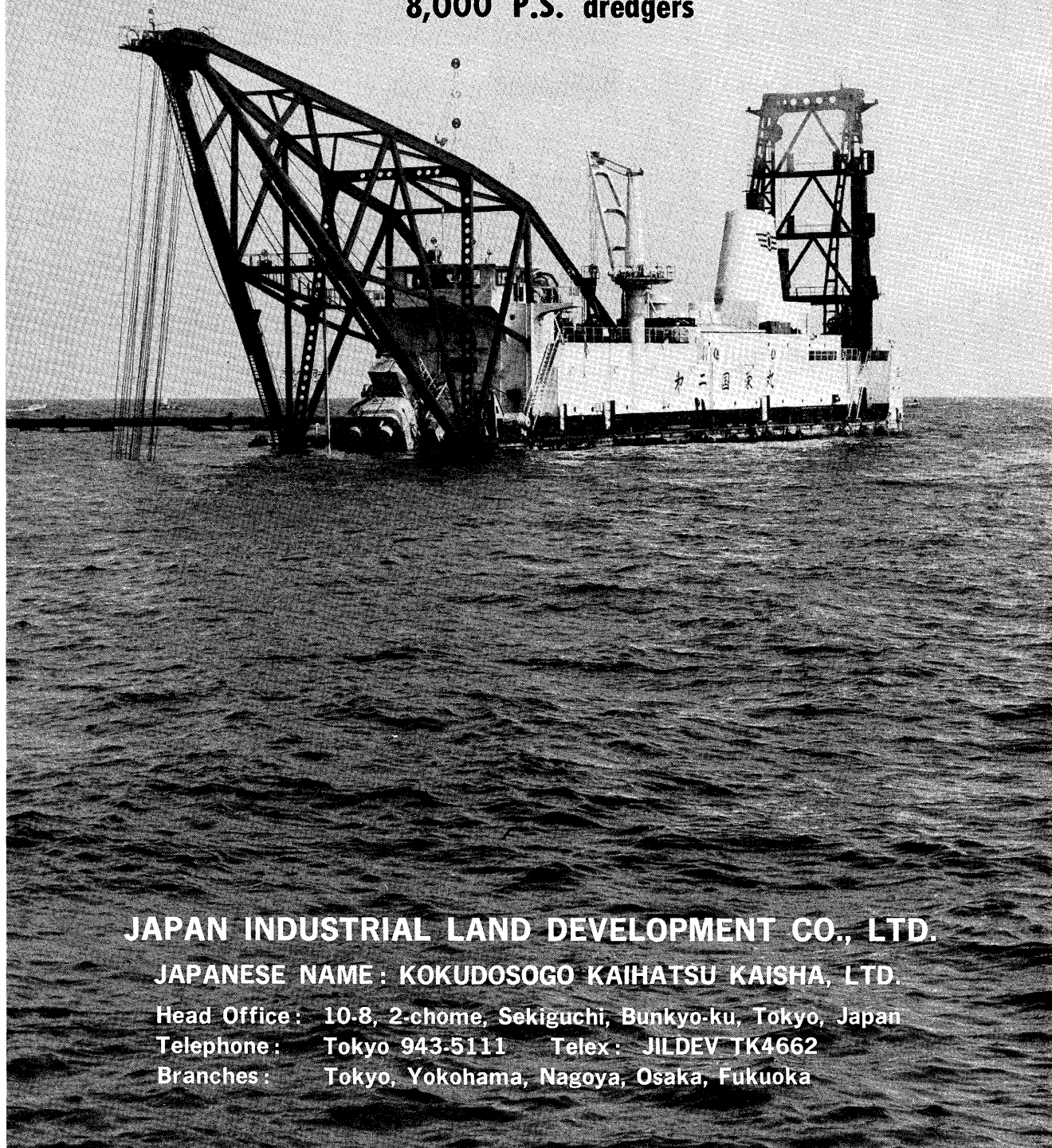
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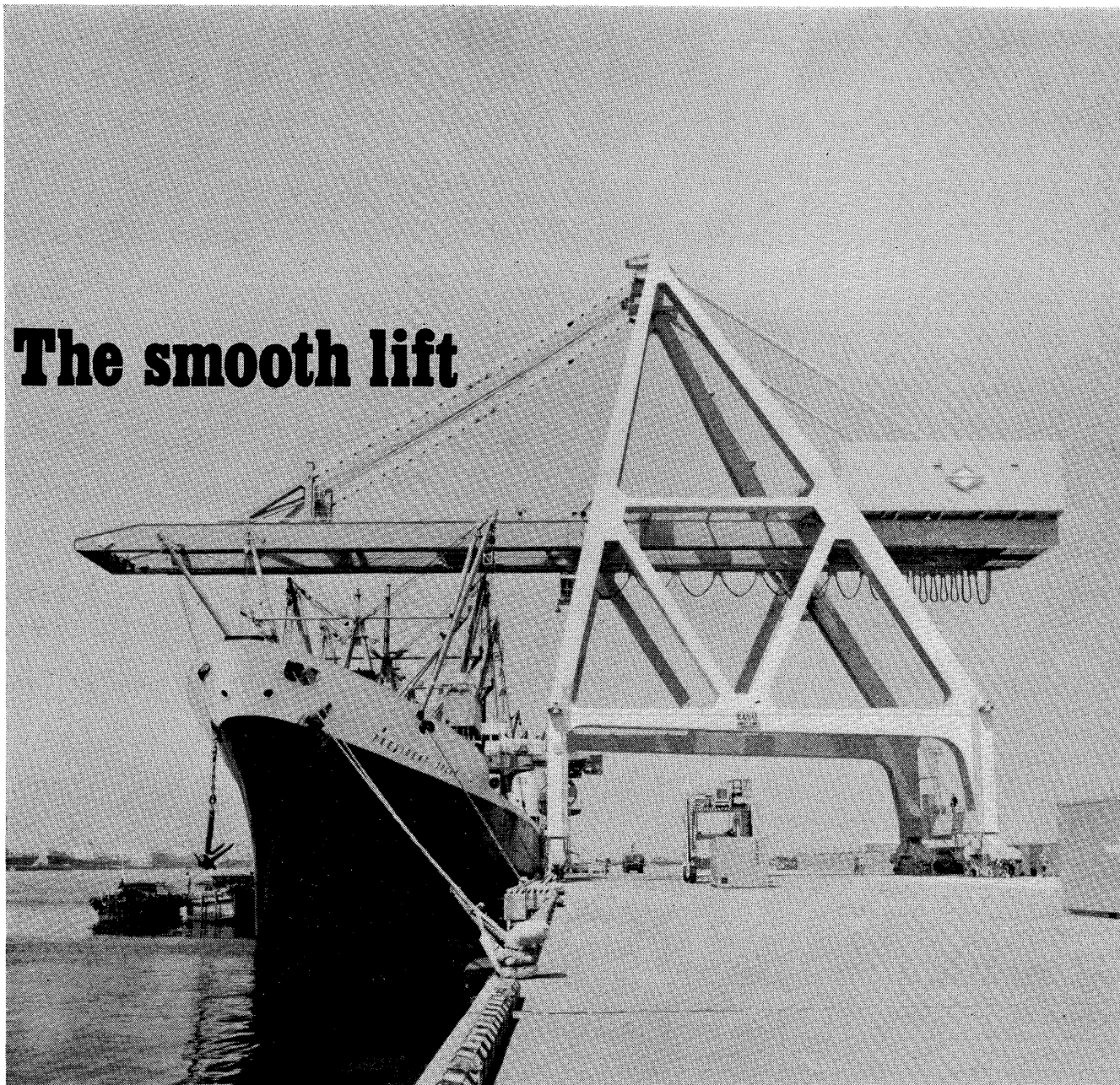
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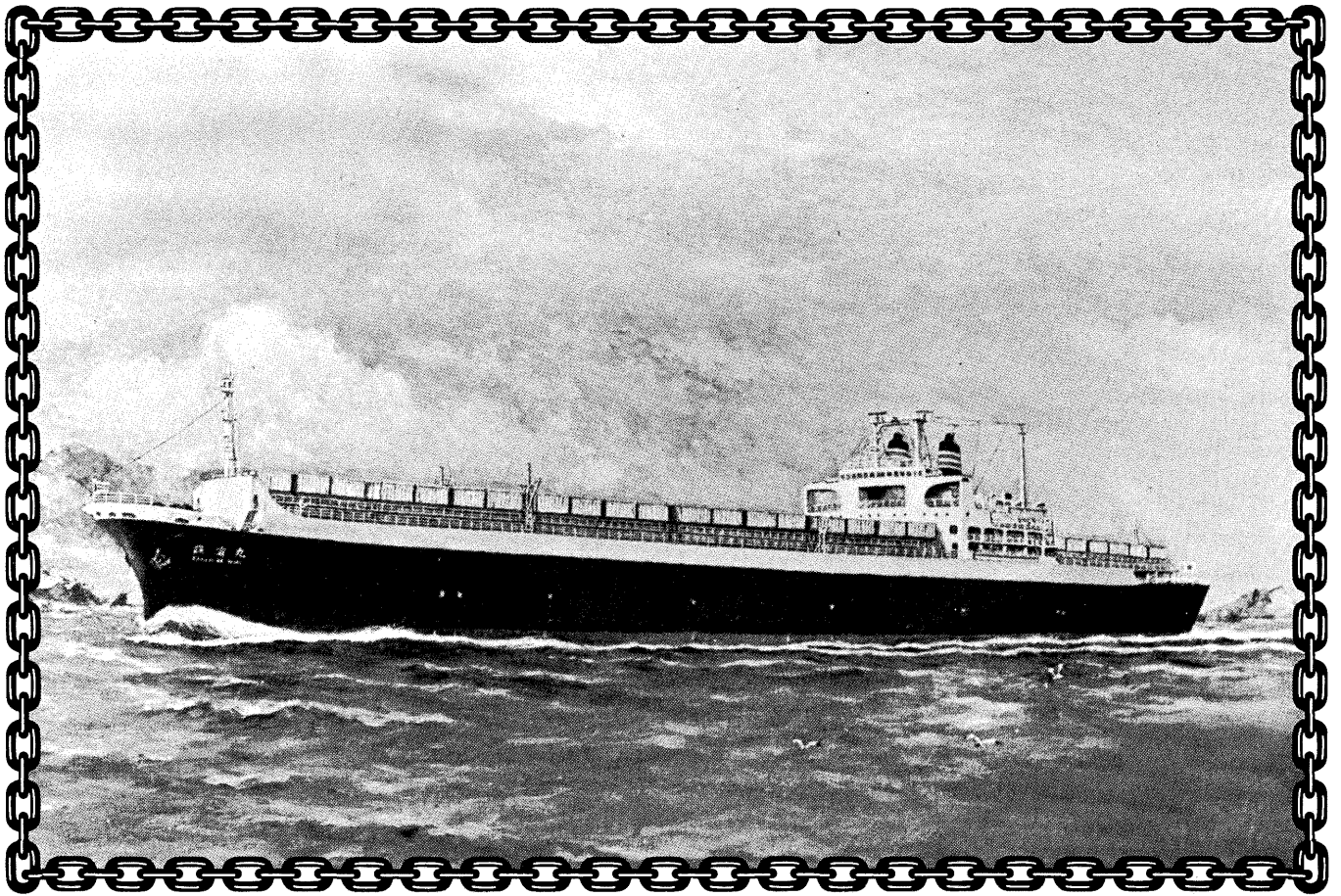
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The International Association of Ports and Harbors

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Director of Marine Terminals
The Port of New York Authority

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Head Office:

Kotohira-Kaikan Bldg.
1, Kotohira-cho, Minato-ku,
Tokyo 105, Japan
Tel.: TOKYO (591) 4261
Cable: "IAPHCENTRAL TOKYO"

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The Cover:

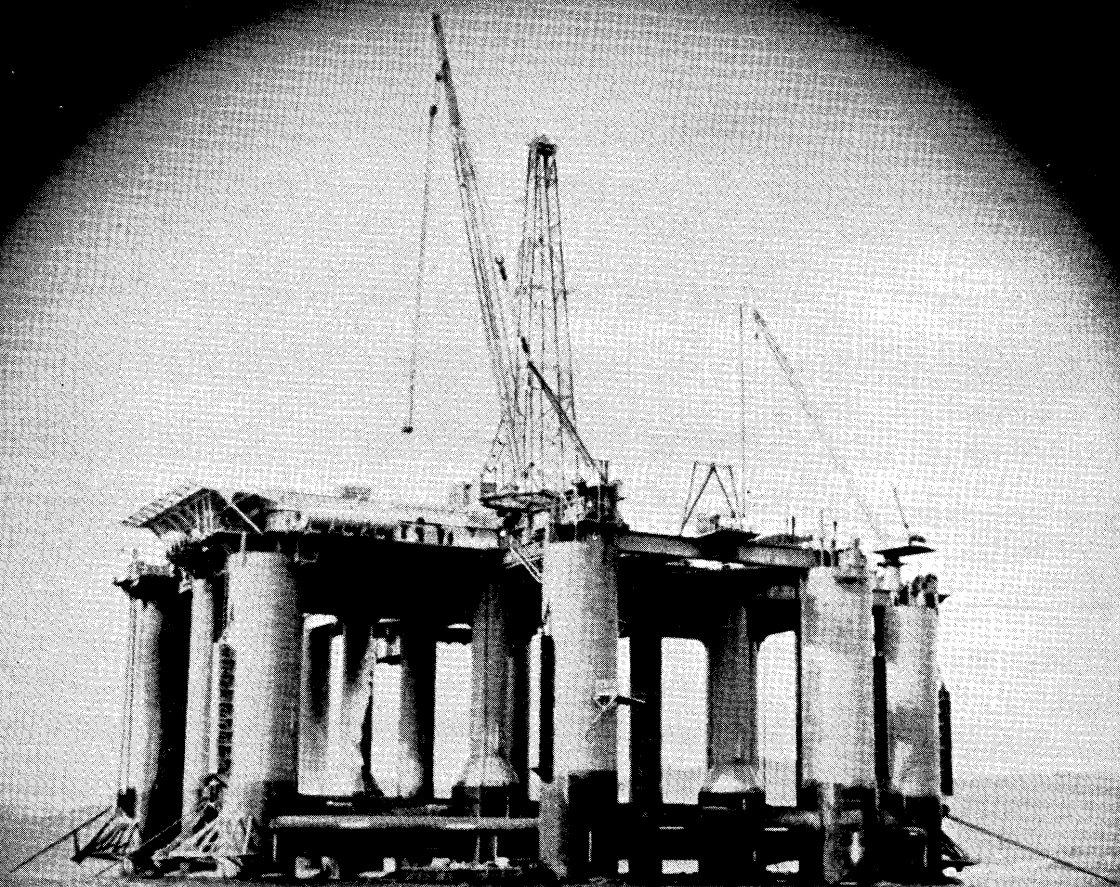
The Bulgarian cruise ship "T.S.S. Varna" pulling in at the Louis-Jolliet Passenger Terminal of Port of Montreal before taking on IAPH Conference delegates, June 10.

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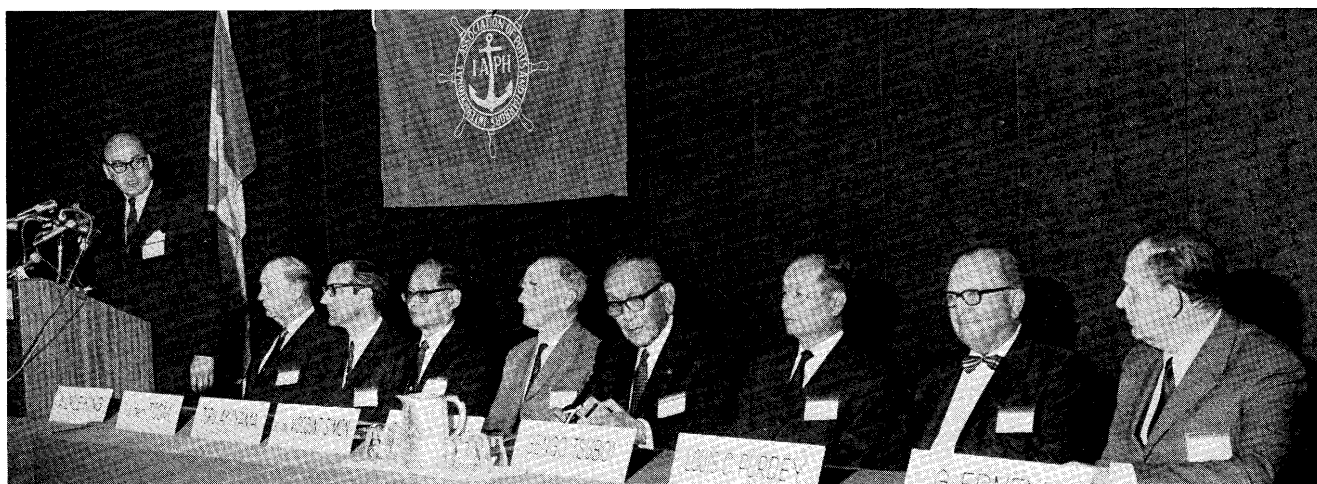
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PORTS *and* HARBORS

7th Conference in Montreal



At the opening ceremony, from left to right, Mr. Thomas P. Guerin, Adviser, Port of Portland, Oregon, U.S.A., Mr. L. R. Talbot, Vice President, National Harbours Board, Mr. Guy Beaudet, Chairman of the Organizing Committee and Director of Port of Montreal, Mr. Yvon Lamarre, Acting Mayor of Montreal, Mr. Claud Simard, State Minister of Industry and Commerce, Province of Quebec, Honorable Donald C. Jamieson, P. C., Minister of Transport, Government of Canada, Patron of the Conference, and Dr. Pierre Camu, Conference Chairman.



At the opening ceremony, from left to right, Dr. Pierre Camu, Conference Chairman, Mr. A. Lyle King, Executive Committee, Mr. J. den Toom, Executive Committee, Mr. Toru Akiyama, IAPH Secretary General, Rt. Hon. Viscount Simon, C.M.G., Executive Committee, Mr. Chujiro Haraguchi, Executive Committee, Mr. Gengo Tsuboi, Executive Committee, Mr. Louis C. Purdey, Executive Committee, and Mr. G. Edney, Executive Committee.

