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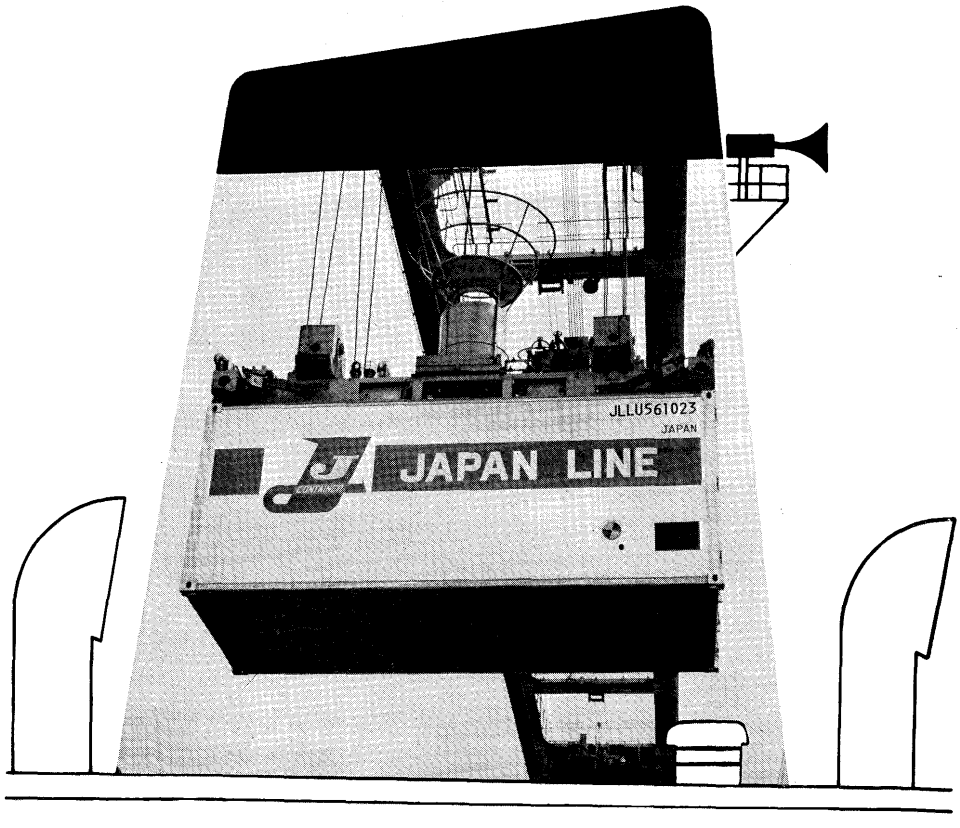

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March, 1973 Vol. 18, No. 3

CONTENTS

The Cover:

San Juan, Puerto Rico: —The Tourism Piers No. 1 and No. 2. Pier 2 is the Ferry Boat Terminal in Old San Juan. The new Tourism Pier 1 has been operating since November 1972. See photo on page 9 also. (Peurto Rico Ports Authority).

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NIPPON STEEL

Executive Committee's Special Meeting in San Juan, Puerto Rico

A special session of the Executive Committee of IAPH to discuss the Japanese Foundation issue which has been recommended by Mr. Toru Akiyama, the Secretary General to help the maintenance of the Head Office and to improve its activities was held at Caribe Hilton, San Juan, Puerto Rico under the active chairmanship of President King and thanks to the kind and generous invitation of Mr. Cesar S. Canals, then the Executive Director of the Puerto Rico Ports Authority on 15th and 16th of January, 1973.

Members attended were:

Chairman:

Mr. A. Lyle King, President of IAPH

Members:

Mr. Cesar S. Canals, then Executive Director, Puerto Rico Ports Authority
Mr. Stanley Johnson, Managing Director, British Transport Docks Board
Mr. Peter Kabibi Kinyanjui, Chairman, East African Harbours Corporation
Mr. Fernando Moreira, President Administracao dos Portos do Douro e Lexoes
Mr. Andre Pages, Directeur, Port Autonome de Bordeaux
Mr. Joseph L. Stanton, Port Administrator, Maryland Port Administration
Mr. D. E. Taylor, Chairman, National Harbours Board of Canada
Mr. Robert L. M. Vleugels, General Manager of the Port City of Antwerp

Invitees were:

