

PORTS *and* HARBORS

September, 1972 Vol.17, No.9



Port of Helsingborg
Sweden

Amsterdam-Rotterdam Conference IAPH May 1973

The Publisher: The International Association of Ports and Harbors
Kotohira-Kaikan Bldg. 1, Kotohira-cho, Minato-ku,
Tokyo 105, Japan

All operators become experts



MACH Portainers at the port of Long Beach.

with PACECO MACH* Portainers!®

50% faster ship turnaround is achieved with MACH Portainers because they operate with less dependency upon the skill level of the operator.

MACH (Modular Automated Container Handling) Portainers provide for future modules, leading to full automation which will increase production 100%. These provisions afford your greatest protection

against obsolescence.

There is a PACECO MACH Portainer model to fill any port requirement: Standard "A" Frame; Low Profile; Long Span; Narrow Span; Long Backreach. A whole new generation of advanced handling equipment.

When planning your next container crane, don't buy a crane that is already obsolete! Plan on a MACH Portainer.

*Modular Automated Container Handling.

PACECO Is The Only Manufacturer Offering A Complete Line Of Container Handling Systems and Equipment With World-Wide Sales And Service.



PACECO

Contact PACECO or your nearest licensee.

Dept. 24-J— **Headquarters:** Alameda, California 94501—(415) 522-6100—Telex 335-399

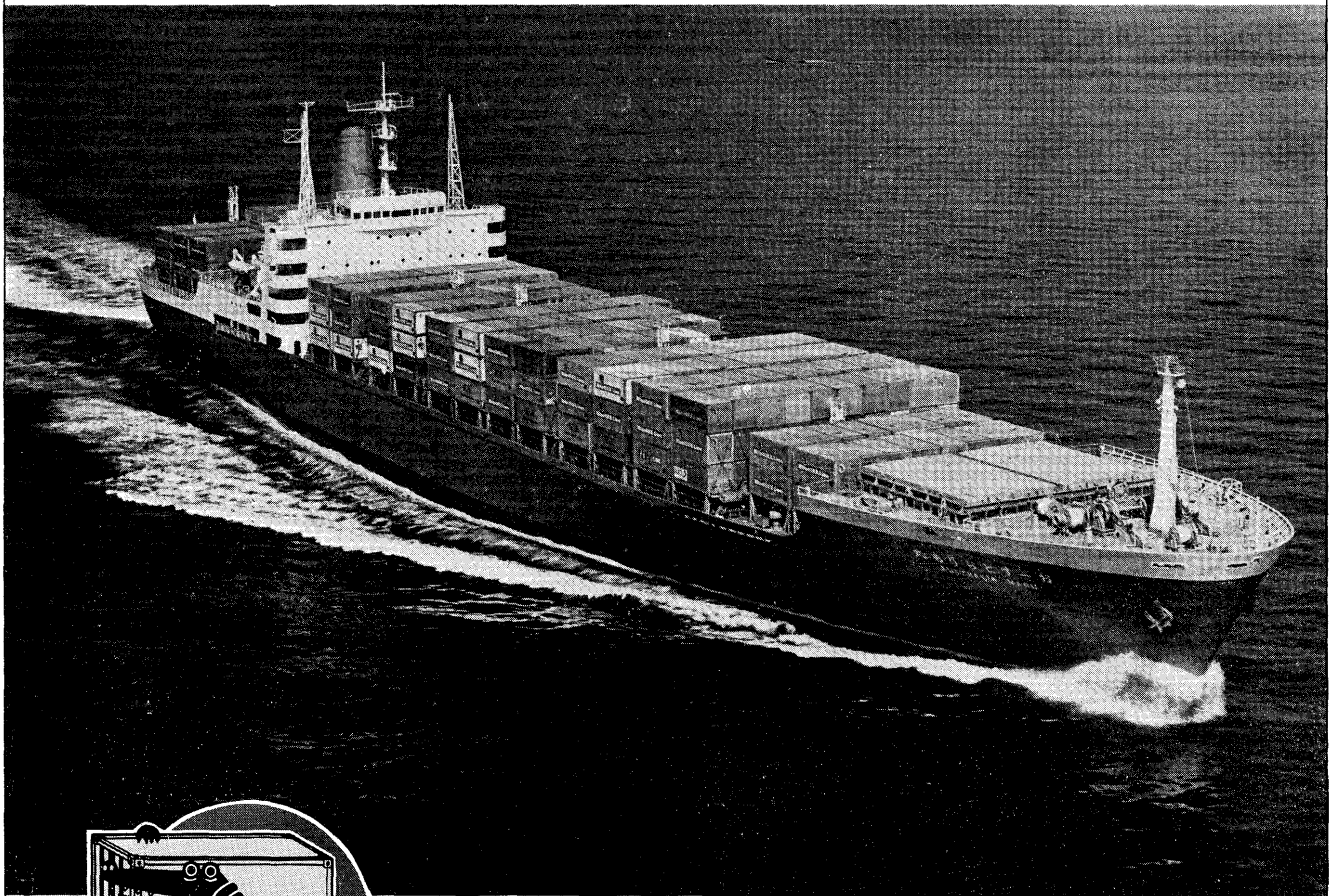
European Sales Office: PACECO INTERNATIONAL LIMITED, London.



Australia: VICKERS HOSKINS PTY, LIMITED, Bassendean. **Brazil:** MECANICA PASADA, Taubate, S.P. **Canada:** DOMINION BRIDGE COMPANY LIMITED, Montreal. **France:** ATELIERS ET CHANTIERS DE BRETAGNE, Nantes. **India:** BRAITHWAITE & CO., LTD., Calcutta. **Italy:** REGGIANE O.M.I. S.p.A., Reggio Emilia. **Japan:** MITSUI SHIPBUILDING & ENGINEERING CO., Ltd., Tokyo. **South Africa:** DORMAN LONG (AFRICA) LIMITED, Johannesburg. **Spain:** FRUEHAUF S.A., Madrid. **United Kingdom:** VICKERS LIMITED, London.

MOST RELIABLE FULL CONTAINER SERVICE

For Dependability, Experience and Speed



Mitsui O. S. K. Lines opened its newest container route between Japan and Europe from December, 1971. The symbol of the amphibious alligator carried by our new full-container vessels will provide a fast, safe, low cost. We are already operating full container services to/from California, Australia, N. W. Pacific and Canada.

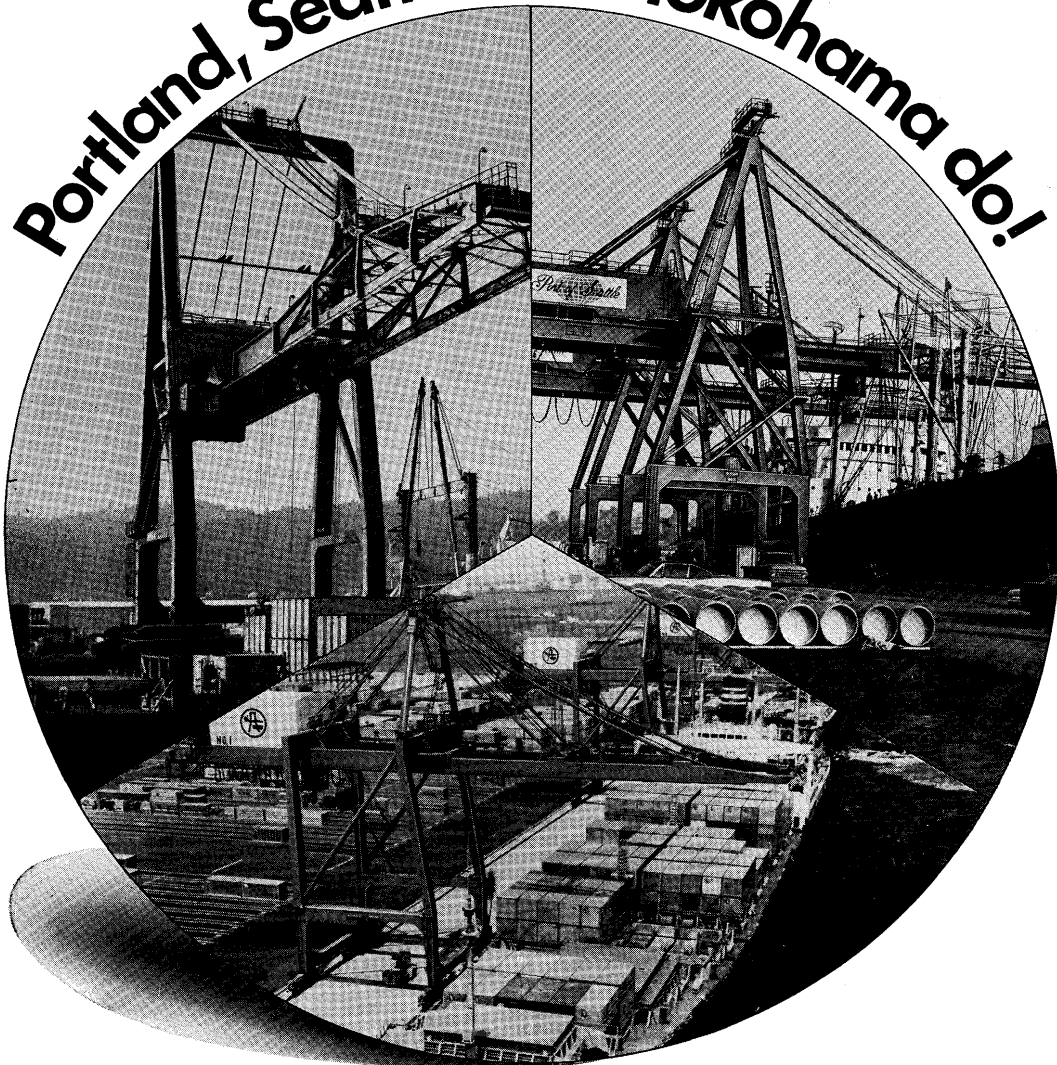


Mitsui O.S.K. Lines

Main Office: 3-3, Akasaka 5-chome, Minato-ku, Tokyo, Japan
Tel. 584-5111

Boom with us?

Portland, Seattle and Yokohama do!



Container cranes supplied to the Port of Portland, U.S.A.

Five container cranes load and unload quickly at the Port of Yokohama, Japan.

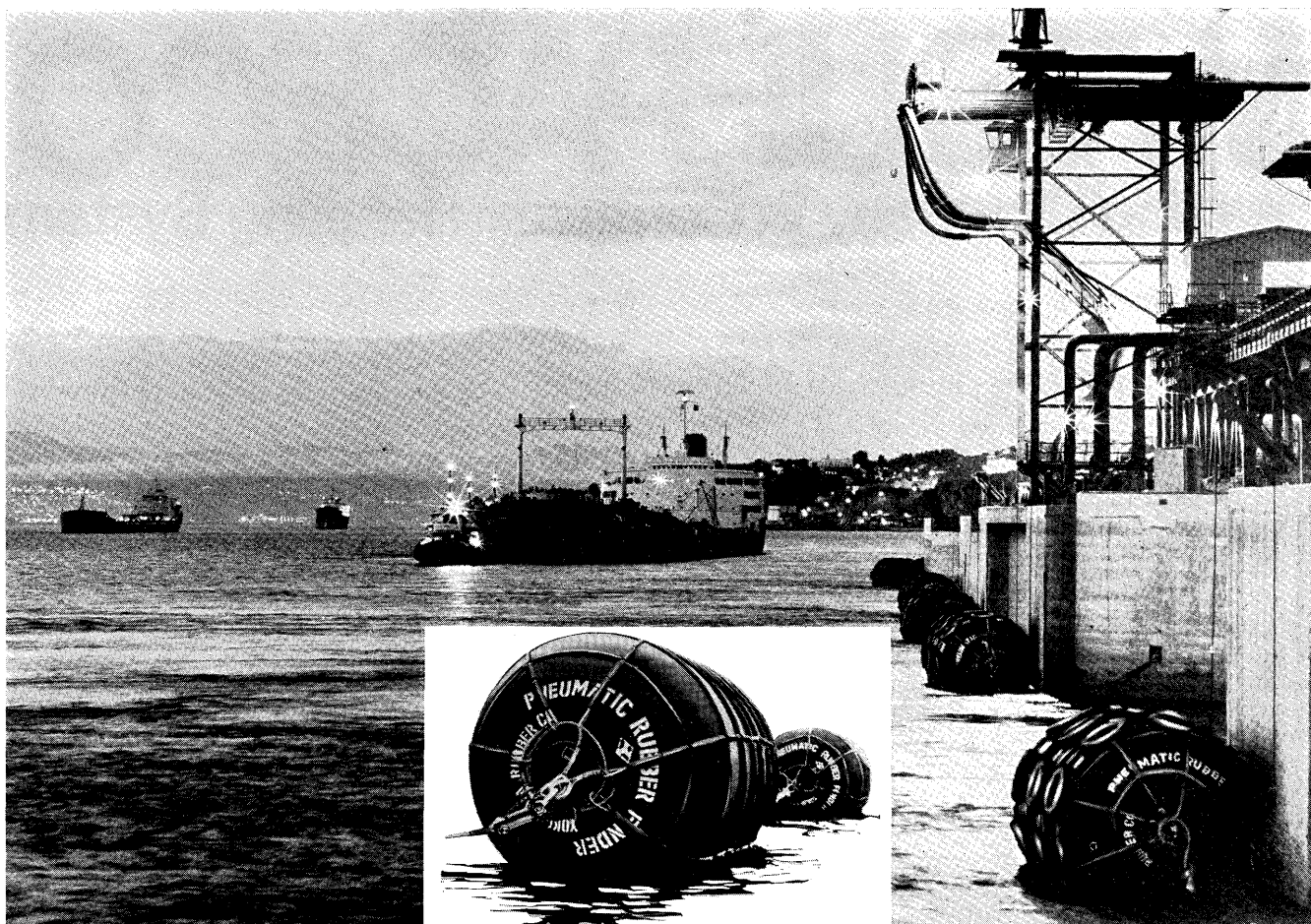
A pair of diesel-electric cranes hoist for the Port of Seattle, U.S.A.

Profits go up. Costs go down.
In Portland, Seattle and Yokohama.
And in Boston, Honolulu,
Singapore and other Japanese
ports, too.
Worldwide.
Via over 15,000 Hitachi cranes.
Container and otherwise.

And a word to the wise.
Check out our patented
"semi-rope" trolley gantry cranes.
They eliminate shock and sway
of cargo.
We have also developed high
speed container cranes which
employ our most recent control

technology.
Put both in your port and see for
yourself.
You will be busy . . . but happy.

 **HITACHI**
6-2, 2-chome, Otemachi, Chiyoda-ku, Tokyo 100



Yokohama Pneumatic Rubber Fenders Prove Themselves in Quebec, Canada.

Crude oil tankers, ranging up to 100,000 dwt, call at the St. David de Levis marine terminal on the St. Lawrence River. The modern terminal serves a Golden Eagle Canada Ltd. refinery, producing 100,000 barrels per day. Protecting these tankers from collision damage when berthing, drift from wind velocity and ice floe pressure are Yokohama

Pneumatic Rubber Fenders. Since July 1971, the fenders have functioned perfectly even under severe cold weather conditions. Yokohama pneumatic rubber fenders stand up under the most rugged usage.



For further information, please contact Yokohama export department, or for the U.S.A. and Canadian market: Mitsubishi International Corp. (gr), New York (277 Park Avenue, New York, N.Y. 10017. Phone: (212) 922-6681~2), Houston Branch (1605, First City National Bank Bldg. Houston, Texas 77002. Phone: (713) 224-4733) or Toronto Branch (Toronto Dominion Centre Suite 1907, P.O. Box 43 Toronto 1, Ont. Phone: (416) 362-5136) and for the England market: Mitsubishi Corp. London Branch (Bow Bells House, Bread Street, (Cheapside) London, E.C.4, England. Phone: City-3292) **We carry in stock in New Orleans, U.S.A. and London, England.**

THE YOKOHAMA RUBBER CO., LTD.

C.P.O. Box: 1842, TOKYO, 100-91, JAPAN

Telex: J24673

Cable Address: "YOKORUCO TOKYO"

Telephone: TOKYO 432-7111

mitsui-paceco

Leading Company in Container Handling System

The Dawn of A New Generation of Transtainers®

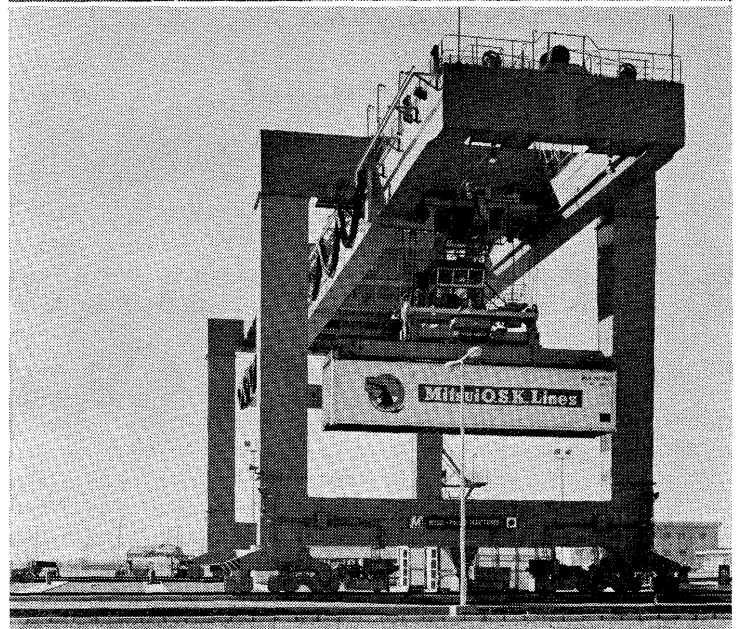
With start of super containership service, operations in container terminal are being changed in quantity and quality. New varieties of facility and equipment are wanted in order to handle or stack a large volume of containers efficiently with speed.

MITSUI-PACECO TRANSTAINER

A solution to the demand is MITSUI-PACECO High Speed Transtainer in its new generation. In combination with quickly running chassis, Transtainer can handle more than 30 containers one by one in an hour.

AUTOMATED CONTAINER TERMINAL SYSTEM

Through advanced development and research, all operation functions in terminal were totalized and we established Automated Container Terminal System. This System is materialized in combination of Long Span Rail-Mounted Transtainer and Unmanned Rail Car and also in combination of Rubber-Tired Super Speed Transtainer and chassis. In either of new combination, all information is processed automatically by computer and also all physical operations controlled in same way. We continue further development to meet the needs of today and tomorrow.



MITSUI SHIPBUILDING & ENGINEERING CO., LTD.

Head Office: 6-4, Tsukiji 5-chome, Chuo-ku, Tokyo, Japan

Overseas Offices: New York, Los Angeles, London, Duesseldorf, Hong Kong



WORLD WIDE MANUFACTURING AND SERVICE OF PACECO

U.S.A. PACECO: Alameda, California PACECO INTERNATIONAL, LIMITED: London Australia: VICKERS HOSKINS PTY. LIMITED, Bassendean
Canada: PACECO-CANADA, LIMITED, Vancouver 2 France: ATELIERS ET CHANTIERS DE BRETAGNE, Nantes India: BRAITHWAITE & CO., LTD., Calcutta
Italy: REGGIANE O.M.I., S.p.A., Reggio Emilia South Africa: DORMAN LONG (AFRICA) LIMITED, Johannesburg Spain: FRUEHAUF S.A., Madrid

PORTS *and* HARBORS

Editor: Yoshio Hayashi

Published monthly by

The International Association of Ports and Harbors

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

President:

A. Lyle King
Director of Marine Terminals
The Port of New York Authority

Executive Committee

Chairman:

A. Lyle King
President, IAPH
Director of Marine Terminals
The Port of New York Authority

Members:

V. G. Swanson, C. B. E.
Immediate Past President, IAPH
Chairman
Melbourne Harbor Trust
Commissioners

Ir. J. Den Toom
1st Vice President, IAPH
Managing Director
Port Management of Amsterdam

Howe Yoon Chong
2nd Vice President, IAPH
Chairman/General Manager
The Port of Singapore Authority

Rt. Hon. Viscount Simon
Past President, IAPH

Dr. Chujiro Haraguchi
President
Japan Port and Harbor Association

W. H. Brotherson
President
The Maritime Services Board
of New South Wales

César S. Canals
Executive Director
Puerto Rico Ports Authority

Eric M. Hodder
Chairman
Wellington Harbour Board

Stanley Johnson
Managing Director
British Transport Docks Board

P. K. Kinyanjui
Chairman
East African Harbours Corporation

J. McConnell
Chairman
Fremantle Port Authority

Dr. Fernando Moreira
Presidente, Administração
dos Portos de Douro e Leixões

Ben E. Nutter
Executive Director
Port of Oakland

André Pagès
Directeur
Port Autonome de Bordeaux

Joseph L. Stanton
Port Administrator
Maryland Port Administration

D. E. Taylor
Chairman, National Harbours
Board of Canada

Gengo Tsuboi
Managing Director
The Japanese Shipowners' Association

Robert L.M. Vleugels
General Manager of the Port
City of Antwerp

Secretary General:
Toru Akiyama

Head Office:
Kotohira-Kaikan Bldg.
1, Kotohira-cho, Minato-ku,
Tokyo 105, Japan
Tel.: TOKYO (591) 4261
Cable: "IAPHCENTRAL TOKYO"
Telex: 02222516 IAPH J

September, 1972 Vol. 17, No. 9

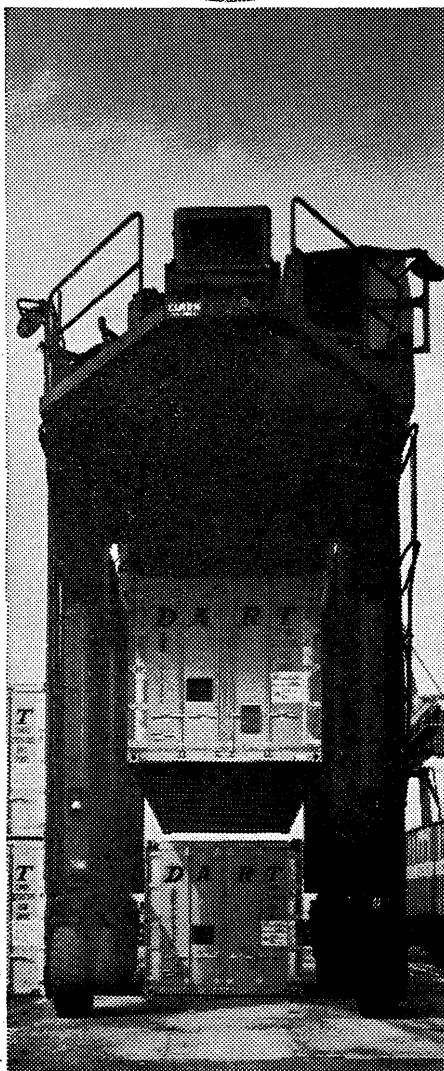
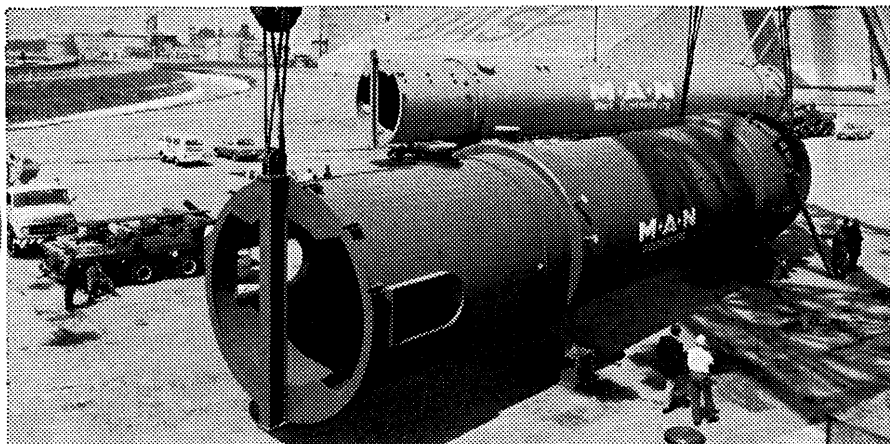
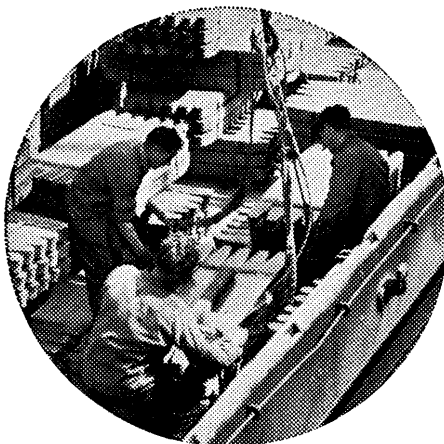
CONTENTS

	Page
Highlights of the Executive Committee Meeting, Lisbon, Portugal	7
The Eighth Conference, Amsterdam/Rotterdam at Executive Committee Meeting, Lisbon	9
Report on the Committee on Containerization	10
Forum:	
Comments By IAPH Members on Port Charges and Tonnage Measurement of Vessels	12
Topics:	
Cargo Security Conference	24
IMCO As Seen by IAPH (Report No. 20)	30
NPC Book: Tractor-Trailers at Container Berths	31
Ports:	
Review of the Port of Rouen	18
Status Report on The Port of San Francisco By Miriam E. Wolff, Port Director	28
Oil Recovery System at Port of Oslo	46
Singapore—Container Port	50
Orbiter Probe (International News):	31~51
IAPH News	32

The Cover:

Helsingborg with some of the ro-ro ferry-liners in the foreground, and the Ocean Harbour with modern cold- and reefer warehouses in the distance.

Price US\$2.00 per copy airmailed
US\$20.00 per year



**Being
big
is not
an advantage
in itself
IT'S SERVICE
THAT MAKES
A PORT
GREAT**

Measured by tonnage of cargoes and ships Antwerp ranks among the largest ports in the world. As a magnet for new industries establishing plant near the waterfront, the port reached international headlines by the scope of its industrial expansion. Fast adaptation to all new transportation techniques earned the port the title of Europe's best equipped container centre. However, Antwerp is more than a lay-out of facilities and industries. It is a community facing the challenge of competition from - even bigger - seaports. The close cooperation of all enterprises and their attitude towards the procurement of service to international trade are the major advantage offered by the Scheldt port to its clency.

Not being the biggest, it must try harder...

For information write directly to the General Management, Port of Antwerp, City Hall

antwerp
the "BIG SERVICE PORT"

PORTS *and* HARBORS

Highlights of the Executive Committee Meeting Lisbon, Portugal

The inter-conference Executive Committee meeting held from 2nd to 5th of May, 1972 under very warm sponsorship of Eng. Pedro Nunes, Chairman of the Port of Lisbon, was a great success. It was not only given nearly 100% attendance, but also supported by full three days' valuable sessions with enthusiastic discussions at world famous Ritz Hotel.