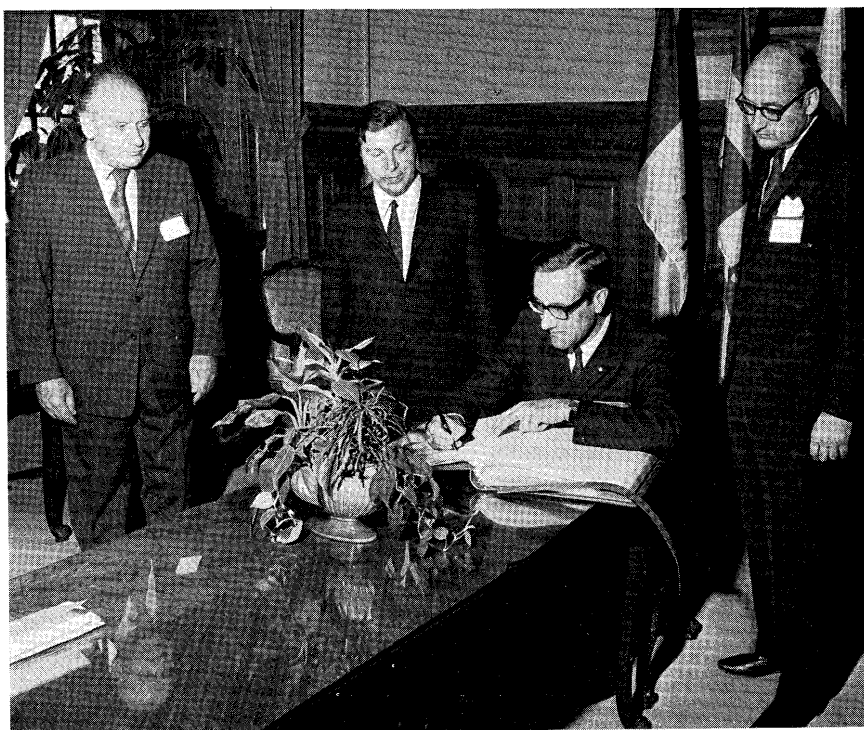


Honorable Donald C. Jamiesen, P.C. Minister of Transport, Government of Canada, Patron of the Conference, addresses the assembly at the opening ceremony as Mr. A. L. King, second from left, Mr. J. den Toom, and Mr. Toru Akiyama listen.

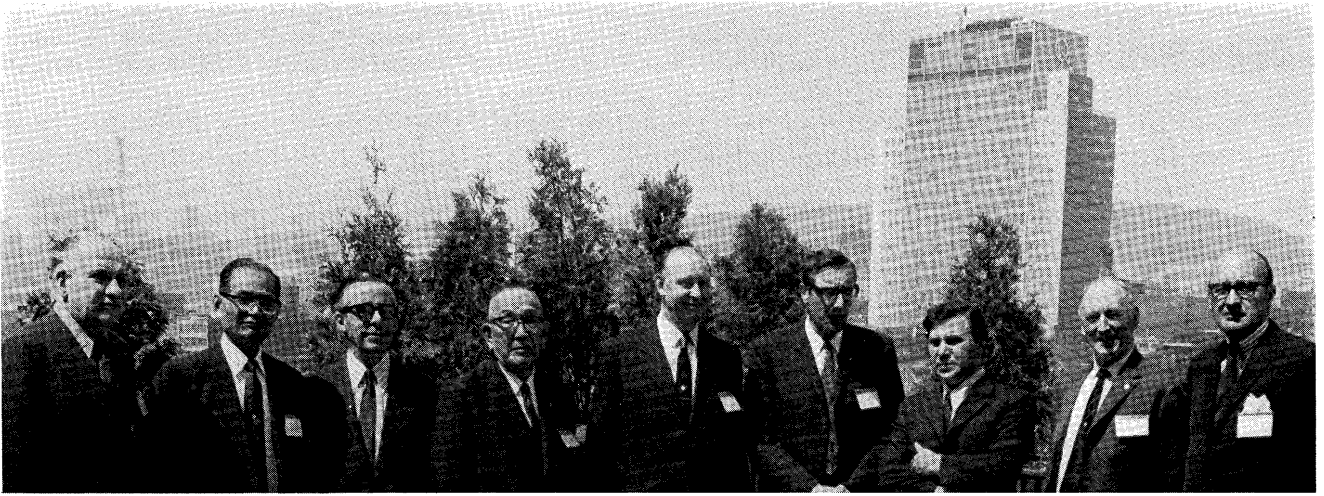
Opening Ceremony

On Monday, June 7, 1971 around 1400 hours, the 7th Conference of the International Association of Ports and Harbors was about to be officially opened, at Marquette and Jolliet Rooms of the Queen Elizabeth Hotel in Montreal. Delegates and ladies were assembled and seated. Presently a hilarious bagpipe march was heard approaching from the other end of the foyer. Turning round at the drone ground bass of the bagpipe, the delegates saw the official guests and speakers marching up in a row following the steps of a fully dressed highland bagpiper in a Royal Stewart tartan kilt and wearing a balmoral cap. The guests and speakers stopped at their seats while the bagpiper walked on and out the backdoor playing the tune.

Dr. Pierre Camu, Conference Chairman, took the chair. The Conference opening address was delivered by Hon. Donald C. Jamieson, P.C., Minister of Transport, Canada, Patron of the Conference. Then followed an address by Mr. Claude Simard, State Minister of Industry and Commerce, Province of Quebec, and an address by Mr. Yvon Lamarre, Acting Mayor of Montreal. The next speaker was Mr. Guy Beaudet, Chairman of the Organizing Committee and Director of the Port of Montreal. Chairman Camu then announced the names of 12 Vice-Chairmen of the Conference.



In the morning of Monday, June 7, high officers of the Association called on the Mayor of Montreal to sign the Golden Book. Here, Mr. den Toom, seated, signs in the Golden Book as Mr. G. Beaudet (left), Mr. Lamarre, Acting Mayor, and Dr. Camu (right) look on.



After signing the Golden Book, IAPH high officers pose for a souvenir photograph with the acting mayor on the terrace outside the Mayor's room. L. to R.: Mr. G. Beaudet, Mr. Toru Akiyama, Mr. L. R. Talbot, Dr. C. Haraguchi, Mr. A. L. King, Mr. J. den Toom, Acting Mayor Lamarre, Rt. Hon. Viscount Simon, and Dr. Camu.

Mr. J. Morris Gifford (Director General, National Ports Council, U.K.), one of the Vice Chairmen, then stood up and announced the messages received from friendly organizations such as those from Mr. Paul G. Hoffman, Administrator, United Nations Development Programme (UNDP), Mr. U. Nyun, Executive Secretary, Economic Commission for Asia and the Far East (ECAFE), Mr. Colin Goad, Secretary General, Inter-Governmental Maritime Consultative Organization (IMCO), Mr. Chevalier-Annez-Taboada, Secretary General, The Customs Cooperation Council (CCC), Lt. Col. C. Earle, Secretary General, International Cargo Handling Co-ordination Association (ICHCA), and Mr. Wilfred Jenks, Director General, International Labour Organization (ILO).

Rt. Hon Viscount Simon (Chairman, Port of London Authority) rose to say that Mr. V. G. Swanson, C.B.E. (Chairman, Melbourne Harbor Trust Commissioners), IAPH President, was unable to be present at this Conference due to a recent hospitalization at home, and that Mr. Swanson regretted sincerely his inability to be present notwithstanding his desire.

On Monday, June 7 morning 1100-1200 hours, high officers of the Association called at the City Hall of Montreal to sign the Golden Book. In the absence of His Worship, Mr. Jean Drapeau, Mayor



The highland regiment bagpiper heralded the approach of the dignitaries.

Major Papers :

1. Tuesday, June 8, 0900–1000 hours, Marquette & Jolliet Rooms. Presented by **Dr. Yoshiaki Kurisu**, Director General, Bureau of Ports and Harbors, Ministry of Transport, Japan.
Title:—"The Role of Ports and Harbors in National Economic Planning."
2. Tuesday, June 8, 1030–1130 hours, Marquette & Jolliet Rooms. Paper presented on behalf of the Inter-Governmental Maritime Consultative Organization, by **Mr. R. R. McGilvray**, Director, Marine Regulations, Marine Services, Ministry of Transport, Canada.
Title:—"Activities of the Inter-Governmental Maritime Consultative Organization of Interest to Ports."
3. Wednesday, June 9, 1400–1500 hours, Marquette & Jolliet Rooms. Paper presented on behalf of the Customs Cooperation Council by **Mr. George H. Heidebreder**, Deputy Director, Division of Inspection and Control, Office of Operations, Bureau of Customs, Washington, D.C.
Title:—"Customs and Door to Door Transport."
4. Friday, June 11, 1100–1200 hours, Marquette & Jolliet Rooms. Paper by **Mr. Stanley Johnson**, Managing Director, British Transport Docks Board.
Title:—"Financial Policies for Ports."
5. Friday, June 11, 1400–1500 hours, Marquette & Jolliet Rooms. Paper by **Mr. Ben E. Nutter**, Executive Director, The Port of Oakland.
Title:—"Abandonment of Old Installations in Urban Center and Development of New Facilities Outside of Urban Center to Meet the Container Challenge."

Panel Discussions :

1. "Containerization"
Moderator:—
Mr. Ben E. Nutter, Executive Director, Port of Oakland.
Panelists:—
Mr. Peter Evans, Director for North America, Furness Withy & Co., Ltd.
Mr. A. Lyle King, Director of Marine Terminals, Port of New York.
Mr. N.N.B. Ordman, Director of Planning, Port of London.
Mr. R. L. M. Vleugels, Director General, Port of Antwerp.
2. "Computers and the Port"
Moderator:—
Mr. Townsend Lucas, Manager, Port Service Improvement Committee, Port of New York.
Panelists:
Mr. John Eyre, President, Alcan Shipping Services Co., Ltd.
Mr. Clifford Muller, Manager, Data Processing, Port of Seattle.
Mr. N. N. B. Ordman, Director of Planning, Port of London.
Mr. F. B. Ellam, Director, Financial Services Branch, National Harbours Board, Ottawa.

of Montreal, Mr. Yvon Lamarre, member of the executive committee, City of Montreal, Acting Mayor, stood by.

In the morning of Monday, June 7, 0900–1200 hours and of Thursday, June 10, 0900–1130, interested delegates were taken on tours of Montreal Port facilities including container terminals, passenger terminals, grain and general cargo handling operations, etc.

S.G.'s Report

The Report by the Secretary General on the Association affairs referred to the Association membership as of December 31, 1970. The total membership on that day was 335 representing 57 nations. During the period 1969–1970, the membership increased by 34, and the number of nations increased by 5, i.e. Trinidad and Tobago, Puerto Rico, Chile, Poland and Senegal.

There were 11 Honorary Members, 15 Founder Members, 160 Regular Members, 83 Corporate Supporting Members, 57 Individual Supporting Members and 9 Life Supporting Members. Out of the past experience the Secretary General expected the membership to increase remarkably during the period immediately preceding and succeeding the Conference.

Otherwise on general affairs, the S.G.'s report dwelt upon membership campaign, meetings, Technical Assistance Fund, the United Nations, and relations with other friendly organizations.

Then the report went on to cover the affairs of the Head Office, such as publications ("Ports and Harbors" and the IAPH Membership Directory), and standing committees. The financial report described the rising cost of operation and personnel accounts and also the efforts of the Head Office in obtaining advertising income from the Association's publications to make up for the deficit.

Papers

During the Conference period, five Major Papers were presented, two Panel Discussions were held, and nine Minor Papers were presented as listed here. All the Major Papers, Panel Speeches and Minor

Papers (including additional 12 Minor Papers not presented at the Conference rooms) had been printed and distributed to all the delegates present (in English, French and Spanish, and some in Japanese). The English version of all these papers are to be included in the Conference Proceedings to be compiled by the Head Office within six months and mailed to all IAPH members.

Exhibits

There were several displays in the exhibit area on the Convention floor. They were sponsored by 1) The British Transport Docks Board, 2) National Ports Council, U.K., 3) Eastern Canada Stevedoring, 4) Oakland (theme: The Shipping Machine), 5) PACECO (Crane manufacturers), and 6) Photographic Display (by Lam Studios) of color photographs (theme: Montreal, Canada's Largest Port).

Committees

The three standing committees are to continue into the future with the following chairmen: Mr. A. J. Tobin, Executive Director, Port of New York Authority, Chairman, Committee on International Port Development, Mr. Ben E. Nutter, Executive Director, Port of Oakland, Chairman, Committee on Containerization, and Mr. Stig Axelsson, Director, Gothenburg Harbour Board, Chairman, Committee on Large Ships (former Chairman Commander E.H.W. Platt remaining as member).

The Ways and Means Committee has so far been one of the Conference Committees (ad hoc committees commissioned for Conference operations and de-commissioned thereafter), but it has now become a standing committee as a result of Resolution No. 4 passed on Saturday, June 12 running as follows:

WHEREAS, it is in the best interests of the International Association of Ports and Harbors that a further study be made by the Ways and Means Committee of the dues structure of this Association;

NOW THEREFORE BE IT RESOLVED, that the Ways and Means Committee be and it is



In the mornings of Monday, June 7 and Thursday, June 10, interested delegates were taken on a tour of inspection of the Montreal Port facilities including container terminals, passenger terminals, grain and general cargo handling operations, etc.

hereby authorized and directed to make a further study of the dues structure of this Association; and

BE IT FURTHER RESOLVED, that the Ways and Means Committee shall make a report of its study to the Executive Committee of this Association at its meeting during the year 1972.

Resolution of Thanks

(Passed Saturday, June 12)

BE IT RESOLVED by the International Association of Ports and Harbors, in a plenary meeting assembled, at the International Association of Ports and Harbors does hereby express its sincere appreciation to the National Harbours Board and to its Vice Chairman, Mr. L. R. Talbot, Eng., the Port of Montreal, the Organizing Committee of the Seventh Biennial Conference of this Association, Mr. Guy Beaudet, Director of the Port of Montreal and also Chairman of the Organizing Committee, and Dr. Pierre Camu, Conference Chairman, for arranging and providing an inspiring, educational, interesting and entertaining agenda and program for the delegates, representatives and their ladies; and

BE IT FURTHER RESOLVED that the following persons are particularly thanked for their outstanding contributions to the success of said Conference:

The Honourable Donald C. Jamieson, P.C.

Minister of Transport, Government of Canada

His Worship, Mr. Jean Drapeau
Mayor

City of Montreal

Mr. Yvon Lamarre

Member, Executive Committee
City of Montreal

Closing Session

At the Closing Session held on Saturday, June 12 1100-1230 hours, Mr. A. Lyle King, Director of Marine Terminals, Port of New York Authority, was elected President to succeed Mr. V. G. Swanson. Ir. J. den Toom, Managing Director, Port of Amsterdam, was elected First Vice-President, and Mr. Howe Yoon Chong, Chairman/General Manager of The Port of Singapore Authority, was elected Second Vice-President.

Minor Papers Presented :

Wednesday, June 9, 1100-1215 hours, Marquette & Jolliet Rooms

1. 1100—Paper by Mr. S. G. Sturme, Deputy Director, Division for Invisibles and Chief, Shipping Branch, United Nations Conference on Trade and Development.

Title:—"UNCTAD Research in the Field of Ports."

2. 1125—Paper by Dr. Eric Schenker, Professor of Economics and Associate Director, Center for Great Lakes Studies, The University of Wisconsin-Milwaukee.

Title:—"Trends and Implications of Container Shipping."

3. 1150—Paper by Mr. F. K. DeVos, Chief Economist, Marine Works Branch, Ministry of Transport, Canada.

Title:—"A Few Principles to Apply and Mistakes to Avoid in Preparation of Port Tariffs."

Wednesday, June 9, 1530-1645 hours, Marquette & Jolliet Rooms

4. 1530—Paper by Mr. Joseph L. Stanton, Executive Director, Maryland Port Authority.

Title:—"World Ports—What Priority?"

5. 1555—Paper by Mr. J. R. Sainsbury, Director of Marine and Harbours, South Australia.

Title:—"The Simplification of Port Charges."

6. 1630—Paper by R. Vleugels, General Manager, Port of Antwerp.

Title:—"Is Cooperation between Ports Possible?"

Friday, June 11, 1530-1645 hours, Marquette & Jolliet Rooms

7. 1530—Paper by Mr. Harry C. Brockel, Former Director of the Port of Milwaukee.

Title:—"The Modern Challenge to Port Management."

8. 1555—Paper by Mr. Jacques Gruot, Chief Engineer, Roads and Bridges, BCEOM (Paris)

Title:—"Methodology of Studies of Cargo Handling in Ports."

9. 1620—Paper by Mr. D. N. Cassidy, Director General, Police and Security, National Harbours Board.

Title:—"International Cooperation in Port Policing."

Other Minor Papers :

Printed and Distributed among Delegates Present (English, French and Spanish):

10. Paul Bastard, Director General, Port of Le Havre Authority.
Title:—"Construction of an Oil Terminal in the Seine Bay."

11. Dr. S. K. Bhattacharya, Chief Hydraulic Engineer, Calcutta Port Commissioners.

Title:—"Methodology for Port Site Selection."

12. Kiyoshi Kano, General Manager, Port and Harbor Bureau, City of Osaka.

Title:—"How Large City Ports should be in the Age of Transportation Revolution."

13. George Maffait, Engineer, 77 Vaires-sur-Marne, France.

Title:—"Improvement in Port Operations and Related Installations. Optimization and Simulation Methods."

14. Tatsuo Miyazaki, Mayor of Kobe.

Title:—"The Project of New Kobe Island as a Terminal of Sea-Land-Air Compound Transportation in Kobe Port."

15. Dr. Masao Nakagawa, President, Nakagawa Corrosion Protecting Co., Ltd.

Title:—"Current Aspect of Cathodic Protection for Harbor Structures in Japan."