Chairman of the Ways and Means Committee
Mr. Bernard J. Caughlin, General Manager
Chairman of the Legal Counselors
Mr. J. Kerwin Rooney, Port Attorney, Port of Oakland

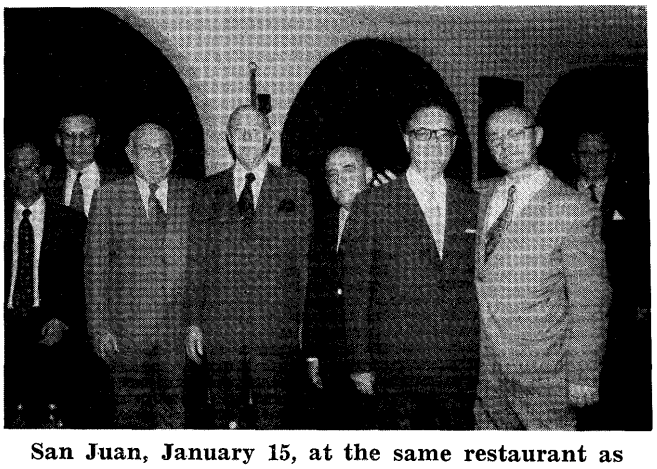
Head Office:

Mr. Toru Akiyama, Secretary General
Mr. Katsuya Yokoyama, Deputy Secretary General

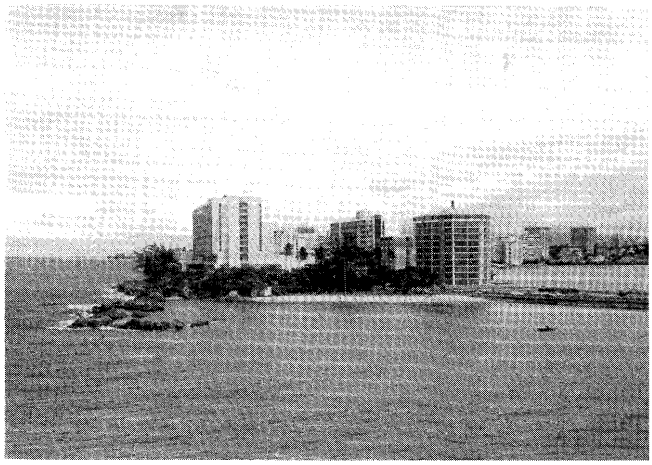
President King took the Chair and called the meeting to order. Mr. Akiyama, Secretary General, in his opening speech reported the developments of the matter since the last Executive Committee meeting in Lisbon which was held in May, 1972, and the present status of the Foundation scheme.

"The Foundation issue retroacts to the suggestion made by the late Mr. V. G. Swanson, President of IAPH for 1969–1971, in which the improvement of the Head Office activity was strongly suggested for the future development of the Association. Since then,

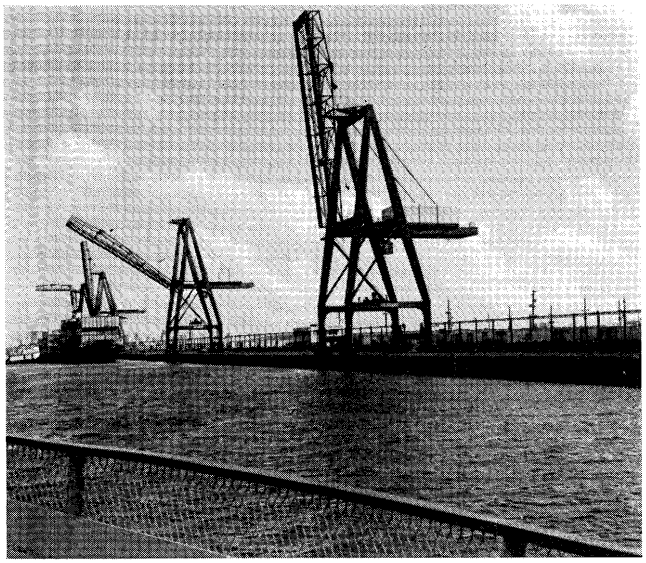
San Juan, January 15, at "Segovia" restaurant, Regency Hotel on occasion of dinner party by the courtesy of Mr. Cesar Canals, left to right: Messrs. Canals, Akiyama, Pages, Caughlin, King, Stanton and Moreira (taken by Mr. Yokoyama).