On the first day, it deliberated the financial situation of our Association with the help of the Chairman of Ways and Means Committee, Mr. Bernard J. Caughlin, the General Manager of the Port of Los Angeles, who held his Committee meeting at Barcelona, Spain a week before under very kind hostship of its Chairman Señor Ramón Guardans. On the second day, the Executive Committee mainly discussed membership and organizational and household matters. The third day of the session was devoted fully to the matters relating to the Eighth Conference to be held at Amsterdam/Rotterdam in May 1973. Many new things and valuable suggestions to improve and strengthen the activities of the Association were brought forth and decisions were made whenever necessary. The recommendations thus made which require further actions by the Board of Directors and by the membership are under process by the Secretary General by way of meetings by correspondence in accordance with the relevant provisions of the By-Laws.

The high-lights are as follows except the matters relating to the Eighth Conference which will be dealt with under the new column of "The Eighth Conference".

1. Financial Conditions of the Association

Due to the world-wide monetary

reevaluation issue, Japanese yen has been made in official exchange rate to U.S. dollar 16.88% higher than the old rate. This caused as much per cent of yen loss to the Head Office. Moreover the prospect of yen is still strong and therefore it must expect further money-exchange losses.

Japanese group who hate further membership dues increase are now pondering the possibility of establishing a new Fund in the form of legal entity which will be sufficiently funded with donations, to be entrusted the operations of the Head Office business under contract with the Association.

Meanwhile, the Executive Committee has decided to recommend to raise from January 1973 the Regular Membership dues to US\$350.00 per unit instead of US\$300.00 to make up the monetary revaluation losses, and for 1972 President King will volunteer to campaign asking members to pay US\$50.00 additionally on purely voluntary basis. For further dues change or other measures to meet the crisis, deliberation was postponed until the final outcome of Japanese efforts is made clear, which will be before the 8th Conference.

2. Classification of Associate Membership and their dues

The present classification of Associate Membership was rather hastily worked out at Montreal, and apparently it cannot delicately embrace all their different interests to the Association and at the same time their dues scheme seems not reflecting their interests equitably. The Head Office, after carefully analyzing the composition of Japanese Associate Members and their voices, worked out and proposed a classification and the dues scheme. This proposition was very carefully delib-

erated by the Executive Committee and was approved.

The following is the gist of the proposition condensed into a table form: (See next page.)

Accompanying this measure, the Montreal Resolution No. 5, relating to advertising policy in the Membership Directory was recommended to be repealed.

3. Special Committees

(a) Committee on Containerization

This Committee was renamed as the Special Committee on Containerization and Barge Carriers to embody the studies of the problems on barge-carriers.

(b) Committee on International Port Development

This Committee had been recommended to be abolished, but the result of the survey conducted by the Head Office proved that many members in developing countries or even in developed countries showed strong interest in the contemplated activities of the committee. Taking this into consideration the Executive Committee decided to reactivate the Committee and President King appointed Mr. John Lunch, Director General of the Port of London Authority as the Chairman of the Committee. The members are being considered by the President at this moment.

In connection with the Special Port Development Technical Assistance Fund, the Executive Committee approved to publish a book called "Port Problems in Developing Countries" by Bohdan Nagorski by using this Fund. Accordingly the amendment of the By-Laws relating to the use of this Fund was recommended as follows:

That Sec. 47 of the By-Laws is hereby amended by adding thereto a new subsection (h) reading as follows:

New Associate Membership Dues Scheme

Class	Categories	Such as	Grades	Dues per unit (in US\$)	Annual sales proceeds of the member organization
A	Port Users	Shipping, Stevedoring, warehousing business and port facility lessees and operators	1st 2nd 3rd	300 200 100	\$5.0 million & up 2.5 " & up 2.5 " less
	Port related Business firms	Manufacturers of various port related products & service other than consultants	1st 2nd 3rd	300 200 100	\$2.5 million & up 1.5 " & up 1.5 " less
	Consultants		1st 2nd 3rd	300 200 100	\$0.5 million & up 0.25 " & up 0.25 " less
B	Government agencies and Associations	Any kind		300	
C	Private port owners	Steel mills Oil refineries		300	
D	Port study organizations and individuals	Those who are engaged in educational or journalistic field, and individuals who are not connected with a port related business for profit		50	
E	Individuals belonging to Regular Members or Class A, B, C or D Associate Members			30	

"(h) The Fund may also be used for the purpose of publishing and distributing books or other publications to assist in the training of individuals in the port business. Any receipts due the Association which are received from the sale of any such books or publications shall be deposited in said Fund."

(c) *A new committee to handle the Montreal Resolution No. 8*

To handle the Montreal Resolution No. 8 about the Study on Legal Protection of Navigable Waterways, the Executive Committee decided that a new committee is to be formed. President King appointed Mr. André Pages as Chairman and members are also under consideration by him.

4. Campaigns

The following campaigns are decided to be conducted earnestly because it will strengthen the Association and contribute much to achieve the aims of it.

(a) *Regular Membership Unit Number Increase Campaign*

It is apparent that there still exists some unbalance of unit numbers carried by the Regular Members. President King volunteered to

re-vitalize his efforts in this matter.

(b) *Campaign to Increase Regular Members*

The members of the Executive Committee recognized that there is still ample room in this direction. They urged that all members should join in this campaign to invite as many port authorities as possible to join the Association.

(c) *Campaign to Increase Associate Members*

As there is still room in the capacity of the Head Office staff and in the number of publications, it is recommendable to increase Associate Members to improve the financial conditions as well as to achieve the aims of the Association.

(d) *Ad Campaign*

It is strongly urged that ads in "Ports and Harbors" and Membership Directory should be campaigned vigorously at least by the Directors. It will help the Head Office considerably.

5. Procedures for submission of bills and resolution to the Conference

The procedures to submit bills and resolutions to the Conference were improved in order to stimulate and facilitate active participation of the members as much as possible.

The bill draft amending the By-Laws in this connection is being circulated at present to all members who have right to vote.

Epilogue

On the third day of the meeting, the participants of the meeting were taken to the tour of Port of Lisbon which included the historical monuments like the Tower of Belem, the Statue of Henry the Navigator, and the Black Horse Square on one hand, and the ultra modern facilities like the well equipped and sanitary fish market, the Salazar Bridge and the newest one million ton dock at Lisnave Shipyard on the other.

Lisbon is said to be situated on seven hills, and one night the participants were invited to a dinner party held at the St. George's old castle which was constructed on top of one of the seven hills. It must have left a wonderful memory on the minds of all participants, together with the kindness and delicate hospitality shown by the people at the host port during the whole course of the meeting. It was, after all, one of the best, unforgettable meetings IAPH have ever had.

The Eighth Conference, Amsterdam / Rotterdam

at Executive Committee Meeting, Lisbon

The preparation of the Eighth Conference to be held in Amsterdam/Rotterdam, Netherlands was reported by Ir. den Toom, the 1st Vice-President of IAPH and Managing Director of the Port Management of Amsterdam, and Conference Secretary Ir. Stapel, Deputy Managing Director of the Port Management of Amsterdam, at the Executive Committee Meeting held in Lisbon, Portugal on the 5th May, 1972. The members of the Committee received a strong impression that the Conference will be another epoch-making one in IAPH history.

1. Outline of the Conference:

The Conference date
May 7-12, 1973

The Conference Site
International Congress Hall, RAI,
in Amsterdam, the Netherlands

The host
City of Amsterdam and City of
Rotterdam

The Conference Chairman
Ir. J. den Toom

Hotels
5 major hotels all situated in walking distance from the Conference Hall.

2. The main changes in program:

(1) The Conference period was cut short into 4 full days from former 5 days, because the customary procedures were too tedious.

(2) The form of the major papers and the minor papers were abolished, and instead the form of panel discussion is adopted for major items to give more time for discussion from the floor. The former minor papers will be published in the "Ports and Harbors".

(3) The items for panel discussion were selected as follows together with subject co-ordinators.

a. Participation and coordination of port authorities with various bodies as to the planning of the roads and railways linking

ports and hinterlands for the smooth operation of intermodal transportation.

Subject Coordinator:

Mr. Joseph L. Stanton, Port Administrator, Maryland Port Administration
19 South Charles Street
Baltimore, Maryland 21201, U.S.A.

b. Preventive measures against the air and water pollution in port areas. (As to discharging of ships into water and into air in the port area)

Subject Coordinator:

Mr. Robert L. M. Vleugels, General Manager of the Port, City of Antwerp, City Hall, Antwerp, Belgium

c. Problems of developing ports and assistance available to solve them.

Subject Coordinator:

Mr. Howe Yoon Chong, Chairman/General Manager, The Port of Singapore Authority, P.O. Box 300, Singapore

d. Potential cargo distribution by barge carriers.

Subject Coordinator:

Mr. Ben E. Nutter, Executive Director, Port of Oakland, 66 Jack London Square, Oakland, California 94607, U.S.A.

e. Scope of operating responsibility of the port authority.

Subject Coordinator:

Mr. Stanley Johnson, C.B.E. Managing Director, British Transport Docks Board, Melbury House, Melbury Terrace, London, NW1 6JY, England, U.K.

Vice Subject Coordinator:

Mr. D. E. Taylor, Chairman, National Harbours Board of Canada, Tower "C", Place de Ville, 330 Sparks Street, Ottawa, Ontario, Canada

Any persons who are interested to participate in the discussion are kindly requested to write to the

relevant subject co-ordinator with gist of his discussion accompanied by necessary data or informations as soon as possible, because each co-ordinator must write his synopsis by the 1st December, 1972.

(4) The editor of the "Ports and Harbors" is most welcome to receive any manuscripts intended for minor papers at anytime, but adoption to the magazine should be left to the discretion of the editor.

3. The registration fees were fixed as follows:

Regular MembersUS\$150

Associate Members

(under new classification)

Class A, B, CUS\$250

Class D, EUS\$150

Life Supporting Members

and Honorary Members US\$150

Non-Members

Port AuthorityUS\$200

Other than Port

AuthorityUS\$350

4. Appointment of the official carrier for the Conference:

KLM, the Royal Dutch Airlines was appointed as the official carrier for the Eighth Conference by the Executive Committee. As they will offer many services to assist the Conference, the host and the Head Office recommend to all the members to fly on this Airline as much as possible, when you attend the Conference.

5. Post-Conference Tour:

Post-Conference tour for 2 to 3 days was offered by Mr. Vleugels, the General Manager of the Port of Antwerp, to visit his port and old ports of Bruges and Ghent. It was accepted by the Executive Committee and the host with much appreciation.

Report on The Committee on Containerization

Meeting of the Committee on Containerization, of which Mr. Ben E. Nutter, the Executive Director of Port of Oakland is the chairman, was held on the 8th and 9th of May, 1972 in Antwerp, Belgium, under the hostship of Mr. Robert Vleugels, the General Manager of the Port of Antwerp.

The meeting was held in the gorgeous City Council Room at the historic, magnificent and beautiful City Hall of Antwerp.

It was attended by:

B. NUTTER, Executive Director, Oakland
V. LAI, Secretary/Asst. Director, Singapore
WEE KENG CHI, Director-Administration, P.S.A., Singapore
K. TATSUTA, Under-Secretary, Head Office, I.A.P.H.
Toru AKIYAMA, Secretary General, I.A.P.H.
P. BASTARD, General Manager, Le Havre
S. JOHNSON, Managing Director, British Transport Docks Board
R. VLEUGELS, General Manager, Antwerp
R. K. TRIMMER, Chairman, Northland Harbour Board, New Zealand
R. C. F. SAVORY, Auckland Harbour Board, New Zealand
D. N. MORGAN, Deputy General Manager, Auckland Harbor Board, New Zealand (Observer)
K. MIYOTA, Manager Planning Section, Keihin Port Development Authority, Tokyo, Japan
John LUNCH, Director General, Port of London Authority
Horacio S. MENDOZA, District Engineer III, Manila, Philippines
P. DECOCK, Commercial Counselor, Antwerp (Secretary)

They discussed earnestly as to the future activities of the Committee and decided as follows.

1. The studies on Barge Carrier

The decision of the Executive Committee to incorporate the studies on barge-carrier renaming it Committee on Containerization and Barge-Carriers was unanimously ap-

proved and adopted.

(Note: The following items, from 2 through 8 were partly quoted from the Summary Report of the Committee meeting.)

2. Survey of container facilities

(Review of program and future course of action).

—The Committee agrees to continue the survey of container facilities, since information from other sources is not certified by the ports authority and not uniform in presentation. Ports will be asked for information on facilities (in operation, under construction or planned) not only as changes to the information already published, but as a fully new review.
—The information will be published by I.A.P.H. in the same way as the previous reports. Therefore financial means must be found.
—The Committee judges that it is not yet possible to ask ports for precise information on facilities for barge carriers, since it is impossible to define what facilities are required.

Examples quoted: first terminal for barge carriers in TAIPEH: Antwerp experience with lash-vessels; existing Hamburg barge terminal; study made by Port of Los Angeles etc.

The Committee agrees that the first phase of an inquiry into the subject will be:

- a) to ask shipping lines active in barge carrying traffic, what kind of facilities are required for this traffic;
- b) to ask ports what facilities they have in operation, under construction or planned stressing that the question does not relate to existing facilities suitable for handling barge carriers, but only to facilities built especially for this traffic.

Contrary to the procedure for container facilities, in this case the questions will include inquires into the services supplied by the ports and not nearly on the infra-

structure provided.

3. Bibliography of Publications on containerization

(Review of program)

The Committee decides that it is not necessary to publish the existing information again, but that additional bibliography will be published regularly when available.

(Mr. Nutter will take care of English translation of bibliography received from Montevideo).

4. Glossary of terms on containerization

In view of glossary compiled by other organizations (examples: glossary of freight management and glossary prepared by Antwerp students), the Committee decides that the work on a glossary of the Committee is not to be continued.

5. Standardization in reporting container statistics.

The Committee decides that statistics, as detailed as possible, will be published by each port, as close as possible to the suggestion made by I.A.P.H. The Committee unanimously decides that the purpose is not to report to I.A.P.H., but to use this form in all publications. The Committee is seeking for detailed statistics, in order to gather data which might be useful in an action for the use of ISO-standard-containers.

If not otherwise possible, statistics will only list length of containers and weight may be given in metric tons.

See also Mr. Nutter's note and the "Suggested Format for Reporting Container Tonnage Statistics" below.

6. Containerization Conference—Geneva, November 1972

(Discussions on observers to attend conference.).

Participants received documentation prepared by the Port of Singapore Authority.

A conference over a period of 5 weeks is a problem. The Committee decides that since promised drafts have not been received, each port will obtain papers prepared for the conference from its national government. When this is not possible, papers may be obtained from the secretary-general of the I.A.P.H. against payment of expenses.

7. Steamship Line North Atlantic "Pooling Agreement"

(added to the agenda on request of Messrs. Johnson and Lunch).

The Committee agrees that the container pooling agreement on the North Atlantic may create serious problems for ports involved and therefore decides to set up a sub-committee of European ports in order to examine these problems. The sub-committee will report to I.A.P.H. and ask assistance of other member ports whenever necessary.

The sub-committee will be presided by Mr. Vleugels and include as members: Mr. Johnson (British Transport Docks Board), Mr. Lunch (Port of London Authority) and Mr. Bastard (Le Havre).

8. The chairman also poses the problem of the container land bridge and its consequences on the ports. It is suggested that this will be put on the agenda of the next meeting.

The chairman will supply information on the organization of American ports under the 1916 act.

9. On the first day, Mr. Vleugels, the host of the meeting, invited the whole group on board Flandria, to inspect his wonderful port extending nearly 98 km in quay length, during which a fine regular dinner style lunch was offered on board.

On the second day all participants were invited to a visit of the Cathedral, and there they appreciated the treasures of Antwerp—the powerful paintings of Rubens with the pipe organ music. After that they were invited to the historical Butcher's House where they were shown many samples of old Antwerpen artifacts of more prosperous past and wonderful Belgian feast. One of the most amazing pieces was a more than 200 year old harpsichord which still could give a fine tune to the audience.

Our sincere appreciation is due to Mr. Vleugels and his efficient staff.

Mr. Nutter's Note on Suggested Format

At the regularly scheduled meeting of the I.A.P.H. Special Committee on Containerization and Barge Carriers, it was determined that a valuable project of the Committee would be to promote the standardized reporting of container tonnage statistics. Published in this month's issue of Ports and Harbors Magazine is the suggested format as developed by the Committee.

It is the Committee's suggestion that all ports, when compiling statistics and reporting them to any publication, use this format so there could be more standardized method of presenting statistics and evaluating container tonnage throughout the world.

As you will note, the reporting format is rather comprehensive. We recognize that many ports will not be able to report in the detail as outlined in this suggested format, but felt that it would be better to suggest a more comprehensive outline so that the statistics could approach their maximum value for evaluation. We suggest that if a port cannot compile statistics as outlined in the format, that at least statistics should list the dimensions of the container and give weight in metric tons.

It is our hope that this format will be acceptable by all ports; however, we are certainly open to suggestions for changes.

SUGGESTED FORMAT FOR REPORTING CONTAINER TONNAGE STATISTICS

INBOUND	TRADE ROUTE PATTERN			Container Dimensions	Number of Containers Loaded	Number of Containers Empty	Total	Number of Tons of Containerized Traffic (Metric tons)
	Domestic Movement/International/Short Sea	International Movement/Deep Sea	Feedership Service/ transhipped between major routes					
List number of containers by trade route pattern, container type, container dimensions, loaded/ empty, and tonnage of containerized cargo in metric tons.				Dry	4 × 20			
				Refrigerated	8 × 20			
				Flat Rack	8— 1/2 × 24			
				Half Height	9— 1/2 × 27			
				Liquid Bulk	8 × 30			
				Hide Container	8— 1/2 × 35			
				Auto rack	4— 1/2 × 35			
				Open Top	4 × 40			
				Side Door	8 × 40			
				(List other types considered as important categories)	8— 1/2 × 40			
OUTBOUND					9 × 40			
					9— 1/2 × 40			
					12 × 40			
					(List other dimensions as important categories)			

List number of containers by trade route pattern, container type, container dimensions, loaded/ empty, and tonnage of containerized cargo in metric tons.

Note: (If statistical reporting as outlined above are not otherwise possible, statistics should list length of containers and give weight in metric tons.)

Comments By IAPH Members on Port Charges and Tonnage Measurement of Vessels

The eleven responses to the IAPH HEAD Office inquiry introduced here have been selected by Dr. H. Sato, Deputy Secretary General. The introductory remarks to each number in bold-faced types comprize the name of port authority, the writer and his title, and the date.

See also the boxed References No. 1 to No. 3 in these pages.

1. New Orleans, La., U.S.A. Edward S. Reed, Executive Port Director and General Manager August 9, 1971

The Port of New Orleans, confronted with difficulties and confusion caused by the "new" tonnage measurement system, during calendar year 1970 adopted as a basis for computing dockage, sheddage and other ship-related charges, the vessel's overall length.

The decision to use overall length as a basis of charge rather than vessel tonnage of one type or another, or vessel tonnage with a factor to recognize tonnage of cargo loaded

and/or discharged, was based on the following premises:

1. Port charge against vessel should directly relate to vessel's usage of port facility (and port's investment therein). Vessel configuration (as evidenced by ship tonnage) has no direct relationship with vessel's utilization of quay, except as it relates to amount of quay occupied, i.e., a direct factor of length and number of days quay is utilized by the vessel and, under certain circumstances, required depth of water.

2. Ports should not base charges on factors subject to arbitrary change by others or unrelated to economic factors involved. Vessel tonnage measurements are primarily a "safety at sea" factor; and

a. bear no relationship to port's investment in facilities

b. are subject to change to meet requirements other than those of ports, i.e., safety at sea

c. are not easily verified on-the-spot other than by reference to "LLOYDS," while vessel design changes affecting tonnage often go unnoticed. Overall length

bears a direct relationship to Port's investment in quay wall, is easily verified by visual inspections and is not subject to arbitrary change.

3. Overall length as a basis of change is not subject to confusion or question as is tonnage, there being in effect, a number of various tonnage systems, i.e., SUEZ, PANAMA, "NEW", submerged vs. unsubmerged, etc., and is easily convertible from English or Metric measure.

4. Volume or tonnage of cargo handled has been specifically excluded from any computation of Port of New Orleans ship charges, since the cargo itself is separately assessed a wharfage charge for its use of the Port's facilities.

It is assumed that the rights of various world ports to independently determine the method of assessing vessel charges best suited to their ports will continue to be recognized. However, the Port of New Orleans is convinced that overall length is the method most equitable for both port and vessel, is subject to a minimum of confusion or interpretation, and is a method of measure subject to prompt and simple verification by relatively untrained personnel.

2. Brisbane, Department of Harbours & Marine, Queensland, Australia A. J. Peel, Director September 15, 1971

I would refer to your letter of the 20th July, 1971, your reference No 278/Conf-Mont seeking comment from this Department in regard to port charges and tonnage measurements of vessel.

This Department bases its charges upon the current gross tonnage of vessels as shown by the vessels Certificate of Registry. However where in such certificate or other national papers more than one gross tonnage is specified, the greatest gross tonnage so specified is used by the Department for the purpose of assessing charges.

The anomalies to port revenues arising from the assessment of charges based on the gross tonnage of vessels arises to a larger extent from the various formulae used by different nationalities to determine gross tonnage rather than, from the different categories of vessels.

Reference No. 1

RESOLUTION NO. 6 OF THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS AT ITS PLENARY MEETING AT MONTREAL, CANADA, JUNE 1971.

RESOLUTION RELATING TO PORT CHARGES AND TONNAGE MEASUREMENTS OF VESSELS

WHEREAS, the International Association of Ports and Harbors at its Sixth Biennial Conference convened at Melbourne, Australia adopted Resolution No. 9 concerning tonnage measurements proposals; and

WHEREAS, certain European ports convened by National Ports Council in London, England on May 12th and 13th, 1971 adopted certain recommendations concerning principles of charging ships by port authorities;

NOW THEREFORE BE IT RESOLVED that the recommendations adopted at said meeting of European ports shall be circulated to the Regular Members of this Association for their comments to be forwarded to the Secretary General not later than December 31, 1971; and

BE IT FURTHER RESOLVED that the Executive Committee shall study the comments so received in order to secure further co-operation in this important field.

It is submitted that an acknowledged standard basis for the determination of gross tonnage would be more acceptable as a medium for setting revenue charges than a scale of varying charges set for different categories of vessels.

3. Baltimore, Maryland Port Administration

**J. L. Stanton, Maryland
Port Administrator
September 17, 1971**

This is in response to your letter of July 20 (No. 278/Conf-Mont), wherein you requested comments regarding Resolution No. 6 concerning principles of charging ships by port authorities.

The Maryland Port Administration supports the principles of uniformity of definitions and practices insofar as they can be applied to any particular phase of transportation. However, in the case of the Maryland Port Administration charges at its terminals, we assess dockage on a net registered tonnage basis.

Under the theory used by the Maryland Port Administration, we secure our revenue for the use of a terminal by a steamship in two ways, namely (1) a dockage charge for the space the ship takes up and a wharfage charge for the space the cargo uses on the pier. We have, for several years now, been assessing dockage on a net registered tonnage basis which we feel to be the most equitable since it reflects the earning capacity of the ship. This method also, in our opinion, induces the ship to book more cargo for our Port because in so doing, he can reduce unit cost per cargo ton handling. Should the gross tonnage system be used because of the various ships and sizes of the modern vessels, it might result in an inequitable assessment against certain ships.

We also feel that the method of assessment of dockage charges is really not that important from the viewpoint of cost to the ship. It is obvious that a large gross and a low dockage rate could very well result in the same cost to the ship as a low gross and a high rate. In other words, a terminal to be solvent must cover its costs and regardless of the method of computation or the formula used, the terminal must and will secure a compensatory amount.

Reference No. 2

RESOLUTION NO. 9 OF THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS AT ITS PLENARY MEETING AT MELBOURNE, AUSTRALIA, MARCH 1969.

RESOLUTION CONCERNING TONNAGE MEASUREMENT PROPOSALS

WHEREAS, the International Association of Ports and Harbors, at its Sixth Biennial Conference convened at Melbourne, Australia, has been informed of the proposals relative to tonnage measurement to be considered at an international conference to be held by the Inter-Governmental Maritime Consultative Organization (IMCO) in London in May/June 1969; and

WHEREAS, this Association has considered the impact upon port authorities and upon their revenues which may result from the adoption of one of such proposals; and

WHEREAS, this Association desires to present its views on this important matter to IMCO and other interested parties; NOW, THEREFORE,

BE IT RESOLVED, by the International Association of Ports and Harbors, in the plenary meeting assembled at Melbourne, Australia, on this 8th day of March, 1969, that it is recommended that:—

- (1) As a vessel's tonnage is commonly used for the purpose of assessing harbour dues, any new system of measurement should be as simple as possible, in order to ensure uniformity of interpretation and thus avoid anomalies in the application of the system.
- (2) Such system should lead to only one set of tonnages, irrespective of the ship's draft or amount or disposition of cargo carried, thus eliminating the difficulties that at present arise under the "tonnage mark" system.
- (3) The new system, when approved, should be applied, within a reasonable but short transitional period, to all ships so that there will be no distinction between old ships and new, thereby permitting similar charges to be levied on similar ships regardless of age.
- (4) Recognizing that any new system will lead to differences, which may be substantial, in the revenue accruing to ports and so to the necessity of adjusting charges, adequate notice should be given to enable the effect of the new system to be assessed so that the necessary adjustment can be made concurrently with the bringing into force of the new system; and

BE IT FURTHER RESOLVED, that this Association recommends to member ports that they communicate the foregoing without delay to their respective governments, and make appropriate representation to ensure that due account is taken of the foregoing considerations in the guidance which they give to their representatives attending the IMCO Conference; and

BE IT FURTHER RESOLVED, that the Secretary General shall transmit forthwith a copy of this resolution to IMCO and other interested parties.

We trust that these comments will be of some help to your committee. If we can be of any further assistance to you, kindly advice.

4. Boston, Massachusetts Port Authority

**Thomas T. Soules, Director,
Port of Boston
December 16, 1971**

With reference to your letter of December 8, 1971 on the above

subject, be advised the Port of Boston is, perhaps, unique in that all of its general cargo terminals assess charges against the vessel based on actual tons of cargo loaded or off-loaded, rather than on the measurement of the vessel. Thus, while the matter is of interest to us, we do not believe it would be proper for Boston to express its opinion in regard to a measurement system which it does not use.

Thus, I will take no further action

Reference No. 3

A CONFERENCE ON PORT CHARGES
AND THE TONNAGE MEASUREMENT OF VESSELS
ORGANISED BY THE NATIONAL PORTS COUNCIL
LONDON, MAY 12TH-13TH, 1971.
RECOMMENDATIONS CONCERNING THE PRINCIPLES
OF CHARGING SHIPS BY PORT AUTHORITIES

This meeting of 13 representatives* from port administrations in seven North-West European countries (Belgium, Denmark, France, Irish Republic, Netherlands, Sweden, United Kingdom) was convened in London on May 12th and 13th, 1971, to consider principles of charging ships by port authorities particularly in the light of the International Convention on Tonnage Measurement of Ships, 1969, taking note of the intention of Recommendation 2 adopted by the 1969 London Conference concerning the impact of the new tonnage measurement system on the economics of merchant shipping and port operations.