16. Takemasa Okumura, Director, Bureau of Port and Harbor, Tokyo Metropolitan Government.

(Continued on Opposite Page)

- Title:—"The Port of Tokyo Under Development and Long Distance Car Ferry."
17. G. S. Ramaiah, Chief Engineer, Visakhapatnam Port Trust.
Title:—"Performance of Structure founded on Reclaimed Soil underlain by Marine Clays in Visakhapatnam Port."
 18. C. D. Ramsden, President and General Manager of PACECO.
Title:—"Automated Container Handling—A Step into the Future."
 19. R. K. Trimmer, L. L. B., Chairman, Northland Harbour Board.
Title:—"An Important Court Case."
 20. Guy N. Verger, Port Director, Tampa Port Authority.
Title:—"A Major Oil Spill in Tampa Bay and the Resulting Legislation."
 21. A. Pages, Director, Port Autonome de Bordeaux.
Title:—"Problems Faced by Ports in Connection with Maritime Wrecks, with Particular Reference to the Limited Liability of Shipowners."

June 15, 1971

Impressions of the Montreal Conference

**Louis C. Purdey, Executive Director
Toledo-Lucas County Port Authority
Toledo, Ohio, U.S.A.**

What is an impression? It is a cumulative feeling in reference to the overall degree of satisfaction which you feel from an experience, a place, or, an arrangement. There is no question, in my mind, about the recent Montreal conference of IAPH. From any standard of examination, it was the finest conference that I have attended in many years.

The wonderful atmosphere of friendliness generated by the full participation of a great number of major local organizations was most unusual. I have reference to the fact that you had here the total cooperation of the Port of Montreal, the City of Montreal, the National Harbours Board, the Shipping Federation of Canada, and the Honorable Mr. Jamieson himself, the top figure in transportation of the entire country of

Canada. This is a most unusual situation and it showed itself in a very satisfactory overall programming which was most pleasing to everyone.

The quality of the technical program was very high and, therefore, the value of the information received on a technical basis was well worth the entire conference. I do wish that we could change the word "minor" in describing some of the papers because there was not actually what I would describe as a minor paper in the entire program.

What it means, actually, is that the organization has now come of age! It is mature, and its membership is widespread, and has the resources of top technical excellence. It has now sufficient recognition to be accorded status in the real world of ports.

Mr. V. G. Swanson, C.B.E., immediate past President, and Mr. Austin J. Tobin, Chairman of the Committee on International Port Development, were elected Honorary Members. Nineteen members were elected Executive Committee Members whose names may be found on the contents page of this book.

Next Conference

Ir. den Toom, Managing Director of Amsterdam Port, now First Vice-President, announced invitation to the 8th Conference of the International Association of Ports and Harbors for May 6-12, 1973 in the name of Amsterdam-Rotterdam. The conference will be held in Amsterdam, capital of the Netherlands and industrious center of trade, traffic and tourism. Extensive visits will be paid to Rotterdam and its Europoort, bustling gateway to the continent and world traffic hub.



Mr. J. den Toom

Receptions

The Lobster Party was held in the evening of Monday, June 7 at Le Cercle Universitaire, an exclusive club restaurant on the former site of the EXPO Montreal. National Harbours Board officials stood at the receiving line to shake hands with arriving delegates. As the cocktails were being handed

out, a shower began to pour over the area, but the marquee tails were pegged to the ground to keep out the rain and the party went on. Presently broiled lobsters appeared on the buffet tables. Lobsters heaped over plates passed on to seated tables, hit the palates and disappeared fast. Second helpings went unheeded as they were so common. Then vatfuls of fat chelae full of meat were brought in to make another helping a must. It WAS a Lobster Party.

At the luncheon on Thursday, June 8, Mr. Bennett J. Roberts, the speaker, and several other founder members of the IAPH were guests. Mr. Roberts was elected the first President of the Association at its first general meeting held in Los Angeles, Calif., U.S.A. in November 1955. At that time he was Chairman of the National Harbours Board of Canada, but as he was appointed President of the St. Lawrence Seaway Authority in 1958, he resigned from the IAPH Presidency and the First Vice-President, Mr. John-Iwar Dahlin, Director of Port of Helsingborg, Sweden, became Acting President. Mr. Roberts was born in 1892, and was graduated from the University of Toronto 1916, and has the following honors, Commander of the Order of the British Empire, Honorary Member, A.A.P.A., and Honorary Member, I.A.P.H. The occasion was called the past president's luncheon.

The reception by the City of Montreal at Le Chalet de la Montagne was a memorable occasion. The lookout of la Montagne commanded a wonderful twilight view of the City skylines as well as the river, and way beyond, the Seaway with high bridges spanning it at a few places. Without fanfare and matter-of-factly, twenty aged waiters began serving French wines to all the delegates, indoors or out of the grand Chalet. The high and square transom panels were colorful picture frames of the history of Montreal. It was a unique epicurean experience for all the delegates at tables on the floor to pass the evening under those pictures.

Thursday, June 10, 1200-1700 hours were slated for a tour of Montreal Harbour and inspection

June 12, 1971

Comment on the I.A.P.H. Conference

By Denis A. Hegarty
Port of Dublin, Ireland

There can be no doubt that the 1971 Conference was success from every view-point. The location was very attractive. Montreal is a fine city situated in beautiful surroundings. The city and its people have a grace and charm which coupled with the prevailing French tongue reminded one of Paris—but a Paris against a background of the thrusting economies of the North Americas, their vast areas and the different social customs which these have engendered.

Our hosts combined in their arrangements efficiency—a generous hospitality and an easy friendliness which made us all very much at home. One can only admit with shame that we have taken so much for granted the contribution which our Japanese friends have made to the Association—the courtesy and friendliness of the headquarters staff so many of whom are part-time and made available only by their own enthusiasm and the good will of other Japanese organizations (There are only 3 whole time Japanese members of the H.Q. staff). This was matched by our Canadian friends who bore the brunt of the local organization of the Conference and who did so superbly. Mr. Beaudet and Dr. P. Camu and their willing helpers were beyond praise.

The outstanding impression of the Conference itself was the degree of sophistication now being achieved by the I.A.P.H.

The papers generally reached a very high standard and interest was sustained throughout.

I would venture one comment. The papers revealed a wealth of thought and research worthy of the most careful study. But if a paper despite the best effort of the Secretariat does not arrive in time for prior consultation one is deprived of the opportunity for mature consideration of them and also the opportunity for prior discussion with one's colleagues in the home port who may have something to offer. Would future

contributors please note this? I.A.P.H. appears to offer many advantages to the ports of the world. Port personnel have the opportunity to meet their colleagues from so many ports and to inform themselves of what is happening in port circles not only in the formal sessions but also in the many informal talks which are such a useful feature of the Conference.

The organization identifies those who have pioneered new techniques and have gained special experience and through the Conference they are enabled to pass on to others the benefits of their knowledge.

One is impressed by the differences between ports but even more by the extent to which our problems are common.

Indeed one almost gets the impression of a contagion of new ideas and problems.

The purpose of such a conference is to convey information or stimulus. One can learn of something which is immediately adaptable to one's own port but one can also be stimulated to new thinking on one's own problems by a discussion on matters not directly related to them.

It is also an advantage to withdraw for a while from the home ground and see matter in broader perspective. It helps one's sense of proportion. All in all the Conference was well worth while—but I should end on a note of warning.

If you are on a restricted diet you would do well to avoid Montreal—not that they will not cater for this but that the combination of traditional French cuisine and the great varieties of food available to North America—not to mention the hospitality of one's hosts—would break down the resolution of the most self-disciplined.

I rejoiced that I was subject to no such restriction and in any event I can always turn to Dr. Haraguchi's excellent programme of exercises.

*Impressions of the Montreal Conference
I.A.P.H. 1971*

**By Bruce Procope, Chairman
Port Authority of Trinidad and Tobago**

To representatives of a small developing country a Conference of an Association such as I.A.P.H. is a serious matter, not only because the cost of representation in relation to overall budget demands that attendance produces results of advantage to the Country, but also because the matters for discussion and decision could have an overwhelming effect on the fortunes of the ports of these countries.

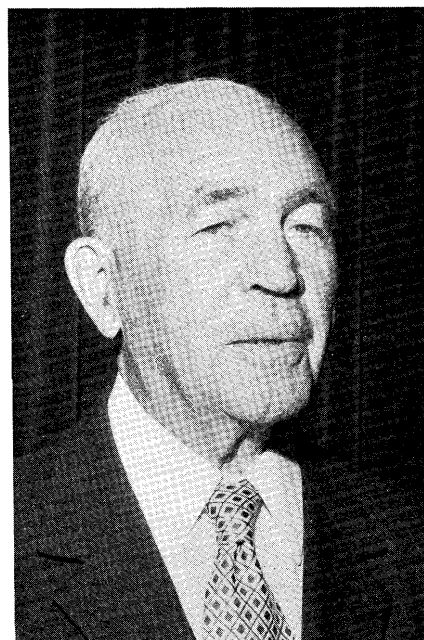
Accordingly my interest in the I.A.P.H. Conference held recently in Montreal was directed particularly to ensuring that by participation and private discussion with delegates from all parts of the world, the problems faced by the ports of small and developing countries were identified and the need for giving special consideration to these problems was recognised.

At the present time the transportation industry throughout the world is undergoing great technological changes. There is today more than ever a danger that these changes will be thrust upon the ports of small and developing countries without proper consideration of their social and economic consequences and offered as the miracle cure for all ills, as variously Computers and Containers have been put forward. Interesting papers on these subjects were presented to the Conference and in addition there were papers on Port Charges. The Financing of Port Development and the Security and Policing of Ports. In the discussions on these papers as well as in private discussion with delegates, the experiences of other ports in grappling with problems as well as the pitfalls encountered and the solution devised by them were discussed in detail. All discussion was marked by a candour and willingness to provide information which is a feature of the port fraternity.

All the matters listed above were of immediate practical interest to the Trinidad and Tobago Port Authority. For example, container services have recently been introduced and the Authority is in the process of evaluating the need for special equipment to deal with containers. Opportunity was taken to discuss what kind of financing arrangements and charges are made by other ports and to visit the Furness Withy container berth at Montreal which is constructed on a remarkably small and compact site. Similarly with computers, port charges and security.

Attendance at the Conference was therefore equivalent to having a week of consultation on the problems of our ports with a large number of the Top Port Administrators in the world, drawn from the countries of the world as widely scattered as Japan, Singapore to Sweden, East Africa, Canada and Chile. All gave of their knowledge without reserve and displayed an eagerness to learn about our problems and the solutions we adopted and to assist in any way they could.

To have sought and obtained the advice and the benefit of detailed personal discussion and interchange of ideas would otherwise have taken years. But more important in a world and in a field where changes are taking place so rapidly is to be able to communicate the problems of the ports of small developing countries to the rest of the world. To be able to do so by personal contact and lay the foundation for further consultation in the future and a constant interchange of current information is invaluable. In no other area of activity could this be achieved by a small and developing country and by no other means than attendance at such a Conference.



Mr. Bennet J. Roberts

of the first lock of the Seaway aboard the Cruise Ship "T.S.S. VARNA." However, as the ship's arrival was delayed, the reception and the buffet luncheon were held on the clean and spacious Louis-Jolliet Passenger Terminal shed. It was past 1500 hours that the Bulgarian cruise ship "Varna" finally pulled in. The passenger decks were emptied for the delegates who quickly took them over. Presently the 13,000-ton ship pulled out into the ship channel and headed downstream, seeing sheds, grain elevators, container terminals and tanker berths on the left. About an hour later, the ship dropped anchors, turned round, weighed anchors, and started upstream. Music began on the stage of "Coral Cafe" below the sundeck. The mirthful performance of the Bulgarian band and troupe as well as rinks were on the house. It was past 1700 hours that the ship docked back and the delegates took the buses back to the hotel.

Statistics

According to the List of Delegates compiled by the Conference Organizing Committee in Montreal, there were 256 delegates and 85 accompanying ladies at the Montreal Conference, making the total 341. They hailed from 38 different nations, 98 from the U.S.A., 79

from Canada, and 23 from Japan excluding the IAPH Head Office staff (9). Other prominent groups were, 19 from the U.K., 17 from New Zealand, 14 from Australia, 10 from France, and 8 from Sweden. The National Harbours Board of Canada alone sent in 15 delegates and their 8 ladies. From the Port of Oakland, Calif. came 7 delegates and 5 ladies.

Get Well Quick

The following is a fully reproduction of a letter from Mr. V. G. Swanson (Immediate Past President, IAPH, Chairman, Melbourne Harbor Trust Commissioners) dated July 13, 1971, Ref. No. 2241/71 to Mr. Toru Akiyama, IAPH Secretary General:

Dear Mr. Akiyama,

I am in receipt of a letter of the 8th June signed by a large number of the delegates of the Montreal Conference of the IAPH conveying their good wishes concerning my health, and both Mrs. Swanson and I were deeply touched by this kind gesture.

Although I would very much like to reply personally to everyone concerned, the numbers involved will obviously preclude me from doing so, and I would be most grateful if you could assist me in conveying my thanks by arranging for publication of this letter in the "Ports and Harbors" Magazine.

As can no doubt be appreciated, my inability to attend the Montreal Conference was a deep disappointment, and receiving the good wishes conveyed in this letter from my friends in IAPH has served to give me some personal link with the Conference, and for this I am indeed grateful.

I have learned from my colleague on the Melbourne Harbor Trust Board of Commissioners, Mr. J. P. Webb, O.B.E., of the success of the Conference and am confident that

Impressions of the Seventh IAPH Conference

**Shri K. K. Ray, Chairman
Calcutta Port Commissioners
India**

1. *I take this opportunity, at the request of the Secretariat-General of the International Ports and Harbours, to give my impressions of the Seventh Conference of the I.A.P.H. 1971 with great pleasure. It will be only trite to say that the Conference was a great success—that is a declaration based on the established practice of courtesy and acknowledgment. I shall, however, fail in my duty to our hosts in Canada if I do not say that the Conference was not only a worthwhile experience for everyone but its social and personal content also was of the utmost value to this international gathering of top executives and administrators.*

2. *Great care was taken to streamline and enrich the conference material and at the same time every opportunity was given to the delegates and representatives to get to know each other, discuss the various problems individually or in groups and understand different points of view on life and work. The value of all international conferences lies predominantly in the promotion of understanding and cooperation between nations and this was attained in abundant measure. The brief period of the Conference combined profit with pleasure to a degree seldom attained in such big gatherings. It is hoped that Mr. J. den Toom's invitation to the next Conference at Amsterdam/Rotterdam will come equally to life.*

3. *With regard to the Conference deliberations, I should like to offer a few comments which will, to my mind, make the various sessions, presentations and panel discussions more valuable. Everyone appreciated Lord Simon's exhortation that much more important than guided discussions or presentation of various papers or resolutions was a free participation by the conference delegates in the deliberations and uninhibited ex-*

pression of opinions and suggestions. For this purpose the papers should be circulated at least 3 to 4 weeks before the Conference. There are many points which require expert analysis and discussion among individual port officers or national harbour organizations or government specialists before comments or criticism can be offered at the conference sessions. Unless the representatives to the Conference get time to read the papers and are properly briefed, pointed and beneficial discussions at the Conference must give way to stray questions or general elucidation. This was a serious lacuna that we were faced with at the Seventh Conference.

4. *It is agreed that one of the main purposes of the Conference is to facilitate interchange of technological information and planning for the future in a world of fast changes. But the needs of the smaller ports and developing countries should be kept in view while discussing the technological changes and development of large ports and harbours. Growth is now apt to be leviathanic in what may be described as post industrial age whereas the developing countries are still struggling hard with their own peculiar problems. Their needs are often overlooked because the experts work on a huge canvas. On the other hand, their need of proper consultation and service from experts is equal, if not greater. It is felt, therefore, that separate panel discussions and separate committees for the special problems of these ports should be arranged to make the Conference more fruitful as a whole. For example, I asked questions on dredging, dredging agencies and services and subsidy for dredging for a deep inland port which is developing facilities for comparatively big carriers or tankers of 50000-80000 tons dwt class in the Indian context. The experts concerned*
(Continued on Opposite Page)

agreed that these were, although smaller problems, well worth looking into.

5. Even more important than what I have said above is the mechanism through which the needs and changes of the large ports have to be engaged with those of the developing countries and smaller ports. To give one example, we can mention that full computerisation is in the offing for the flourishing ports and countries. A simplification of information necessary for cutting down

work and streamlining computer data for facilitating international trade and commerce is being examined. But countries with large manpower and limited resources cannot obviously go in for computerisation. But how is the problem of dovetailing the procedures of the two types of organizations going to be tackled? After all, this is going to be one world and a macrocosmic views is necessary for international commerce and understanding.

under the wise leadership of Mr. Lyle King, we can look forward to a most active period in the furtherance of the aims and objects of the Association.

I sincerely trust that it will be possible for Mrs. Swanson and myself to renew acquaintanceship with the delegates at the Eighth Biennial Conference of the IAPH in The Netherlands in 1973.

With kindest regards,

Yours sincerely,
V. G. SWANSON



↑
June 7, Lobster Party, from L. to R.: Mr. M. Nakagawa, President, Nakagawa Corrosion Engineering Co., Ltd., Mr. J. Oyama, Director, Nippon Corrosion Engineering Co., Ltd., Mr. Yoneo Hayashi, President, Hayashi Shipping Co., Ltd., Mrs. H. Matsui, Mr. H. Matsui, Far East Manager, Port of Boston, Mr. I. Yanagisawa, Director, Toa Harbor Works Co., Ltd.

→
June 7, Lobster Party, L. to R.: Mr. Harm Westendorf, Senatsdirektor, Port of Hamburg, Mr. R. L. M. Vleugels, General Manager, Port of Antwerp, and Mr. Hans Christian Westendorf (son).





June 7, Lobster Party, L. to R.: Mr. R. E. Dawson, Chief Executive Officer, The Harbours Association of New Zealand, Mr. R. K. Trimmer, Chairman, Northland Harbour Board, Mr. S. H. Al-Khalid, Under Secretary, Kuwait Customs and Ports, Mr. J. E. Beaton, Secretary/Manager, Southland Harbour Board. N.Z.