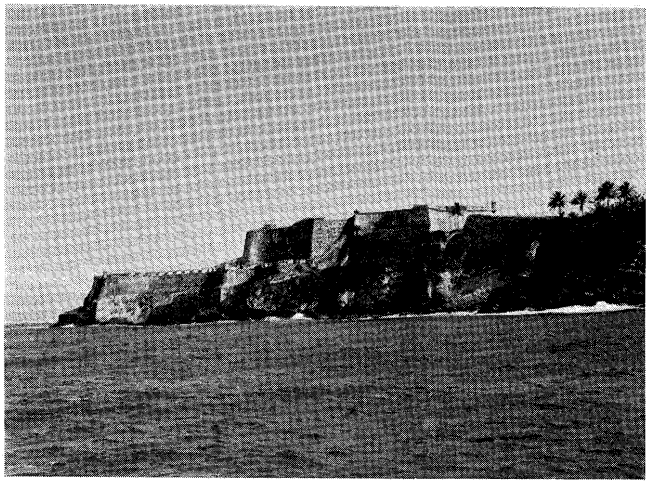
San Juan, January 15, at the same restaurant as the top photo, left to right: Messrs. Akiyama, Pages, Caughlin, King, Moreira, Rooney, Vleugels and Johnson.



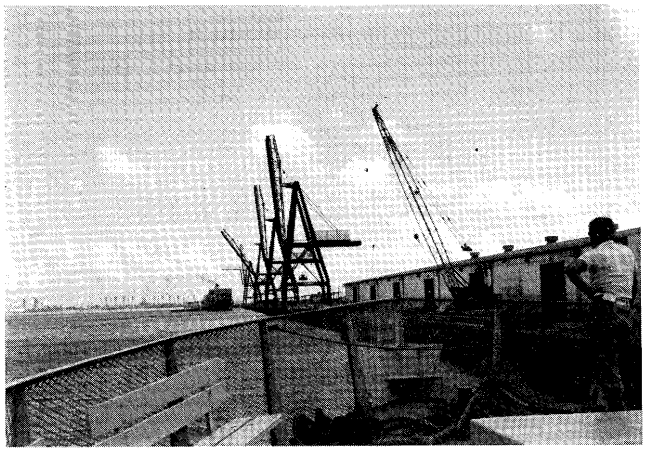
View of Progressive Condado area, San Juan, Puerto Rico from Caribe Hilton Hotel (taken by Mr. Yokoyama).



The New Port Container Ship Terminal (taken by Mr. Yokoyama).



El Morro, Old San Juan (taken by Mr. Yokoyama).



Same as above.

thanks to the eager cooperation of people concerned, various steps have been taken to realize the object. A series of dues revision, the reformation of the Associate Membership and the continued study on the stable and equitable dues scheme by the Ways and Means Committee are the out-comes of their strenuous efforts in this regard against the ever increasing economical stresses which have been especially expedited by the world-wide monetary revaluation in the latter part of 1971. As reported in "Ports and Harbours" (Page 7, September 1972), along with the discussions at the Executive Committee meeting in Lisbon, this particular issue on the Japanese Foundation was raised by Mr. Akiyama to bringforth the stable and long-range solution for the Head Office improvement project."

In concluding his speech, Mr. Akiyama strongly urged the adoption of the Foundation for the benefit of the Association in the future, introducing the opinions of pros and cons expressed by the absent members and clarifying that the anxiety contained in the "cons" is not realistic in this special case and their counter proposals are not feasible at present.

Based upon his speech, many questions were raised to clarify the situation and very vigorous discussions took place among the members of the Committee present, mostly from the view point of maintaining neutrality and internationality of IAPH, but it was found that the further increase of membership dues is not recommendable at this moment, and that it is also not advisable to relocate the Head Office to other country from the pragmatic point of view, because unproportionately big number of units are subscribed by the Japanese-members at present.

In conclusion, Mr. Del Taylor, the Chairman of the National Harbours Board of Canada, moved that the Secretary General's recommendation is to be adopted non-conditionally and it was seconded by Mr. Robert L. M. Vleugels, General Manager of the Port of Antwerp, Belgium. And the Chair asked ayes and nays of all members attended and the resolution to the above effect was passed unanimously.