In view of the major difficulties which will be caused to due charging authorities by the new net tonnage assuming it comes into force, and the increasing problems experienced in recent years with the existing net register tonnage, **the meeting recommends** to those port authorities currently using net register tonnage as a basis for charging, an urgent examination of the possibility of using as soon as possible the present gross register tonnage as a step towards the transfer in due course to the new gross tonnage as a main charging basis for ships. Where under the present systems dual tonnages are assigned, it is the opinion of the meeting that charges should be assessed on the high tonnage, which is a practice already followed by a number of charging authorities.

The meeting further recommends the use where appropriate to individual port circumstances of separate rates for different categories of ships** as a flexible, cost-related means of correcting anomalies which may arise, without overlooking the need to charge ships for the demands they make on port facilities. The meeting also agreed that it might be appropriate in certain circumstances for charges to include an element related to the tonnage of cargo loaded and/or discharged.

* Invitations were also sent to port administrations in the German Federal Republic, Norway, Portugal and Spain, who expressed considerable interest but were unable to send representatives on this occasion.

** For example :—tankers, ore carriers, roll-on/roll-off ships, container ships, etc.

SIMON
Chairman
London—28th May, 1971.

Further, we have no objection against the item of the resolution that port authorities will use, where appropriate to individual port circumstances, separate rates for different categories of ships. As for us, we have almost had no such experience.

6. Wellington, New Zealand
J. F. Stewart, Acting Secretary, Wellington Harbour Board
December 22, 1971

Your letter of 20 July 1971 (Ref. 278/Conf-Mont.) in pursuance of Resolution No. 6 relating to port charges and tonnage measurement of ships adopted on 12 June 1971 at the 7th Conference of the Association held in Montreal is acknowledged.

In response thereto it is desired to advise the Board's views as follows:

1. Under present legislation of the general Government of New Zealand under which all Port Authorities in New Zealand under which all port Authorities in New Zealand derive their powers harbour dues on ships are chargeable on net register tonnage plus the tonnage of the space occupied by cargo in unregistered spaces (including fuel oil in double bottom tanks) or on deck. In the case of ships assigned dual tonnages the higher is deemed to be the chargeable tonnage in all cases.

2. The New Zealand Government has indicated that it would be prepared to accede to the draft International Convention on Tonnage Measurement of Ships 1968 if and when it comes into force and the Board is of the view that the draft Convention represents a reasonable compromise and that Governments should be encouraged to ratify it. It is considered further that Governments should be encouraged to reduce the length of the transitional period during which existing ships may continue under the present system.

3. It is apparent that gross tonnage as determined in the draft Convention is a more satisfactory measure of ships for the purpose of harbour dues on ships and the Board will support the use of gross tonnage for this purpose but inclines to the view at present that provided the

on this matter other than as an observer.

5. Kobe, Japan
Tatsuo Miyazaki, Mayor
December 16, 1971

I duly received your letter of July 20, which we have studied carefully. Our reply is as follows:

We are assentive to the recommendations made by the National Ports Council with regard to "Port Charges and the Tonnage Measurement of Vessels". As a matter of fact, we are using solely gross register tonnage as the basis for charging port facilities.

However, so far as "Tonnage

Dues" (an item of the national revenue) is concerned, net register tonnage is used for charging. Moreover, net register tonnage has long been used as a basis for the charging of "Special Tonnage Dues" which is granted to each port.

We are of the opinion that port charges, including the "entrance fee" (where such is charged) which we do not charge, has nothing to do with the loading capacity of a ship and, therefore, it is appropriate to charge on the basis of the size (gross register tonnage) of a ship.

For these reasons, we welcome the resolution of the National Ports Council.

coming into force of the Convention is not unduly delayed the transition to gross tonnage should be made after the Convention comes into force.

4. Under the present system the least anomalous measure of ship tonnage is gross tonnage plus the tonnage of unregistered spaces and consideration is being given to the best means by which a change from net to gross tonnage for charging purposes might be made if the coming into force of the International Convention is unduly delayed.

5. Present New Zealand legislation would preclude any system of charges differentiating as to rate of charge between different classes of ships and on balance it is preferred that efforts should continue to promote simplicity rather than acceptance of a further complication in the form of differential rates which would inevitably create problems of definition.

6. The equity and desirability of include an element in total charges related to cargo loaded or discharged has been recognized in Wellington for very many years. The Board's charges against ships including a harbour improvement rate levied, with certain exceptions, at a rate per ton of cargo landed. The effectiveness of such a charge for this purpose, however, depends upon the ability of shipowners to shift the incidence of the charge from the freight to the cargo in landing or other wharf handling charges.

It is hoped that the above comments may be of assistance to the Executive Committee in promoting a more satisfactory basis generally acceptable to Port Authorities on which charges related to ships should be levied.

7. Dunkirk, Port of Dunkirk Authority **R. Boeuf, General Manager** **December 29, 1971**

We thank you for your letter of December 8, 1971.

We think that increasing problems experienced in recent years with existing net registered tonnage should be solved.

But on one hand we fear that replacing net registered tonnage by gross registered tonnage would lead to difficulties not in proportion with

the advantages (if any) which would be obtained.

On other hand, as far as harbour dues are concerned, this question is actually studied by the "Direction des Ports Maritimes" in order to determine a common solution for all french ports.

8. Dublin Port and Docks Board **J. P. Murphy, Secretary** **December 29, 1971**

I refer to your letter of 8th December, 1971, requesting the Board's comments on the "Recommendations concerning the principle of charging ships by Port Authorities" adopted at the conference of certain European ports on 12th-13th May, 1971.

I represented the Board at this conference and I enclose copy of the paper which I submitted to the conference. As you will see, tonnage dues at Dublin have for many years been charged under a statutory rule which provides that the net register tonnage upon which rates are leviable by the Board shall in no case be deemed for the purpose of rating to be less than fifty per cent of the gross registered tonnage.

The introduction of gross tonnage as the basis for charging dues as recommended at the London Conference would, therefore, have greater impact in the case of the majority of ports which have hitherto used simply the net register tonnage, than in the case of the Port of Dublin.

Some years ago consideration was given by the British Dock & Harbour Authorities Association to the use of deadweight tonnage, inter alia, for levying dues but they rejected it together with other suggested parameters. I think the rejection was unjustified inasmuch as deadweight tonnage appears to have been considered as a single standard, as in the case of net tonnage as referred to above.

I have suggested in my paper that deadweight could be used not as a single standard but as an option i.e., in Dublin dues would be chargeable on the net registered tonnage or half the gross, or on a percentage (say 40%) of the deadweight, whichever is the greater.

This general proposal is at present under consideration by a number of

Irish port authorities and is likely to be implemented by these ports in the New Year.

There are other considerations relevant to this matter such as the inclusion of cargo in unmeasured spaces for the purpose of assessing dues, to which I refer in my paper.

CONFERENCE ON PORT CHARGES & THE TONNAGE MEASUREMENT OF VESSELS MAY 12TH-13TH, 1971

Submission by
J. P. MURPHY, SECRETARY,
**DUBLIN PORT & DOCKS
BOARD**

The interest of port authorities in the gross and net tonnage of a vessel is mainly in tonnage as a factor in the calculation of port dues. The other factor is the rate per ton chargeable by the port authority.

It is important to remember that if the rate per ton can be adjusted by local or national decisions, any distortions or inequalities in the assessment of port dues created by international conventions relating to tonnage measurement can be corrected.

It seems to me, therefore, that port authorities should pay more attention to the remedies which they have at local or national level, which can be applied without upsetting international regulations for tonnage measurement; which regulations are designed to have a wider impact than in the determination of port dues.

I am not suggesting merely a general increase in rates to make up for falling revenue, but more selective increases to apply to particular classes of vessels and the substitution either absolutely, or in the alternative, of different parameters for the conventional gross or net tonnage. To indicate more clearly what I have in mind I shall briefly outline the practice in Dublin.

Prior to the year 1902 tonnage dues in Dublin were leviable on the basis of net tonnage only. Under the measurement rules then in force a large number of vessels using the Port of Dublin had very small net tonnages in relation to their gross tonnages and carrying capacity.

The Board promoted a private Act

in Parliament, the Dublin Port & Docks Act 1902, Section 39 of which is as follows:

"In the cases of steam vessels other than steam tugs the net register tonnage upon which rates are leviable by the Board shall in no case be deemed for the purpose of rating to be less than fifty per cent of the gross register tonnage of such steam vessel."

This provision is still in force.

Note that the basis of charge was not altered from net to gross but the net is deemed to be at least 50% of the gross. Consequently all the incidents of net tonnage attach to 50% of the gross, one of the most important being that space occupied by deck cargo is added in full, to the constructive net tonnage, in the case of vessels other than Home Trade vessels.

This rule, enabling the Board to levy tonnage rates on at least 50% of the gross tonnage, has saved us from most of the ill-effects on port revenue of the advent of new classes of vessels or new measurement rules creating a greater disparity between net and gross.

This, at least was the case until the legislation following the 1964 I.M.C.O. Convention enabled closed shelter deck space to be excluded from gross tonnage as well as net tonnage.

In Dublin we use the term "rateable tonnage" in respect of the tonnage upon which tonnage dues are calculated, i.e. the net or half the gross whichever is the greater, plus the tonnage added for "deck cargo" or cargo in unmeasured spaces in overseas vessels.

It is interesting to examine the changes in the ratios between the weight of goods discharged and the rateable tonnage of ships over the past decade. I have broken the trade down into three broad classes, viz.:

(a) Cross channel — excluding passenger vessels, in the case of Dublin, Cross channel means mainly Irish Sea traffic;

(b) *Continental*, i.e. between Dublin and Ports between Elbe and Brest;

(c) *Overseas*.

In the case of (a)—Cross channel, the weight of goods discharged in tons, expressed as a percentage of the rateable tonnage was as fol-

lows:

Year	Percentage of rateable tonnage
1960	68.5%
1966	64.4%
1967	74.5%
1968	80.7%
1969	105.8%
1970	112.8%

The corresponding figures for Continental traffic were as follows:

Year	Percentage of rateable tonnage
1960	95.1%
1966	124.6%
1967	133.6%
1968	150.9%
1969	129.7%
1970	141.0%

and for overseas traffic:

Year	Percentage of rateable tonnage
1960	59.2%
1966	75.1%
1967	72.6%
1968	73.2%
1969	69.8%
1970	82.1%

Variations could, of course, be caused by causes other than changes in the measurement rules. For example, as a large proportion of the Dublin traffic is in unit loads, and as unit loads were originally carried largely in vessels which were unsuitable, by modern standards, for this type of traffic, the ratio between goods carried and rateable tonnage tended to increase as new vessels made possible the more economical use of ships' space in the stowage of unit loads.

After making due allowance for considerations such as these there appears to be little doubt that the assessable tonnage for the purpose of tonnage rates tends, year by year, to fall relative to the weight of goods carried.

The estimates made by the other delegates would indicate that under the new measurement rules, proposed by the 1969 Convention, the gross tonnage will not be smaller, but on the contrary will tend to increase within the range of 1 to 1.5. In such an event, we, in Dublin, have nothing to fear. We should, in fact, press for the right to have vessels re-measured under the new rules during the first twelve years, at the option of the Port Authority, in-so-far as part dues are affected.

It occurs to us that the sugges-

tions in the past five or six years to use dead weight tonnage as a parameter should be re-examined. I suggest *dead weight* not as a single standard, but as an option in the same way as we use half the gross as an alternative to actual net tonnage.

What I have in mind is that a certain percentage of dead weight be taken to be the minimum upon which tonnage rates will be assessed and that the options open to the Port Authority will be to levy tonnage rates according to:

- (a) net tonnage;
- (b) 50% of gross tonnage;
- (c) X% (say 40%) of dead weight tonnage, whichever is the greater.

This, of course, brings up the question of cargo carried in unmeasured spaces. Obviously, it would not seem logical to add such cargo if the dead weight parameter is used, as dead weight encompasses all cargo, wherever carried.

This brings me to the question of measurement of cargo carried in unmeasured spaces. Is there any sound reason why Home Trade vessels should be excluded from the provisions requiring the addition to the registered tonnage of the space occupied by goods in spaces not forming part of the ship's registered tonnage? It seems to me that this is really due to an historical or statutory accident and that whatever justification exists for maintaining the distinction between Home Trade and Foreign Trade in other matters, there is no justification for excluding normal cargo-carrying space on Home Trade vessels from liability for Tonnage Rates.

9. Port of Los Angeles J. F. Parkinson, Assistant General Manager December 29, 1971

In reply to your letter of December 8, 1971, regarding principle of charging ships:

Somewhat over a year ago, we changed our method of charging dockage and pilotage against vessels from the gross registered tonnage system to a charge based on the length of the vessel.

Charges were established after a study of three months' billings, and after correlation with shipowner

groups. This system has worked quite satisfactorily and we have had no complaints, and no errors in billing such as were frequent under the former method.

We strongly recommend our present system.

10. Port of Oakland

**Ben E. Nutter, Executive Director
December 29, 1971**

This concerns your letter of December 8, 1971, requesting our comments on the recommendations to the Executive Committee on the principles of charging ships by Port Authorities.

We concur in the recommendations developed at the meeting held in London on May 12 and 13, 1971, namely, to charge on the basis of gross registered tonnage during an interim period while a new basis is being developed. We further concur that the higher of two tonnage figures be used when dual tonnages are assigned a vessel.

We feel that the subject of developing a different basis of rates for different types of vessels requires considerable study. Although the demands a vessel makes on a port facility must be taken into account, it would be necessary to develop an equitable basis of rates so any particular type of vessel is not placed at a competitive disadvantage to another type of vessel competing in the same trade.

Suggestions for consideration would be to base charges on length, beam or draft, or a combination of these dimensions as an alternative. This suggestion is offered particularly in view of the difficulties encountered in being assured that gross registered tons represents a fair assessment method.

The ports on the Pacific Coast traditionally assessed dockage based on the gross registered tonnage until 1969. After considerable study, the Pacific Coast ports established a new basis of charging ships based solely on the overall length of a vessel. This eliminated the problem of being assured of proper tonnage assessment basis and has been a far easier method to determine dockage charges.

11. Department of Transport, Canada Pierre Camu, Administrator, Marine January 5, 1972

I refer to your letter of July 20 and to Mr. Sato's reminder of December 8, 1971, requesting the comments of all Regular Members of our Association on "Recommendations Concerning the Principle of Charging Ships by Port Authorities" adopted by a National Ports Council Conference on Port Charges and Tonnage Measurement held in May 1971 and circulated at the 7th I.A.P.H. Conference in Montreal last June.

The administration of harbours and ports in Canada is the responsibility of the Ministry of Transport and of the Canadian Marine Transportation Administration in particular. Within this Administration there are two offices responsible for three distinctive types of administration. All are represented in the membership of the Association.

The National Harbours Board, responsible for a group of ten harbours, has based its harbour dues in Eastern Canada ports on gross tonnage since 1969. Since the question of dual shipping tonnages was introduced the Board has based its charges on the higher tonnage. On the West Coast the Board is still using net tonnage in Vancouver, but studies are underway to convert to gross tonnage basis at Vancouver also.

The Harbours and Ports Branch is responsible for a group of eleven Harbour Commissions having semi-autonomous powers of management and control. Each Commission develops its own scale of port charges within a framework of policy guidance and their rates are subject to approval of the Ministry. They are now in the process of converting their basis of calculating charges from net to gross tonnage and it is expected that most of these changes will be completed within the next few months. The Harbour Commissioners at Hamilton and Port Alberni, who as you may know are Regular Members of our Association, will probably express their own views on the Recommendations in question.

In addition the Harbours and Ports Branch is also responsible for a system of several hundred Public Harbours of varying sizes and commercial importance and located on both coastal and inland waters. These harbours are administered under common Regulations, with a single tariff of harbour dues.

By an amendment to the Public Harbour Regulations, effective August 1, 1971, the charging basis for these ports was converted to gross registered tonnage. This adjustment was arranged without any compensating offsets to the current tariff schedule, which was established over 15 years ago, and we anticipate that the higher yield in annual revenues will be generally in line with the increased costs of maintenance and improvements since that time.

We have noted with considerable interest the recommendation on the possible adoption of separate rates for different categories of ships where appropriate to individual port traffic circumstances. This principle has been put forward on occasion in Canada, but we have not yet taken an official position on this concept.

With respect to the view taken at the Conference that charges on vessels measured under the dual tonnage system should be assessed on the high tonnage we wish to confirm that this practice is generally being followed in Canada. The application of charges on dual tonnages vessels as determined by the position of the delta mark gave rise to needless ambiguities and unjustified losses of revenue and was therefore considered unacceptable.

We have also examined the suggestion that in certain circumstances vessel charges should include an element related to the tonnage of cargo loaded or unloaded. It was felt that this might involve a system of part cargo rebates but the suggestion appears in the Conference papers and will be given further consideration. We are, of course, aware that several ports in other countries do use such tariff procedures. In Canada, harbour dues are applied uniformly regardless of the amount of cargo carried and have as their purpose, in addition to defraying specific harbour expenditures, the recovery of

(Continued on Next Page Bottom)

Review of The Port of Rouen

Extracts from brochure "The Port of Rouen."

(The Port of Rouen Authority has issued a detailed information sheet on navigational conditions, port facilities statistics, cargoes and port industries copies are available at the Public Relations Department, Port Autonome de Rouen, 52, Quai G. Boulet, 76-Rouen, France. Telephone 71-74-54.)

As rapid and efficient means of overland transport and communication river, at a time when roads were few, uncertain and slow, favoured the growth of important commercial centres at trading crossroads. Such is the case of Rouen situated on the largest bend of the Seine at a point where the largest clear and open surface has been made accessible by the river. Very often quite modest sheltering localities originally such ports have throughout the ages known the many fortunes which invariably accompany the destiny of their provinces and its commercial and industrial development.

A Privileged Position

Rouen evidently enjoys a particularly privileged position in this respect for, of the three estuary ports numbered in the country's six leading ports, it is the most inland one at 120 kilometres from the sea. Maritime trade has always proved to be

(Continued from Page 17)

a portion of annual Government expenditures on general services to shipping of approximately \$50 million. As a matter of possible interest to our Association, these general services include main and approach channel dredging, the provision of lights and other navigational aids, Decca, Loran and icebreaker operations.

I trust the foregoing will be of interest and will reach you in time to be included with comments of other port authorities for consideration by the Executive Committee at its next meeting.

the least expensive means of transport consequently procuring an appreciable economy to the cost of goods routed through Rouen, and this geographical resource is one of the main generators in the development of its port.

Added to its own dense industrial and agricultural neighbourhood favouring its physical and economical aspect, Rouen further amplifies its position by the proximity of the Parisian basin which alone encompasses a third of the nation's riches. Within a radius of 150 kilometres Rouen influences 12 million consumers and 20 million within a radius of 250 kms.

To this particularly rich and con-

tinually expanding hinterland Rouen is linked by arterial means of communication of exceptional quality. First and foremost the Seine, a river of international mould which enables pusher-barge convoys of from 3 to 4 thousand tons to ply upstream to Paris.

The railway, recently electrified, seconds the waterway connection permits a flow of goods equally considerable importance.

Rouen is also relayed with Paris by the A.13 motorway.

The nearness of Paris has not as yet enabled development in airway communication. However, Rouen's Chamber of Commerce & Industry which administers an air field close to the city is preoccupied in improving existing installations for the purpose of promoting freight and passenger facilities.

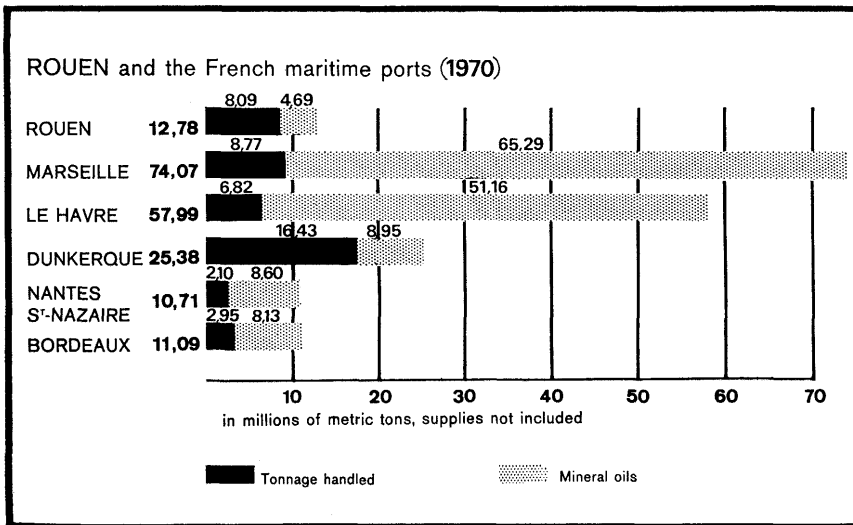
30,000 ton Vessels in Rouen and 50,000 tonners at Port Jerome

Such a privileged position is of course attended, in counter-part, by

MARITIME TRAFIC : 13.073.000 TONS, EQUALLING + 9 %

1970-1969 TRAFFIC OF THE PORT OF ROUEN

Nature of Reference headings	1969	1970
1. MARITIME TRAFFIC		
Number of inbound vessels	4.603	4.809
N.R.T. of inbound vessels	7.071.906	7.601.076
Goods imported	5.609.591	6.681.871
Bulk liquids	1.899.616	1.981.513
Bulk solids	2.416.812	3.469.165
Other goods	1.293.163	1.231.193
Goods exported	6.390.631	6.107.577
Bulk liquids	3.115.035	3.172.554
Bulk solids	2.116.003	1.753.377
Other goods	890.467	1.181.646
Victualling	269.126	283.622
TOTALS	12.000.222	13.073.070
2. RIVER TRAFFIC		
Arrivals	2.470.121	2.357.615
Sendings	4.490.691	6.111.844
TOTALS	6.960.812	8.469.459
OVERALL TRAFFIC BY WATERWAY ..	18.961.134	21.542.529



the obligation to assure in the maritime sector of the river below Rouen suitable navigational conditions to vessels of ever increasing size, and this very problem was acutely apparent after the last world war.

Model tests followed by an immense works programme in deepening and dyking by dredging has already improved the once rambling but now permanently stable and easily maintained seaward channel by a further 2½ metres in depth. This amelioration of access is being further pursued in order to attain yet a further two metres on the inbound facilities offered at present to vessels.

According to the strength of the tide this at the moment allows access of fully laden 25,000-ton vessels

at spring tides. The pursuance of these workings to improve estuary and Seine navigational conditions will in 1975 permit Rouen to accommodate vessels of 35,000 tons and Port Jérôme 60,000 tonners.

Parallel to this a particular effort is being made with respect to outbound facilities in order to meet the continual expansion of the port's overall export figures.

The upriver-bound vessel accompanies the flood tidal front whereas the downriver bound vessel, in contrast, proceeds towards it. The outbound vessel making direct tide (i.e. without hovering-to at anchorage) has to pass over the estuary at high water; in so doing it will encounter local low water at about the halfway

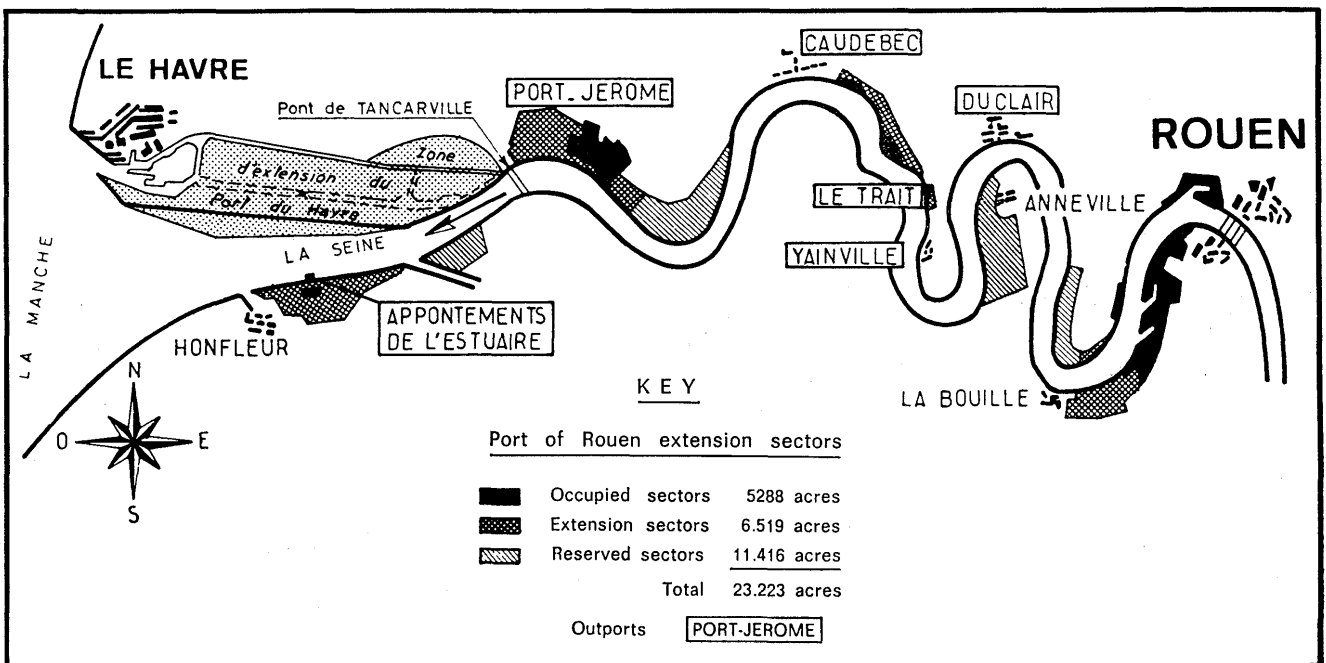
point of the journey. This explains why the permissible draughts applicable to outbound vessels are less than those applicable for inbound vessels and do not depend on the tidal coefficient (excepting at Port Jérôme which is not subject to a low tide to pass the estuary).