June 7, Lobster Party, from L. to R.: Mr. Stanley Johnson, Managing Director, British Transport Docks Board, Mr. Raja Azam, Port Swettenham Authority, Malaysia, Mrs. S. Johnson, Mr. Marzuki, General Manager, Penang Port Commission, Malaysia.



June 8, Chalet de la Montagne, main table, from L. to R.: Mrs. P. Camu, Viscount Simon, Chairman, Port of London Authority, Mrs. Y. Lamarre, Mr. A. L. King, Director of Marine Terminals, Port of New York Authority, Mrs. L. R. Talbot.



June 8, Chalet de la Montagne, main table, from L. to R.: Mr. L. R. Talbot, Vice President, N. H. B., Canada, Mrs. A. L. King, Mr. Y. Lamarre, Acting Mayor of Montreal, Viscountess Simon, Dr. P. Camu, Conference Chairman.



↑
June 8, Chalet de la Montagne, L. to R.: Mr. Y. C. Soda, Board Vice President, Mrs. B. E. Nutter, Mr. C. Seifert, P.R. Director, Mrs. P.M. Tripp (foreground), Mr. B. E. Nutter, Executive Director, Mrs. W. Walters, Board President Mr. P. M. Tripp, Mrs. Y. C. Soda, Commissioner Mr. W. Walters, all of Port of Oakland, Calif.

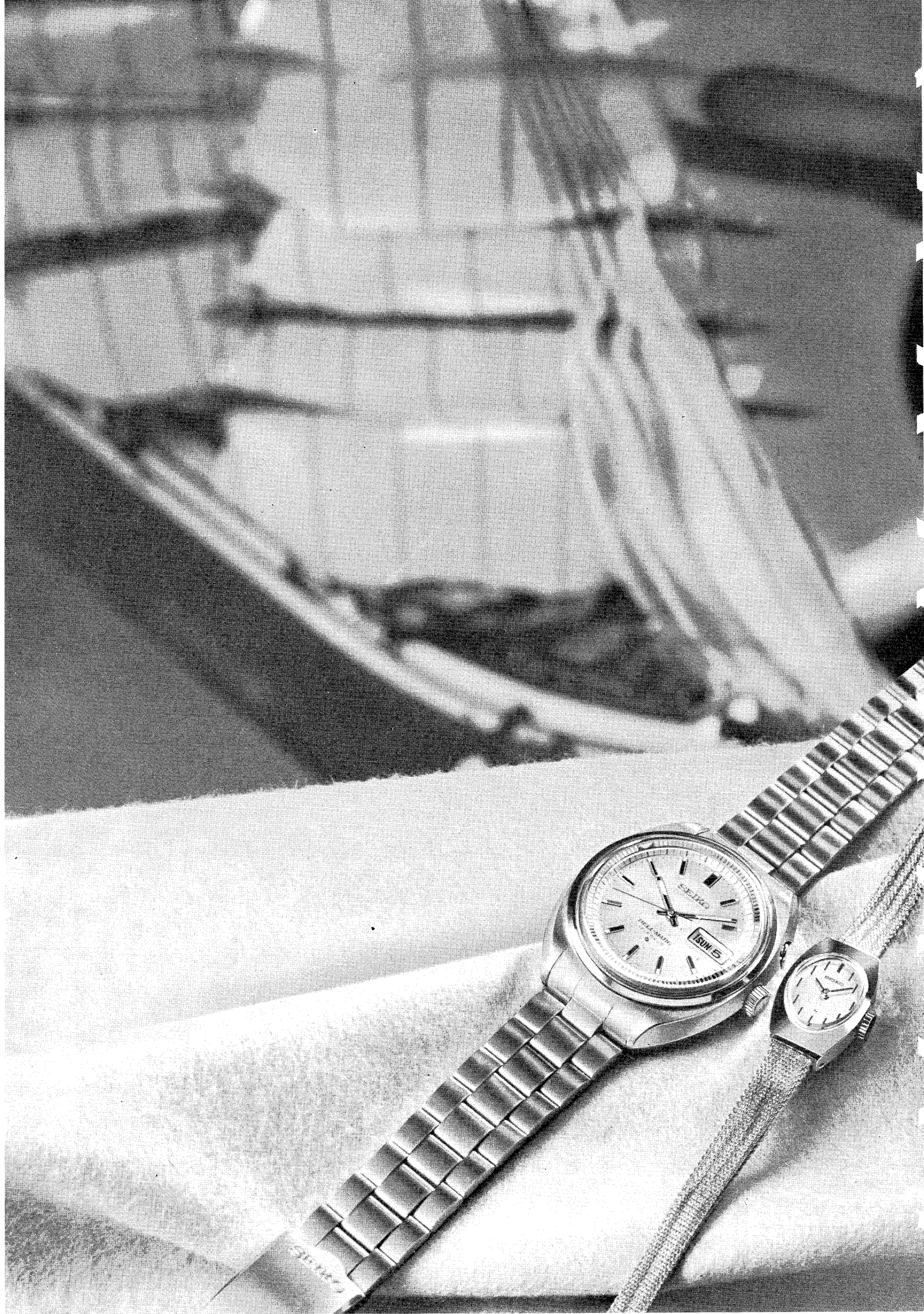
←
June 8, at Chalet de la Montagne, from L. to R.: Mr. H. Matsui, Far East Manager, Mrs. T. T. Soules, Mr. T. T. Soules, Port Director, Port of Boston, and Mrs. H. Matsui.



Marine Luncheon, June 9, L. to R.: Mr. P. O. Aggrey, General Manager, Ghana Railways & Ports Administration, Brig. A. A. Crabbe, Managing Director, Ghana Cargo Handling Co., Ltd., Mr. D. A. Minta, Port Manager, Ghana Ports Authority, and Mr. R. O. Ajayi, Director of Operations, Nigerian Ports Authority.



June 10, on board "T.S.S. Varna", a Bulgarian folk dance.





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Orbiter Probe

IAPH News :

Travelers

- Mr. Loh Heng Kee, Director-Operations, The Port of Singapore Authority, called at the IAPH Head Office Friday, June 4 accompanied by Messrs. Cheng Tong Seng and Kenneth Seah.
- Mr. P. H. P. Andrew, of Maunsell & Partners Pty. Ltd., Melbourne, visited the Head Office on Thursday, June 10. He was later introduced to the Ministry of Transport, Nippon Steel Corp. (Kimitsu Plant), Mitsui Zosen Kaisha and IHI (Ishikawajima-Harima Heavy Industries Co.).
- Mr. J. P. Webb, Commissioner, Melbourne Harbor Trust, and Mrs. Webb, called at the Head Office on Saturday, June 19.
- Mr. Bertrand de Frondeville, Project Director, Arthur D. Little, Inc., Cambridge, Massachusetts, visited the Head Office on Wednesday, June 30 and exchanged views with Dr. Hajime Sato, Deputy Secretary General.
- Mr. R. E. Dawson, Chief Executive Officer, The Harbours Association of New Zealand, Wellington, and Mr. J. E. Beaton, Secretary/Manager, Southland Harbour Board, N. Z., called at the Head Office at 3.00 p.m. Tuesday, July 6. These two gentlemen made a tour of container terminals of the Tokyo Bay Port Development Authority in Yokohama accompanied by IAPH staff members the following day.

IMCO Program

- March 29–April 2
Sub-Committee on Safety of Fishing Vessels—11th session
- April 19–23
Legal Committee—10th session
- April 26–30
Sub-Committee on Fire Protection—11th session
- May 3–7

- Sub-Committee on Containers and Cargoes—12th session
- May 10–14
Sub-Committee on Marine Pollution—9th session
- May 17–21
Sub-Committee on Subdivision and Stability—12th session
- May 24–28
Ad Hoc Working Group on Facilitation—5th session
- June 3
Working Group on Technical Co-operation—4th session
- June 4–5
Pre-Council Budgetary Working Group
- June 7–10
Council—26th session
- June 14–18
Intergovernmental Working Group on Marine Pollution (Human Environment)
- June 28–July 2
Working Group on Revision of the Collision Regulations—3rd session
- July 5–9
Sub-Committee on Safety of Navigation—11th session
- July 19–23
Sub-Committee on the Carriage of Dangerous Goods—19th session
- September 6–10
Sub-Committee on Marine Pollution—10th session
- September 13–17
Maritime Safety Committee—24th session
- September 20–24
Sub-Committee on Ship Design and Equipment—7th session
- September 27–October 4
Conference on Special Trade Passenger Ships
- October 5–15
Assembly—7th session
- Council—27th session
- **October 18–22
Working Group on Revision of the Collision Regulation—4th

session

- **November 1–5
Working Group of the Legal Committee
- **November 8–12
Sub-Committee on Fire Protection—12th session
- November 15–19
Sub-Committee on Safety of Navigation
- **November 22–26
Sub-Committee on Marine Pollution—11th session
- **December 6–18
Conference on the Establishment of an International Compensation Fund for Oil Pollution Damage
- ** Tentative

Jack A. Merchant

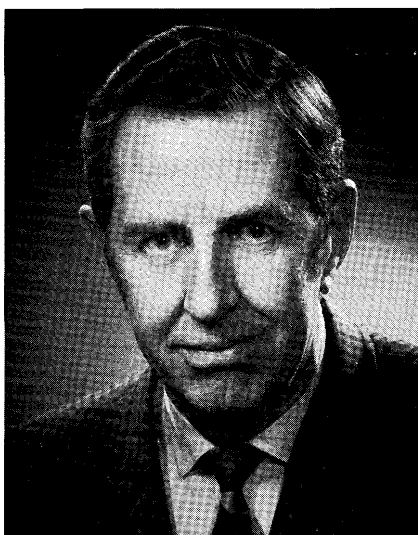
Vancouver, June 11:—Jack A. Merchant, P. Eng. of Swan Wooster Engineering Co. Ltd. will assume the highest office in The Association of Consulting Engineers of Canada at the annual meeting of that organization to be held at the Bayshore Hotel on June 9-10-11 in Vancouver, B.C.

His election as president recognizes an extraordinary contribution to the development and expansion of the association. As an active member of the association for several years, he has served the last four years on the Board of Directors.

He is also a member of the Engineering Institute of Canada, the British Columbia Borstal Association, the Association of Professional Engineers of British Columbia, the British Columbia and Yukon Chamber of Mines, and the Canadian Institute of Mining.

Born in Sydney, Nova Scotia on June 13, 1919, and attended public and high school there. After attending the St. Francis Xavier University, Antigonish, N.S., from which he obtained his B.A. degree, he pursued his studies at the Nova Scotia Technical College, Halifax, N.S. obtaining his B. Eng. degree in Civil Engineering.

Following graduation in 1944, Mr. Merchant served two years in the Royal Canadian Engineers with the rank of Lieutenant. The next four years was with the Provincial Government of British Columbia,



Mr. Jack A. Merchant

Department of Lands and Forests, Water Rights Branch in Victoria, B.C. assigned as hydraulic engineer. From 1950 to 1952, he served as assistant registrar with the Association of Professional Engineers of B.C. and for the next ten years as registrar, until his association with Swan Wooster Engineering Co. Ltd. in 1962.

Mr. Merchant is the personnel manager of Swan Wooster Engineering Co. Ltd., with head office in Vancouver, British Columbia, as well as three branch offices across Canada and one in the United States. During his association with the firm, Swan Wooster has built and will continue to build, a team of resourceful professionals managed and co-ordinated by some of the most competent executive engineers in the field. This team is directly responsible for the firm's reputation for excellent service in many parts of the world. (Swan Wooster Engineering Co., Ltd. News Release)

Bulk Rate Revised

Ottawa, May 3, 1971:—The St. Lawrence Seaway Authority and its U.S. counterpart, the Saint Lawrence Seaway Development Corporation, jointly announced to-day a revision of commodity classification which will permit bulk cargoes transported on the Seaway, in containers or on pallets, to be charged the lower bulk-cargo toll rate of 40 cents per ton rather than the general

cargo rate of 90 cents per ton previously applied to such shipments, providing the containers or pallets used conform to the standards of the International Standards Organization. Under these provisions, containers must have a minimum capacity of

640 cubic feet.

Also, unused pallets carried in cargo-free containers will transit the waterway without payment of tolls.

In making the announcement, the Seaway entities said that these latest

Impressions of I.A.P.H. Conference—Montreal

By Miriam E. Wolff
Port Director
Port of San Francisco

Ports all over the world are meeting the challenge of new forms of cargo handling, new configurations of ships, economic instability, and the hue and cry of those who have just discovered "ecology". Though we speak different languages and owe allegiance to different, and sometimes differing governments, and although we are separated by oceans of water, we nevertheless remain tied together in a unity of interest.

My foremost impression of our recent international conference is the affirmative benefit we each receive from the full interchange of information.

Larger ships require larger channels and deeper depths. Should the port bear the full burden of this cost or should it be borne at least in part by national or state government? If the cost is borne by the port, most countries must pass that burden on to the industry and it is in fact more than the shipping industry that is being served by the large carriers. Nature has endowed some areas with natural facilities to meet these needs, but other, and frequently the more dependent areas, must meet the needs through ingenious and expensive engineering.

Containerization poses great problems, especially for the ports, but again, the ports rise to meet the challenge. Costly installations are involved and almost all ports feel the need to recoup the great and rather sudden expenditures. Self-supporting ports, such as mine, look with some envy on the government-owned or sponsored ports, but most of us have lived with these problems for a long time and will find solutions.

Economic instability affects all of us, we find, as we sit through international conferences such as this, but here again, ports adapt as they have for decades.

"Ecology" presents a whole new series of problems to ports and those who operate them. Most of us have for many years recognized the problems caused by water pollution and air pollution, but we have thought of fill and dredging in terms of human needs rather than plant and animal needs. In the hue and cry which has arisen, human values are frequently ignored. In this field, above all others, it is my impression we can benefit from the experiences of one another and achieve solutions dictated by reason rather than emotion.

In addition to the very hardworking nature of this conference, and in addition to my reawakened awareness of the value to be obtained by an international exchange of ideas, I carried from the conference a lasting impression of the beautiful, hospitable city of Montreal, aware of its past and looking with vigor and enthusiasm to the future.

Impressions of Montreal Conference

By Mrs. Lee Nutter

(Wife of Mr. Ben E. Nutter, Executive Director, Port of Oakland)

It is a wonderful world of people when the I.A.P.H. gathers! And this Conference brought together friends from earlier meetings and the opportunity to make new friends in the beautiful City of Montreal.

The Conference was exceedingly well planned so that every function was interesting, well timed, smoothly handled, and of good variety. The warm and friendly hostesses and hosts were everywhere looking after each and everyone. Even the weather cooperated to give us good days and evenings.

How marvelous to find that our hotel was in the center of the underground shopping area! And though our guides led us to the shops the first time, most of us wandered, many times, through the whole area (getting lost, sometimes) as well as visiting the shops along the avenues and finding it hard to decide which lovely gifts to buy.

The luncheon for the ladies at the top of the Royal Bank building was a most outstanding buffet. And the view of the city and the St. Lawrence river is most spectacular. No wonder the restaurant is named Altitude 737°. It really is high in the sky.

The bus tour through the old town and to beautiful Notre Dame Church will long be remembered. The trip by day to Mount Royal and the dinner by night at the Chalet gave us a delightful view of the surrounding country as well as enjoyable of the greetings by the Mayor of Montreal.

The opening ceremony is always impressive and thrilling. The greetings and responses spoken in various languages but translated for all to understand and enjoy makes the world truly one.

How privileged we ladies were to be included in so many of the main activities. The receptions and parties gave us great opportunities to meet and really get to know not only the ladies but also their husbands, other delegates, and others involved in the port meetings.

The cruise aboard the T.S.S. Varna on the St. Lawrence river was a marvelous experience which was highlighted in the performance by the Bulgarian Dance team of their native folk dances. It was such fun to see some of the IAPH members and wives participate in one of the dances.

The lobster party was really a LOBSTER PARTY. All the broiled smelt fresh lobster one could eat in the gracious surroundings of Le Cercle Universitaire. That was a great treat for those of us who do not have lobster in our part of the world.

The formal dinner party was gay and exciting for the most delightful entertainment was truly Canadian. The unique traditional folk songs and dances have been preserved and were performed by a delightful group of young Canadians for all to enjoy.

The final luncheon was sad because the parting had to be sudden. New friends made at the Montreal Conference or old friends from other meetings departed, many before goodbyes could be said. But all felt the gracious warmth of the hosts and hostesses who had provided such interesting activities for us—Whether it was a fashion luncheon or a “quick personality change” Wig Show, a tour of the city, or a serious message at a session, all will be remembered with joy and warmth. A gigantic thank you to the Conference Team.

We, ladies, have a tangible memory in our delicately designed gold maple leaf pins. It will be attractive to wear and a pleasure to recall the happy times given us by our charming hostess in the beautiful city—Montreal.

revisions to the assessment of tolls, effective from the opening of the 1971 navigation season, are intended to encourage shippers in the use of more modern and efficient means of transporting cargo on board ships. (The St. Lawrence Seaway Authority)

“Buckets on Rope”

Alameda, Calif., June 18: — A giant step forward has been taken in the design of equipment for unloading bulk materials from the hold of a ship. The Catenary Bulk Unloader, being introduced by PACECO, a Division of Fruehauf Corporation, employs a continuous train of buckets which can unload dry bulk materials at a constant rate of production, regardless of the depth at which it works.

The principle of this new design concept is a catenary loop of steel buckets, connected by wire rope that is driven at high speed over special sprockets. Each bucket in the moving train digs and fills completely with material, then lifts and dumps the material onto a conveyor in an endless cycle. Thus the rate of production never varies, no matter how deep in the hold the Catenary Bulk Unloader must operate.

Unloading efficiency of this new equipment is further increased by a special hinged boom which guides the bucket train into wing areas of the ship inaccessible with conventional bucket unloaders. PACECO's Catenary Bulk Unloader is able to perform the final cleanup job without other mechanical assistance, because the buckets can be directed into corners of the hold.