San Juan, Puerto Rico:—The Puerto Nuevo Containership Cargo Area where the port has roll-on roll-off and lift-on lift-off facilities. Expansion of the facilities is under way and upon completion it will be the largest container port in Latin America with a total length of 10,000 linear feet. See front cover also. (Puerto Rico Ports Authority).

"RESOLUTION RECOMMENDING THAT THE BOARD OF DIRECTORS ACCEPT THE OFFER OF THE IAPH HEAD OFFICE MAINTENANCE FOUNDATION"

Resolved that the Executive Committee of the International Association of Ports and Harbours, convened in special session in San Juan, Puerto Rico on the 15th day of January, 1973, does hereby recommend that the Board of Directors of this Association accept the offer of the IAPH and operations of the Head Office of the Association.

Events and episode

By the courtesy of Mr. Cesar S. Canals, attendants were invited to the dinner party in the evening of 15th at "Segovia" restaurant, Regency Hotel. Among the guests, the newly appointed Secretary of Transportation and Public Works of Puerto Rico, Mr. Dennis W. Hernandez and his wife were present. Mr. Cesar S. Canals has announced at the party that he has resigned his post as the Executive Director of the Puerto Rico Ports Authority quite recently. Attendants expressed their heart-felt appreciation and gave a long applause to Mr. Canals for his meritorious services to the Association. IAPH Executives whole-heartedly expressed their regrets to lose this veteran old friend from IAPH.

Next day, all the IAPH attendants were taken to a port observation tour by the courtesy of the Authority and observed the thriving activities and the most up-to-date container terminal facility of the Port.

The problem will be discussed at the forthcoming Amsterdam Conference, meanwhile some detailed information will be distributed shortly.

Forum on Port Problems:

Presentation Before the Maritime Association and the Propeller Club of the Port of New York

"Ports and Waterways Safety and Pollution Control"

By R. Adm. William M. Benkert

12 December 1972

(This paper was contributed by Maritime Association/Port of New York.)

Just yesterday, I presented to the Commandant for his signature the Coast Guard's first major package of oil pollution prevention regulations. I would like to take a few minutes here today to discuss the history and contents of these regulations and also to review certain other environmental protection actions pending under the Federal Water Pollution Control Act, as recently amended, and the Ports and Waterways Safety Act of 1972.

These oil pollution prevention regulations, new parts 154, 155, and 156 of Title 33 of the Code of Federal Regulations primarily deal with oil transfer operations between vessels and terminals. The regulations were promulgated as a notice of proposed rule making on December 24, 1971 and the Public Hearing was held on February 15, 1972, with comments accepted until 15 April 1972.

The regulations package is essentially in four pieces—changes to various regulations in Title 46 CFR governing the dry docking period for fresh water vessels and licensing examination requirements; shoreside oil facility transfer requirements; vessel oil transfer requirements; and oil transfer operational procedures.

The most controversial item in the first piece of the regulations is the shortening of the period between required dry dockings of fresh water tank vessels from five to three years. The previously existing dry docking requirement schedule was based upon safety and corrosion considerations. However, Coast Guard experience and information gathered during the preparation of these regulations indicated that for fresh water vessels and particularly barges, the principal problem is that of low energy impact damage sustained during what might be considered normal operations. It is expected that shorter drydocking intervals will maintain the vessels in better physical condition, thus helping to eliminate small leaks and weeps and permitting the vessel to sustain handling damage with a lower probability of leaks.

Directly related to this philosophy of minimizing leaks from handling damage was the initial proposal to require all inland tank barges to be of double wall construction. However, a great deal of concern was voiced that the economic impact and, therefore, the cost benefit of such a proposal had not been adequately studied. This proposal is being held in abeyance pending a study scheduled for completion in April 1974 on the economic factors. I am pleased to note, however, that many companies are moving in the direction of double hulled tank barges as exemplified by the recent large order for such vessels by Ashland Oil.

The remainder of the first piece of the new regulations provides for an expansion of the pollution abatement knowledge required of an applicant for obtaining certain merchant marine documents and marine licenses. Additionally, to assure that all presently licensed officers possess appropriate knowledge of this important subject, all applicants for a license renewal will be examined upon their first renewal on pollution abatement practices. The Coast Guard is preparing information booklets for distribution to maritime personnel before these requirements become effective.