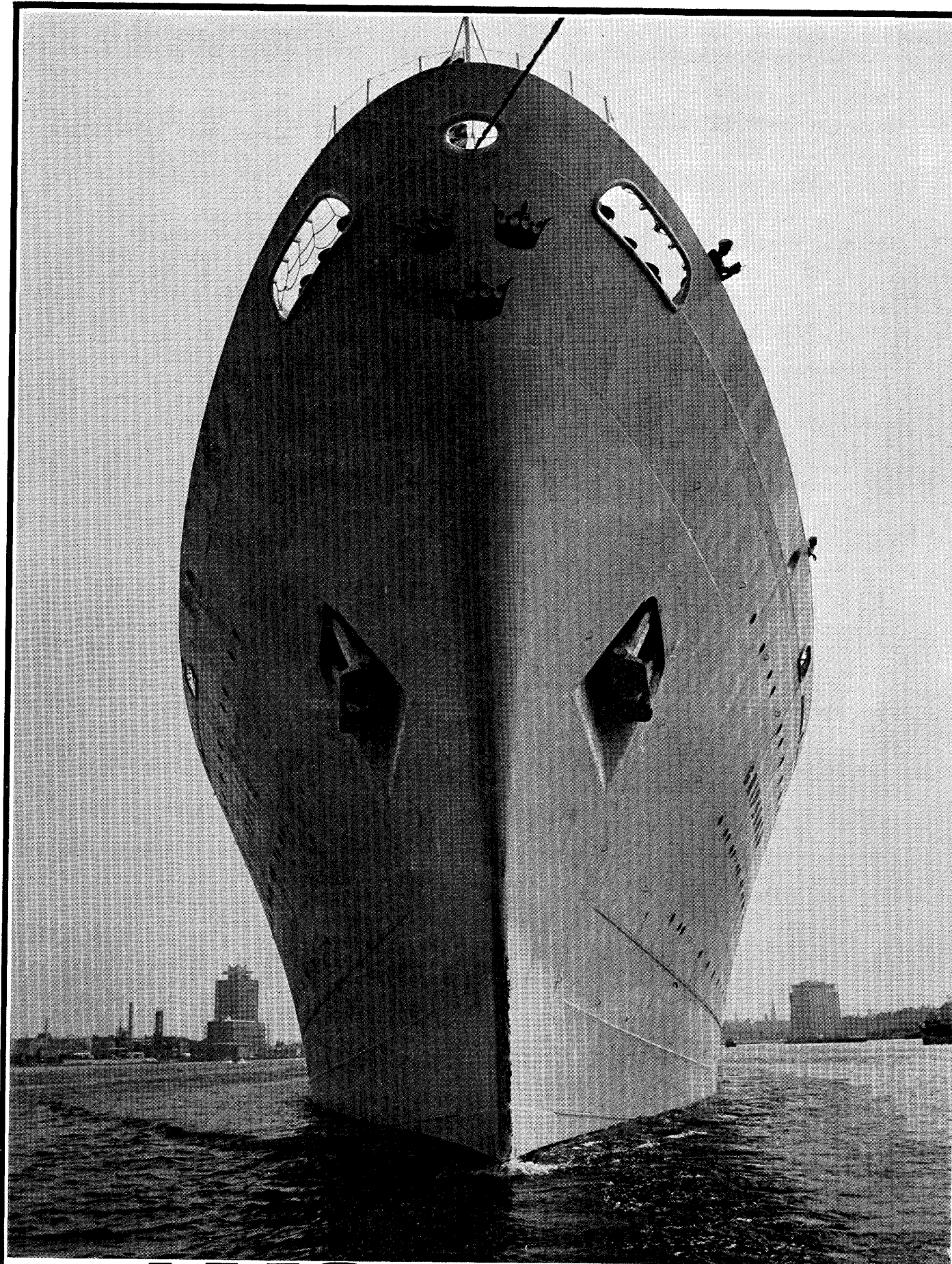
In order to favour the expansion of outbound traffic, in particular grain cargoes, a special technique in downriver navigation was instigated.

This technique calls for vessels leaving Rouen some hours earlier (in particular from Grand Couronne or from the Moulineaux waiting berth) than is the case when making a direct tide, and to interrupt the passage at moorage about half way down river in the region of Villequier. At this point a deep stretch of the river enables vessels to await local low water whilst rinding at offshore anchor buoys. The vessel then continues its passage a little after low water so that it crosses over the estuary at roughly high water Le Havre; as is the case for direct tide passage. The vessel can thus improve its draught by 1 metre or more in comparison to normal conditions, initially this technique was only of interest to grain carrying vessels but it is now extended to tankers exporting refined oil and even to deep-sea general cargo ships.

Henceforth 25,000-ton cargoes can now leave the port of Rouen.

(Continued on Page 22)





AMSTERDAM

AMSTERDAM

TEN IMPORTANT REASONS why AMSTERDAM is the CHOICE PORT OF ENTRY into the EUROPEAN COMMON MARKET:

1. Accessible under any conditions to ships drawing up to 45 feet in salt water.
2. Only 10 nautical miles from the open sea by the 270 m (886 ft) wide Northsea canal.
3. Excellent connections with the hinterland by canal and river, rail and motorway.
4. Distance to the heart of the Ruhr area only 220 km (130 statute miles); within two hours drivingtime of the German and Belgian borders.
5. Fully equipped for all methods of cargo handling, with special terminals for containers, grain, coal and ore.
6. Free of tides, thus simplifying modern techniques such as roll-on roll-off and sideloading.
7. Numerous cranes ashore and afloat with lifting capacity up to 300 tons.
8. Special passenger terminal for cruiseships and liners, within walking distance of city centre.
9. Large specially prepared sites for industrial plants readily available.
10. Free of congestion (as yet).

For further information, apply to:
Vereniging "De Amsterdamsche Haven"
(Amsterdam Port Association),
De Ruijterkade 7, Amsterdam, Netherlands.

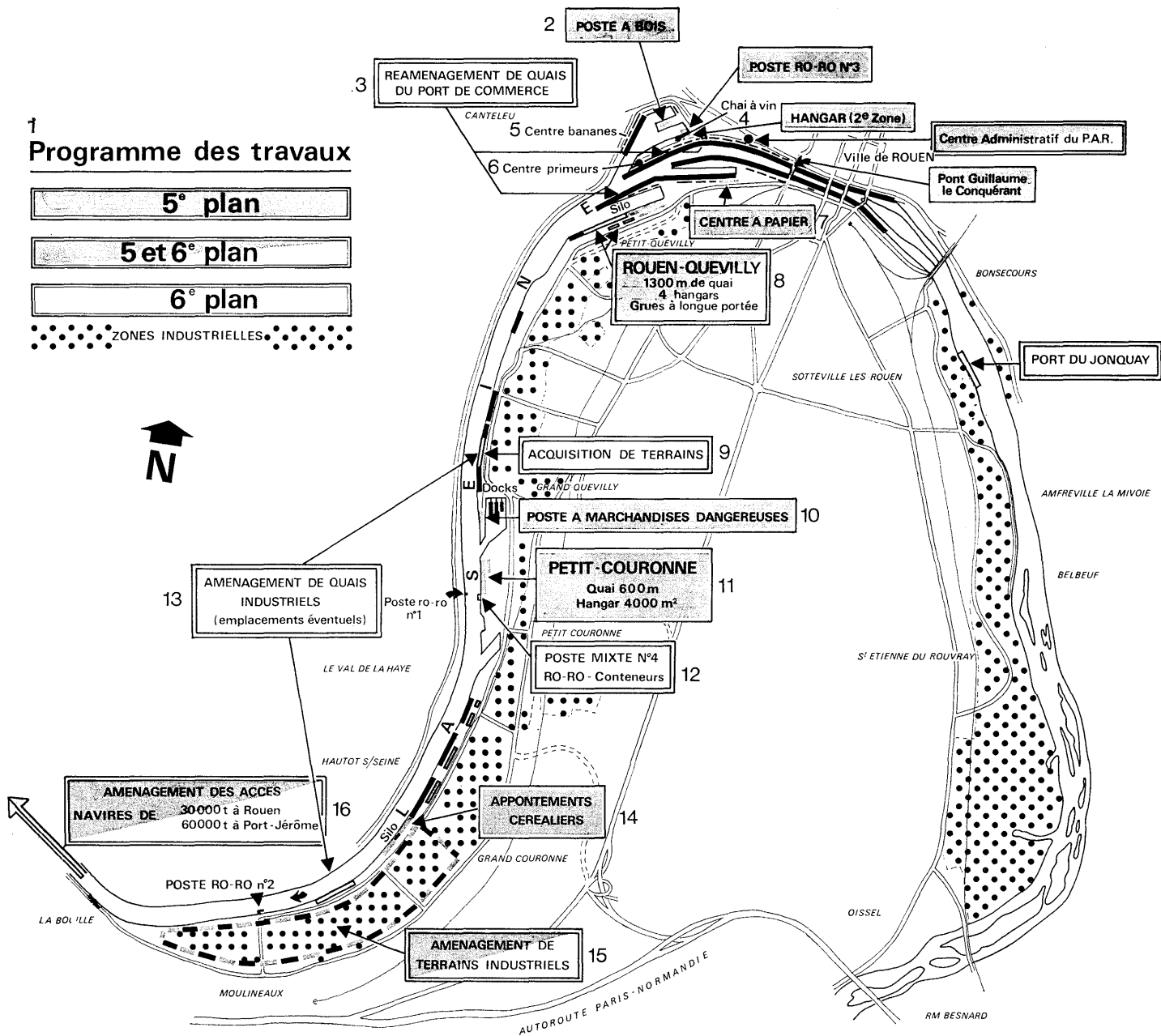
1 Programme des travaux

5^e plan

5 et 6^e plan

6^e plan

ZONES INDUSTRIELLES



1 Programme of workings

5th Plan

5th & 6th Plan

6th Plan

Industrial sectors

2 Timber berth

3 Re-equipping the commercial port's quayage

4 Wine store

5 Banana centre

6 Perishable centre

7 Newsprint centre

8 ROUEN-QUEVILLY 1300 mts quayage, 4 sheds, long-reach cranes

9 acquisition of land

10 Dangerous goods berth

11 PETIT-COURONNE 600 mts quayage 43 000 sq. ft. shed coverage

12 Dual-purpose berth ro-ro/containers

13 Equipping industrial quayage (eventual sites)

14 Grain wharves

15 preparation of industrial sites

16 Improving accessibility Vessels of 30 000 tons of Rouen - 60 000 tons to Port-Jérôme.

(Continued from Page 19)

Renewing of Port Installations

Achievement in improving its access now acquired, Rouen in consequence pursues its efforts in adapting the ports installations to the growth of the size of ships and to keep abreast of sea transport developments.

The programme of works and equipments planned for the 6th Plan (1971-1975) will be more than 200 millions of francs.

The majority of quayage concerns the actual Port of Rouen and are predominantly for the handling of general goods. The expanding factor in this sort of traffic, the development of outlying sectors and the proximity of the Parisian basin brought the Port Authority to provide for an extension in general goods quayage.

Roll-on/Roll-off and Container traffic quay of Petit-Couronne

At the close of 1969 the port opened a 600 metre length quay at Petit Couronne. Vessels already have recourse to two conventional berths, equipped with 9 cranes, one of which comprises a shed covering 4,000 sq. mts. The two other berths are about to be equipped for container traffic.

Apart from the use of a part of the Petit Couronne quayage to container traffic, the Port of Rouen is for the time being handling containers with improved conventional means.

The loading or unloading of containers in Rouen is undertaken by means of a 30-ton floating crane. This motorized and manceuvrable pontoon can accommodate 10 containers on its deck which are then landed to the quayside. On shore a sideloader takes over the handling.

Satisfactory handling conditions are maintained at the rate of 10 containers per hour. Improving on this system the Port Authority has, in the Saint-Gervais basins, equipped a berth where the 30-ton floating crane can penetrate between the quay and the vessel; thereby obviating shuttling of the pontoon between the ship and the quayside as is necessary at conventional berths.

The handling rate is consequently much greater.

In order to respond to the development of deepsea container lines in 1971, the Port of Rouen Authority

has ordered two heavy-duty cranes (24-ton lifting capacity) operational from the Petit-Couronne quay as from 1972.

These cranes will be employed to handle 20-ft. containers at the rate of 12 per hour. 40-ft. containers can be handled in coupling the two cranes.

The cranes, chosen for their tractability, will also permit the handling of heavy unit loads (10-15 tons) which are already becoming current (woodpulp, pitprops, etc.).

With respect to roll-on/roll-off traffic, the Port Authority has three car-ferry berths; the first at Biessard, the second at Moulineaux near to the Paris-Normandy motorway, and the third in the heart of the port in the Sain-Gervais basin.

The Moulineaux and Saint-Gervais basin berths handle sawn timber and woodpulp emanating from Scandinavia.

Development of this traffic, linked-up with the container traffic, lead the Port Authority to complete the Petit-Couronne quay with a roll-on/roll-off ramp.

Moreover the port has constructed a berth for the handling of hazardous goods and a wharf to receive prime wood on the central arm of the Saint-Gervais basins.

The River Port

As an estuary port Rouen accommodates both sea-going vessels and inland waterway craft.

Situated above the Jeanne-d'Arc bridge the river port maintains an activity the essential of which is linked with that of the maritime port. The quality of the upper waterway is such as to constitute a valuable numerous are the transshipments from waterway craft and pusher convoys to sea-going vessels and vice versa.

Some pusher convoys of 180 m in length and 4800 t can navigate upriver to Paris. The conversion of the lower quays to rapid throughways within the centre of Rouen has profoundly changed the structure of the river port within the next few years. The potential reconstruction of the present river port is being considered on the Jonquay isle. The island will be joined to the left bank by embanking so that new river sectors will be available to ensure the growth of that part of the port of

Rouen.

At last the dispatching of the first barges unloaded from seabee system in 1972 in Le Havre might take place in the river port.

Coupled with that of the maritime port this new impulse is directly linked with the Seine-East liaison project.

It is necessary to exclude the western region from the rest of Europe by prolonging, eastwards, the exceptional navigational conditions which exist between Bouen and Paris.

A Balanced and Varied Traffic

Improvements in navigation and access facilities to vessels has made a profound change in the role of the Port of Rouen.

If an increase in traffic can be expected for all of the leading French ports this perspective should with regard to Rouen assume two particularities: a balance between imports and exports and an increasingly varied traffic.

On reference to the statistics of French ports a marked difference is ascertained between imports and exports. This occurrence is mainly due to the large importations of oil products and also to some appreciable extent that maritime exports are routed through foreign ports. Thus the balance between imports and exports which is particular to Rouen shows up in relief. This signifies that vessels which are subjected to navigate upriver to Rouen for 6 hours do so with the certain assurance of securing an outbound freight. The port of Rouen is in consequence greatly attached to this characteristic; a characteristic which enables the port to develop its network of regular cargo lines, in other words its traffic of general merchandise.

The second peculiarity of the port of Rouen is that it is, paradoxically, a port comprising important refineries yet within the scope of its traffic a greatly reduced tonnage in petroleum products. The reason for this is that supplies of crude oil to the two refineries of Port-Jérôme, which is within the jurisdiction of the port of Rouen, and that of Petit-Couronne are effected by pipelines from Le Havre.

This quantity of crude oil thus imported over these pipelines are accounted for in the statistics of the port of Le Havre.

Cargo Security Conference

Presentation to The Department of Transportation & Transportation Association of America

at the Statler Hilton Hotel, Washington, D.C.

June 20, 1972

By Capt. Rodert E. Herzog

Massachusetts State Police & Massachusetts Port Authority

This therefore explains why exports of refined products greatly exceed the figures of imported crude products. Petroleum activities play a leading role but enter little into the overall tonnage of the port of Rouen: 38% of the total tonnage as against 85% in the majority of other ports. The absence of a predominating petroleum traffic clearly shows the particularly varied character of Rouen's trade. Even if the port of Rouen should remain one the leading coal ports, other traffics are assuming an ever increasing importance: in the sector of chemical industries, the paper industry, machinery and electrical industries.

At last the port of Rouen, leading grain port of France, can see its vocation in grain exports gain increasing emphasis thanks to the neighbouring farming regions.

The 3rd characteristic is the importance of general merchandise; this represents more than a 5th of the ports annual trading figures.

The presence of a developed tertiary sector, the proximity of the parisian region can but augment the percentage of this traffic in the overall tonnage and for this reason the port of Rouen is installing more and more equipment to cater for the handling of this type of merchandise; as can be ascertained in the vast reconstruction programme of the Rouen-Quevilly basin.

One of the most important consequences in the port of Rouen's accession to the level of deep-sea port and the present anticipated growth in general goods is the development of regular lines plying from or calling into Rouen (at present numbering 60). The network of international sea links is becoming more and more transoceanic. This does not detract from the fact that the port of Rouen retains its privileged traditions with certain geographical regions such as Scandinavian countries, Northern and Eastern Europe, the British Isles, North Africa, the West Coast of Africa, Madagascar and the Indian Ocean.

Port Extensions

The industrial function of the port is harmoniously balanced with its capacity in commercial transiting and storage.

It is a known tendency for industries to install their factories on the

Gentlemen:

I am personally honored and professionally gratified to have been invited to participate in this vital conference on cargo security.

It is obvious to me, as it must be to you, that this meeting is more than a conference in the generic sense. It is, more profoundly, tangible evidence of high priority Secretary Volpe and his Department of Transportation, have placed on the resolution of vulnerabilities in our cargo handling practices, facilities and security procedures.

waterside in order to incur the least expense to their raw materials imported from overseas; the choice of a maritime site also favours the exportation of their finished products.

This statement explains the exceptional concentration of leading industries relying on the presence of the port of Rouen; coal, paper (5 factories), petroleum (3 refineries, representing a 5th of France's refining capacity) favouring the installation of annexed industries, fertilizers (3 factories) machinery and electrical industries, animal foodstuffs and numerous other productive establishments.

These activities are spread over more than 5,000 acres along the river between Rouen and the sea.

In the immediate future the port will dispose of 1235 acres for new industrial installations in Rouen (left bank) and at Port-Jérôme. Numerous sectors in Rouen, on the right bank, are particularly suited to storage.

The unique possibilities in France offered by the Seine will allow Normandy and neighbouring regions to experience a considerable impetus on the industrial side.

While the United States is to a degree a self-sufficient country in terms of raw materials foodstuffs and the like, we still must consider ourselves an island nation with a heavy dependency upon international trade if we are to maintain and improve our standard of living. Anything less than an all out campaign to protect trading and cargo from the domestic and international criminal elements along our waterfronts would be akin to having our shipping blockaded at New York, Long Beach, New Orleans, Boston or any

Development of the lower will subscribe to the managing scheme set up by the Survey Commission of the lower Seine.

This scheme provides for from 7,400 to 17,300 acres according to requirements for the commercial and industrial development of the port.

For Rouen this of course means the installation of average-sized industries handling some one to two millions tons of raw material annually.

This size of industry corresponds to the accomplished efforts in the domain of navigation on the Seine and in the estuary.

All of this development policy which requires a great effort supported by financial means has benefited greatly by new form of autonomy which the port of Rouen together with the five other leading French ports was granted in April 1966.

State aid, considerably greater than in the past, has permitted the realization of investments in equipment which alone will enable French ports to effectively compete with foreign ports and benefit the nation's economy.

other U.S. Port.

As mentioned in my introduction, the Massachusetts State Police are responsible for the security of the Massachusetts Port Authority public marine terminals which constitute virtually all of the general cargo facilities in the Port of Boston.

Boston has had a long tradition in the handling of waterborne cargo. I might add that the local criminal community has a similar tradition in Boston.

In 1968, the State Police were placed in charge of all surveillance, investigatory, law enforcement and other security functions of Boston's general cargo facilities. We can report happily, that organized criminal activity today is non-existent in our port. Unhappily, we cannot say the same for petty and grand theft, for these annual totals run into hundreds of thousands of dollars, perhaps even millions. I cannot tell you how much and therein lies one of the inherent vulnerabilities in marine cargo security, the absence of adequate cargo tallying procedures and the enforcement of existing controls, as meager as they may be. But that is a subject I will come to a bit later.

Because the State Police possessed long experience in state-wide professional police work involving every type criminal and criminal act, yet because it was relatively inexperienced and unfamiliar with port security practices and traditions, we were able to conduct a thoroughly expert, penetrating and fresh analysis of cargo security in the Port of Boston. Our subsequent involvement with other port security agencies through the International Association of Port Police indicates that our findings in Boston are shared by other ports throughout North America and ports on other continents.

While the general and specific recommendations that I could make to improve the security of our waterborne cargo are almost endless, there are certain actions that can be taken almost immediately and existing regulations, equipment and state and local law enforcement personnel that can vastly diminish individual petty and grand thefts as well as organized criminal acts along our waterfronts if we have the assistance of the Federal Government.

First, I would urge that the Federal Government, working through its appropriate agency, assume the overall leadership for the standardization of United States port security regulations. The commonality of crimes and criminal practices among our many ports points to an absolute need for a single point of consolidation of information that can be efficiently analyzed to facilitate corrective action and to more effectively deal with a criminal organization in the beginning stages.

This responsible federal agency would set standards and act in a strong advisory capacity to existing state and local port law enforcement units. While subscriptions to the federal standards by individual ports would, of necessity, be voluntary, included to incentives to participate would be insure 100 per cent participation and effectiveness. For instance, before federal grants or matching funds or other federal monies would be used in the construction of individual port facilities, that port would have to show proof of subscription and adherence to federal security regulations.

Another incentive would be for insurance companies insuring cargoes to provide reduced premiums for those businesses in ports implementing these federal regulations.

Once such regulations have been determined and provision made for their implementation, then it is the responsibility of the local policing agencies to ensure compliance.

There are, as I mentioned previously, many more specific elements which could be included by such a federal bureau. I would like to briefly mention just a few as they are obvious and critically weak areas in every port security system.

The methods of accountability, or tallying, of cargo, particularly break bulk and other non-containerized cargo in its various handling and shipping stages is almost non-existent and constitutes an open invitation to theft.

Lack of manifest security, duplication of shipping orders and bills, loose cartons, extensive and unnecessary advertising on packages which identify the products, lack of systemized communication of advance information on particularly high value cargoes, benign neglect of shippers and importers demonstrated

by their willingness to accept short shipments as a way of life, are but a few of the contributing factors that we and the professional thief are aware of.

The criminal must have a hearty laugh and a full pocket and a feeling of security knowing that the maritime industry almost goes out of its way to aid him in his illegal business. Gentlemen, if we can't identify the point of cargo loss, we cannot begin an immediate investigation at the most crucial point. It may take the police days, weeks, or even months just to find out at what point the cargo was stolen. With each day that the state police spend trying to determine the point of loss we are decreasing our chances drastically of being able to recover the loss and apprehend the thief.

But the shipper or importer, the steamship lines, the stevedoring or trucking companies are not solely to blame. A large part of the responsibility for these security vulnerabilities must be assigned to the insurance companies.

The port community almost automatically shrugs its shoulders when a theft occurs and says, "the insurance company will take care of it".

Gentlemen, this is not only shoddy business practice but it borders on the irresponsible for you know as well as I who pays in the end. The insurance company pays the claim to the company suffering the loss, the premium climbs and, yes, eventually the consumer pays the cost of the increased premium.

While the establishment and enforcement of improved tallying procedures by all businesses concerned with the shipping and handling of cargo from the shipper to the receiver can produce a substantial reduction in cargo pilferage, the very real impetus for improvement must come from the insurance companies. They are the ones who must contribute to the life and strength of federal and other regulations such as I mentioned previously. If insurance companies insist upon compliance with regulations before insuring cargo shipping and handling businesses and refuse to pay claims where such regulations have not been implemented, then I can, without hesitation, guarantee that petty

(Continued on Page 28)

**The 8th conference of
the International
Association of
Ports and Harbors
will be in
Amsterdam.
Coming?**





A globe-spanning network, flights straight to Amsterdam. Lots of thoughtful extras—including a booking office right at the congress centre, where you need it. For KLM's the airline with the difference. The airline that cares, start to finish, in the air and on the ground.



KLM's the airline for you.

We have a home country perfect for conventions, too: Plenty of scope for sightseeing and after-hours fun. Great congress centres in Amsterdam, Rotterdam, The Hague and Utrecht. It's a country that welcomes strangers — that has reserved a special welcome at Amsterdam's RAI for Port and Harbor's people, May 6-12 next year. Will we be flying you there?



and grand theft at our ports will show an immediate and dramatic decrease.

Allow me, for a moment, to describe a simple observation that I have made during my five years as the commanding officer of the Port of Boston security personnel.

In addition to my port responsibilities, I also am responsible, and have been since 1961, for all law enforcement activities at Logan International Airport—the world's eighth busiest in terms of arriving and departing passengers. Last year, the number of people arriving at or leaving Logan was nearly 10 million and there were literally millions of taxicabs, passenger cars and other vehicles on airport roads taking these people to and from the airport. Quite naturally we have many accidents involving personal injury.

In most instances a personal injury and accident results in a prompt visit from an insurance company representative to investigate the details of the accident.

During this same period and in fact during the last 5 years that I have been associated with waterfront security I have not received a single call or visit from an insurance company representative relative to a suspected or actual cargo theft—not one, gentlemen.

I do not wish to dwell on the past or point fingers except when it may contribute to future improvement.

I personally feel that the future role of insurance companies in improved port security can be a vital and far-ranging one. One way is to help identify locations where extraordinary numbers of claims are being filed. Their computerized, sophisticated analysis and reporting systems, combined with their large staffs of investigators that I know they employ can be, if they will work closely with policing authorities, valuable assets to the objective of reduction of waterfront cargo crime.

There is one other aspect of cargo security that I wish to emphasize as being critical to the reduction of pilferage and that is our first line of security defense—the watchman.

In Boston, and I know that the same situation prevails in nearly every major port, the selection, screening and control of watchmen

Status Report on The Port of San Francisco

**By Miriam E. Wolff
Port Director**

July 13, 1972:—In view of the many things happening at the Port of San Francisco, we thought it would be wise to give you a brief status report.

On May 9 we inaugurated the world's first LASH terminal, the home port of Pacific Far East Line, at Pier 96. This \$22 million facility contains the most modern equipment for handling all types of general and containerized cargo.

Pier 96 is part of a 314-acre com-

plex extending from Pier 80 through proposed Pier 98 which will be the largest, most flexible, most versatile facility on the Pacific Coast. See the attached brochure on "Multiport".

The voters of San Francisco last November voted a \$34 million bond issue to develop a 114-acre facility at Pier 94; this action follows the vote of the citizens in 1968 wherein they undertook responsibility of the Port, after it had been operated by the State for 106 years. These two

has had about the lowest possible priority.

Watchmen who are well on in years, some with criminal records, have the so-called responsibility for safeguarding hundreds of millions of dollars of cargo. They feel little or no legal or moral obligation to carry out their assigned duties aggressively or even efficiently. Why should they? Their employers don't insist on it. The insurance companies don't insist on it and, in many instances, their neglect of duty is extremely profitable for them individually.

I would recommend that watchmen and others with prime responsibility for cargo security be bonded which of course would require thorough background investigations into past work histories, moral dependability, and it would uncover criminal records if any exist.

Such a requirement would, I am certain, create an immediate unpleasant atmosphere along the waterfront for the professional thief and would deter the potential amateur pilferer who might be tempted to augment his income through petty thievery.

Gentlemen, these are but a few of my observations and recommendations. Many others are contained in recent communications to the Interagency Committee on Transportation Security from the Commonwealth of Massachusetts.

In summary, I wish only to reiterate my belief that:

1. Strong federal leadership in the form of standardization of port security procedures and coordination with local and state port policing authorities will bring about meaningful reduction in theft on our waterfronts and reduce the chances of success of budding organized crime in our nation's ports. Massive infusion of federal monies is not the answer. Interest is; interest by the federal government, port businesses and state and local governments.