“This is an entirely new concept in bulk unloading”, said J. P. Tepley, General Manager of PACECO's Bulk Systems Division. “Not only will the new Unloader provide faster, more efficient production, but it is completely portable. Because of its design simplicity and lightweight construction,” he explained, “the Catenary Bulk Unloader can be moved easily to any dock location where it is needed.” It operates from a PACECO Portainer, or any mobile crane, Tepley explained, noting that with the new unloader it is no longer necessary to schedule a particular

crane for bulk unloading jobs.

The new PACECO equipment is versatile too. A variety of dry, bulk materials can be unloaded with the Catenary Bulk Unloader, among them being grains, sand, Ammonium Sulphate, rock phosphate, and cement. The tons per hour which can be unloaded by the bucket train are determined by the bucket size which a customer orders. To meet the differing needs, PACECO is building six bucket sizes ranging from 10 inches in diameter with a rated capacity of 171 tons per hour up to 36 inch diameter buckets which give the Unloader a rated capacity of 1,500 tons per hour.

The operating principle of the Catenary Bulk Unloader is unique. Special patented sprockets have been designed to provide smooth movement of the catenary loop of buckets, whether the buckets are full or empty. The drive sprocket, which is in the form of a large wheel, has alternate sets of drive-and-guide rollers and support rollers. Similar support rollers for the buckets are found on the Idler sprockets, and there are special four-roller guides between the buckets.

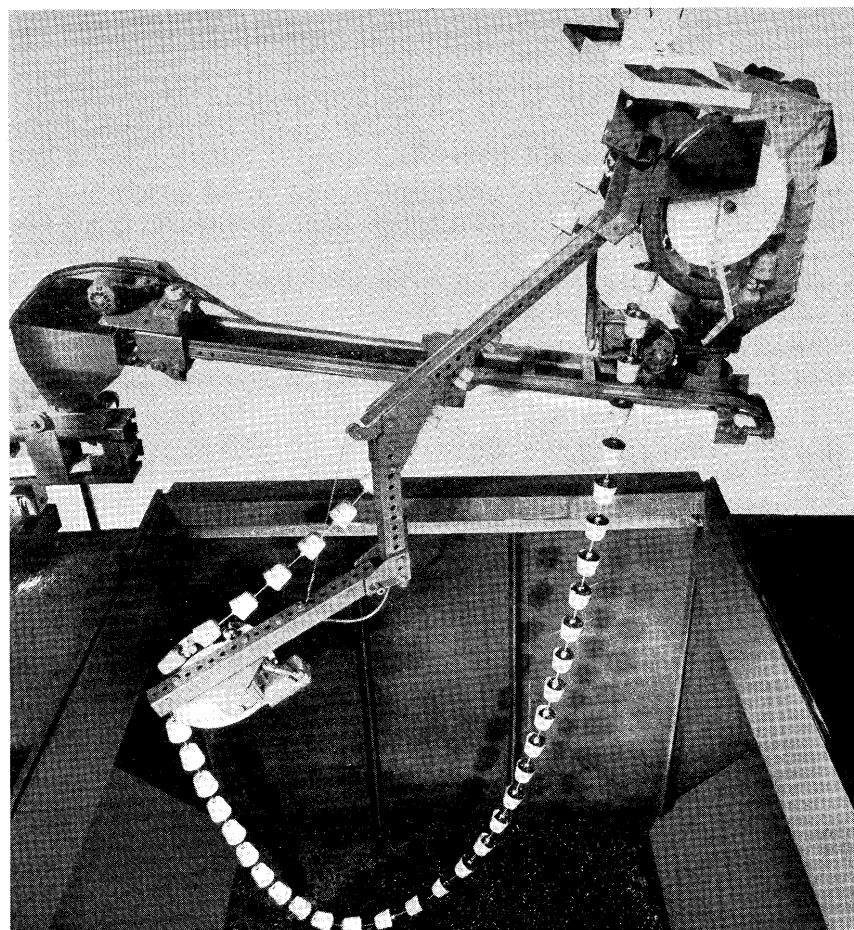
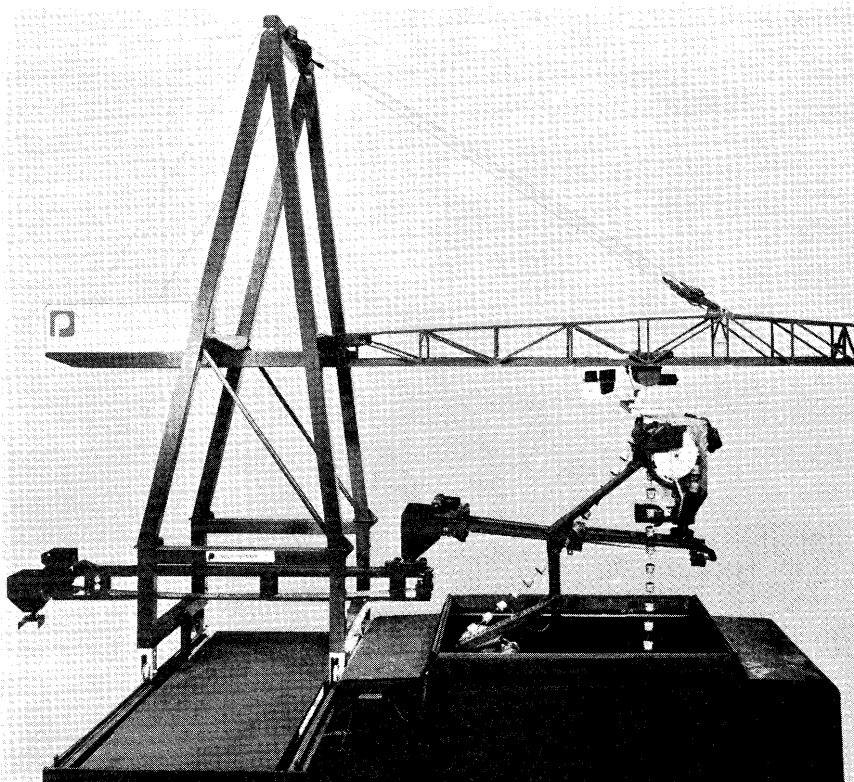
The design simplicity of the bucket and rope sections is another feature of the Catenary Bulk Unloader. Each section is quick-coupled, making the bucket train easy to lengthen or shorten. This quick-coupling feature also minimizes operating procedure and aids in maintenance of the equipment.

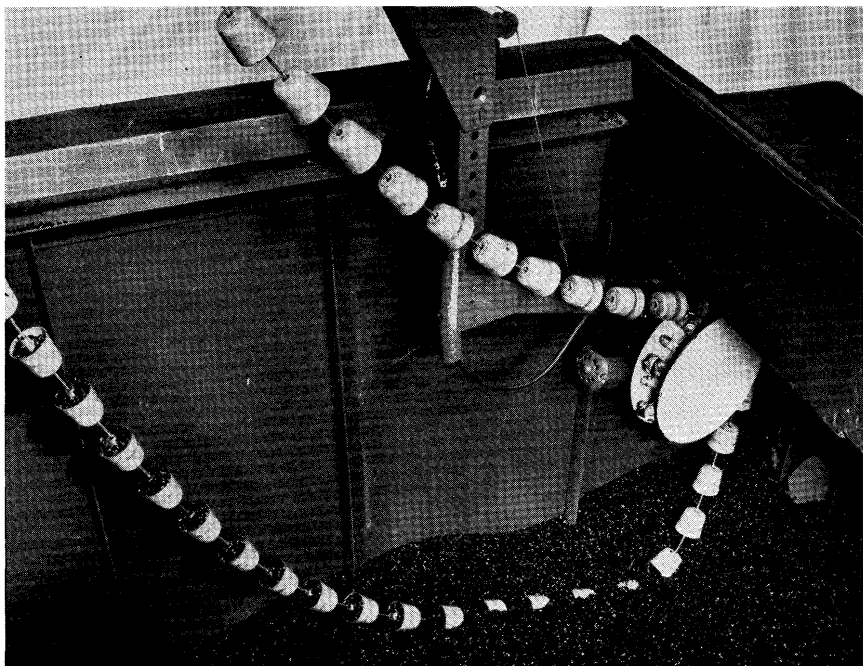
"We foresee the day when the 'Buckets On Rope' concept will make conventional bucket unloaders obsolete", a PACECO spokesman stated.

PACECO will manufacture and sell the new equipment through its headquarters Office in Alameda, California, as well as through PACECO Licensees on five Continents. (PACECO News)

Port Emphasis Shifting

Montreal, June 9:—National priorities, environmental pressures and governmental programs are threatening progressive development of





"Buckets on Rope"

the world's seaports. This is the opinion of Joseph L. Stanton, Executive Director of the Maryland Port Authority, in comments before the International Association of Ports and Harbors (IAPH) convention, here today.

In a paper entitled "World Ports—What Priority?" Mr. Stanton warned that the three factors represent "a trend which if allowed to mature without carefully-reasoned controls, can impede, possibly halt, or even reverse the progressive port development now being advanced around the world."

As a result, the international port industry "must recognize that serious adjustments may well be required in the decades ahead if we (the world's ports) are to survive as dynamic and viable entities," he declared.

Mr. Stanton is a member of the Board of Directors of the IAPH, an organization with worldwide membership. He is one of four directors from the United States.

Calling for universal recognition of "the essential requirement in our ports to carry out major development in order to meet the needs of the fast-changing maritime industry," the Maryland port executive emphasized that continued port

service "will require a change of attitude, of evaluation and approach."

Mr. Stanton noted that ports are "not as high on the list" of national priorities as they once were, that "in the United States a critical issue of tomorrow from a seaport view will be whether the Federal Government will continue to spend substantial monies in dredging deeper channels to all of the major ports based on the economic benefit ratios of the past."

Citing Maryland as an example, he declared: "There are many who believe the 50-foot channel now authorized for my home port of Baltimore will be the last such major project."

This situation, the MPA director explained, is in part a result of "pressures for upgrading environmental conditions" which have caused ports to become "favorite targets of the anti-pollution forces."

Consequently, he pointed out, "almost every major port... is now facing and will face problems of overcoming popular opposition to economic disposal of waste materials from dredging projects."

World ports must therefore "be prepared with imaginative programs

that will develop protections against all types of pollutions, including pollution of water and air," Mr. Stanton declared. "For many port managers, this is a new and foreign field and not part of their professional backgrounds. However, all industries are now being forced to adjust to these new conditions and the ports must keep pace."

In the field of government, Mr. Stanton noted the growing trend toward inclusion of port development and management in transportation departments rather than in autonomous agencies as heretofore. As a result, the world-wide port industry "must be prepared to work within governmental frameworks that are new, strange and, possibly, inhibiting." (Maryland Port Authority News Release)

Stanton Elected IAPH Executive

Baltimore, Md., June 22:—The International Association of Ports and Harbors has elected Joseph L. Stanton, executive director of the Maryland Port Authority, to the Executive Committee of the world-wide maritime organization.

Mr. Stanton, who becomes the Maryland Port Administrator on July 1, 1971 when the port authority becomes the Maryland Port Administration of the State Department of Transportation, thus becomes one of two Americans on the 18-member committee. The other American is Ben E. Nutter, executive director of the Port of Oakland.

The MPA chief is also one of only three port officials representing the United States on the IAPH Board of Directors.

With worldwide membership, the International Association of Ports and Harbors safeguards the interests of seaports round the globe. (News from Maryland Port Authority)

Big Container Business

Houston, Texas, (Special)—Containers are already big business at the Port of Houston and this West Gulf Port in 1970 handled nearly 48,000 of the 20 foot units weighing

more than half a million tons, plus innumerable smaller eight and 10 foot containers not counted in the records.

With the only container crane on the Gulf, another one under construction, plus two huge gantry cranes, Houston handled 25,425 outbound 20-foot containers and 22,507 inbound units for a total of 47,932 of the 20-foot boxes.

The total tonnage involved was 289,538 tons on the outbound containers and 230,394 tons on the inbound units.

The weekly Sea-Land Service with its regularly scheduled vessels handled by the far the greatest number of containers. This service involves both domestic shipments to and from Elizabeth, N.J., as well as foreign shipments which are generally transshipped outbound or inbound at Elizabeth.

Sea-Land containers accounted for 20,409 of the inbound containers received at Houston, 5,514 of them originating overseas. In the outbound trade Sea-Land handled 22,953 of the containers shipped from Houston, some 9,568 of them destined for foreign ports, mainly European.

Figures for the Sea-Land shipments do not reveal the type of commodity handled, but of the 2,098 inbound containers from overseas handled on vessels other than Sea-Land, the principal items were wines and liquors, manufactured steel goods, and miscellaneous and household goods.

On the export side, the 2,472 twenty-foot containers handled by vessels other than Sea-Land contained largely rice, miscellaneous and household goods, resins and chemicals, in that order. (Port of Houston News Release)

Euro-Pacific Service

Long Beach, Calif., June 28:—Amassing the largest fleet of ships ever to serve the Pacific Coast of the United States and Canada in any single trade route, the newly formed Euro-Pacific service has now been officially inaugurated to ports in Europe and United Kingdom.

This joint service, comprised of

Hapag-Lloyd, French Line and Holland America Line, was started this week following approval by the U.S. Federal Maritime Commission, shipping officials announced.

Drawing 18 semi-container vessels from the combined fleet of over 200 ships owned and operated by the three partners in the trade, Euro-Pacific provides a direct sailing on the average of every five days between the Pacific Coast and Northern European and United Kingdom ports. Additional direct service will be provided from Lisbon and Bilbao.

Euro-Pacific's first and last port of call on the U.S. Pacific Coast is the Port of Long Beach, with all Euro-Pacific vessels berthing at California United Terminals on Pier C.

Euro-Pacific features maximum flexibility in freight accommodations, with all ships equipped to carry containerized, unitized, refrigerated and break-bulk cargoes.

The head office is in Hamburg and the General Agents for the service in the U.S. and Canada is Balfour, Guthrie & Co., Limited, headquartered in San Francisco.

Balfour, Guthrie's Southern California office is located at 530 W. Sixth Street, Los Angeles 90014, phone (213) 627-9051. (The Port of Long Beach News)

Elected Board President

Long Beach, Calif.: — Llewellyn Bixby, Jr. has been elected president of the Long Beach Board of Harbor Commissioners for the coming fiscal year, succeeding H. E. Ridings, Jr. who has presided in the post for the past twelve months. James G. Craig, Jr. succeeds Bixby as vice president, while Henry H. Clock will serve as secretary, assisted by Robinson A. Reid.

Bixby and Craig were recently reappointed to six year terms by city manager John Mansell, and unanimously approved by the Long Beach City Council.

Election of officers for 1971-72 came on the exact anniversary of the dedication of the first municipal berth in Long Beach Harbor sixty years ago. That event was feted with a port-wide open house celebra-

tion Saturday, June 26, which attracted many thousands of visitors to the harbor area.

In calling for the election of Bixby and Craig to head the Harbor Commission during next fiscal year, Ridings noted that both men "are descendents of pioneers of this port, Jotham Bixby and John Craig. More importantly, as harbor commissioners during the past several years, they have contributed greatly to the recent and present dramatic growth of the Port of Long Beach."

Ridings added that during the fiscal 1970-71 year now ending, tonnage handled by Long Beach Harbor topped 25 million tons by a wide margin, reflecting a 150 percent increase since the Port's 50th anniversary ten years ago. (The Port of Long Beach News)

Guest of Honor

Los Angeles, Calif., June 23:—Recently retired Los Angeles Harbor Commissioner Fred Isamu Wada was the guest of honor today (Wednesday, June 23) at a luncheon aboard the Princess Louise—and his former associates made it plain he is missed.

Wada was presented with a commendatory scroll lauding his contributions to the work of the Harbor Commission. The presentation was made by Commission President Frank C. Sullivan.

"I want to take particular note of Fred Wada's help in strengthening the ties between the Port of Los Angeles and ports, cities and prefectures in Japan," Sullivan commented as he gave Wada the scroll. "That is not, however, the only reason Fred Wada will be long remembered by harbor commissioners.

"Completely aside from the many and varied talents Fred Wada to the commission," said Sullivan, "we miss his sparkling sense of humor, which often helped ease the tensions of our business. We also miss his earthy common sense—all too uncommon, I'm afraid, in this day and age—which was a definite asset in dealing with management problems.

"As long as I am on the commission," Sullivan continued, "I know I will have occasion to remember his



Los Angeles, Calif.:—(LAND SWAP TO EXPAND CONTAINER COMPLEX) The Los Angeles Board of Harbor Commissioners today (Wednesday, June 9) approved a \$2.5 million land exchange with Westoil Terminals Co. which will allow expansion of the 30-acre East-West Container Terminal in Wilmington. In return for also 17 acres adjacent to the Port of Los Angeles, Westoil will receive 26 undeveloped acres connecting its property to Gaffey Street and \$1.85 million. The payment will cover the difference in the value of the properties and the cost of relocating Westoil facilities. (Port of Los Angeles)

down-to-earth approach in meeting various situations. I know I'll also have occasion, from time to time, to call on him for advice, and I imagine the other commissioners will, too."

Appointed to the Harbor Commission to fill an unexpired term on January 10, 1969, Wada attempted to resign in August of the following year. Not only was his resignation not accepted, but he was reappointed to a full five year term and the reappointment was confirmed by the Los Angeles City Council.

A second resignation, May 19 of this year, with ill health and the pressure of other business commitments given as the reason, was accepted—but with regrets.

Wada's business interests include ownership of a Los Angeles area market, an import-export firm, and a bank directorship.

Born in Bellingham, Washington, in 1907, Wada was educated in this country and Japan. Long active in civic affairs, he is president of the Board of Directors, Keiro Nursing

Home, a member of the Japanese Olympic Committee, which won the international games for Tokyo in 1964, and took a leading part in the unsuccessful bid for the Olympics for Los Angeles next year.

During his years on the Harbor Commission, Wada was extremely active in furthering Japan-U.S. trade via Los Angeles. He took a leading role in developing informal trade pacts between Los Angeles and ten Japanese cities and prefectures.

Wada was the second Los Angeles Harbor Commission member of Japanese descent, replacing Taul Watanabe, who resigned. Mayor Sam Yorty has named Manuel K. Inadomi, an American citizen of Japanese birth, as Wada's replacement, subject to confirmation by the City Council.