The second piece of the regulations is a new part 154 of Title 33, Code of Federal Regulations which governs the design and operation of onshore or offshore facilities (i.e. oil terminals) which engage in large scale bulk oil transfers. Any facility which transfers oil in bulk (fuel or cargo) to a vessel with an oil tank capacity of more than 250 barrels is governed by these regulations. This method of "sizing" a facility by the capacity of the receiving vessel is unusual but it was the only way we could determine to accurately reflect the size and spill potential of the facility and its transfer equipment.

There were two items of major controversy, permits and lighting, contained in this part of the proposed regulations. The proposal would have required that each oil transfer facility be required to apply for and obtain a permit to engage in oil transfer operations. However, after an examination of all the comments submitted, and further study, it was decided that for the present the benefits of a permit system did not justify the extensive administrative burden placed upon the operator, the state, and the Coast Guard. Therefore, the regulations provide for control and inspection by the Coast Guard of oil transfer operations but do not require a "permit." It is the Coast Guard's intent to vigorously enforce the regulations and to routinely evaluate their effectiveness. If it is determined that additional controls are needed, the permit system will be re-evaluated in light of our experience.

The lighting standards initially proposed were those for oil terminals contained in API Recommended Practice 540 dated 1959.

Response to the proposal indicated that industry was not following its own recommendations and

that those recommendations did exceed the lighting necessary for pollution free oil transfer operations. As a result of illumination surveys conducted at several facilities which were considered by the Coast Guard to be well lighted, the final illumination standards are less stringent than those originally proposed.

The third piece of the regulations is a new part 155 of Title 33, Code of Federal Regulations and governs vessel design and operation for bulk transfer of oil. Note that the regulations apply to the transfer of oil in general and, therefore, apply to both cargo and fueling operations. Also originally contained in this part was the controversial proposal to require all inland tank barges to be double walled which I have previously mentioned.

Many comments were received on this part, but in general the suggested changes were minor. As a result, except for the barge construction requirements and the deletion of the overboard discharge valve sealing proposals, this part is essentially unchanged in substance.

The final piece of the regulatory package is a new part 156, Title 33, Code of Federal Regulations, which governs the actual procedures used during the transfer operations. There is nothing here that doesn't constitute good practice, and few comments were received on the proposed part.

That, gentlemen, in a quick thumbnail sketch is a summary of the major changes and thrust of the new regulations. I have not gone into detail because I am sure you are generally familiar with the proposals. The effective date for these regulations is 1 July 1974. Although that may seem a long time away, I would emphasize that in our opinion each vessel and facility should move quickly to allow time for inspection by the Coast Guard to assure that on 1 July 1974 the vessel or facility is in compliance. Just because I have covered the regulations quickly here doesn't mean there is not a great deal that has to be done. I would also point out that each facility must file prior to 1 July 1973, a letter of intent to operate in order to allow time for Coast Guard review and inspection.

New York, December 18:—Rear Admiral William M. "Mike" Benkert, USCG, Chief, Office of Marine Environment and Systems, recently addressed a joint meeting of the Maritime Association of the Port of New York and the Propeller Club at the Commodore Hotel in New York City. Addressing a sellout crowd of maritime industry leaders, Admiral Benkert answered questions posed to him by John Kerr, President of the Maritime Association of the Port of New York, regarding the new controls and standards that industry will have to comply with under the Ports and Waterways Safety Act and the Federal Water Pollution Control Act. (The Maritime Association of the Port of New York)

I would also like to point out that the above regulations are issued under the authority of the Federal Water Pollution Control Act (FWPCA) and are not regulations which must be implemented under the Ports and Waterways Safety Act of 1972 (P&WSA).

As you know, the P&WSA which became law in October 1972, has two major parts. Title I deals essentially with vessel traffic control systems and port safety programs. Title II is a major revision of the basic Tanker Act.

We might dwell for a moment on the relationships of these two laws, P&WSA and FWPCA, and how together they give the Coast Guard a broad mandate and authority necessary for a system's approach to a comprehensive marine pollution prevention program. The FWPCA in Section 311 authorizes the regulations which I have discussed and which regulate the oil (and eventually hazardous substances, see below) transfer operations. Title I of P&WSA authorizes the control of vessel movements and the regulation of shore facilities to permit an orderly flow of traffic in a safe port environment. Title II of P&WSA authorizes and in fact issues the Coast Guard a mandate to review the design and construction of liquid bulk carriers and to establish construction criteria for all tank vessels, domestic and foreign (operating in our waters), looking toward the protection of the environment and minimizing the intentional and accidental discharge of pollutants.