2. Port businesses and particularly those companies insuring cargoes must reassess and realign their attitudes towards cargo crimes; and

3. Watchmen and others in charge of safeguarding cargo must do just that and be required to have thorough bonding.

Gentlemen, we have modernized our ships to the benefit of everyone; we have modernized our cargo handling equipment and procedures to the benefit of everyone; we now have the opportunity to modernize our cargo security, much more to the benefit of everyone. Let us not allow this opportunity to evaporate to the benefit of the criminal element only. Let us not suffer the reputation and consequences of being the weakest link in vital international commerce.



Miss Miriam E. Wolff

actions by the voters indicate they appreciate the value of the Port to the economy of the City and that they intend the Port to continue to be a vital part of the lifeblood of the area.

We established our Consolidation Freight Station earlier this year after the strike and it has been enjoying an ever increasing business and is providing a much needed service to cargo interests. See attached brochure.

The Port is now in active discussions with potential tenants for Pier 94 and is in fact negotiating for development of a portion of this complex with a major tenant.

At the Alvard property, Pier 70-72, the Port is in the process of finalizing a multi-year lease with a tenant who will spend several million dol-

lars to develop this into a first-class container facility.

At four sites in the Central Basin and the Northern Waterfront the Port is in the process of developing financing for four public access and recreation areas, which when completed will become a great asset to all citizens. Under active consideration for development in the future are other areas in the Northern and Southern Waterfronts.

The Port and City agencies are now involved in developing yet another "Master Plan" for the waterfront and are undergoing the seventh study in the past eight years on this subject. We, like all other ports in the United States, must have non-maritime revenues to help us provide needed modern port facilities for shipping and cargo handling. Some ports rely exclusively on local tax revenues, others rely on local and federal tax monies while others obtain needed revenues from oil royalties and other non-maritime sources.

The Port of San Francisco has been self-supporting during its entire life and it is our policy to continue to be self-supporting. However, the Port cannot provide the desired public areas which provide no revenue without some form of commercial development to help defray these costs and at the same time provide needed revenues for marine terminal development. This is a sign of the times, and while we recognize and are in sympathy with the need to furnish public access areas for the public at the water's edge,

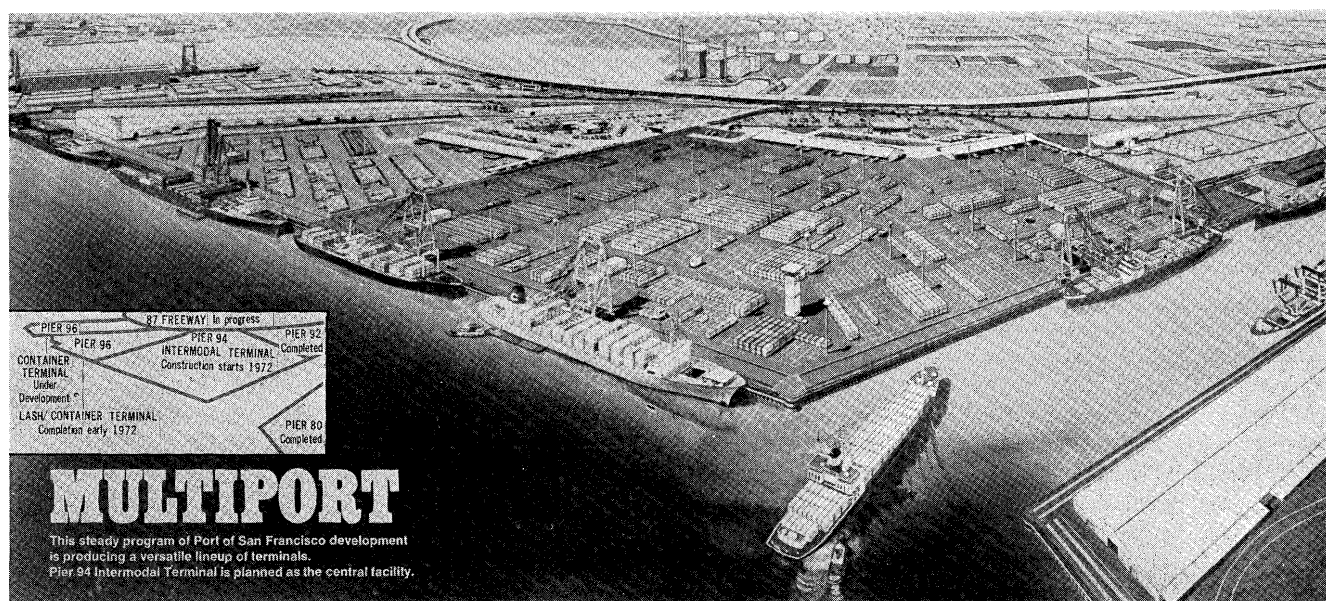
our first duty is to serve the needs of shipping. This problem will ultimately be resolved in favor of a balanced development to accommodate the needs of both groups, but the transition period through which we are now passing has its frustrations.

Earlier this year, in recognition of the transition period, the San Francisco Chamber of Commerce prevailed upon the Mayor to appoint a committee to study the long range needs of the Port. The Mayor and Chamber both agreed that all segments of our citizenry should be permitted to present their views on what they wanted the long term Port plan to contain. To date, the hearings are about half concluded and for the most part individuals and groups representing other than shipping interests have testified. The Chairman of the Mayor's Port Committee has indicated that more testimony will be taken, probably in July, at which time the Committee will receive specific answers to specific questions concerning long range planning for the Port.

Attached are two editorials from the two major dailies which give a truer picture of what is taking place.

In this brief report to you we have endeavored to indicate that the Port is progressive and aggressive and plans to vigorously continue its policy of providing the type facilities needed to service today's ships and cargoes. We have our problems, but we are alert to them and are meet-

(Continued on Next Page Bottom)



IMCO As Seen by IAPH

Reports by observers from IAPH at IMCO sessions

Report No. 20

Date: 5th-9th June, 1972

Place: IMCO Headquarters, London

Session: 13th Session of the Sub-Committee on Fire Protection

Observer: Mr. L. E. M. LeBesque, Assistant Marine Operations Manager (River), Marine Operations Department, The Mersey Docks & Harbour Company

Agenda:

Mr. M. Hareide (Norway) was re-elected Chairman and Mr. P. Friberg (Denmark) Vice-Chairman.

1. Adoption of the Agenda (FP XIII/1)
2. Decisions by the Maritime Safety Committee (FP XIII/2)
3. Fire test procedures.
4. Safety measures for tankers against fire and explosion.

FP XIII/4	FP/77
4/1	78
4/2	79
4/3	81
4/4	81/Add. 1
4/5	84
4/6	85
4/7	86
4/8	FP XIII/WP. 1

5. Fire protection of cargo ships.
FP XII/WP. 4 WP. 4/Corr 1
FP XII/5
5/1

ing them with a dedicated Port Commission and staff and this, together with the continuing good will and support of the industry, will surely mean that continued development on all fronts will take place and the Port will do an even better job of grasping the opportunities and meeting the challenges of the future.

We consider it our duty to serve the shipping industry as we have for the past 109 years. We have the room for building modern facilities and we have the means to do so when they are needed. When the hearings are concluded and we are again under way, we are confident we will have a greater Port than ever before.

5/2

5/3

5/4

5/5

5/6

5/7

WP. 2

6. Fire safety measures for containers, portable tanks, ships carrying containers and roll-on/roll-off ships carrying dangerous goods.
FP XII/8 FP XIII/6
7. Fire safety measures for special purpose ships.
FP XIII/7
8. Fire safety measures for air-cushion vehicles.
FP XIII/8
9. Any other matters.
FP /82
10. Report to the Maritime Safety Committee.
FP XIII/WP. 8

Text of Report (7th July, 1972):

Item 3 Fire Test Procedures

This item was considered by the Ad Hoc working group whose report is contained in Working Paper 3. The Sub-Committee decided that it would be highly advantageous if the test method for measuring spread of flame characteristics of materials eventually adopted by I.M.C.O. were to be consistent with that produced by I.S.O.

The Sub-Committee also decided to invite the laboratories participating in the I.S.O. study of smoke production hazard associated with materials to include an additional four materials of special interest in marine application.

Item 4 Safety Measures for Tankers against Fire and Explosion

The Ad Hoc Group as requested by the Sub-Committee undertook the preparation of a second draft of the amendment to the Recommendation on Fire Safety Requirements for Construction and Equipment of New Tankers (Resolution A. 213 (vii)) particularly those parts which deal with the requirements for the location of accommodation spaces

and for the installation of both a fixed froth and an inert gas system. The groups' report is contained in working paper 6.

One of these amendments is for crude oil tankers, carrying over 100,000 tons D.W.T. and combination crude oil and vessels of all sizes carrying other products will be considered at a later date). For these vessels protection of the cargo tanks deck area and cargo tanks should be achieved by a fixed deck froth system and a fixed inert gas system, although an Administration may accept other combinations of fixed installations if they afford protection equivalent to the two before mentioned systems.

i.e. (i) be capable of extinguishing spill fires and preclude ignition of spilled oil not yet ignited.

(ii) be capable of combating fires in ruptured tanks.

(iii) be capable of preventing dangerous accumulations of explosive mixtures in intact cargo tanks during normal services throughout the ballast voyage and necessary in-tank operations.

(iv) be so designed as to minimise the risk of ignition from the generation of static electricity by the system itself.

Attention was drawn by two delegations to the potential health hazards of the oxides of nitrogen (NOX) which are constituents of flue gases used for tank inerting. Other delegations expressed the view that such a hazard was not directly related to the provision of an inert gas system.

Item 5 Fire Protection of Cargo ships

The Ad Hoc Group was requested by the Sub-Committee to draw up a second draft of Part J of Chapter II of the 1960 Safety Convention, this draft is contained in WP. 7, WP. 7/Corr. 1, WP. 7/Addl, WP. 7/Add 1/Corr.

Owing to lack of time the Sub-Committee could only consider briefly and generally the second draft prepared by the Working Group Members were invited to study the second draft of Part J and to submit comments by 1st January, 1973. The delegations of U.K. and U.S.A. agreed to collate comments and, if necessary, to prepare a third draft of Part J before the next session.

Item 6 Fire Safety Measures for containers, Portable Tanks, Ships' Carrying Containers and Roll-on/Roll-off Ships' carrying Dangerous Goods

The Sub-Committee took note of a draft section on the Carriage of Dangerous Goods in roll-on/roll-off vessels prepared by the Sub-Committee on the Carriage of Dangerous Goods at its 23rd session for inclusion in the Dangerous Goods Code. A tentative draft outline of fire protection requirements was drawn up as shown in Annex IV of FPXIII/ WP8.

The view was expressed that fire safety measures could not be dealt in such general terms as were included in the rest of the document presented by the Sub-Committee on the Carriage of Dangerous Goods. There should have been a more specific distinction between the more highly flammable and less flammable categories of dangerous goods or in the limitations imposed within or above the 150 tons limit for under-deck stowage in respect of flammable substances.

Concern was expressed by a number of delegates about the possibility of allowing the carriage of flammable substances under-deck in close proximity to machinery and accommodation spaces. It was agreed that the fire safety standards of roll-on/roll-off ships carrying dangerous goods should not be incompatible with corresponding requirements of the Code for the construction and equipment of ships carrying dangerous chemicals in bulk.

The attention of Dock & Harbour Authorities is drawn to paragraph 17.6.11 on page 4 of Annex IV F.P. XIII/ WP. 8. This relates to the requirement for adequate ventilation of spaces where the use of internal combustion engines or any other arrangement generating fumes is involved in the loading or unloading of a space. This ventilation shall ensure the limitation of the level of carbonmonoxide to 75 ppm. and will in any case increase the air changes to at least 10 per hour (6 air changes per hour are required when a quantity of flammables in one compartment exceeds 25 tons). **The extra ventilation capacity from 6 to at least 10 changes per hour shall be either installed in the vessel**

NPC Book :

Tractor-Trailers at Container Berths

Many ports could reduce their container handling costs by supplementing straddle carrier operations with tractor/trailer units, according to the National Ports Council's new *NPC Bulletin**, published today.

Mr. J. Siebols, operational research officer with the Council, suggests in a paper that ports should consider the use and economics of tractor/trailer units in mixed container handling systems in all cases where round trip distances of more than 800 feet are involved.

He predicts an annual saving of over £4,500 a year on an operation with a round-trip distance of 2,000 feet and an annual throughput of 50,000 units. The calculation takes no account of the relative reliability of the two types of system, which

would further favour tractor/trailer units.

The paper stresses the need to consider all the advantages and disadvantages of each type of equipment when designing a handling system. Among the advantages listed for tractor/trailer units are their low capital and running costs, reliability, safety and ease of operation. They are a cheap means of handling containers at peak times, bearing in mind the fluctuations in the work load of a container berth and the consequent need for equipment to be idle much of the time; they are more economic for long travel distances; and they can also be used to transfer containers to and from a freight-liner terminal, especially for direct loading and unloading.

Some of the disadvantages of tractor/trailer units are the need to use other equipment to load and

*NPC Bulletin No. 1. Published by the National Ports Council, Commonwealth House, 1-19 New Oxford Street, London WC1A 1DZ. Price £2.00.

(Continued on Next Page Bottom)

or be part of a dock facility.

Item 7 Fire Safety Measures for Special Purpose Ships

The Sub-Committee considered it necessary to await the development of fire protection measures for cargo ships before attempting to deal with special purpose ships. It was decided that for fire protection purposes it was desirable to modify the definitions of special purpose ships and special personnel (training vessels, industrial vessels, off-shore supply vessels and submersibles) as developed by the Sub-Committee on Life-Saving Appliances and a tentative revision of this text is shown at Annex V of FPXIII/ WP. 8. The attention of the Maritime Safety Committee is drawn to the tentative definition and it is invited to comment as appropriate in view of the desirability of a common definition being developed for all interested Sub-Committees.

Item 8 Fire Safety Measures for Air-Cushion vehicles

The Sub-Committee took note of

a first outline of a recommendation for safety measures for air-cushion vehicles and hydrofoil boats prepared by an Ad Hoc group of the Sub-Committee of Ship Design and Equipment as far as fire safety measures were concerned.

In considering this draft the Sub-Committee noted that it broadened considerably the basic philosophy expressed in the original Fire Protection Texts approved by the Committee and also relaxed certain of the technical requirements, and concern was expressed that the draft being submitted to the Sub-Committee on Ship Design and Equipment might have serious implications with respect to the level of safety originally developed.

It was suggested to the Sub-Committee on Design and Equipment that their Ad Hoc Group should not concern itself with Fire Protection details but to consider the general philosophy of the safety of such craft.

Orbiter Probe

IAPH News:

Travelers

• Captain John R. Ross, Harbor Master, Port of Melbourne, and Mrs. Ross visited the IAPH Head Office on Thursday, July 13 afternoon and were received by Dr. H. Sato and Mr. K. Yokoyama, Deputy

unload the trailers; the need to use extra labour; and the closer control of operations required for a dual system compared with a system using only one type of equipment.

Circumstances will vary from terminal to terminal, but the paper provides a simple mathematical model with which operators can determine the most economic system for their own installation.

The new Bulletin

The new *NPC Bulletin* replaces the Research and Technical Bulletin which the Council have published for the past five years.

In a foreword Mr. Philip Chappell, the Council's Chairman, explains that the scope of the previous Bulletin was now felt to be unduly restricted, and that, in addition to operational and technical research the new publication would cover all research work of value to ports and port users, including economic, statistical, financial and training research.

In addition to Mr. Siebols' paper the first issue contains a paper on the tonnage measurement of various types of ship for port charging purposes; a paper on the scope for automation at container berths; and summaries of two recent reports to the Council: a staff study of navigational aids in harbours and port approaches, and Professor M.H. Peston's feasibility study of the relationship between port costs and the demand for port facilities.

ends.

9th June 1972

Secretaries General. That day in the morning, IAPH staff accompanied the couple in visiting Mr. T. Okumura, Director of Bureau of Port and Harbor of Tokyo Metropolitan Government, who arranged for a port tour for the visitors. Before coming to Tokyo, Captain Ross had visited the ports of Kobe, Osaka and Nagoya. On Friday IAPH staff took the couple to the Port of Yokohama where they were received by Mr. E. Yamazoe, Director of Port and Harbor Bureau who arranged for a port tour. The couple departed for home on Monday, July 17.

• Mr. Kenneth R. Oswell, Director, International Management Consulting, Touche Ross & Co., New York, visited the Head Office on Monday, July 24 and was met by Mr. K. Yokoyama, Deputy Secretary General. The Seattle Office of the same company was once our member in 1971.

ICHCA Hamburg, May '73

London:—It is exactly TEN months to the ELEVENTH International Biennial Conference of ICHCA, which takes place on May 14th to 17th next year in Hamburg. The overall title will be "The International Transport Chain—Where Are The Weak Links?" and this conference is expected to be the most important in the Association's history. (ICHCA Press Information)

ECA port conference

Mr. R. K. A. Gardiner, Executive Secretary of the U.N. Economic Commission for Africa, headquartered in Addis Ababa, Ethiopia, wrote on July 12, 1972 to our Association as follows (in part):

I should like to refer to the Programme of Work and Priorities adopted by the Commission at its first Conference of Ministers (tenth session) in Tunis in February 1971 and, in particular, to project 10.D:5

—Ports and Harbours Development.

After consultation with maritime States in East, Central and West Africa, it has been agreed that a conference of port Managers and senior government officials responsible for maritime policy in these countries would be useful. Accordingly, the secretariat proposes to convene such a conference from 9–13 October 1972.

At the invitation of the Government of Sierra Leone, the conference is to be held in Freetown, and its object will be:

(1) To provide a forum for discussion of current problems in African ports;

(2) To consider and if agreed, recommend the establishment of machinery—possibly a standing conference or a port management association—to facilitate co-operation between ports on technical and commercial questions, aimed at raising the standards of performance and profitability in these ports.

The secretariat is pleased to invite you to be represented at the conference. Representation should be from Ministries concerned and the senior executive of each port. It is hoped that the leader of your delegation will be authorized to participate in taking a decision on the advisability of establishing the continuing machinery referred to, in whatever form the conference chooses to recommend. A provisional draft agenda is attached for information.

Draft Provisional Agenda

1. Opening of the Conference
2. Election of Officers
3. Adoption of Agenda
4. Organization of Work
5. Current Situation in the Ports

The Conference will examine certain background papers on the present situation in the ports of the area with a view to assessing:

(a) The role and adequacy of ports, their facilities and services and the infrastructural support in relation to national economic development;

(b) The status of inter-port relations at present.

6. Impact of New Technology in Maritime Transport on the Ports.

The Conference will consider the technical aspects of unit-load transport, containerization, LASH, roll-on/roll-off, bulk shipping and the implication of the introduction of such methods for policy-makers at the ports.

7. Port Management Problems

Under this item, the Conference will discuss selected port management problems including:

- (a) Port management structure;
 - (b) The relationship between port management and associated services and customers;
 - (c) Manpower problems;
 - (d) Existing training arrangements and requirements;
 - (e) Port statistics for operational and planning purposes;
 - (f) Customs procedures and documentation;
 - (g) Application of modern management techniques;
 - (h) Security measures in ports; and
 - (i) Selection and standardization of port handling equipment.
8. Visit to the port of host country
9. Multinational Co-operation and the Co-ordination of Port Activity

The Conference will discuss forms of port co-operation and association and consider the need for the possible establishment of an association of ports and harbours, or similar body.

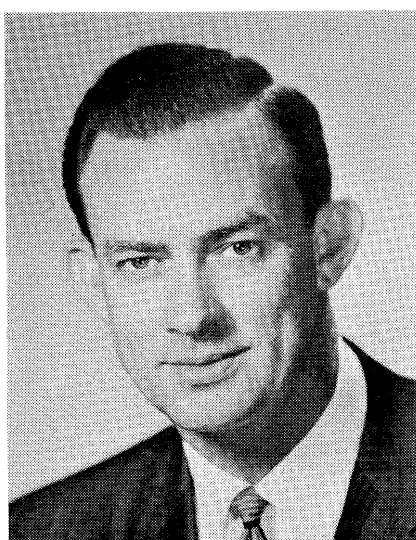
10. Recommendations for further action
11. Any other business

New PACECO president

Alameda, Calif., July 18 (PACECO):—John F. Martin has been named President of Paceco, a Division of Fruehauf Corporation, Alameda, California, it was announced today by David Bernstein, Fruehauf Executive Vice President.

Martin succeeds C. D. Ramsden, who retired July 1, 1972. Ramsden will continue to serve as Chairman of the Board of Directors of Paceco International Limited, a wholly owned subsidiary of Paceco, headquartered in London, England.

Martin, Vice President of Marketing since 1965, has a total of twenty years with Paceco. He is also a Director of Paceco International Limited.



Mr. John F. Martin

Martin first joined the company in 1945, when it was Pacific Coast Engineering Company, and over the succeeding years moved up steadily from Mechanical Engineer to General Sales Manager. He has figured prominently in the company's international market expansion for container handling cranes known by the registered trade names of PORTAINER, TRANSTAINER and SHIPSTAINER.

Martin piloted the program introducing Paceco's MACH (Modular Automated Container Handling) system for container terminals and promoted the company's international licensing program, which now has ten Licensees and numerous Sales Representatives throughout the world.

He is Past President and Director of the Crane Manufacturer's Association of America, Inc., a Director of the San Francisco Sales and Marketing Executives Association, and is active in many civic clubs and community affairs. He is a resident of Alameda, California.

Seatrains Lines

Charleston, S.C., July 13:—Containerized cargo tonnage could triple at the South Carolina State Ports Authority's North Charleston Terminal under a long-term agreement signed July 12 with Seatrain Lines, Inc.

The contract calls for an expenditure of approximately \$3.5 million by the Authority for new and expanded equipment and facilities to

accommodate Seatrain. The line was granted preferential use of a 900-foot container berth and crane which it has used in the past.

Seatrains, which has its South Atlantic headquarters here, has been operating under short-term lease agreements. Its full container ships began calling at Charleston in July, 1970.

In the multi-million-dollar transaction, Seatrain has guaranteed a minimum of 250,000 tons of containerized cargo during each of the next 10 years. In return, the Authority agreed to provide 800 paved and fully-equipped container spaces, improved rail and vehicular access, a stuffing shed and maintenance shop, and office facilities.

"The tremendous growth and potential of Seatrain, and the container trade in general, prompted this major steps," said Authority Chairman W. W. Johnson of Columbia. W. Don Welch, executive director, declared that the far-reaching accord consolidates Charleston's position as the No. 1 container port of the Southeast.

Arthur C. Novacek, president of Seatrain's container division, was also pleased and optimistic. "We consider Charleston an excellent base of operations for our container-ships. With the new services and facilities to be added, we anticipate continued growth here."

An American company, Seatrain has become one of the world's leading and fastest-growing international container lines. It provides fast and regular, computer-monitored, door-to-door container service in Europe, the United States, the Caribbean, Hawaii, Guam, Kwajalein, and Japan.

In a separate action, the S. C. Ports Authority authorized further expansion of its North Charleston container facilities. It will build a second 900-foot fully-equipped berth for the benefit of other container lines.

Included in the project, also expected to cost in excess of \$3.5 million, is a paved container staging area containing 1,200 spaces and reefer service.

The second berth, adjacent to that completed in 1971, will be served by a new 40-ton Starporter container

crane.

The \$1.2 million crane, identical to one installed last year, is expected to be operational by Dec. 15. (South Carolina States Port Authority)

Seaway de-icing project

Duluth, Minn., July 10:—C. Thomas Burke, Executive Director of the Seaway Port Authority of Duluth, today gave support to a proposed de-icing project in the Duluth-Superior harbor during the winter of 1972-73.

That support came in the form of written testimony entered in the record of a Public Meeting on the Extension of the Navigation Season for the Great Lakes and St. Lawrence Seaway conducted in Cleveland, Ohio, by the Department of the Army Corps of Engineers.

Burke told the meeting the Port Authority feels it would be advantageous to both the port and Great Lakes shipping interests to extend the shipping season by installing a bubbler system on both sides of the Burlington Northern number 1 ore dock adjacent to the Superior Harbor Basin just inside the port's Superior Entry.

He also recommended the installation of bubbler devices to assist vessel traffic in the Superior Entry and the Superior Harbor Basin.

Burke pointed out the success of a bubbler project initiated by the Port Authority in the winter of 1970-71 and conducted by the Corps of Engineers which showed the bubbler to be an economically feasible method of keeping the Great Lakes-St. Lawrence Seaway system open to year-round shipping.

Burke said the Port Authority is involved in ongoing discussions with shipping companies that indicate an interest in extending their operations into and possibly through the month of January.

In summary, Burke told the meeting any increase in the navigation season in the local port would subsequently increase tonnages in other lake ports and on the Seaway, would provide immediate economic gains by extending payrolls normally discontinued in the winter and, since ice conditions in the Port of Duluth-Superior are more severe than other



SEABEE DOCTOR LYKES

lake ports, test data monitored by further de-icing experiments here would be of considerable value throughout the Great Lakes-Seaway region. (Seaway Port Authority of Duluth)

"Doctor Lykes"

Galveston, Texas, July 6:—The SS DOCTOR LYKES, world's first SEABEE ship, was enroute to Europe today on her maiden voyage with a full cargo of freight in 38 barges for delivery to North European and river ports and to London.

Built at a cost of \$33,000,000 in the Quincy, Mass., yard of the General Dynamics Corporation, the barge-carrying DOCTOR LYKES stopped at Galveston's new container terminal on her first commercial port of call, and after loading 11 barges proceeded to New Orleans to load 27 more in preparation for her first trip across the Atlantic.

Total cargo capacity of the vessel with her 38 barges is 30,400 tons, and she is crossing the ocean at her maximum speed of twenty knots, being due in LeHavre on July 13th.

The DOCTOR LYKES is the largest American-flag general cargo ship ever built, 875 feet long and 106 feet wide. Two sister SEABEE

ships, the ALMERIA LYKES and the TILLIE LYKES, will join the Lykes fleet later this year, to be served by a fleet of 246 SEABEE barges. The barges may be loaded at any Gulf port and towed to Galveston or New Orleans for loading aboard the mother-ship. (News from The Port of Galveston)

Galveston, container port

Galveston, Texas, June 23:—On June 1, 1972, Galveston, Texas' oldest port, entered the shipping age of containerization, with the opening of its East End Container Terminal, the Lykes West Gulf SEABEE dock on Pelican Island, a covered barge loading terminal for LASH and SEABEE barges at Piers 34-35, and a sparkling new facility for handling the innovative United Fruit Company ships discharging bananas in containers at Pier 14-West.

Finishing touches have been put on these four new facilities, all begun within the past two years and the result of an expressed desire on the part of the citizens and port officials of Galveston to prepare the most modern facilities for handling the big new container and barge carrying ships now beginning to appear in growing numbers on the oceans of the world.

The United Fruit Company initiated its new automated service six weeks ago, and it has been operating smoothly on a weekly basis. Two specially-built ships in this service bring in 87 loaded containers of bananas and are capable of taking back 93 empties. Both rail and truck service is provided. Each container holds from 850 to 1000 cartons of bananas.

The new container crane at Pier 10 handled its first cargo from the SS JOSEPH LYKES in mid-May, and at that time there was only one other public container crane in operation along the Gulf Coast.