During fiscal 1970, some 51 per cent of the foreign general cargo traffic, by tonnage, through the Port of Los Angeles was with Japan—with roughly two-thirds of the tonnage exports to Japan. (Port of Los Angeles)

New Terminals Map

New York, N.Y., June 2:—A new edition of the New York Harbor Terminals Map has been released by the Port Promotion Division of The Port of New York Authority.

The four-color 20 by 27 inch map shows the location of steamship piers, railroads, bridges, tunnels, major highways, railroad freight and passenger stations, and other transportation facilities in the New Jersey-New York Port. The reverse side of the map carries detailed panels showing street connections to piers and terminals.

Copies of the new map, which is free of charge, may be obtained in New York from the Port Promotion Manager, The Port of New York Authority, 111 Eighth Avenue, New York, New York 10011, or from the Port of New York Trade Development Office, 170 Broadway, New York, New York 10038. The new maps can also be obtained from the Port of New York Trade Development Offices in Chicago, Cleveland, Pittsburgh, Washington, San Juan, London and Zurich. (News from The Port of New York Authority)

1970 Foreign Trade

New York, N.Y., Apr. 8:—Ocean-borne foreign trade moving through the New York-New Jersey Port during 1970 totaled 56,585,080 long tons, a 5 per cent increase over the 53,897,682 tons handled in 1969, James C. Kellogg III, Chairman of The Port of New York Authority's Board of Commissioners, announced today. This trade was valued at \$15.44 billion, 17.7 per cent more than the \$13.1 billion value of 1969 tonnage.

Mr. Kellogg noted that gains were registered in the volumes of both general and bulk cargo. General cargo tonnage increased 5.7 per cent to 15,953,566 tons; bulk cargo—mostly petroleum imports—went up 4.7 per cent to 40,631,513 tons.

Last year's general cargo upsurge over the 1969 volume of 15,085,575 tons reflects in part a readjustment from the 56-day longshoremen's strike which halted the movement of oceanborne imports and exports in Atlantic and Gulf Coast ports

TABLE I Port of New York Oceanborne Foreign Trade (1960-1970)
(Thousands of long tons)

Year	General Cargo	Total Cargo (bulk & general)
1960	13,737	41,215
1961	12,994	38,733
1962	13,902	41,890
1963	13,499	43,917
1964	13,838	45,616
1965	13,988	50,729
1966	15,436	54,557
1967	15,184	53,539
1968	16,369	56,891
1969	15,086	53,898
1970	15,953	56,585

TABLE II Port of New York Airborne Foreign Trade (1960-1970)
(In long tons)

Year	Exports*	Imports*	Total
1960	—	—	32,376
1961	—	—	39,902
1962	28,047	21,793	49,840
1963	35,748	25,965	61,713
1964	53,432	30,923	84,346
1965	95,076	50,392	142,465
1966	105,499	57,840	163,339
1967	119,819	67,005	186,824
1968	148,508	96,941	245,449
1969	182,603	135,142	317,745
1970	177,623	131,368	308,991

*Airborne exports and imports were not reported separately until 1962. (News from The Port of New York Authority)

during the first two months of 1969. The 1970 volume of general cargo was the second highest year for such activity in the last quarter of a century, exceeded in that time only by the 16,369,000 tons handled in 1968.

General cargo consists of high-value commodities, much of it packaged, which produce the most revenue for the Port's export and import firms, international banking facilities, insurance companies, and waterfront labor.

The Port's tonnage volumes are derived from data obtained from the Bureau of Census, U.S. Department of Commerce, and analyzed by The Port of New York Authority.

The Port of New York's airborne foreign commerce has shown steady and strong growth over the past 20 years. The 1970 volume of 308,991 long tons was 25.9 per cent higher than the 245,449 tons handled in 1968, the last normal year. The 317,745 tons handled in 1969 were the result of a temporary boom in the

movement of airborne foreign trade during the dock strike that year as shippers diverted cargo from sea to air transport.

The Port District's preeminence as the nation's top gateway for airborne imports and exports remained unchallenged during 1970. The volume of foreign trade handled through the District's airports was more than the total of all other United States air gateways combined.

Oceanborne Foreign Trade

General Cargo. The volume of oceanborne general cargo exports rose in 1970 to 6,097,509 tons, an increase of 10.9 per cent over 1969's volume of 5,496,122 tons. Commodities showing gains were largely chemicals and semimanufactured goods such as plastic materials, hydrocarbons and paperboard. Steel plate and sheet dropped 21.5 per cent from 1969, while exports of machinery for special industries, in-

edible tallow and road motor vehicles also showed sizable declines.

General cargo imports through the bi-state Port totaled 9,856,058 long tons last year, a gain of 2.8 per cent over the previous year. The biggest increases were in imports of sugar, bananas, alcoholic beverages and automobiles. Imports of lumber, newsprint, coffee and steel bars through the Port fell off during the year.

Last year's general cargo tonnage was valued at \$14.8 billion, 18.4 per cent more than the \$12.5 billion value of the 1969 tonnage.

Bulk Cargo. Bulk cargo exports in 1970 totaled 594,217 tons, a 43.3 per cent increase over the 414,734 tons moved in 1969. Bulk cargo imports through the New Jersey-New York Port amounted to 40,037,296 tons in 1970, a 4.3 per cent gain over the 38,397,323 tons handled the previous year.

While the Port District's foreign trade consists of a substantial volume of traffic in bulk commodities such as petroleum, grain and ores, this cargo produces less port revenue because it can be handled in mass quantities with a minimum of port service.

Bulk cargo moving through the Port in 1970 had a value of \$636.6 million, an 8.9 per cent increase over the 1969 value of \$584.8 million.

Airborne Foreign Trade. The Port's air cargo exports came to 177,623 long tons in 1970, a 2.7 drop from the 182,603 tons handled in 1969. Office machinery was the leading air export commodity, increasing 43.9 per cent from the 1969 level. Other strong performers were electric machinery, aircraft and parts, and electric motors and generators. Losses were posted by miscellaneous machinery, scientific instruments, sound recorders and steel tubes.

Airborne imports through the Port totaled 131,368 long tons, 2.8 per cent below 1969's 135,745 tons. The decline was concentrated among a small group of specialized machinery products such as textile and leather machinery, miscellaneous machinery, telecommunications apparatus, and scientific apparatus. High value consumer commodities

(Continued on Next Page Bottom)

Port of Los Angeles

—Unmatched Versatility

Los Angeles, Calif., May 12:—A recent promotion campaign by the U.S. Borax Co. offered a beach towel for \$2 and "proof of purchase" of the 20 Mule Team product.

While it was undoubtedly the furthest thing from their minds, the people who thought up the promotion might well have been planning a publicity campaign for Los Angeles Harbor, pointing up the port's versatility.

Far fetched? Not at all. U.S. Borax is a long-time shipper of its Death Valley product from the Port of Los Angeles, with a location on Mormon Island (actually a peninsula, for these many years) in the harbor's Wilmington district. Some four miles as the seagull flies to the south, and actually a little longer as ships carry borax out to sea, is Angels Gate through the breakwater, the southern boundary of the port. Go west along the breakwater and you find Cabrillo Beach, partially in the harbor, partially facing the Pacific.

A great place for a beach towel . . .

Borax and beaches are, of course, only part of the story of Los Angeles Harbor. Among other things, it is the largest man-made harbor in the Western Hemisphere, the busiest United States commercial port on the Pacific, home of the nation's largest fishing fleet and fish canning operation, and it has some 3,300 small boats in 18 marinas.

There are a maritime museum and a tidelands natural park (beach, museum and park are actually operated by a different City of Los Angeles department, but are still

such as footwear imports, clothing, woven fabrics and miscellaneous manufacturers were up last year.

The Port's commercial air cargo was valued at \$5.1 billion in 1970, 6.7 per cent more than the \$4.78 billion value of cargo handled in 1969.

part of the harbor).

Later this year, Los Angeles Harbor may become the home of the world's largest boat show—the only "on the water" boat show in the world.

In a world where most commercial harbors are centers of water pollution, the waters of Los Angeles Harbor are so clean they support schools of fish, some of which spawn inside the harbor, while others come to eat those that spawn. The eaters, in turn, are followed by larger sea animals—seals and porpoises, and even an occasional whale. The clean water is not an unmixed blessing—protecting the harbor's wooden pilings from thriving marine borers, which would not be able to survive in polluted water, has already cost the Los Angeles Harbor Department more than \$600,000.

It is unlikely any other harbor in the world can match Los Angeles' for versatility. Just the same, it is best known as a commercial harbor—and even as a commercial harbor, its versatility is unmatched.

There is as a matter of fact, only one major type of shipping-cargo handling facility the port doesn't have—a LASH (lighter aboard ship) terminal. Plans call for one of those early next year.

Other than that—you name it, the Port of Los Angeles has it, and chances are there will be more than one available. After all, the port is worth more than \$500 million, and there are some 7,000 acres of land and water, with 28 miles of waterfront.

Not suprisingly, oil is the most important type of cargo passing through the harbor. In fiscal 1970, crude and refined petroleum products came to more than 70 per cent of the port's tonnage. There are a baker's dozen oil terminals in operation, with the supertanker terminal in the Outer Harbor as modern as any in the world—one-man push-

button operation loads or unloads some of the world's largest ships . . . with even larger ones on the way. The supertanker fairway is the deepest part of the harbor, dredged to 51 feet. There are plans to dredge it to 65 feet to accommodate the even larger vessels. The dredged material, by the way, will be used to extend Terminal Island to the south, providing more land and more waterfrontage for world shipping.

Other cargoes? There are 35 terminal complexes for general cargo, containered cargo, and dry (as grain) and liquid bulk (molasses, for instance, or tallow) cargoes.

One of the world's busiest auto graveyards is on Terminal Island. Jalopies are reduced to small pieces, to be conveyor-belt loaded onto ships for export. If you drive a Japanese car (and Los Angeles Harbor is a principal entry port for Japanese cars) there's a good chance some of the metal in it was at some time processed through the auto graveyard.

There is also a ship graveyard on Terminal Island and, again, many of the ships being torn apart began life here at Los Angeles Harbor. It became a major ship construction facility during World War II—and still is, with two major yards ready to build, repair or renovate almost all sizes of vessels.

Perhaps all of this doesn't sound too romantic—but the Port of Los Angeles is a major international tourist attraction, with hundreds of thousands of visitors annually. Most of the foreign visitors, naturally, are businessmen or port officials who want to see how things are run here. They go home with an excellent impression. Schoolchildren from all over Southern California are regular visitors, too, coming by the bus loads. Their parents, grandparents, aunts and uncles and older brothers and sisters also visit the port, in the tens of thousands, every weekend, as well as on evenings during the week.

Because the port does attract sightseers, a tourist-oriented complex has been developed at the port. Moored alongside Terminal Island in the Main Channel is a floating restaurant, once a passenger and cruise ship serving British Columbia

and Alaska. Across the channel are Ports o'Call Village and Whalers Wharf, where the tourist is offered a variety of shops, boat and aircraft sightseeing, and food, food, and more food. While watching the harbor activities, the sightseer can dine on everything from a hot dog to meals as sumptuous as any available in the Los Angeles area.

At Los Angeles, as at all ports, shipping is what it's all about. It is the be-all-but not, however, the end-all. If it were a one-product (petroleum) port, Los Angeles would still be one of the world's major ports. Instead, it is an all-products port, and that calls for an exceptional degree of versatility.

This, in turn, attracts other ventures—the marinas, the tourist complexes, the fishing fleets, the industry—happily compounding the versatility.

A century ago, what is now the Port of Los Angeles was an open roadstead facing cliffs and mud flats. Growth was spotty for years, but has been planned and steady since the organization, more than a half-century ago, of the Los Angeles Harbor Department. In years to come, Los Angeles Harbor will become even bigger and busier.

And more versatile, too. At the Port of Los Angeles, versatility is the name of the game.

Elected IAPH Executive

Oakland, Calif., June 18:—Ben E. Nutter, Executive Director of the Port of Oakland, has been elected a director and member of the executive committee of the International Association of Ports and Harbors. The announcement was made at the IAPH's bi-annual conference in Montreal, Canada, by A. Lyle King of the Port of New York Authority and new president of the organization.

During the IAPH Conference, Nutter delivered a major paper on the relocation of port facilities due to containerization, and served as moderator of a panel discussion on containerization. He is Chairman of the IAPH Committee on Containerization.

Nutter joined the Port of Oakland in 1957 and has served as Executive

Director since 1962. He has overall responsibility for Port marine terminal facilities, Oakland International Airport, a 300-acre Industrial Park and Jack London Square.

Nutter holds many other positions of leadership in his professional field. He is a director of the American Association of Port Authorities, a director of the Pacific Coast Association of Port Authorities and is a past president of the California Association of Port Authorities. In addition, he serves as regional vice president of the U.S. National Committee of the International Cargo Handling Coordination Association and is President of the San Francisco Branch, San Francisco Section of the American Society of Civil Engineers.

1971-72 Budget

Portland, Oregon, May 14:—Portions of the Port of Portland's five year \$176 million capital expenditures program were included in the \$89.4 million fiscal 1971-72 budget presented to the Port Commission at its regular monthly meeting May 12, 1971.

Under marine division were \$2.4 million for new automobile berths and \$18 million for a three berth container terminal on the Columbia River at Rivergate Industrial Park, \$6 million for container handling equipment and \$1 million for renovation of the Port's 8.1 million bushel grain elevator at Terminal 4.

Slated for Portland International Airport (PIA) was more than \$2 million for dredging if litigation is settled for extension of the north runway into the Columbia River and \$5.8 million for moving military installations from land needed for PIA expansion.

Also allotted was \$208,000 for development of Kelley Point Park, a public recreation area, and \$740,000 for initial development of the Port Center commercial site at Swan Island.

A total of \$65.3 million is slated for capital requirements during fiscal 71-72.

"We've a particularly heavy front end load on several of these projects," explained Edward G. West-

erdahl, port executive director. "In order to get our share of what we see coming for the future, competitive reasons and to hold our present business, it's imperative that we start money into the pipeline now on many of these projects."

Westerdahl told the Commission this year's budget represented the beginning of a \$176 million five-year capital program. It also is the highest figure required in any of the five years he said.

The Commission also was told that the Port staff has prepared a general capital expenditures budget of almost \$200 million for 1977-1986 to "keep the Port ahead of technology and competition."

We quickly need capital improvement money in the pipeline to keep us from a serious facility crises in the future," he said. "Even if we begin projects now, we're three to four years away from occupancy or use."

The overall budget shows a deficit of almost \$14 million for fiscal 71-72. By fiscal year 1975-76, that deficit would reach \$100 million without supplemental revenue sources, the Commission was told.

For this year, capital outlay will be heaviest for marine terminals at almost \$37.5 million, followed closely by PIA at \$20.9 million.

Overall development of Portland International has been slowed by delays in securing approval of the airport layout plan, lawsuits and airline economic problems caused by large investments in new equipment and a drop in passenger traffic during 1970 and the first part of 1971.

Fiscal year operating expenses (distinct from the capital programs) of \$15.7 million are exceeded by \$18.7 million in operating revenues, showing an operating profit of \$2.9 million for the year. (The Port of Portland News Release)

Windfall Cargo

San Diego, Calif., June 25:—The Port of San Diego is going to be a busy place for the next few days.

A threatened longshoreman's strike, set for July 1, has resulted in many ships diverting from Los Angeles to San Diego in hopes of getting unloaded and back out to

sea before the strike.

"We should have all of our 15 berths and every gang of longshoremen in town busy through next Wednesday," Port Director Don Nay said today.

One of the ships will unload 2,000 Volkswagens Sunday morning at the 10th Avenue Marine Terminal.

New Container Station

San Francisco, Calif., June 7:—The Port of San Francisco's newly established container freight station goes into full operation Monday (June 7) at Pier 30, where import cargoes discharged by the steamship lines here will be consolidated for shipment overland to their interior U.S. destinations. The CFS telephone is 391-8000, Ext. 340.

Port officials describe the freight station operation as a major competitive step to capture a greater share of the import shipping moving through West coast ports to inland areas.

Inaugurated last month in a warehouse on the port's Alford property, the freight station was relocated at Pier 30 to provide greater cargo handling area and additional railcar and truck loading facilities.

The pier has some 200,000 square feet of transit shed and storage space, rail spurs on both sides, and an 840-foot truck loading dock.

Basically, the port's new service will combine less-than-carload lots of cargo into full-car rail shipments which qualify for lower rates on movements from the port to mid-west and eastern destinations.

Thus the importer of small lots of merchandise can obtain lower overland shipping rates when his cargo is combined with other import shipments at the port's "CFS" center.

The freight station will also hold importers' cargo in storage and distribute it to overland or local destinations on the shipper's instructions.

Port Director Miriam E. Wolff said the container freight station is being operated for the Port Commission by California Stevedore and Ballast Company, a major San Francisco terminal operator.

Miss Wolff said the details of the



Kobe-Ohashi Bridge, which, as you know, connects the Port-Island with the urban district of Kobe City, was awarded the 1970's Prize of Japan Civil Engineering Society. The main points for awarding were that the Kobe-Ohashi was the largest arch type bridge and the first double-decked in Japan, it used anti-weather steel material all over and M.I.O. (Micaceous Iron-Oxide) paints, which is effective as an anti-corrosive, and it developed a block construction method by means of a 1000 ton-giant-crane ship. (Port and Harbor Bureau, Kobe City Government)

port's new freight service were worked out with the cooperation of the transcontinental railroads serving the port and the steamship lines involved in the import trade. (Port of San Francisco)

Trucking Costs Held Low

San Diego, Calif., June 22:—A proposed increase in trucking costs for the San Diego area was withdrawn today after protests from the Port of San Diego, other transportation agencies on the West Coast and the Interstate Commerce Commission.

The Rocky Mountain Motor Bureau, which establishes certain ports' trucking rates governing Pacific Coast and Gulf ports in respect to interterritorial truck traffic, sponsored the increased rate proposal. It would have upped costs from 6 cents to 18 cents for every 100 pounds of cargo over West Coast docks.

The proposal had appeared on

various dockets of the Bureau since the early part of this year. It would have raised truck hauling costs to all San Diego business.