The Coast Guard has already established vessel traffic systems (VTS) in San Francisco and Puget Sound. The next scheduled system is in the Houston-Galveston area and preliminary planning is being implemented for the New York and other areas. We are moving slowly but positively with these traffic systems and hope to improve each as experience is gained. We have several studies and programs un-

derway to establish the parameters to be considered when analyzing port areas to determine the type (if any), of system, and degree of control necessary. In particular, we are studying whether systems should be mandatory or voluntary and to what degree; and, if mandatory, over what classes or sizes of vessels; and whether the control to be imposed is advisory or compulsory. One of our interests is developing a way to perhaps include participation in the operations of these systems by marine industry personnel just as we are now consulting extensively with all facets of the marine industry in the developmental stages of traffic systems in many port areas.

As to the construction features of tank vessels, Title II P&WSA requires the Coast Guard to submit to the appropriate international forums proposed design and construction regulations hopefully for incorporation into international standards (conventions). If our proposals are not generally accepted internationally, the Coast Guard must nevertheless implement them on domestic vessels and foreign flag vessels entering our waters not later than 1 January 1976 and not before 1 January 1974. These dates were selected to permit the pending (October 1973) Intergovernmental Maritime Consultative Organization (IMCO) 1973 Marine Pollution Conference to act upon the U.S. recommendations. This program is still in a very elemental stage of development.

Again, in a very brief form, I have given you a general overview of the preventative or regulatory side of our environmental protection program as it applies to oil and other bulk liquid hazardous polluting substances. I would like to briefly cover our enforcement program, some related changes to the FWPCA by the 1972 amendments, and also to mention marine sanitation device standards and regulations.

The Coast Guard has been severely critized by Congress (House Report 92-1401) for not vigorously enforcing all the provisions of the FWPCA and particularly 311(b)(6) which states "any owner or operator . . . from which oil or hazardous substance is discharged . . . shall be assessed a civil penalty . . ." That is, under the law, the Coast Guard has in fact, no discretion as to whether a penalty should or should not be assessed, but may only exercise discretion as to the amount of the penalty considering only" . . . the appropriateness of such penalty to the size of the business . . ., the effect on the owner or operator's ability to continue in business, and the gravity of the violation . . ." Please note that the amount of costs incurred in cleaning up a spill is not to be a consideration in determining penalty assessment. I would also point out to you that in the FWPCA as amended in 1972, the word "knowingly" relating to "discharge," is now omitted. Thus, any discharge either accidental or intentional is subject to a penalty. We have issued instructions to our field forces to implement these concepts.

Other significant change brought about by the '72 amendments to the FWPCA is the inclusion of "hazardous substances" into the same section as oil. This means that as soon as the Environmental Protection Agency publishes a list of hazardous substances, the discharge of such substances will be subject to the same penalty and removal liability provisions as discharges of oil. Additionally, Congress has recognized that certain hazardous substances may not be removable and has provided for a penalty in lieu of removal costs. This penalty is now variable to $50,000, depending on the substance and quantity spilled; and further, the law provides that in two years this penalty may go as high as $5,000,000.

One other change of which I would like to be sure you are aware is that there is now a $10,000 penalty for vessels which are found not to have the previously required evidence of financial responsibility. Since the regulations governing the issuance and requirements for such evidence of financial responsibility exist, this penalty provision is now applicable. Checking for evidence of financial responsibility is a routine part of Coast Guard and Customs boarding team procedure.

Those of you who are familiar with the works of C. Northcote Parkinson know that one of his basic laws says that "the less important the subject the greater the discussion and attention it receives." I am of course being facetious, but it does seem that we all are involved in an inordinate amount of effort relative to Section 312, FWPCA which specifies that all vessels shall be equipped with a marine sanitation device to prevent the discharge of untreated or inadequately treated sewage. The Environmental Protection Agency issued a notice of proposed rule making on this subject on 12 May 1971. In accord with Parkinson's law, controversy continued until 23 June 1972 when the final "standards of performance" for marine sanitation devices were issued. The regulations establish a "no-discharge" standard with an interim provision for the installation of treatment devices which reduce the coliform bacteria to less than 1,000 MPN (most probable number) per 100 Milliliters of effluent.