The SS DOCTOR LYKES, world's first SEABEE barge-carrying ship, three football fields in length and the largest American-built dry cargo merchant ship, was due in Galveston on its maiden voyage the fourth week in June, 1972. The SS DOCTOR LYKES is approximately four times the size of the average present dry cargo merchant vessel seen in American ports.

The new facilities at Galveston are all part of the \$25,000,000 new look for the port. Galveston port management has spent nearly \$10,000,000 on such improvements since the first of 1971. (News from The Port of Galveston)

Phoenix Container Liners

Long Beach, Calif., July 17:—Arrival of the 22,000 ton containership Atlantic Phoenix in Port of Long Beach on its maiden voyage this week marks inauguration of a new fortnightly transpacific cargo service by the recently-formed Phoenix Container Liners Ltd. of Hong Kong.

A sister ship, the Pacific Phoenix, will enter service next month. Both are fully cellular, cruise at 22 knots and carry 522 boxes, all 40 footers, including 60 refrigerated containers.

West Coast ports of call, besides Long Beach, include Seattle and Vancouver, according to J. E. Strowger, vice president in charge of Phoenix operations. Japanese ports are Kobe, Shimizu and Tokyo. Kerr Steamship Company is general agent for the firm.

The all-chassis, one-to-one system employed by Phoenix means that cargo off-loaded in Long Beach will be loaded onto and remain with the



Los Angeles, Calif.:—The Port of Los Angeles is moving a mountain to create new, usable land area both where the dirt is coming from and where it is being dumped. The mountain is disappearing at the end of the Harbor Freeway. A 6.5-acre slip on Terminal Island on the Port's Main Channel is becoming land instead of water acreage. The dirt source area will probably be used for container storage in connection with container terminals in the West Basin of the Harbor; the fill at Slip 230 will likely accommodate expansion of Overseas Shipping Company's terminal or Fred F. Noonan's imported auto receiving terminal, or both. Over 650,000 cubic yards of earth will be trucked over the 3.9-mile route before the slip-fill is completed.

same chassis or "bogey" until delivery at destination, eliminating double-handling of containers. One thousands new American-built 40-foot containers will be available.

Kerr assistant vice president Captain G. K. Westerman and district manager W. N. Westman were on hand at Berth 234 at the new \$10-million International Transportation Services, Inc. terminal on Pier J in Long Beach for maiden arrival ceremonies.

Long Beach Harbor Commission president James G. Craig, Jr., presented the Port's plaque to Westman to mark start of the service.

Other tenants of the ITS facility are "K" Line and Zim Container Service. (Port of Long Beach News)

Port office site studied

Los Angeles, July 13:—Port of Los Angeles planners have outlined several possible harbor area sites for a proposed Harbor Department building and have given consultants

Adrian Wilson & Associates the go ahead to investigate each location.

The sites range widely throughout the harbor area and include existing buildings as well as property on which an office building might be erected.

The site investigations will move the current office study ahead while Harbor Department officials review a space requirement survey of the Department recently completed and submitted by the consulting firm.

Among the locations being considered are: the Consolidated Marine Terminal building; the Old Ferry Building at Berth 84 (foot of Sixth Street in San Pedro); the City office building at 7th Street and Harbor Boulevard (San Pedro branch City Hall); Timms Point (16th Street and Harbor Boulevard); site of Warehouse No. 1 at the end of Signal Street in Outer Harbor; Harbor Department property at the foot of Avalon Boulevard in Wilmington; the Customs House

area on Terminal Island; and Reeves Field including future fill areas on Terminal Island.

In addition to economic considerations, the sites are being studied for freeway accessibility, parking facilities, adaptability and comparability with the surrounding community, proximity to the harbor itself, and further consolidation of staff offices. (Port of Los Angeles)

Propeller Club U.S.A.

Los Angeles, Calif., June 29:—Outgoing president L. R. Wood of the Los Angeles-Long Beach Harbors chapter of the Propeller Club of the United States conducted the annual election of officers at the June meeting at the Port of Los Angeles, resulting in the following slate for 1972-73:

President: V. E. Mattson (Inter-Oceanic Factors, Inc.)
1st Vice Pres: R. R. Abbott (Prudential-Grace Lines, Inc.)
2nd Vice Pres: A. J. Maloney (Bethlehem Steel Company)
3rd Vice Pres: T. J. Thorley (Port of Long Beach)
Secy.-Treas.: W. B. Penland (States Steamship Company)
Board of Governors: Term expiring 1975 (three-year term)
R. O. Foerster, Jr. (Consolidated Marine, Inc.)
R. D. Hudson (Los Angeles Harbor Commission)
C. M. Lippincott (Todd Shipyards Corporation)
W. D. Moore (Moore Travel Service)
D. E. Weinert (Johnson & Higgins of Calif., Inc.)

Seven past presidents of the Propeller Club were awarded handsome pins for their service. Two of them, John F. Parkinson, retiring assistant general manager of the Los Angeles Harbor Department and Norman E. Dunnavant, retired 49-year veteran editor of the Daily Commercial News, received life memberships in the organization.

Other past presidents honored at the meeting were: Donald Cutler, Frank P. Dow & Co., Inc.; Ted Johnson, Jr., vice president International Division, United California Bank; L. G. Dunn, retired from Pacific Far East Lines; Fulton W. Wright, retired from Matson Navi-

gation Company; John C. McHose, Senior Partner in the firm of Lillick, McHose, Wheat, Adams, & Charles.

The past presidents make up an advisory council for the club, according to its by-laws. (Port of Los Angeles)

France Road terminal

New Orleans, La., June 30:—The Board of Commissioners of the Port of New Orleans has awarded a construction contract to begin work immediately on the second berth at the France Road Container Terminal. Board President Harvey H. Loumiet Jr. made the announcement at a special meeting of the port authority.

Boh Bros. Construction Company was lowest of six bidders for the project. The contract is for \$1,738,231.

The wharf, designated Berth 5 in the port's overall France Road facility plan, will be made of pre-cast concrete on steel pipe pilings filled with concrete. The Boh contract provides for construction of a wharf 700 feet long by 100 feet wide, complete with bank protection. Approach ramps at each end will measure 35 feet wide by 190 feet long. The wharf will be fitted with rails for a high-speed container crane with a lift capacity of 40 tons and an outreach of 113 feet.

In September the port plans to award contracts for paving, draining, lighting, fencing and water service for the wharf area.

Wharf construction is the first of three phases of activity to be undertaken at the second berth. The second phase will be construction of the container crane. Bids have already been advertized, and the work contract will be awarded in mid-September. The crane is expected to be in place by August of 1973.

Third phase of the project involves development of 15 acres of open storage area and construction of a 30,000-square-foot container consolidation shed. The paved open area will be large enough to accommodate up to six hundred 40-foot containers on chassis or twice that number if the containers are stacked two-high. The shed is expected to be completed a few months after the crane is in operation.

Port Director E. S. Reed stated that this new berth, along with other improvements currently underway in the port, will contribute directly to the economy of Louisiana by providing faster and more economical movement of cargo through the port, which is the state's largest single industry. These improvements are necessary to keep Louisiana and its major port competitive with the other maritime states in the nation, Reed said.

The 280-acre France Road Container Terminal site is located at the junction of the Mississippi River-Gulf Outlet and the port's Industrial Canal. The \$64 million, nine-berth project is a crucial part of the port's 30-year, \$400 million CENTRO-PORT development plan. Facilities such as this one are designed to accommodate an expected 135 per cent increase in cargo tonnage by the year 2000.

Construction of this second fully equipped container berth is expected meet the needs of several major shipping lines which have indicated interest in serving the Port of New Orleans with high-speed, full container vessels in the near future.

Berth 1 of the terminal is nearing completion and will be operated by Sea-Land Service for its full container vessels late this year.

Containers in substantial numbers are already being handled at several of the port's modern wharves. In 1971, the port experienced an 85 per cent increase in the number of containers handled compared to 1970. (Port of New Orleans News Release)

Seatrain service to Europe

New Orleans, La., June 27:—The Container Division of Seatrain Lines Inc. will soon begin fortnightly service from New Orleans to north European ports.

With the arrival of the M/V VISURGIS on July 14 at the port's St. Maurice Street wharf, Seatrain will mark the start of its new service, using two "Isle Class" ships capable of carrying up to 222 forty-foot, fully-wheeled containers. The ships can travel at speeds up to 22 knots, according to Arthur C. Novacek, president of Seatrain.

Ted D. Gleason, regional marketing manager of Seatrain's Container

Division, has been named to head the operation here. Offices are being established at 300 Alabo Street, a location close to the St. Maurice Street berth that has been made available to Seatrain by the Board of Commissioners of the Port of New Orleans.

Seatrain Lines is an American company said to be one of the world's leading and fastest growing international containerized shipping firms, providing regular and fast, computer-monitored, door-to-door container service between almost all points in Europe, the United States, the Caribbean, Hawaii, Guam, Kwajalein and Japan. The firm is headquartered at its own private container seaport, Port Seatrain, Weehawken, New Jersey.

William Adams, Seatrain area manager, emphasized, "We are offering the best service available today, with fast vessels, 40-foot containers, an all-wheeled operation and efficient equipment. The New Orleans port facilities and our own exceptional administrative back-up will provide the shipper with the most economical and fast service available in the Gulf to points in northern Europe."

Seatrain's new service at New Orleans will supplement the present full and partial container services already operating at the port where facilities for all modes of cargo handling are abundant.

Shipping industry veterans in New Orleans may remember the operation, years ago, of the vessel named SEATRAN which carried loaded rail cars from a privately owned, crane-equipped dock near Belle Chasse, about 22 miles downriver from the Port of New Orleans. The dock was then served by a branch of the Missouri-Pacific Railroad. A similar facility was built in the harbor at Havana, Cuba. This began back in 1928. At its height, the SEATRAN was operating at full capacity on a weekly basis between New Orleans and Havana. Out of this experience the firm developed many of its original ideas that still form important parts of today's worldwide operation. (Port of New Orleans)

P.A. of N.Y. and N.J.

New York, June 30:—At 12:01 A.M. tomorrow (Saturday, July 1) The Port of New York Authority becomes THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY in accordance with legislation passed by the two States. Thus, the Port Authority, which has been a bi-state agency since its founding in 1921, now has a bi-state name.

The Port Authority is responsible for development and operation of transportation, terminal and other facilities of commerce, and for the promotion and protection of the commerce of the bi-state Port. These facilities represent an investment of about \$2.76 billion, and generate employment for some 90,000 people who earn almost one billion dollars a year. Construction jobs at the Port Authority's tunnels, bridges, piers, airports and terminals provide employment now for an additional 8,400 New York and New Jersey workers with an annual payroll of about \$100 million.

The Port Authority facilities comprise:

RAIL AND BUS COMMUTER FACILITIES

Port Authority Bus Terminal, George Washington Bridge Bus Station, Port Authority Trans-Hudson (PATH) System

TUNNELS AND BRIDGES

Bayonne Bridge, George Washington Bridge, Goethals Bridge, Outerbridge Crossing, Holland Tunnel, Lincoln Tunnel

AIR TERMINALS

John F. Kennedy International Airport, LaGuardia Airport, Newark Airport, Teterboro Airport, Port Authority-West 30th Street Heliport, Port Authority-Downtown Heliport

PIERS AND DOCKS AND OTHER FACILITIES

Brooklyn-Port Authority Marine Terminal, Columbia Street Marine Terminal, Elizabeth-Port Authority Marine Terminal, Erie Basin-Port Authority Marine Terminal, Hoboken-Port Authority Marine Terminal, Newark Union Motor Truck Terminal, New York Union Motor Truck Terminal, Passenger Ship Terminal (under construction), Port Au-

thority Building, Port Newark, The World Trade Center

(News from The Port Authority of New York and New Jersey)

3 contracts awarded

New York, July 12:—Construction work at "America's Container Capital"—the Elizabeth-Port Authority Marine Terminal and Port Newark complex—moved forward today with the award of three contracts by the Commissioners of the Port Authority.

The contract awards were announced by Chairman James C. Kellogg, III, following the monthly Board meeting of the bi-state agency.

Elizabeth-Port Authority Marine Terminal

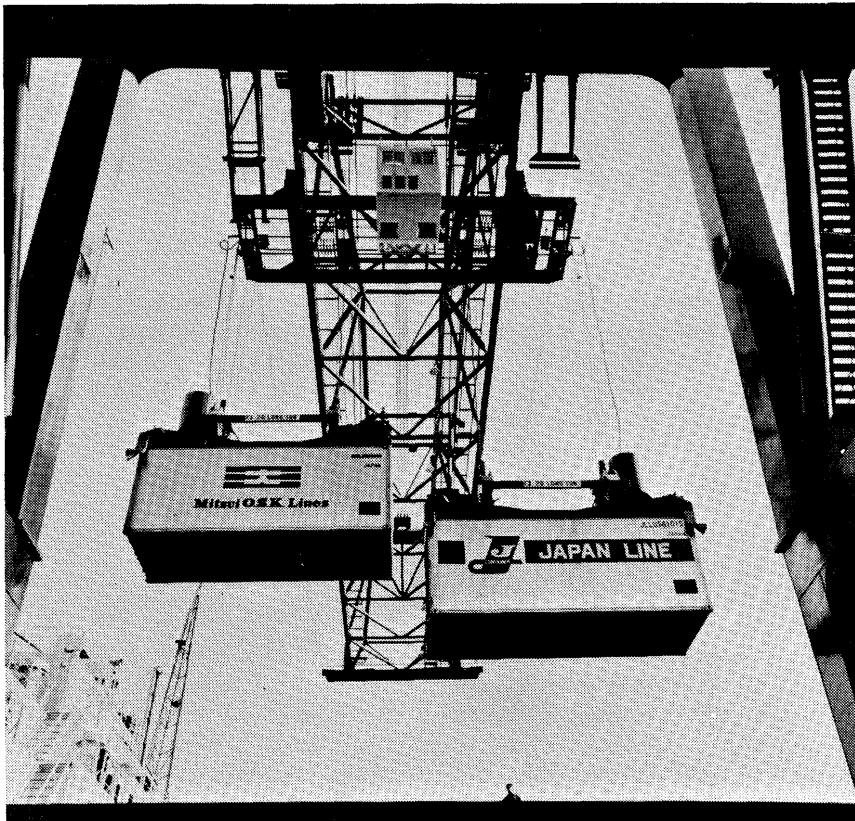
—Paving and utility work for some 15 acres of open area west of Berth 98 in the new 232-acre Sea-Land terminal area will be done by C. H. Winans Company of Roselle, New Jersey, at their low bid price of \$892,764. The work, which will begin immediately and be completed by the end of this year, includes the installation of water mains and storm and sanitary drainage systems.

Construction of a power distribution system and installation of lighting for a container marshalling area and future maintenance garage, west of Berth 98 at the Sea-Land terminal, will get under way immediately and be completed early in 1973. Nutmeg Cable Co., Inc. of Westbury, Connecticut was the low bidder at \$377,521.

Port Newark

—Paving and utility work for Berth 51 and the adjacent upland area on the north side of the Elizabeth Channel is covered under a \$832,035 contract awarded to the low bidder, Robert Bossert & Co., Inc. of Newark, New Jersey. The work, which will begin immediately and be completed by the end of November 1972, includes the removal of excess fill from the surcharged site and the installation of hydrants, water mains and storm sewers.

Already the world's largest and most modern containership facilities, the Elizabeth-Port Authority Marine



The Port of Norfolk has ordered a PACECO Twin-Lift Portainer similar to the crane pictured, but with Modular Automated Container Handling Features. (News PACECO)

Terminal and Port Newark are handling a steadily increasing volume of goods shipped in containers to worldwide markets. Upon completion in 1973, the \$205 million Elizabeth seaport will have over three miles of containership berthing area supported by over 1,000 acres of container marshalling and distribution space. When the entire Port Newark expansion project is completed in 1975 at a total Port Authority investment of \$185 million, over four miles of berthing space, including three full containership berths, and nearly 416 acres of paved upland area will be available to handle waterborne cargo.

When fully operational, these thriving marine terminals are expected to have an annual cargo capacity of some 18 million long tons per year. (News from The Port Authority of New York and New Jersey)

More general cargo

Tokyo, July 7:—Ameriport handled more general cargo during 1971 than in any previous year in history,

according to a study made public today by the Delaware River Port Authority.

Figures compiled by its World Trade Division show that the volume of nonbulk moving between the Ports of Philadelphia and foreign ports rose to 5,608,820 tons, an increase of 3.9 per cent over the previous peak of 5,396,257 tons recorded in 1970.

The expansion in general cargo contributed to the gain in total international waterborne commerce, according to James R. Kelly, DRPA's World Trade Director. He noted that the combination of imports and exports moving via the Delaware and Schuylkill Rivers advanced to 54,680,537 tons in 1971, a gain of 1.2 per cent over the 54,057,635 tons of the previous 12 months and second only to the 57,536,894 tons of 1969.

Kelly emphasized the significance of the improvement in general cargo movement by pointing out that each ton of it has a local economic impact of \$25, as against the \$8 generated

by a ton of bulk.

General cargo imports jumped 16.6 per cent from the previous year to a record 3,824,348 tons, with important gains posted by iron and steel products, gypsum, lumber, crude petroleum, natural gas, plywood, cocoa beans, chemicals, rubber, textile fibers and tobacco. Exports dipped 15.6 per cent to 1,784,472 tons on declines in coal, petroleum products, scrap metal, iron and steel and machinery.

In total international commerce, imports again far-outdistanced exports, with 51,388,366 tons comparing with 3,292,171.

The dollar value of foreign commerce also reached an all-time high of \$2,466,052,568 as against \$2,346,652,501 in 1970.

The DRPA World Trade Division promotes Ameriport through regional offices in New York City, Pittsburgh, Chicago, District of Columbia, Bogota, London, Milan, Antwerp, Tokyo and Hong Kong. Its headquarters is in Philadelphia. (DRPA News Release)

ACT's PACE Line Service

Philadelphia, Pa., May 16:—Associated Container Transport (ACT) inaugurated a twice monthly container service from the Port of Philadelphia to Australia and New Zealand ports today, City Representative and Director of Commerce Harry R. Belinger announced.

The first of five containerships to call at the Packer Avenue Marine Terminal "ACT 3" arrived today. The vessels are capable of carrying 1,183 twenty-foot containers of which 556 are refrigerated. In addition, every ship has 168,000 cubic ft. of space for lifts too large or too heavy for containers.

Act is a consortium of four major steamship companies which for the past year have been operating a fleet of new containerships between the East Coast of North America and Australia/New Zealand under the name PACE Line. PACE is a short title for Pacific America Container Express.

Michael B. Northen, president of ACT said that Philadelphia was selected as one of the ports to be served directly because the volume of cargo makes it economic to do

so.

"In fact," Northern added, "many of our customers surveyed particularly stated a preference for Philadelphia. It now offers very modern container facilities and in many cases, more favorable inland transportation rates."

Lavino Shipping Company, which operates the Packer Avenue Marine Terminal, has been appointed agents for ACT's PACE Line Service in the Pennsylvania area. They will be responsible for all export and import activities including operations and sales. (City of Philadelphia News Release)

Second container terminal

Savannah, Ga., July 5: — The Georgia Ports Authority has announced plans for the construction of a second container terminal for the port of Savannah.

The new \$6 million terminal will adjoin the G.P.A.'s existing container facility, providing Savannah two container berths with two container cranes and a back-up storage area of 40 acres.

The Authority opened its container operations in May of this year and is served by American Export Isbrandtsen Lines, Seatrain Lines, United States Lines and Zim Container Service, four of the largest container lines in the world.

J. D. Holt, Executive Director of the Georgia Ports Authority, commenting on the Authority's rapid acceleration of container activities said, "Our container operations have been an outstanding success. In only two months after opening of our Container Central, Savannah has become the focal point of container shipping on the South Atlantic, offering more container shipping services than any other port on the South Atlantic. With the opening of our second container terminal in late 1973, Savannah will unquestionably be the number one container port on the South Atlantic." (Georgia Ports Authority News Release)

AEIL's container service

Savannah, Ga.:—On July 15, American Export Isbrandtsen Lines begins the first full container service



between Savannah, and North Europe and the Mediterranean.

Laurence J. Buser, President and chief executive officer of American Export Isbrandtsen Lines, has announced a full container service between the Port of Savannah, Ga., and North Europe, the United Kingdom and the Mediterranean.

Strachan Shipping Company, American Export Isbrandtsen Lines' agent in Savannah for their Far East—South Asia services, has been named the Savannah agent for this new container service.

Every week, Savannah will be connected by AEIL's American-built, manned and operated fleet with the Mediterranean ports of Cadiz, Marseille, Haifa, Piraeus, Naples, Leghorn, Genoa and Barcelona; and North Europe and United Kingdom ports of Bremen, Felixstowe and LeHavre.

Through the above ports, these two container services will serve the following countries: Belgium, Denmark, England, France, West Germany, Greece, Israel, Italy, Netherlands, Scotland, Spain and Sweden.

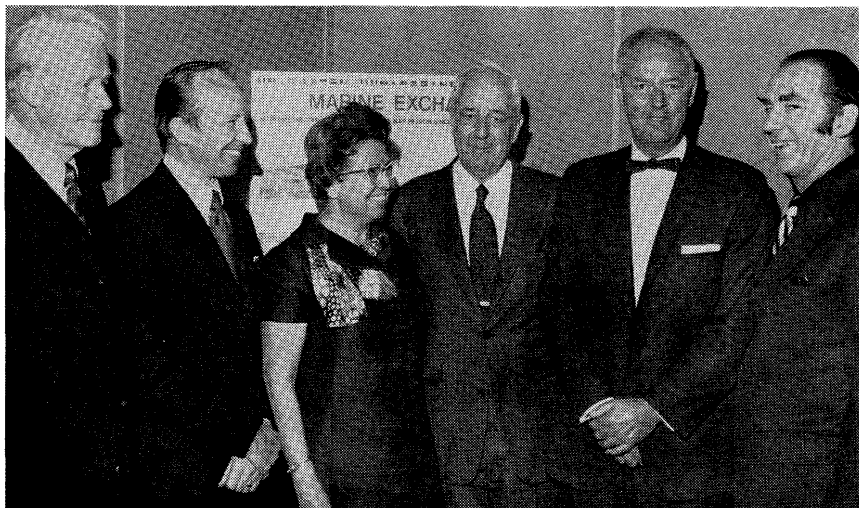
J. D. Holt, Executive Director of the Georgia Ports Authority expressed pleasure with the announcement of the new service. He noted that, "Historically American Export Isbrandtsen has provided service to South Asia and ports of the Pacific from Savannah and that friends of

this line can now enjoy full containership service on the announced trade routes." (Georgia Ports Authority News Release)

Newest terminal

Seattle, Washington, July 5:—The Port of Seattle dedicates its newest terminal Saturday, July 8, with an Open House for public viewing at Terminal 25 from 1 to 5 p.m. On view will be American Mail Line's new C-6 containership "Washington Mail" which will be working cargo with the Port's cranes and shoreside equipment. The public may not board the vessel but everyone is welcome to enter the terminal at designated areas for parking and viewing the regular working operation. At 2 p.m. a brief ceremony on the pier will officially "open" the facility.

The Port's principal tenant here, American Mail Line, has already jumped the gun a little by moving in hundreds of containers and an office workforce. The terminal, still having finishing touches added, is being rushed to completion. Located at Spokane St. on the site of the old Pier 25 grain terminal and the old Pier 24 salmon warehouse, both demolished last year, this new facility boasts the heaviest container cranes, the newest and largest container carriers and the latest in handling methods. Two 45-ton Star



San Francisco—Golden Gate Shipping Leaders Named—Team of officers just named to lead the Marine Exchange of the San Francisco Bay Region for the year starting July first has been selected by the board of directors of the 123-year-old maritime service and development agency. From the left, Edward D. Ransom, a leading attorney, was renamed president; Kenderton S. Lynch, vice president of Pacific Far East Line, Inc., will serve as treasurer; Miriam Wolff, San Francisco port director, was picked as 2nd vice president; John R. Page, General Steamship Corp. president, was renamed 1st vice president; Lloyd O. Haefner, vice president of Johnson and Higgins, continues as 3rd vice president, and Robert Langner was renamed executive director of the Exchange. (6/27/72)

Iron container cranes now operate on the 983 foot berth already being extended to 1,603 feet. Two of the three huge straddle type vehicles, among the largest in the world, can straddle six rows of containers stacked three high plus room for truck passage.

The \$12 million terminal, built with \$2.179 million aid from the Economic Development Administration, provided several hundred jobs during its three-year design and construction. Additionally, about 2,300 primary and secondary jobs may result from its operation.

The Port of Seattle leases the entire 32-acre facility to American Mail Line which, in turn, sub-leases to Johnson Line and Johnson/ScanStar for joint container service to European markets. American Mail serves Japan and Pacific Rim countries with containers as well as non-containerized cargo from its Pier 28 operation headquarters. (News Release from Port of Seattle)

Tampa Bay Ecology

Tampa, Florida, July 7:—Tampa Bay was given a good cleaning out by Hurricane Agnes. As a result, the eutrophication of the Bay has been slowed down. Nitrogen and phosphorus in the water have been markedly diminished, thus reducing the rapid growth and decay of aquatic plant life which robs the water of life-giving oxygen.

This will tend to cut down on fish kills and lessen the possibility of a red tide this summer.

—Configuration of the Tampa Bay Bottom is more irregular than previously thought.

—During periods of continuous medium to high northerly winds water levels in Tampa Bay have been measured more than two feet lower than predicted from published tide tables. During Hurricane Agnes tide height at the mouth of the Bay was 3.5 feet above normal and reached an elevation of 4.3 above mean sea level. The tide was five

feet above normal in Old Tampa Bay and reached an elevation of 6.2 feet above mean sea level.

These are just a few of the significant findings of the Tampa Bay Estuarine Hydrology and Environmental Study being conducted by the U.S. Geological Survey in cooperation with the Tampa Port Authority.

When all the facts are in they will be used to insure the best environmental and commercial management of the more than 300 square miles of Tampa Bay.

The Major Goals of the Project Are:

—To provide information to those involved in planning and design of deepening the existing ship channel so as to minimize effects on the bay's environment.

—To aid local authorities to achieve their goals to enhance the natural resources of the Bay. In connection with this the Tampa Port Authority is working with the Bureau of Sports Fisheries and Wildlife on the construction of spoil islands so they may be used for the propagation of marine life, rookeries and public recreation.

(Preliminary tests using a computer model of the Bay indicate that the size and shape of spoil islands can have an effect on the rate of movement of water and patterns of circulation and therefore on the water quality of the Bay.)