Joseph Patello, Port Attorney, filed a complaint with the ICC in May and advised the Trucking Association of the action. The complaint charged "undue, unjust and unreasonable preference and prejudice against shippers using motor common carriers through the Port of San Diego."

Similar protests were lodged with the ICC by Puget Sound organizations and the U.S. Army's Transportation Corps.

The combined protests resulted in an ICC order suspending the proposal and opened an investigation into the lawfulness of added charges.

Last May 19, the trucking bureau requested postponement until June. Yesterday, June 21, the Port advised that the Rocky Mountain Motor Tariff Bureau has cancelled the arbitrary increase.

"Red Tide"

Hong Kong:—An unusual natural phenomena known as 'red tide' is again causing some concern to the authorities after plaguing swimmers at most of the popular beaches on Hong Kong Island last weekend.

It was the first time that the colony had experienced the phenomena, which periodically affects the inshore waters and beaches of many countries, particularly in warmer climates.

It is caused by the enormously rapid growth and reproduction of a group of microscopic living organisms which are an important part of the floating plants of the sea generally called phytoplankton.

The organisms are usually red and they and the secretion they produce, stain the sea. The incoming tide concentrates them on the sea bed. The occurrence of 'red tide' in Hong Kong is believed to have been caused by the passage of typhoon Freda on Friday 18, which stirred up the seawater. This, coupled with the subsequent hot weather, had produced in effect a situation similar to a laboratory culture in which all the essentials for plant growth were abundant and the organisms flourished.

During the week the normal movements of the tide began to carry the 'red tide' away from the colony, but it now appears to be coming back inshore. Similar 'red tides' have been recorded over the years, particularly in Japan and Florida. (The Week in Hong Kong, June 25)

Tea in Container

Tokyo, June 15:—An OCL container packed with 420 cardboard cartons of Lipton's tea was successfully delivered in Kobe, Japan, on May 21, as part of a continuing series of OCL test shipments conducted prior to the start of the company's full-scale container service on the Japan-Europe route early in 1972.

A Glen Line conventional cargo ship, the Radnorshire, was used to transport the Lipton brand tea to Japan. The tea was delivered to Price, Mason and Co., Ltd., Lipton's sole agent in Japan, through two major Japanese trading firms, Mi-



tsui and Toshoku.

The 420 cartons of tea weighed about 12 tons. Unloading proceeded smoothly and swiftly at the Price, Mason warehouse in Kobe.

Mr. J. F. Burt, assistant general manager of Price Mason, noted that in the past large unwieldy wooden chests had been used for packaging and shipping tea. He added that such chests and their contents were often damaged during transport.

"By container shipment," he added, "the tea can be packed in smaller, simpler and easier-to-handle cardboard cartons. Because the containers are completely dry inside, the tea arrives damage-free. PHOTOS show a Lipton's tea container shipment on arrival in Kobe and the unpacking process. (OCL Press Release)

New Terminal Company

Auckland, N.Z., June 17:—Three shipping lines yesterday reached final agreement on the establishment of a company to operate the Auckland Harbour Board's container terminal—less than a week before the first ship, the Columbus New Zealand, is due at the terminal.

The new company will take over operation of the terminal as was proposed under previous arrangements between the Board and Container Terminal Operators (N.Z.) Limited, which has been wound up by the British Conference Lines following their decision to withdraw from the

New Zealand-United Kingdom container service.

The lines involved in setting up the new company are Associated Container Transportation (N.Z.) Limited, Columbus Line and Farrell Lines Incorporated, each of which is to run container services between New Zealand and East Coast North America.

They will operate the terminal on a common user basis under licence from the Auckland Harbour Board.

While the lines are taking steps to incorporate the terminal operating company, Maritime Services Limited, of Auckland, will operate the terminal for an interim period under a joint arrangement with the Board, A.C.T., Columbus and Farrell.

Specialised management staff formerly employed by Container Terminal Operators has been transferred temporarily to Maritime Services Limited and will ultimately be employed by the permanent company.

Until then, an executive committee formed by the Board, A.C.T., Columbus and Farrell will direct management policies which will be executed by Maritime Services Limited.

The Board intends to grant the permanent company a three-year licence under conditions similar to those set for Container Terminal Operators.

In spite of the sudden need to
(Continued on Next Page Bottom)

Feature Story of Port Talbot Harbour

By Gerald Farmer

Released by

The British Transport Docks Board

It is now just a little over a year since Britain entered the big league of importers of bulk raw materials (other than oil, that is), with the commissioning at Port Talbot in South Wales of the country's first port installation capable of dealing with dry cargo ships of 100,000 tons deadweight.

Port Talbot Harbour, developed by the British Transport Docks Board in conjunction with the British Steel Corporation at a total cost of £20 million, has been heralded as Britain's first major ore terminal, but there is rather more than that to the story of the largest harbour construction project in this country for over half a century.

Certainly, the harbour as it presently exists is no more than an iron ore terminal serving the British Steel Corporation's Port Talbot Works, but within its 400-acre water area and the adjacent vast areas of land is an immense potential for further berths and other traffics, which Docks Board officials, both in London and South Wales, are making every effort to tap.

(Continued from Page 35)

make new arrangements for operation of the terminal, the Board, the three shipping lines and Maritime Services Limited are satisfied that an efficient system has been evolved for handling container shipping at the port.

Issued with the compliments of the Auckland Harbour Board. For further information, Mr. James Duncan, Eric White Associates (N.Z.) Pty. Ltd., P.O. Box 429, Auckland. Telephone 370-786.

First year

To assist them in their efforts to market the harbour as a deepwater terminal for other traffics they could not have asked for a better demonstration of its potential than the arrival, on the first anniversary of the start of operations, of the 100,000-ton ore carrier Chelsea Bridge. On what was the second of three voyages from Canada, which involved bringing a total of over a quarter of a million tons of iron ore in less than ten weeks, the Chelsea Bridge berthed safely on the evening tide of Monday, March 15 with the staggering figure of 99,250 tons of Canadian ore destined for British Steel Corporation's Port Talbot Works. She was not the first 100,000-tonner to call at the harbour: that was the Hoegh Rainbow with 89,000 tons of ore in August 1970. But this was the first occasion that a cargo had come so close to the magical 100,000 tons.

Fifty-five vessels in all, just about one a week, have discharged a total of about 2¾ million tons of ore at Port Talbot Harbour in its first year. The average size of ship (and cargo) has been a little over 50,000 tons, partly because of the limited number of larger ships which have been available to the British Steel Corporation for charter until now.

As with most new ventures of this magnitude, there have been teething troubles with equipment, but these have been overcome to the extent that in February the discharge of 76,000 tons of Australian ore from the motor vessel Atlantic Bridge was accomplished in only 51 hours, an average rate of unloading of 1,500 tons an hour throughout.

Port Talbot Harbour is never closed. If required, work is carried

on 24 hours a day for all 365 days of the year, giving the ore unloading jetty a potential capacity far in excess of the present annual rate of throughput of about 3½ million tons a year. The British Steel Corporation has for some time been considering the question of importing supplies of ore through the harbour for other steelworks, notably the Spencer Works at Llanwern, thereby increasing throughput at the terminal nearer to capacity. If it is decided to go ahead with the scheme the British Steel Corporation may install a third unloader at Port Talbot, raising capacity to some ten million tons per annum.

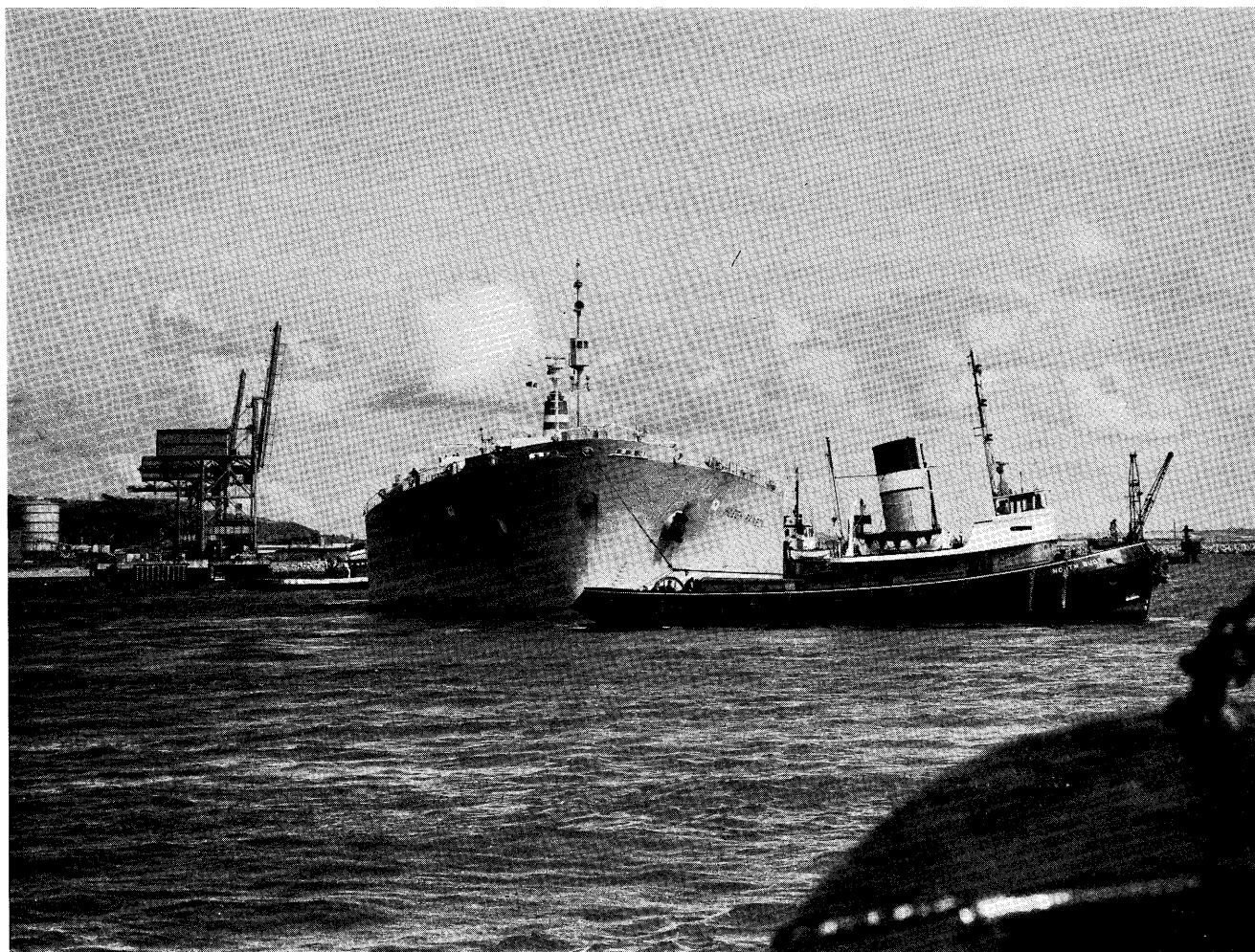
Closure of the old docks

The transfer of the iron ore traffic from Port Talbot docks to the new harbour was expected to seriously affect the viability of the old docks system. Although the total tonnage of ore imported through Port Talbot will not greatly increase this year, the real value of the harbour terminal must be measured in terms of the economies which the use of larger ships has brought the British Steel Corporation, both in shipping costs and in better quality ores which they can now import direct. Despite considerable efforts to find replacement traffic over the past two years, the old docks could not rely on having more than about 200,000 tons of regular traffic a year, and the decision to close the docks for cargo handling from January 1, 1972, recently announced by the British Transport Docks Board, was virtually inevitable in the light of forecast large and continuing losses on their operation.

Future development

Provision was made in the design of Port Talbot Harbour for a second ore jetty when required by the British Steel Corporation, capable of accepting even larger vessels in the 150/175,000 tons range. The layout of the harbour is such, however, that a number of additional berths could without difficulty be provided for the handling of other bulk traffics which might be attracted by the availability of safe deep-water accommodation.

These plans have now progressed a little beyond the drawing board



London:—One of the largest dry cargo vessels ever to discharge at a U.K. port, and one of the largest to come to Europe, the 99,600-ton Norwegian bulk carrier “Hoegh Rainbow” discharging about 90,000 tons of iron ore from Port Cartier at the British Transport Docks Board’s new £20 million Port Talbot Harbour. The harbour, which is the only terminal in Britain able to deal with 100,000-ton ore carriers, is operational around the clock, 365 days a year. The iron ore is carried by conveyor to the nearby stockyards of the British Steel Corporation’s Margam Works. (British Transport Docks Board)

stage, and already the Docks Board’s own Hydraulics Research Station at Southall is preparing to carry out studies on a large scale model of the harbour of the various possible sites for new berths, and their probable tidal effect on the existing unloading jetty. The results of these investigations by Docks Board scientific staff will enable far more meaningful proposals to be made by the Board’s commercial representatives in their negotiations with potential users.

In order to make the best use of the physical resources of the new

harbour, Docks Board officials are anxious if possible to attract new business which is beyond the capacities of the other South Wales ports. This means, basically, traffic moving in vessels of more than 35,000 tons deadweight, a fact which at the present time narrows the field down to a relatively small number of commodities. There has been some discussion of large packaged timber carriers using the harbour, and also the suggestion that it would provide an ideal anchorage for LASH mother ships to discharge their lighters.

Another cargo moving in suitable quantities, grain would appear to be a non-starter, but coal, for so long exported from South Wales, could provide a valuable import cargo for the harbour. Since the door was opened to the importation of coking coal by the Steel Corporation, it has seemed highly likely that the Corporation would wish to take advantage of the harbour’s ability to accept large carriers in order to bring cargoes of up to 100,000 tons of Australian coal to their Port Talbot works, and the Docks Board has of-

ferred to make 16 acres of land available as a stacking area for coal unloaded at the existing jetty (which is ideally suited for the purpose) until a new conveyor could be run into the works.

Petroleum has not been discounted as a possible traffic; in fact, the harbour would be well-suited for the tankers of up to 100,000 tons which are now being used to distribute crude oil brought to Bantry Bay in Ireland by tankers of 300,000 tons. Port Talbot is considerably nearer to British Petroleum's Llandarcy Refinery, just seven miles away, than is Milford Haven, and a pipeline already exists to carry fuel oil from the refinery to the steelworks.

Industrial development

What is perhaps the most promising prospect for the harbour's future is the availability of vast areas of land for industrial development. Within two miles of the harbour, to the East of Port Talbot, is a 500-acre site ideal for a petro-chemical complex. In all there are 3,800 acres on the coastal plain and 1,900 acres a short distance inland available for development, all within the area stretching from Port Talbot to Porthcawl and Bridgend.

The hope is that the presence of one of the finest harbour installations in Europe will attract port traffic-generating industry to this area before the decade is very much older. (14 April, 1971)

A Dry Docks Co.

London, 18th June:—A new company, The London & Tilbury Dry Docks Co. Ltd., has been formed jointly by R. & H. Green & Silley Weir Ltd. and London Graving Dock Co. Ltd. to take over the operating, under licence, of PLA Dry Docks.

These dry docks are No. 5 King George V Dry Dock, No. 7 (Western) Royal Albert Dry Dock and the Tilbury New Dry Dock.

The new company will begin operating from 24th June from when the PLA will no longer arrange dry dock bookings or render charges for dry docking. Stemming orders

should be directed to either of the shiprepair companies in the new company which will handle all the business in connection with dry docking of vessels.

The London & Tilbury Dry Docks Co. Ltd., has announced a reduction of 10% in the dry dock rent charge for these docks with effect from 24th June 1971. (News from PLA)

Director General Retiring

London, June 8th:—The Port of London Authority announced today that following his recent illness, Mr. Dudley Perkins, Director-General since April 1964, has, on medical advice, expressed his wish to retire.

His retirement will take place at the end of June.

An announcement as to his successor will be made as soon as possible and in the meantime Mr. John Lunch will continue as Acting Director-General.

The following note on the years 1964/71 is issued as background information to the enclosed press release.

Mr. Dudley Perkins's term of office as Director-General since 1964 has been marked by some revolutionary changes in the Port of London.

Outstanding among them perhaps is the fact that the P.L.A. were among the first to accept the certainty of the container revolution, and in 1965 changed the development of the new dock at Tilbury, which had begun as a conventional dock, to a lay-out suitable for ships carrying containers and bulk cargoes such as packaged timber. The rapid build-up of these trades over the last five years has fully justified this decision.

Another innovation was the construction of a large new grain terminal at Tilbury to give a very fast turn-round to the larger grain vessels which were increasingly coming into use. The success of the new grain terminal has enabled London to compete with the Continental

grain ports. The terminal handled 1½ million tons in its first year of operation.

Allied with these developments to meet the new technological advances in the port industry was the conception of moving the Port of London down-stream. London & St. Katharine Dock, East India Dock and Surrey Dock have all been closed during this period, thus releasing over 600 acres of land adjoining the river for new development and creating opportunities for imaginative planning.

It was in accordance with these concepts that the P.L.A. sought and obtained from Parliament the statutory power to extend their limit seawards of the Foulness/Maplin Sands. Plans for the future of the Port were prepared in 1965, revised in 1967 and again in 1970, to keep pace with changes in the pattern of trade. The latest of these plans envisaged the building of a deep-water seaport adjoining the Maplin Sands on land to be reclaimed from the sea.

Improvements have been made in the facilities provided for the safety of navigation in the River Thames, and radar and VHF coverage under the control of the Thames Navigation Service is now available from the mouth of the river up to Woolwich. Dredging of the outer channels has enabled 200,000 ton tankers, partly lightened, to come to the oil terminals in the lower river.

This period has also seen the end of the system of casual labour in the docks, the abolition of piecework, and a considerable improvement in labour relations. Better communications within the industry have been encouraged by the publication of The Port newspaper, which owes a great deal to the close personal interest which Mr. Perkins has always taken in it.