It is now incumbent upon the Coast Guard to implement the EPA standard by promulgating regulations governing the certification, installation, and operation of the devices. We plan to accomplish this prior to 15 April 1973 (a deadline set due to a commitment in the Bilateral U.S.-Canada Great Lakes Water Quality Agreement). To meet this 15 April date, we plan to issue proposed regulations, probably as an advance notice of proposed rule making, within the next few weeks for public comment. We thus hope to resolve most of the problems early so that the actual notice of proposed rule making need provide only a minimum period (30 days) for submission of comments by interested parties.

The implementation of these standards is somewhat complex as a result of the 1970 law, and the 1972 amendments only add to this complexity. Presuming for the sake of discussion that the Coast Guard implementing regulations are promulgated 15 April 1973 all vessels whose construction commences after that date must be in compliance with the "no discharge" criteria when they enter into service, or by 15 April 1975 (2 years)

whichever is later. Vessels in existence on 15 April 1973 would have until 15 April 1978 (5 years) to meet the "no discharge" criteria. However, those existing vessels may, by early installation of a certified treatment device, avoid or delay compliance with the no-discharge standard dependent upon when the device is installed. The 1972 amendments also provide for exemption from state standards for marine sanitation devices of any vessel as soon as that vessel meets the Federal standard. There are also waiver provisions in the law which may be implemented by the Coast Guard in consultation with EPA.

Two additional features of the law as amended in 1972 provide for no-discharge areas within a state. A new provision (312(f)(3)) provides for a state to completely prohibit the discharge of any sewage, treated or not, in any or all of its waters provided the EPA Administrator determines that adequate reception facilities are reasonably available for all vessels and that there is treatment ashore for such sewage. Thus for example a state could not declare its waters a "no-discharge" area until all shoreside receiving systems no longer discharged untreated sewage into those waters. The older provisions of 312(f)(4) provide for the EPA Administrator, upon application by the state, to declare no-discharge zones for specific waters within the state. This is intended for limited areas requiring special treatment, such as areas surrounding city water intakes or shell fish beds.

Gentlemen, this has been admittedly a very rapid outline of certain aspects of the Coast Guard's environmental protection program. We are obviously dealing with a very complex subject with many problems—our intention remains, as I'm sure does yours, to achieve cleaner water by the best, simplest, and least onerous means possible.

Thank you very much for your attention—it has been a great pleasure to be with you today.

ECONOMIC COMMISSION FOR AFRICA:

Port Management Conference of the West African Coast

Freetown, Republic of Sierra Leone
9-13 October, 1972

(This report was prepared on 11 October, 1972 by Mr. R. O. Ajayi, Controller of Operations, Nigerian Ports Authority.)

1. INTRODUCTION

In accordance with the Programme of Work and Priorities adopted by the Conference of Ministers in Tunis in 1971, the E.C.A. in consultation with member countries decided to convene the Port Management Conference of the West African Coast. The government of the Republic of Sierra Leone readily agreed to host the meeting and set up an organizing committee to make the necessary arangements. These arrangements were applauded by all delegates.

2. OPENING OF THE CONFERENCE

The conference was opened on Monday the 9th of October by the Honourable S. I. Koroma Vice President and Prime Minister of the Republic of Sierra Leone in the House of Representatives in the presence of the Speaker of the House, Ministers of the government, distinguished Sierra Leonean representatives, members of the Diplomatic Corps, and other distinguished guests. In declaring the conference officially open His Excellency the Vice President and Prime Minister expressed the pleasure of his government on the choice of Freetwon as a venue for the conference. He stated the conference clearly had important implications for all the African maritime states as well as land-locked countries whose traffic must necessarily pass through the ports. His Excellency commended in principle the idea of considering multi-national co-ordination of port activities. In welcoming the delegates it was noted that a number of international organizations were also present, which strengthen the conviction that the conference was also not only timely and important but had certain economic implications stretching across a broad spectrum of economic life in Africa.

3. The United Nations Resident Representative in thanking His Excellency for the honour accorded to the conference by his presence explained the background to the conference and also endorsed its aims.