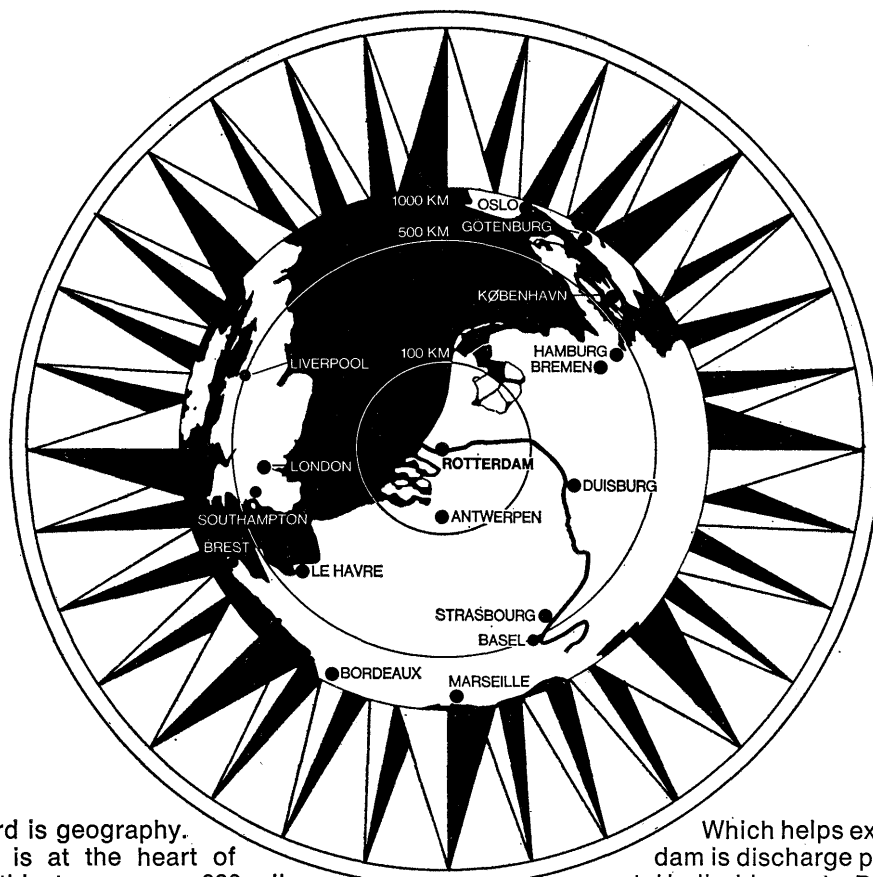
—To determine circulation patterns in the Bay, the quality of the water and sediments.

—To develop the techniques for future evaluation of estuarine areas in the nation.

The data collected by various sophisticated instruments will be used to develop an accurate computer model of Tampa Bay.

All of this means that Tampa Bay can serve seaborne commerce, maintain productivity for marine life and healthy conditions for living and recreation and that through base data and computer analysis complete environmental impact statements for projects can be developed. (News from The Tampa Port Authority)

distribution-wise the big deal is Rotterdam



Its trump card is geography. For Rotterdam is at the heart of Europe's wealthiest area: a 600-mile circle containing metropolitan London, Holland, northwestern Germany's Rhine and Ruhr districts, Belgium, the heavy industry of northern France, and 160 million consumers.

And Rotterdam is directly accessible to the North Sea, astride the Rhine, with a rich network of roadways, railways and airways reaching out in all directions.

Which helps explain why Rotterdam is discharge port for intercontinental bulk shipments. Distribution centre for Japanese automobiles, Australian ore, Mid-East oil, North American grain, African timber - altogether 26% of the seaborne goods that enter and leave the Common Market. A port ideal for transshipment, bulk-breaking, warehousing, inventory management, forwarding. Adding Rotterdam to your distribution system is like having four aces up your sleeve.

Rotterdam-Europoort

For more information, write Rotterdam Municipal Port Management, Poortgebouw, 27 Stieltjesstraat, Rotterdam

Goods Traffic

Antwerp:—Overall figures covering the sea-borne traffic of goods in 1971, were recently published by the National Statistics Bureau. Obviously, the figures are still provisional

only, but they show the total traffic to amount to 72.2 million tons, which figure embodies, on the one hand, a drop in arrivals and, on the other hand, a further increase of the outward bound traffic.

With regard to the drop in Total

called twice.

Summarizing, top figures for 1971 were: greatest length: 871'8, greatest draft: 42', greatest carrying capacity: 97,350 tons; greatest cargo: 76,464 tons. (Antwerp Port News, April)

International sea-borne traffic of goods

	1971	1970	Difference	%
Discharged				
Imports	40,827,182	48,450,519	-7,623,337	-15.8
Transit	6,749,393	6,384,001	+ 365,392	+ 5.7
Total	47,576,575	54,834,520	-7,257,945	-13.3
Loaded				
Exports	13,538,993	14,634,851	-1,095,858	- 7.5
Transit	11,133,835	8,663,157	+2,470,678	+28.5
Total	24,672,828	23,298,008	+1,374,820	+ 5.9
Total transit	17,883,228	15,047,158	+2,836,070	+18.8
Total imports and exports	54,366,175	63,085,370	-8,719,195	-13.9
Grand total	72,249,403	78,132,528	-5,883,125	- 7.6

Discharged, reference should of course be made to the arrivals along the Rotterdam-Antwerp pipeline, aggregating some 7½ million tons of petroleum. By taking this into account, the overall traffic still shows an expansion as compared to the year before.

This will make it hard, also for future years, to reach proper comparisons, as the quantities of crude oil arriving by that pipeline will continually be on the increase.

It is, however, gratifying to find out that the transit traffic, both inward and outward, continues to show a good growth.

The transit movement is bound to be an adequate criterium to judge about the competitive potentialities of ports. In 1971, the transit traffic reached 24.7% of the total traffic. (Antwerp Port News, April)

Supercarriers in 1971

Antwerp: — Antwerp was called at by 57 vessels, each measuring over 70,000 tons deadweight, last year. This figure included 33 ore-carriers and 14 tankers. Towards the end of the year, some downward trend was noticeable in the number of supertankers, consequent upon the putting into service of the Rotterdam/Antwerp pipeline. Notwithstanding this, the total number of

supercarriers continued to show an upward curve (in 1970, we had 44 vessels measuring over 70,000 tons deadweight).

Regular patrons of the port once more were the ore-carrying ships Nikkala and Nuolja (800 feet long, 124.3 feet beam), operating under the Swedish flag, which ships made the call 17, respectively 15 times. When Nuolja arrived on 5th October last, her draft was greatest (42 feet) and so was her cargo (76,464 tons).

Tankers were: the Norwegian Jane Stove (74,480 dwt), Moster (70,867) which called twice, Aimee (73,350), which also called twice, Beaufort (74,480), Victoria (73,730), Polyqueen (71,715), Borgen (87,711), Havtor (72,700) and Thelma (74,440). Also came the Swedish Axel Brostrom (70,600), the French Bourgogne (74,390), the British Ensign (75,578) and Sir Winston Churchill (95,300), the Italian Esso Milano (70,310), the Japanese Japan Dahlia (75,766), Tenryugawa Maru (75,864) and Horyu Maru (82,530). A Spanish tanker and an East-German tanker called for repairs, namely "Zaragoza" (97,350) and Schwarzheide (77,265). Amongst the larger ships we finally also had one Belgian, viz. Esso Antwerp (76,209), which

Rotterdam-Antwerp pipe

Antwerp:—It was recently learned that the construction will be started, in the course of this very year, of an intermediary station on the oil-duct Rotterdam-Antwerp. This additional pumping station is expected to increase the capacity of the pipeline from 28 million tons to 39 million tons per annum. Place of erection: Hoeven, The Netherlands.

The intermediary station will be completed by the end of 1973. As is rumoured, Shell already took up contact in 1970 with "N.V. Rotterdam-Antwerpen Pijpleiding", to find out to what extent they might avail themselves of the duct. As we already stated in a previous issue, Shell decided the building of a 9 million ton refinery in Antwerp.

At some later juncture (namely after 1975), an additional pipeline will be considered. (Antwerp Port News, April)

Roll-on/off berth at Hull

London, 11 July (B.T.D.B.):—The contract for the construction of a new £280,000 roll-on/roll-off terminal in Queen Elizabeth Dock, Hull, for a service to Finland has been awarded by the British Transport Docks Board to Clugston Construction Limited of Scunthorpe, Lines.

As recently announced, the terminal is being provided for use by a roll-on/roll-off service run jointly by the Finland Steamship Company Limited and the United Baltic Corporation Limited. Work on the site has already begun and the terminal is scheduled to come into operation in the early part of 1973.

The two companies at present operate a weekly joint service to Finland using conventional ships. Two new roll-on/roll-off vessels, each capable of carrying about three hundred 20 ft. containers, are on order and will come into commission next year.

The terminal will be sited in the south-west corner of Queen Elizabeth Dock where extensive shore facilities already exist. The scheme includes the provision of a fixed shore ramp 50 m. (164 ft.) long and 22 m. (72 ft.) wide, able to handle four lanes of traffic. A 27,870 sq. m. (6.8 acres) marshalling area will be provided adjacent to the berth. Two transit sheds are already available for cargo consolidation and customs examination.

This is the second roll-on/roll-off berth to be constructed in Queen Elizabeth Dock this year and brings the Docks Board's additional investment in unit load facilities in Queen Elizabeth Dock to over one million pounds.

King's Lynn-Greece service

London, 12 July (B.T.D.B.):— The British Transport Docks Board have won a new general cargo service to operate between King's Lynn and Greece, Cyprus and the Lebanon. The new service, which will start in mid-August, will be run by the Mercandia-Med-Line, a subsidiary of Mercandia U.K. Limited.

A new vessel, the 'Merc Phoenecia', 1,400 d.w.t., due to be launched in Denmark on 14 July, will inaugurate the service. Frequency of sailings will then be every ten days, and vessels will call at Piraeus, Famagusta, Limassol and Beirut.

All types of general cargo will be carried, and cargo will be received into the transit shed at Bentinck Dock, King's Lynn.

Mr. Bernard Pearson, Docks Manager at King's Lynn, said, "This is a new venture for King's Lynn, it is the first time we have had a liner service to this area. The port has won this new business because of its geographical position and easy access to the industrial west midlands".

Local agents are Lynn Ferries Limited, King's Lynn.

Docks Board Staff College

London, 14 July (B.T.D.B.):— A considerably broadened programme of courses is outlined in the new prospectus of the British Transport Docks Board Staff College. In comparison with previous years the

balance between management, supervisory and general courses and seminars is more objective and the courses are aimed at concentrating more on job and discipline effectiveness rather than towards development.

Thirty-three courses lasting from 2 days to 3 weeks will be held at the Board's residential college at King's Lynn during the coming academic year running from 4 September, 1972 to 26 July, 1973. All the courses are available to other organizations within the docks industry.

A completely new two-week course on Port Organization, Operations and Administration has been added to the syllabus for the first time. The object of this course is to provide a general background of an educational and informative nature related to the operation, administration and organization of ports for technical, supervisory and clerical staff.

A series of short seminars are being held on specific subjects relating to the work of the Docks Board, such as, commercial practice and procedures, accountancy practice, the Industrial Relations Act, and clerical work measurement. A special engineering seminar is being held in the winter and summer term.

The three-week "Principles and Practice of Management" course is again included, as is the course on "Modern Developments in Cargo Handling", which will include research and examination recently carried out on the Continent.

A special feature at the Staff College is the availability of a port model which provides students with the opportunity for simulation exercises on all aspects of port operational and organizational procedures.

Port of Le Havre Flashes

New container service between Europe and Japan. On March 23rd the container-ship Lord of the Isle inaugurated a regular service between Europe and the main ports of Japan. The new service puts European exporters within much easier reach of their markets in the Far East.

Gas freeing by inert gas. For the first time in France at any rate a tanker has been gas freed by the inert gas process. The honour fell to the new 170,000 dwt French tanker/ore-carrier Cetra Centaurus, from April 6th to 9th, prior to work being carried out on board. Most tankers now under construction are fitted with an inert gas generator, a safety measure of the first importance.

Lorry centre. A Road Transport Centre is to be built in the industrial zone to meet the many and various needs of the large number of lorry drivers who come to Le Havre. Work is to start in September and the opening is scheduled for 1973.

A boost to trade with Canada. On March 23rd the Care Line began sailings to Canada. The Mount Royal is being used to start with, but three other mixed vessels will come into service on the same route between now and the end of the year. There will then be weekly sailings to and from Quebec and Montreal, with through bills of lading to Toronto and Hamilton for containers.

Transhipment of cars. On March 14th the French Line transhipped 411 cars from the Borodine to the Atiantic Song, a Swedish vessel owned by the Atlantic Container Line. The access ramps of the two

SCOREBOARD

INDUSTRIAL ZONE EXPORTS

Development of the port's 25,000-acre industrial estate, which is serviced by three canals, continued throughout 1971 and led to a spectacular rise in the quantity of industrial products exported, as can be seen from the following examples:

	1970	1971
Sulphuric Acid	15,000 tons	18,000 tons
Dodecylbenzene	21,000 tons	25,000 tons
Cement	142,000 tons	369,000 tons
Urea	Nil	120,000 tons
Ammonia	Nil	58,000 tons

Twelve jetties will be in service in this part of the port by the end of 1972, as against six at the present time.

(Port of Le Havre Flashes, May 1972)

ships interlocked perfectly.

Cross-channel traffic. In 1971 the increase in passenger traffic between Britain and France was proportionately greater in Le Havre than in any other continental port. The total of 423,000 passengers showed an increase of 16% over the previous year, compared with 11% for Cherbourg, 10% for Boulogne and 5% for Calais.

North Sea oil. On March 29th the Liberian tanker Theotokos became the first ship to enter Le Havre with a cargo of oil from the Ekofisk field beneath the North Sea.

Lyons International Fair. The Port of Le Havre was naturally represented at this very important event and in the course of several days our delegation made many fruitful contacts with shippers, forwarding agents and journalists. Our Commercial Director held a press conference which proved of great interest to a very large number.

Prelude to a terminal. Work on the Port of Le Havre's future tanker terminal started in earnest on Thursday March 30th, when men and machines moved in to construct the access road to the foot of the cliffs. The first 500,000-ton tanker is due to arrive in 1974, with million-tonners to follow. (Port of Le Havre Flashes, May 1972)

EUREXPORT ROUEN

Rouen:—The First International Exhibition for Export Services, Port and Marine Equipments, is going to be held 12–18 June, 1973 in Rouen. For further information refer to The Secretariat EUREXPORT at PARC-EXPO, Le Madrillet, 76-Grand-Quevilly, Rouen, France.

'Bremen International'

Bremen:—The Bremen Press Service publication, which has appeared since 1964, respectively 1965, as the 'Bremen Air Mail' (in English), as 'Informations de Breme' (in French), as 'Informaciones de Bremen' (in Spanish) and as 'Landesdient Bremen' (in German), is to alter its title, uniformly, as from the next edition in August 1972, to 'BREMEN INTERNATIONAL'. The 'Bremen International' will thus appear in four guises: English,

French, Spanish and German. The recipient of this 'B.A.M.' will receive the English version. Complaints, wishes, suggestions and changes of address should be notified to: BREMEN INTERNATIONAL, Dr. Horst Adamietz, 2800 Bremen, Rathaus, Federal Republic of Germany. (Bremen Air Mail, July)

Leading general cargo port

Bremen:—Whilst the Bremen/Bremerhaven port-group has always had the characteristic of handling an exceptionally high proportion (to the total goods) of general cargo (50 percent and more); the developments of recent months show that Bremen/Bremerhaven has topped Hamburg in general-cargo handling and has taken 'place No. 1' at the head of all the German ports. Whilst, in 1971, Bremen, with 11.6 million tons, was still clearly behind Hamburg, with its 12.8 million tons of general-cargo, the picture has changed for the first quarter of 1972; with 3.15 million tons in Bremen/Bremerhaven as against 3.1 million tons in Hamburg. This trend has, in the meantime, progressed. The success will certainly be due, not least, to the leading position which Bremen has long had in container handling. However, the other forms of modern traffic, such as roll-on-roll-off and LASH, were also adopted at an early stage by the Bremen/Bremerhaven port-group. (Bremen Air Mail, July)

Offshore oilport nonsense

Bremen:—The new, Bremen, port senator, Oswald Brinkmann, has now declared himself, before the press, on the plans, which have long been aired publicly in Germany, for the construction off Heligoland of an atoll-port, an artificial-island port in the Northsea, for the mammoth tankers of tomorrow. Such an installation would swallow milliards and—according to to Brinkman—would be nonsense, from the political-economic standpoint, in view of the relatively few vessels having a deadweight capacity of 500,000; 600,000—and even 700,000 tons. "We don't wish to waste money on that". (Bremen Air Mail, July)

New use of Columbus-quay

Bremen:—The Columbus-quay in Bremerhaven, constructed in the 'twenties and meantime for many decades famous as the 'Railway Station on the Sea' for Central-Europe's transocean passengers, has now played-out its role as a passenger port. It is no longer required—to that extent—for the overseas passenger trade at its present restricted level—and so it is to be transformed. The plans and the alternatives, which are to be worked on until the Autumn of 1972, provide—among other things—for the building-out of the quay by 3 metres—or even by 12 metres; but they all envisage the future utilization of the Columbus-quay for the constantly-increasing general-cargo traffic. (Bremen Air Mail, July)

Port traffic in 1971

Amsterdam, July:—Final figures recently released by the Netherlands Central Bureau for Statistics indicate that the Port of Amsterdam handled a record 24,081,000 tons of sea-going goods traffic during 1971, a 12.8 percent increase over the figure for the previous year.

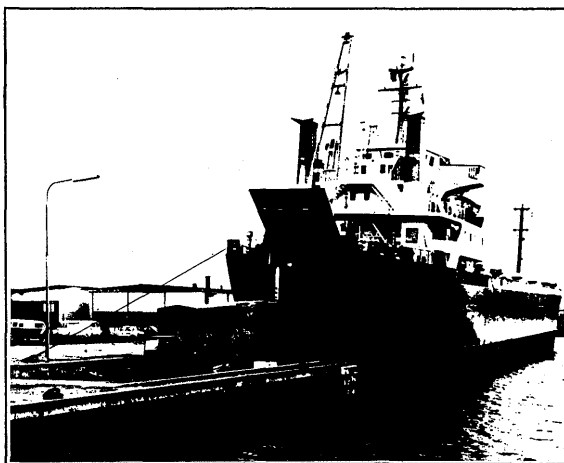
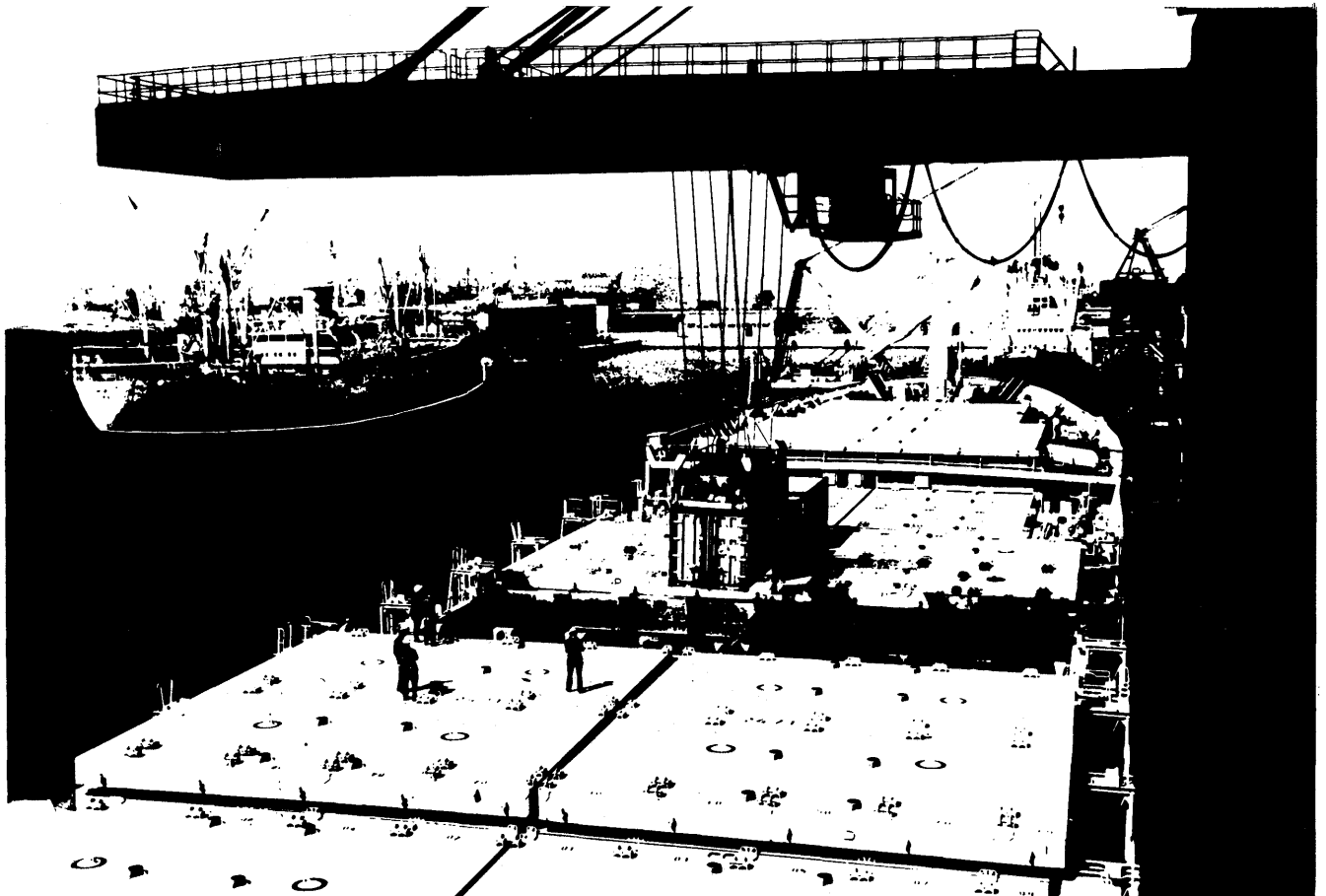
Bulk cargo accounted for 19.6 million tons of the total, a 14.5 percent increase over the 17.1 million tons handled during 1970. Importantly, general cargo kept pace, recording a 5.6 percent increase to a total of 4,430,000 tons during 1971.

The Central Bureau of Statistics figures are considered to be the definitive record of sea-going goods traffic and the 12.8 percent increase during 1971 is seen as an indicator of the improved position of the Port of Amsterdam in recent years.

Main commodities handled during the year were; mineral oils (5.1 million tons), grains (3.6 million tons), ores (7.0 million tons), coal (2.7 million tons) and timber (799,000 tons).

In 1971, 8,177 vessels with a net registered tonnage of 16,812,000 entered the Port of Amsterdam; this compares with 7,982 vessels with a net registered tonnage of 16,082,000 tons during the previous year. (Amsterdam Promotion Press Edition).

Port of Copenhagen makes it easier...



125 direct regular lines
to all major ports
in the world

Full Free Port Facilities

Excellent Transit Center for
Northern and Central Europe

**Port
of Copenhagen
Authority**

7, Nordre Toldbod
DK, 1256 Copenhagen K



Oil Recovery System at Port of Oslo



Oil recovery system

Oslo, July 3:—The Port of Oslo is growing in importance as an oil-port. New oil-pier capable of berthing tankers up to 35.000 tons combined with new, extensive oil-storage facilities have attracted established oil-companies in the port as well as the more new ones with direct interests in the North Sea oil explorations.

With the oil-port so near to beaches and public playgrounds on the neighbouring islands, the Port Authority has taken precautionary measures to safeguard against possible oil-spills. To prevent further damage to the water and the marine life in the Oslofjord through use of chemicals in the destruction and

break-down of possible oil spills, the Port of Oslo has chosen the T-T Oil Recovery System which allows full recovery of the oil for re-use.

The T-T Oil Recovery equipment was recently demonstrated in the Port of Oslo in the presence of representatives from state and municipal authorities engaged in the prevention and control of oil pollution.

On the spot to demonstrate the oil-skimmer was the constructor Mr. Trygve Thune who so far has delivered 7 units to various ports and oil companies in Europe and USA. The company of Trygve Thune A/S is also delivering special oil booms now in use in 42 countries.

The system works as follows: The oil is ringed in with the oil booms

which can either be attached to the oil-skimmer itself or to the ship or the pier by means of magnetic attachments. A rotating paddle wheel brings the oil into a separating chamber wherefrom diesel/hydraulic pump, pumps the oil into tanks, drums or barge alongside the skimmer. The capacity of the oil-skimmer and the pump is up to 25 tons per hour depending on the oil viscosity and the layer of oil. The equipment also works effectively in cold weather. Last winter the oil-skimmer was used after an accident in one of the local drydocks and managed to recover completely 40 tons of bunker oil (Viscosity 600° Engler) at a temperature of minus 8 to 10 degrees Centigrades. (Oslo Port Authority)

Data processing system

Sydney, 24th July:—A contract has been let by the Maritime Services Board to Data Technology Pty. Ltd., for the supply and installation of a small computer system at the common user container berth currently under construction at Glebe Island.

This was announced in Sydney to-day by Mr. W. H. Brotherson, President of the Maritime Services Board, who said the equipment which will cost \$140,000 is to be used by the Board for recording details of the receipt and delivery of containers, their movements within the terminal, the preparation of accounts and for the printing of the ship loading and unloading and general terminal programme. The equipment will be available for use when the terminal comes into service in March next year.

Mr. Brotherson said the total cost of the terminal complex will be in excess of \$10 million.

He said there are a number of separate contracts but the work has now been programmed so that all elements will be completed and ready for service by the end of March next year.

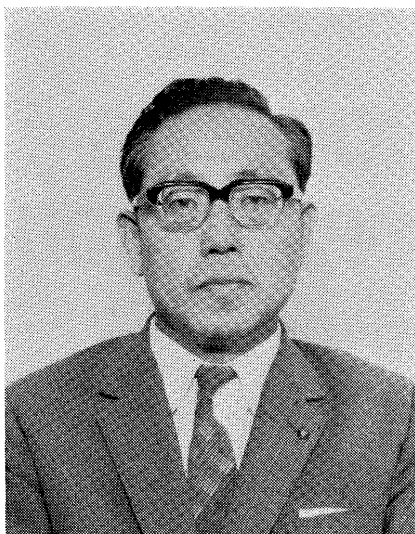
The major \$6.7 million contract being undertaken by Citra Constructions Pty. Ltd., for the provision of the wharf structure up to deck level will be completed by November of this year.

The two container cranes being provided by ASEA at a cost of approximately \$1,000,000 each will be completed by the end of December, whilst the mobile gantry cranes, the office and amenity accommodation, the dredging, the electrical installations and other minor contract works will be completed progressively over the following two months.

Mr. Brotherson pointed out that the total complex will have been completed in slightly more than two years from the commencement of the project. (The Maritime Services Board of N.S.W.)

New director-general

Kobe, July 3:—We beg to inform you that Mr. Yasuhiko Nagata retired from his position as Director-General, Port and Harbor Bureau



Mr. Masaharu Ikeda

on July 1, 1972 and took new office as Managing Director, Kobe City Ferry-Terminal Development Public Corporation.

He and this Bureau wish to express to you their sincerest gratitude for the kindness and warm friendship you have extended to him during his tenure of office.