The very considerable reductions in the numbers of dock workers and other staff required as a result of technical developments, closure of docks, and the concentration of other activities, has been achieved

without industrial unrest by means of the introduction of a successful voluntary severance scheme. (News from PLA)

Land-Bridge via Siberia

London, 7th June: — The m.v. IVAN CHERNYCK, the first Russian all-container ship on the Tilbury-Leningrad service, turned round in the early hours of Saturday June 5th at the PLA's multi-user container berth Nos: 41/43 at Tilbury Docks. This berth gives 3-shift, 24 hour continuous service to container lines. IVAN CHERNYCK inaugurates the Trans-Siberian Container Line to Far East ports under the Russian organisation V/O Sojuzvneshttrans of Moscow whose U.K. agents are Anglo Soviet Shipping Co. Ltd.

Anglo-Soviet Shipping Co. Ltd. have had several successful trial shipments through Tilbury in past months and IVAN CHERNYCK now begins a regular 11 day interval service from Tilbury with the next turnaround scheduled for June 15th.

The Russian land bridge by way of the trans-Siberian railway route gives a through service for containers from London via Baltic Steamship Co. vessels to Leningrad then by rail to Nakhoda and then by Far Eastern Steamship Co. vessels to Japanese ports. The service also carries containers for destinations within the Soviet Union.

Anglo Soviet Shipping Co. Ltd., regard the turn round of IVAN CHERNYCK as an excellent start which augurs well for the service which is to introduce specially built ships of about 220 container capacity in 1972. (News from PLA)

Award for Film

London, 2nd June:—The much prized "MERCURIO D'ORO"—"GOLDEN MERCURY"—highest international award for industrial documentary films was won at the recent 1971 Venice Film Festival by the film 'FACES IN A CROWD' sponsored by the Port of London Authority, the Bank of England, the

Stock Exchange, Lloyd's Register of Shipping and the City Corporation.

Made by Abacus Documentaries Ltd., produced by David Powell, and directed by Roger Dunton, it shows a colourful kaleidoscope of the life of the great City and Port of London with their world wide commercial interests. Entered among 152 others from 26 countries from all continents its success was therefore a great achievement for Abacus and their cameraman, Bob Hunter, for whom it was a third personal triumph in the Venice Festival in three years.

"Faces in a Crowd" is being generally released in its 35 mm prize winning version and a special 16 mm version, with commentary added, has been prepared for showing to schools and public bodies and will have the title "City Port". (News from PLA)

Outer Port Construction

Amsterdam:—Construction on an outer port at IJmuiden to augment the traffic flow in the Port of Amsterdam was strongly recommended in the annual report of Amsterdam's Scheepvaart Vereniging Noord (Shipping Association North) published recently.

The report noted that Holland's transport function was, aside from natural gas, the only source of natural income in the country. Holland's strategic position in Northwest Europe demanded maximal use of sea-port facilities and therefore the outer port at IJmuiden which would be used for large bulk carriers, tankers as well as smaller vessels requiring quick turn-around times, was vital from a national viewpoint.

Several reports have been issued studying the feasibility of the project and all favour the move. The initiative was taken by the national Government and a second report was commissioned by the City of Amsterdam, the Chamber of Commerce as well as the Shipping Association North. This report is unique in that private enterprise and local government cooperated

in making a report written from a national, not local, viewpoint.

All reports have now been handed over to a special commission which is expected to make its recommendations soon so that the entire proposal can be debated by the Government before the end of the year.

The Association's annual report also noted the good labour conditions in the Port of Amsterdam. There have been only three days lost to strike since a positive policy was engineered by employers and unions together 10 years ago. Whereas the Port of Rotterdam was closed for three weeks during a wildcat strike last September, the Port of Amsterdam was little affected. (Amsterdam Newsletter)

What a Port Does

Barcelona:—A harbour of considerable size, like the Port of Barcelona, is gradually becoming, a complex world with its own internal life—a world which, at least in Spain, is frequently unknown to its nearest neighbours.

As any operating unit the Port has many faces: technical, humane and functional as well as its own traditions, virtues and defects, its defenders, its detractors, its "regulars", its temporary visitors and, of course, its dark legends.

The Port of Barcelona at present extends over a surface of approximately 750 hectares and is divided into two basic sections: commercial wharfs and areas open to the public. These latter areas consist primarily of the Maritime Passenger Stations and the zones set aside for sporting activities, fishing, repair of boats and harbour visitors.

We have previously discussed specific installations in other issues of this Bulletin and will therefore now devote ourselves only to information relative to the organization of commercial traffic.

The Port is a link between maritime and surface transport and should therefore be at the service of transport media such as ships, trains

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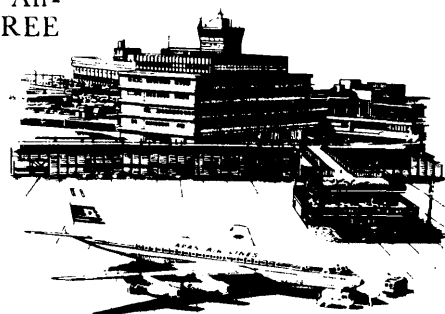
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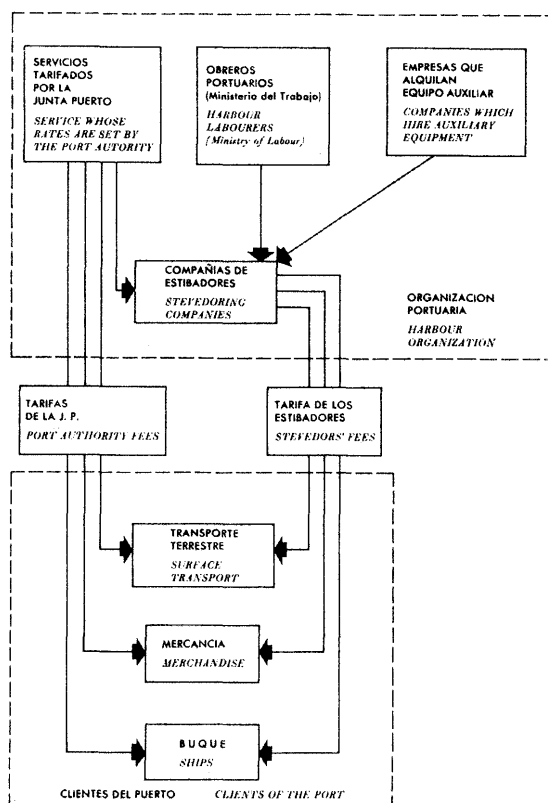
and trucks, providing space for them to be berthed and in which to transfer merchandise from one to the other.

In terminating one transport contract here and commencing another, checking operations of delivery of cargo must be carried out in the Port. As the Port is also an international border, merchandise and passengers travelling to and from foreign countries must be subjected to the controls and regulations applicable to any border crossing.

Due to this, the Port provides the mechanical requirements for transference and the facilities for the deposit and inspection of merchandise transported. The commercial zone of the Port therefore has wharfs, lift cranes and warehouses available.

A number of Ministerial Developments carry out their specific duties

(Continued on Page 41)



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within the limits of the Port. Among them is the Ministry of Public Works which is responsible for construction and maintenance of the works and for the loading and unloading operations of merchandise.

The Port Authority is an autonomous body working under the Ministry of Public Works and is delegated to assume the administration of the Port in general and to impose certain fees on shipping, merchandise and surface transport in return for use of the port installations. The Port Authority also hires at fixed rates auxiliary loading and unloading equipment.

This last service is offered through the auspices of authorized stevedoring companies which have fixed price limits for their work.

The various clauses of the contracts for maritime or surface transport determine who is responsible

for the payment of each phase of the operation—i.e. the ship, the merchandise or the surface transport.

We are reproducing a chart of the tariff system of the Port which we feel will give a rough idea of the general Port organizations as regards handling of merchandise.

It is impossible to calculate the operating efficiency of a Port solely on the basis of operating costs without considering other factors—particularly the rapidity and degree of perfection of the work done.

A few simple figures will clarify these ideas. The average amount of general cargo loaded or unloaded in Port by a trader is approximately 400 tons each time it docks and the operating cost of a 10,000 ton ship is approximately 300,000 ptas. per day. One to 2% in loss and damage of the cargo can be suffered if the loading and unloading operations

are not carried out with maximum care.

If we estimate the average value of the general merchandise at 20,000 pesetas per ton and use the foregoing figures as a base, we see that an additional day in the harbour represents 750 ptas. per ton in extra expenses, whereas with care in operation 400 ptas. per ton can be saved.

If these figures are compared with the total cost of the operation (about 350 pesetas per ton) it is easy to understand the enormous importance of rapidity and perfectionism in the work of a Port.

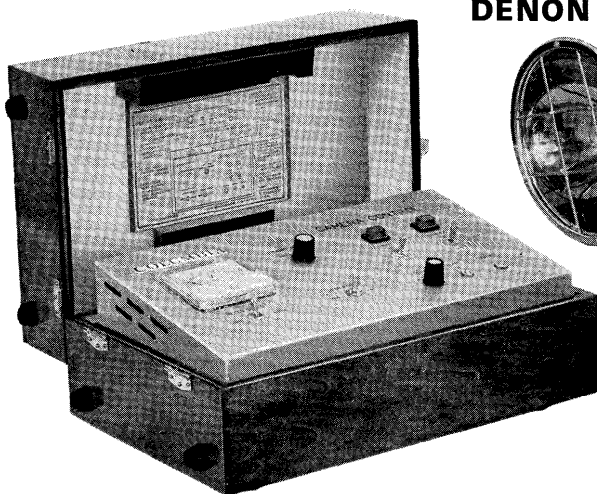
All those who work in the extensive, complex and active world of the Port of Barcelona are making every effort to achieve clarity of rates, rapidity, and a high quality of work. (Puerto de Barcelona Boletín Informativo, October, November, 1970)

The Underwater Eye...

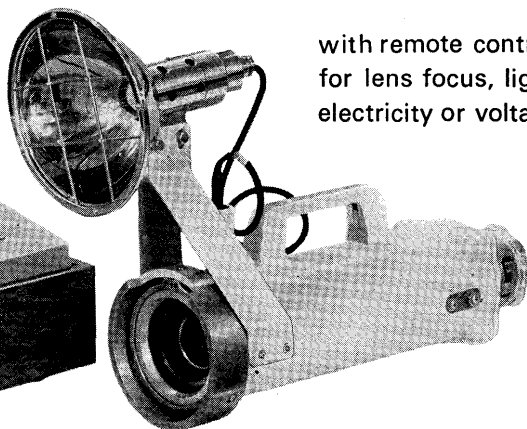


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A black and white photograph of a desk. On the desk is a map of a coastal region, possibly a port area, with various lines and labels. A pen lies on the map. In the foreground, a Solari clock is visible, showing the date '18 SET.', the day 'GIOVEDI', and the time '1549'.

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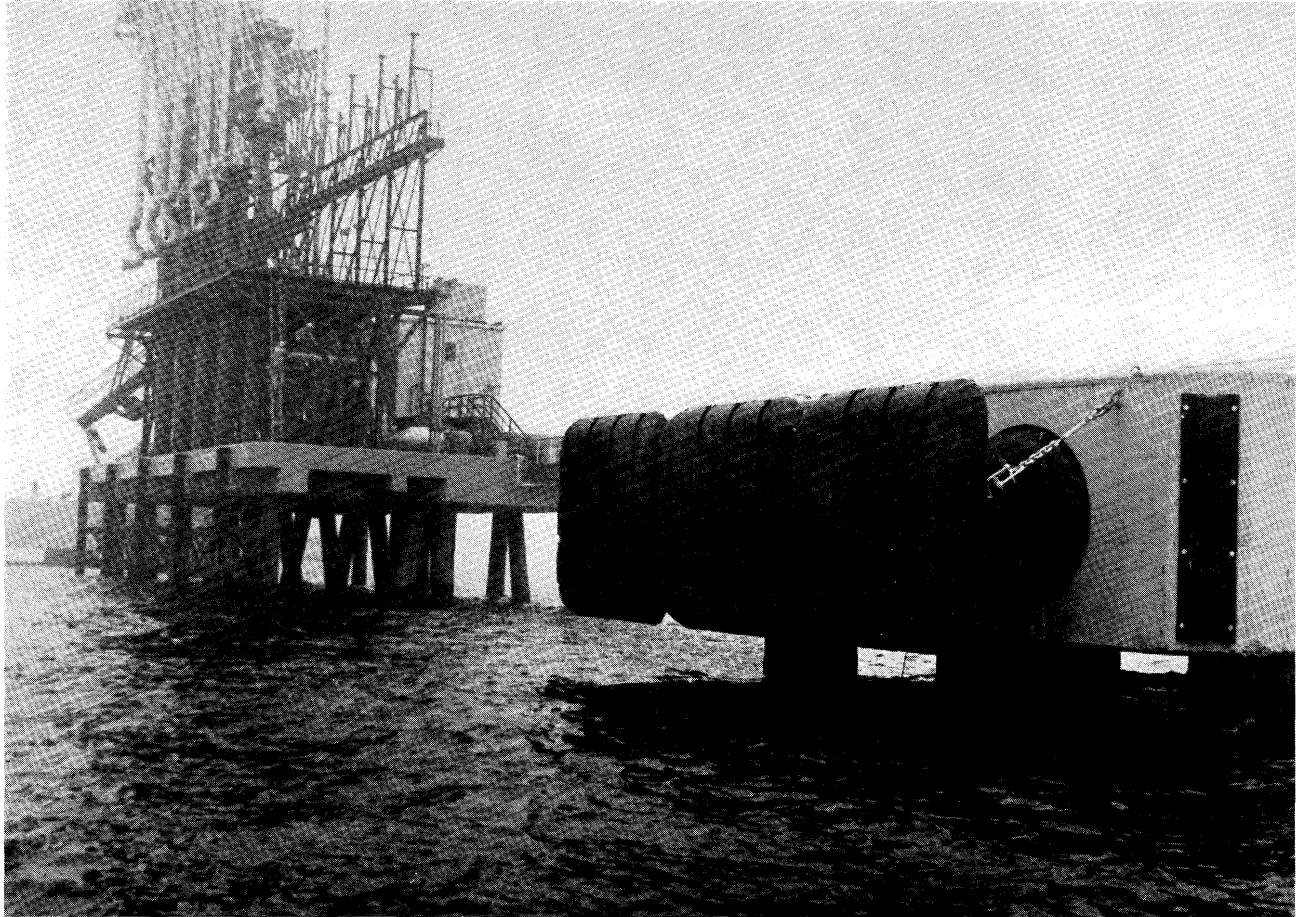
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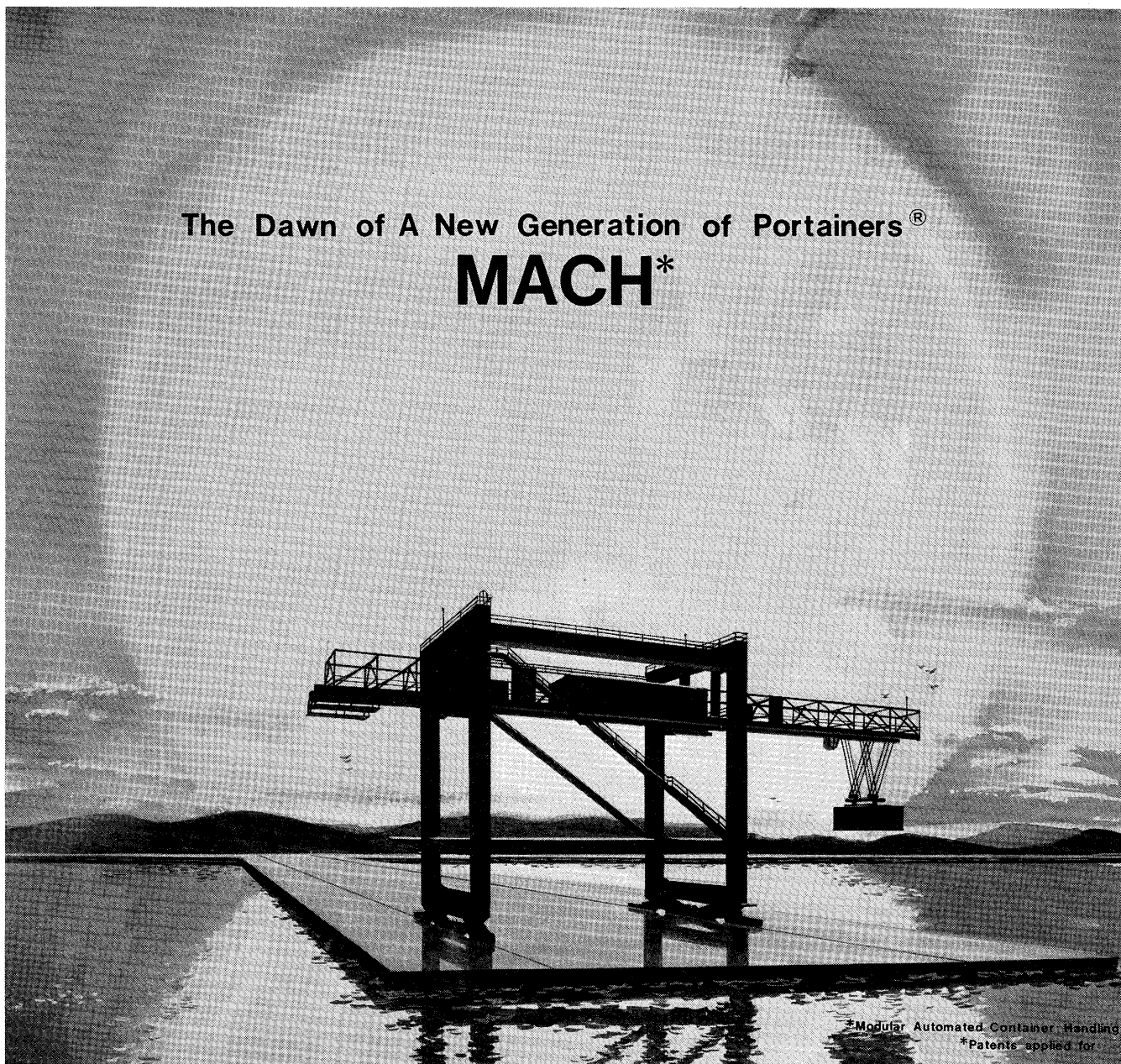
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