Mr. Masaharu Ikeda, Director-General, Urban Development Bureau, was designated on the same day to serve concurrently as the successor of Mr. Nagata. (Port and Harbor Bureau, Kobe City Government)

Far-East/Europe Seabelt

Photo (on this page) shows the Ms. "NIHON" (50,800 G.T.) making her first call at Kobe Port on July 2.

She is the first full-container ship that belongs to the "ScanDutch Group" (Sweden, Norway and

Denmark, and the Netherlands) and was placed on the Far East/Europe Seabelt, with her capacity of carrying 2,200 containers (in terms of 20' size).

Having sailed from Göteborg, her base port, on May 31, she visited Hamburg, Rotterdam, (via Cape of Good Hope), Singapore and Tokyo, before berthing at No. 3-Berth of Port-Island, Kobe, where she was heartily welcomed by Mr. S. Ijiri, Deputy-Mayor, and Queens Kobe, who represented all the City people.

At this Port she unloaded 51 20'-containers and 16 40'-ones, and then loaded about 900 boxes (in terms of 20' size). She was scheduled to return home by way of Panama Canal.

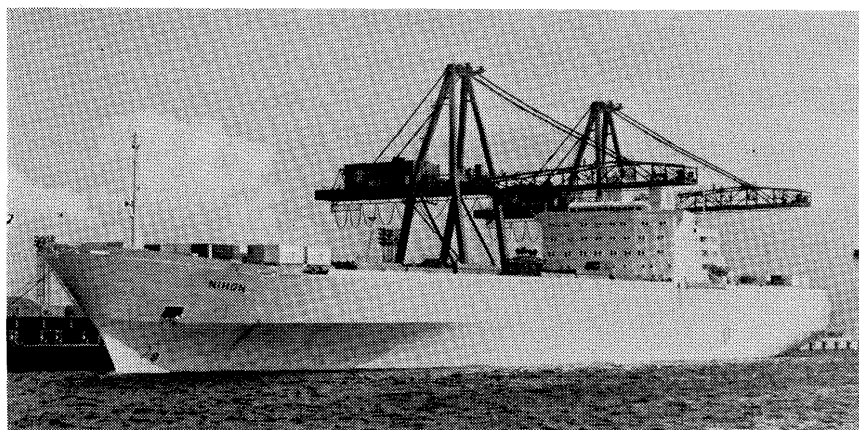
Reportedly the ScanDutch Group expects to place further five large high-speed full-container ships like the NIHON on this Seabelt in the near future. (News Release, Port and Harbor Bureau, Kobe City Government)

Seamen's strike ended

Tokyo, July 13:—A spokesman for the All Japan Seamen's Union (AJSU) said July 12 the union would call off its three-month strike by its ocean service division at 8 a.m. this morning.

Transport Minister Hideyo Sasaki late July 11 night called the leaders of the AJSU ocean service division and the two labor affairs associations of ocean shipping management to his office and presented a mediation proposal which was immediately accepted by management. The AJSU accepted it early the next morning.

As of 5 p.m. July 10, a total of 1,223 vessels comprising 736 oceangoing



IAPH Publication—

"PORT PROBLEMS IN DEVELOPING COUNTRIES"

by Bohdan Nagorski

Publishing early December, 1972

Price: US\$12.00 (surface mailing charge included)

Special Price: US\$10.00 for advance order (including surface mailing charge)

Airmail sur-charge:	Area I (Asia, Oceania)	US\$5.00
(subject to minor	Area II (Canada, U.S.A. Central America)	US\$6.00
change)	Area III (Europe, Africa, South America)	US\$7.00

Order to: *The International Association
of Ports and Harbors*

Kotohira Kaikan Building,

No. 1, Kotohira-cho, Minato-ku, Tokyo 105

Cable: IAPHCENTRAL TOKYO

Telex: 02222516 IAPH J

Few authors in the field of port organization and administration have approached their work with Bohdan Nagorski's depth of experience in international port development. Mr. Nagorski's sensitivity to the problems encountered by port administrators throughout the world in accommodating technological and economic change is reflected in this comprehensive study of port development activities.

—A. Lyle King, President, IAPH

The author's objective in "Port Problems in Developing Countries" is to provide a framework for decision-making in the establishment of efficient port facilities in developing areas. Mr. Nagorski's perceptive analysis of the economic, social and political factors affecting developmental policy affords helpful insight to the complex nature of port administration and the myriad of problems that must be overcome in moving a project forward.

—Toru Akiyama, Secretary General, IAPH

(As soon as the binding is finished, the book will be dispatched to those advance orderers.)
(Orders must reach the publisher by the end of November, 1972.)



Sir Reginald Savory

ships and 487 coasters were idled at various ports across the country.

Tribute to Sir Reginald

Auckland, N.Z., July 6:—Tribute to the work of Sir Reginald Savory, former Chairman of the Auckland Harbour Board and a Member of the IAPH Containerization Committee, was paid at the June meeting of his Board when the present Chairman, Mr. R. W. Carr, said Sir Reginald's drive and enthusiasm had played a significant part in bringing Auckland and New Zealand into the age of container ships.

"We believe it was your tremendous contribution to the development of Auckland as a container port, your work for the Harbours Association of New Zealand and your effective representation of New Zealand at various international ports and harbours conferences since 1965 that made inevitable the knighthood just bestowed upon you by Her Majesty, the Queen," said Mr. Carr before Members of the Board gave Sir Reginald a standing ovation.

"Your interest in, and knowledge of, container operations and other modern methods of cargo handling are recognized overseas as much as they are appreciated in New Zealand.

"In tribute to your efforts the representatives of other great world ports elected you, in your post as Chairman of the Auckland Harbor Board, to the important Container Committee of the International Association of Ports and Harbors."

Sir Reginald, who still serves as Chairman of the Works and Traffic Committee after having first joined the Auckland Harbour Board in 1958, said he could not have met his responsibilities without the expert help and guidance of "our highly efficient senior officers and staff".

Among his other public services, Sir Reginald represented the Harbours Association of New Zealand on the Exports and Shipping Council for six years, was an Auckland City Councillor 1953-62 and president of national bodies for the advancement of technical education and the interests of the building trade. (Auckland Harbour Board)

More container facilities

Auckland, N.Z., July 6:—Extensions and additions for handling the rapidly increasing container trade at the Port of Auckland, New Zealand, are well in hand, according to Mr. R. W. Carr, Chairman of the Auckland Harbour Board.

His Board decided in June to provide electrical installations for servicing additional refrigerated containers, and to enlarge the container storage area by a further six acres.

These projects will include work already in hand and will increase the clip-on capacity of the 16-acre terminal to 240. Further expansion planned for mid-1973 will duplicate the refrigerated capacity of the development.

Plans for the proposed container base between the Fergusson Wharf Terminal and Quay Street, one of Auckland's major port approaches, await approval from the New Zealand Ports Authority which is expected to give the go-ahead after the New Zealand Government publicises the report of the Royal Commission on Containers. (Auckland Harbour Board)

Pay-rise delayed

New Plymouth:—Taranaki Harbours Board members have voted themselves a pay rise—but in view of the present unsettled state of the Board's finances, have declined to backdate payments by 12 months.

At February's meeting it was decided that the chairman, Sir Henry Blyde, should get \$1875 a year instead of the present \$1500; and

board members should receive \$5 a meeting attended, instead of the present \$3, provided that the total does not exceed \$260 a year.

The members were entitled to the extra money from October 1, 1970, but decided to authorize payment from October 1, 1971. They weren't unanimous in this. One member voted against any increase at present, saying it should be left until the board's finances were in a more satisfactory state. (Taranaki Harbours Board Port News, April)

Big future in beef

Whangarei:—A prediction that Northland could become one of the leaders of beef production in New Zealand, with sales exceeding \$20-million in 1972, has been made by two specialists in land production and agriculture.

Mr. K. Somerville recently told a group of farmers at Otoroa, near Whangarei, that Northland could become a leader in beef production because cattle fared much better in that area than elsewhere in the country due to its relatively mild climatic and extended growing season.

Mr. Somerville is superintended of land development for the area.

Herd improvement associations could do a lot of good because of their years of experience, he said.

Mr. D. Reynolds, senior advisor with the Department of Agriculture in Whangarei, told the same group that the sale of beef in Northland would probably top the \$20-million mark this year—approximately one-third of the area's income.

He agreed that the potential for beef production in Northland was great.

But, said Mr. Reynolds, it was imperative that farmers concentrate on quality rather than numbers. Many farmers did not have the skills to profitably run beef.

Quality had to be gauged by measurement rather than appearance, and had to be related to profit, he said.

A recent visitor to Northland was millionaire American cattle breeder, Mr. Dave Canning, who sees a big future in beef cattle breeding.

(Continued on Next Page Bottom)

Singapore—Container Port

The Port of Singapore Authority

Singapore, 13th July:—The Port of Singapore has now joined the ranks of other major container ports. With the official opening of its Container Port at East Lagoon on 23rd June 1972, coinciding with the arrival of the first purpose-built, third generation container vessel, Singapore has established herself as a link in the chain of container ports throughout the world.

In his speech, the Honourable Minister for Communications, Mr. Yong Nyuk Lin who officiated at the Opening Ceremony said, "Singapore has therefore made a *quantum* leap today, into the Container era, not graduating from a port which operates cargo ships along conventional lines into the handling of its 1st generation Container ship nor of a 2nd generation Container ship but able to deal right away with the larger, more sophisticated and latest type 3rd generation Container ship for the official opening of its Container Port."

The Port of Singapore Authority (PSA) had first conceived the idea of a Container Port in 1966. Subsequently when a loan was obtained from the World Bank for Development and Re-construction, construction work commenced in February 1969.

The whole PSA Container Complex comprises two main berths and one feeder berth on 60 acres (25 hectares) of land. The feeder berth, 700 feet long (213 metres) with 34 feet (10.34 metres) LWOST has been operational since October 1970. The two main berths of 2,250 ft. (685.80 metres) with 44 ft. (13.41

metres) LWOST will be extended by 750 ft. (228.60 metres) so as to allow three large container vessels to berth at the wharves at the same time. The first main container berth was completed at the end of 1971; the second will be operational by the end of 1972.

The entrance to the container berths is open harbour and container ships measuring 1,000 feet (304.80 metres) or more can berth at the wharves. The turning basin is located south of the container berths.

The wharf face with its unique fendering system is designed to take a berthing force from a 60,000 dwt (60,963 tonnes) container ship approaching the berth at an angle of 15° and at a speed of 3/4 foot-per second.

A sheet-piled diaphragm break-water shelters the Lagoon from the North-East Monsoon.

Bunkering facilities are available at the wharves. Fuel oil can be pumped at the rate of 1,000 tons (1,016.05 tonnes) per hour per berth through 18-inch (457.20 mm) diameter mains through 11 outlets, at 105 ft. (45.72 metres) intervals through 10 inch (254 mm) diameter tap-off. Marine diesel oil and fresh water are also available at the outlets.

Mooring bollards 75 ft. (22.86 metres) apart and of 100 tons

(101.61 tonnes) capacity have also been installed at the main berths.

The yard is 25.36 acres (10.26 hectares). Over 6,000 containers can be stacked 2 high in the yard. It extends 650 ft. (198.12 metres) inland between the quay and the freight stations. About 40 acres are available for immediate expansion and more land will be made available should the need arise.

Three large freight stations covering 225,000 sq. ft. (20,902.50 sq. metres) are available at the Container Port. There will be 100 container bays and 100 lorry bays.

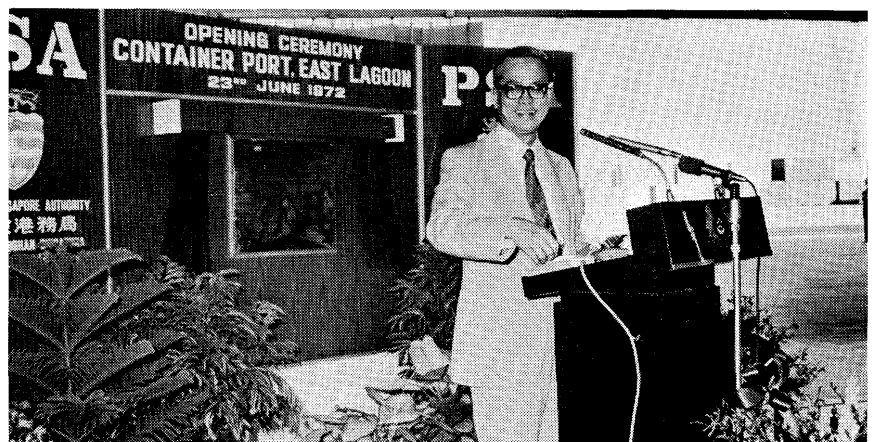
Three container quay cranes, each 35 ton (35.56 tonnes) will be installed at the container berths. Two cranes are already erected, the third will be installed by the end of 1972.

Other equipment includes 8 van carriers (30.488 tonnes), 4 semi trailers (6.10 metres), 4 prime movers (28.45 tonnes), 8 industrial tractors (50.80 tonnes), 20 industrial trailers (6.10 metres), 8 industrial trailers (12.19 metres) and 60 forklifts.

Facilities for the delivery/receiving of containers to/from road, rail and if necessary, lighters will be made available. Van carriers will be used as lift on/off machines and tractors/trailers as internal movement vehicles.

The Container Port operates a three shift system on a common user basis.

The volume of general cargo moving in containers through the Port recorded a significant increase of 37% on the previous year's figures. Containerized tonnage rose



The Honourable Minister for Communications, Mr. Yong Nyuk Lin, officiates at the Opening Ceremony of the PSA Container Port. (The Port of Singapore Authority)

A sales consultant for some of the major beef sellers in the United States, Mr. Canning is also co-owner of the largest Angus stud in that country.

On his brief Northland tour, during which he looked for possible stud purchases, Mr. Canning visited farms at Whangarei Heads, Waimate North and Matauri Bay. (Points North, May)

from 60,945 tons in 1970 to 83,466 tons in 1971.

The number of containers handled by the Port also increased. For 1971, a throughput of 9,613 containers from 800 conventional and combo vessels were handled. Nearly three-quarters of this total, or 7,094 containers, were handled through the temporary Freight Station.

An interesting feature was the increase in the use of forty-foot containers in 1971, 55 forty-footers were handled as compared to 14 in the previous year. With the advent of fully-cellular ships at the East Lagoon, the throughput of forty-footers should rise significantly.

The concept of through-transportation of cargo in container operations has gained the acceptance of local traders. Door-to-door delivery of containers also showed a marked increase from 1,299 containers in 1970 to 2,562 containers in 1971.

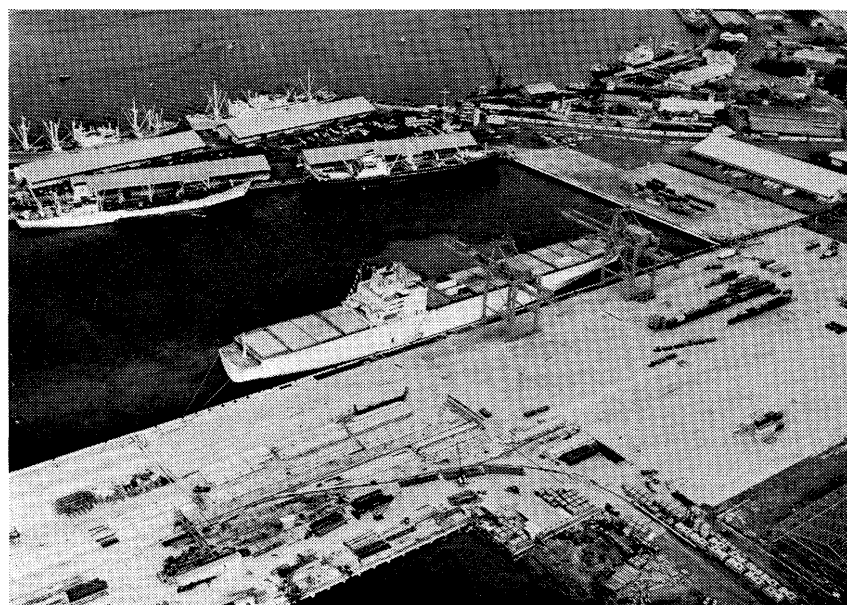
Confident that its Container Port will further enhance its premier position, Singapore now forges ahead into the future well aware of its new role as a major link amongst other container ports around the world.

→ In the picture, the Port of Singapore Authority Pipe Band performs at the wharf to welcome the ship's arrival. (The Port of Singapore Authority)

→ This is a view of the PSA Container Port with the 'Nihon' alongside during its maiden voyage call on June 23rd 1972. A few minutes after its berthing, container handling operations began as scheduled. Construction work of the second container berth is still in progress. (The Port of Singapore Authority)



The Port of Singapore Authority (PSA) Chairman/General Manager, Mr. Howe Yoon Chong (right) introduces the Minister for Communications, Mr. Yong Nyuk Lin (centre) to Capt. E. Berggren, captain of the m.s. "Nihon". (The Port of Singapore Authority)



Yes, all Duty & Tax Free!

THE WORLD'S FINEST GIFT ITEMS
at TOKYO INTERNATIONAL AIRPORT

DUTY & TAX FREE SHOP



- Here, you can save money 20-60%.
- Liquors, Perfumes, Cigarettes, Radios, Watches, etc. ... and only the best from every country.
- And it's so convenient ... open always and many varieties.
- Let Tokyo International Airport DUTY & TAX FREE SHOP solve your gift shopping headaches.

TOKYO INTERNATIONAL AIRPORT
DUTY & TAX FREE SHOP
Managed by
JAPAN AIRPORT TERMINAL CO., LTD.

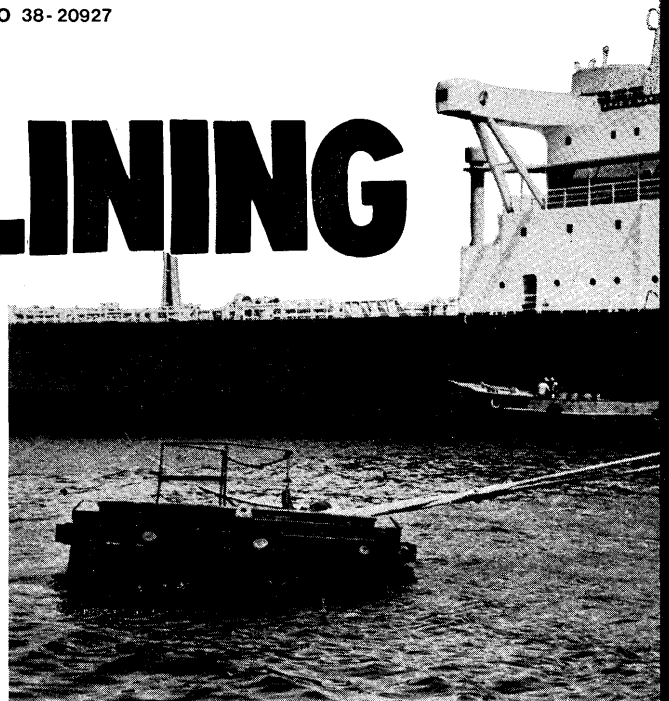


PATENTED NON-INCLINING BUOY

PATENT NO. SHO 38-20927

While ordinary mooring buoys bob and weave, exposing their underside when pulled by a large vessel, our patented Non-inclining Buoys always keep an even keel regardless of the size of the tanker to which it is tied. This is because of an ingenious device in the buoy-head. The buoy is equipped with a movable arm and hinge anchored at the center of gravity of the buoy. To this arm is attached a base chain which assumes the proper radius the ship & moored rope require. Thus the chain inclines in place of the buoy, keeping the buoy always even since the buoy always faces in the direction of the pulling force. Non-inclining buoys are designed, manufactured and installed by Hamanaka.

Since 1951, we have successfully installed more than 360 buoys. Our experience in submarine pipeline construction is vast. We most respectfully request the opportunity to be of service in submarine oil pipeline and seabed construction, and stand ready to offer practical suggestions at any time.



HAMANAKA CHAIN MFG. CO., LTD.

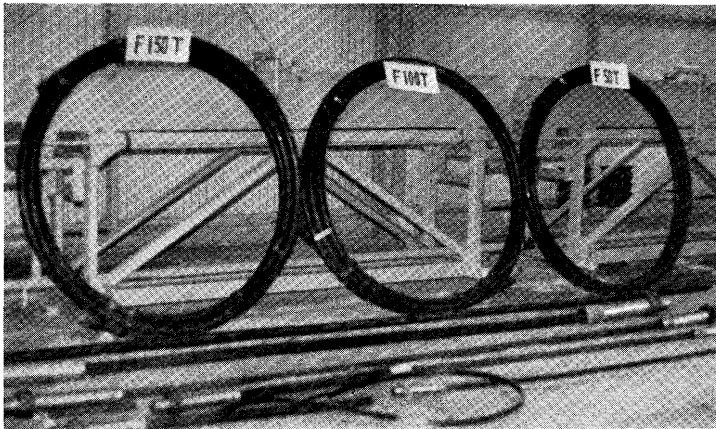


TOKYO OFFICE: YURAKUCHO BLDG., YURAKUCHO 1-5, TOKYO
Phone (213) 8681
CABLE ADDRESS: "CHAINBEST" TOKYO
FACTORY: SHIRAHAMA, HIMEJI, JAPAN Phone (0792) 45-5151

Epoch-Making New Type Tie-Rod

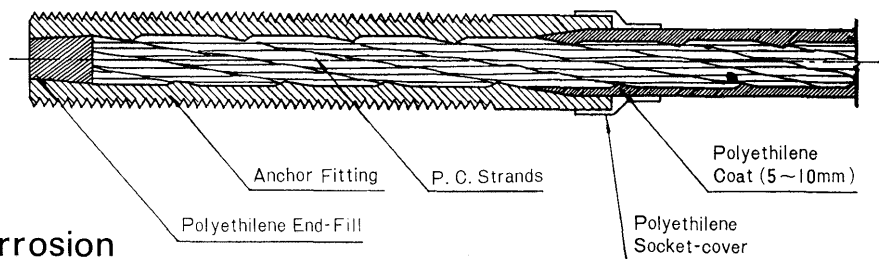
Zible

(táibl)



Applications:

- Tendons of Marine Structure
- Cables of Suspension Bridge
- Anchors of Sheet Pile



Advantages:

1. Perfect Anti-Corrosion
2. No Need of Ring-Joints
3. High-Tensile Strength
4. Safe and Handy



Information:

For further information and inquiry, please contact your nearest office of **Mitsubishi Corp.**

Head Office: C. P. O. Box 22, Tokyo, Japan
New York: 277 Park Ave., N. Y., U. S. A.
153 Branches all over the world.



NEW STRUCTURAL ENGINEERING, LTD.

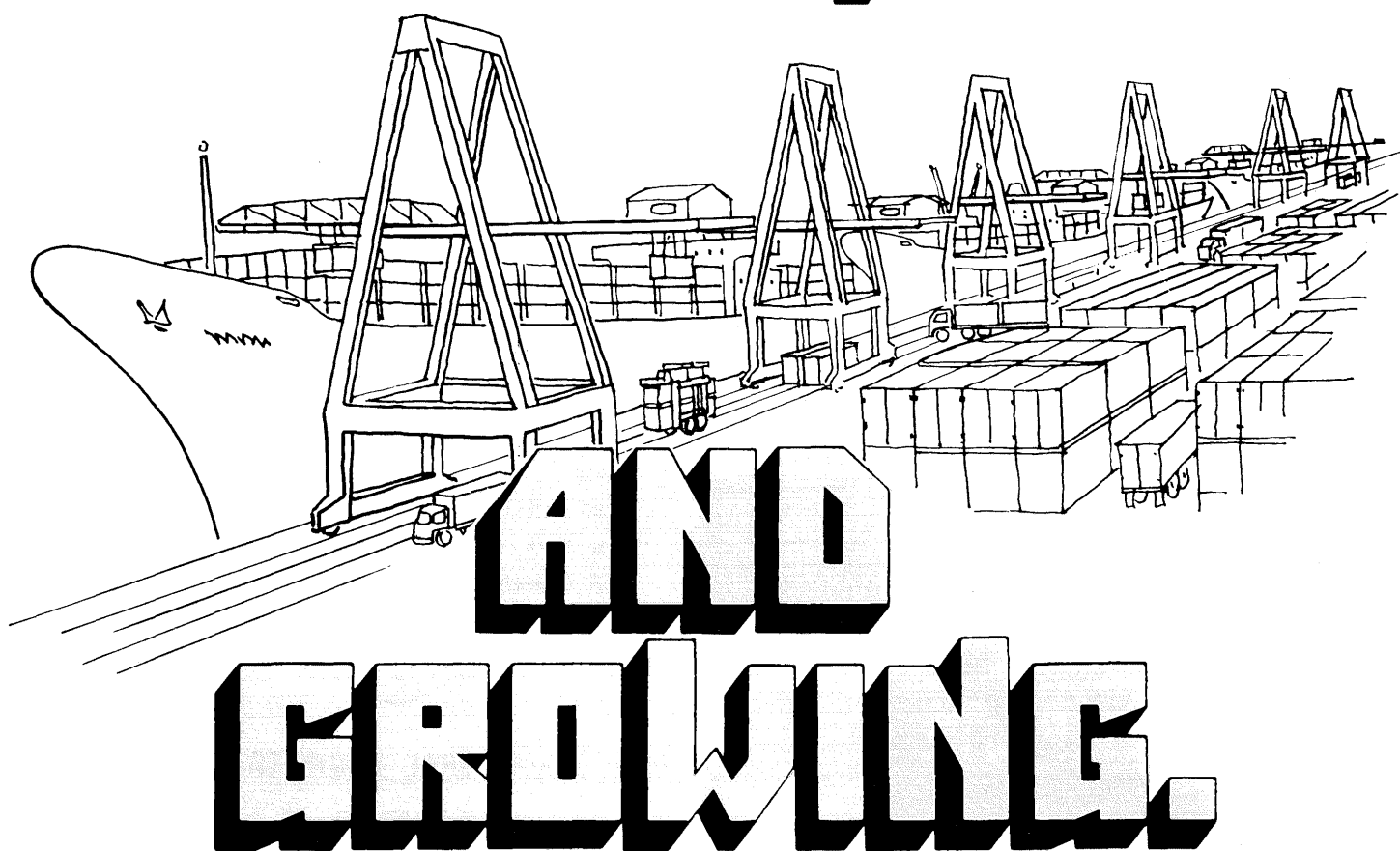
新構造技術株式会社

Head Office: Shibuya Bldg., 1-Naito-cho
Shinjuku-ku, Tokyo, JAPAN

Phone: Tokyo 354-3851

Telex: 02322902-SEEJPN

ELIZABETH PORT NEWARK IS SIX MILES OF ACTIVE SHIP BERTHS.



In 1972 we will grow to 8 miles of the world's most modern and versatile ship berths. With unequalled supporting facilities, equipment and systems serving ship, truck and rail—Elizabeth Port Newark is truly the Container Capital of the World. Have you reserved your berths? Call: (212) 620-7412, The Port of New York Authority, Marine Terminals Dept., 111 Eighth Ave., New York, N.Y. 10011.