4. The Chief of the Transport Communication and Tourist Section of E.C.A. read a personal message from Mr. Robert Gardiner, Executive Secretary of the Economic Commission for Africa which acknowledged the ready collaboration of the governments of the West Africa Coast in agreeing to the conference and drew attention to the presence of representatives from East African maritime states who are equally interested in closer collaboration on Port problems. The Executive secretary stressed the importance of efficient port systems and the need for African countries to remain competitive including in those areas where essential services were necessary to support marketing or trading efforts. He assured the conference that the Economic Commission for Africa will be happy to support to the extent of its resources any scheme or idea which would facilitate the solution of Port problems on a co-ordinated multi-national basis.

Attendance

The Conference was attended by participants representing 10 West and Central African Countries

(Dahomey, Gabon, Gambia, Ghana, Guinea, Ivory Coast Liberia, Nigeria, Senegal, and Sierra Leone). Ethiopia, Kenya and the East African Community were also represented together with one associate member (U.K.) and observers from U.N.D.P. UNCTAD, WHO AND IAPH.

5. ELECTION OF OFFICERS

The conference elected the following representatives. Chairman:—Captain A.R.M. Macauley (Sierra Leone). Vice Chairmen:—M. Mamadou Mansour Gueye (Senegal), Mr. Y. S. Alafia (Nigeria). Rapporteurs:—Mr. P. O. Aggrey (Ghana), M. L. Odah (Ivory Coast).

6. ADOPTION OF THE AGENDA

The meeting adopted the agenda as set out in document E/CN. 14/TRANS/59. Rev. 1.

7. ORGANIZATION OF THE WORK

Conference adopted a schedule of work as set out in the succeeding paragraphs.

8. DISCUSSION OF AGENDA ITEMS

(a) First item discussed (item 5) was a paper entitled "Factors affecting Ports of the West African Coast." This paper was introduced and the discussion led by Mr. D. Hilling. (Dec. E/CN. 14/TRANS/64).

The paper emphasized the important role of the sea port for the economic development of the West African states and stressed the significance of the port planner and administrator in the overall development process. The less developed countries are in the difficult situation that they have to provide basic port structures at a time when maritime transport technology is undergoing rapid and fundamental change.

Decisions now being made will therefore have long-term repercussions. It is important therefore that decisions are made only after full consultation and co-operation between the parties concerned.

The need for effective communication, co-operation and co-ordination exists at two levels. At the level of day to day operations, and the sub-regional level. The main objective of this conference was to create a machinery whereby consolidation at sub-regional level may be encouraged.

In the discussions which followed, representatives pointed to the impotence of the less developed countries in the face of technological change. The investment required to meet these changes was considerable when compared with the small amount of traffic. It was also felt that decisions with regard to investment were too often made in isolation by the parties concerned. It was emphasized however that an organization of port management could assist the ports to meet the demands of technological change.

(b) Agenda item 7(a)

—A discussion on Port Management structure was introduced by Mr. P. J. Powrie. (Doc./E/CN. 14/TRANS/69) It was emphasized that any attempt to copy management structures adopted by ports elsewhere could well lead to administrative confusion, inefficiency and frustration. The main objectives of port authorities were outlined and stated that the management structure should be designed to meet the specific objectives of particular ports.

After examining some further examples Mr. Powrie outlined possible future demands on Port Management. (1) Management must have an ability to appreciate its objectives and structures, its organization to meet them. (2) Management must develop an ability to forecast change. (3) Management must be able to respond rapidly to change and (4) In order to do these things effectively, management must adopt the "team approach" towards planning. In the discussion, a representative made a point that ports had been provided originally by the colonial power and were organized frequently on the pattern of Port administration in the mother country. It was further pointed out that in many less developed countries the port is virtually in a monopoly position. This raises problems which do not exist in countries where there are much proofs of ports in competition. It emerged from the discussion that there could be no management structureblue print for all ports. Some representatives felt that the proposal not to have customerrepresentation on the board created problems of communication with users. Other representatives felt that so many customers and users were involved that they could not be adequately representated at board level. Nevertheless, it was generally felt that there must be a mechanism for tapping users views either through advisory committees, shippers councils or similar representative bodies. It was clear that representatives thought that the board should include persons with wide financial experience and also a person with wide personnel experience.

(c) Agenda item 7(b)

—A paper on the relation between Port Management and associated services and customers was read and discussion led by Mr. Ian Trelawny. (Doc. E/CN. 14/TRANS/60) He outlined the main objectives of the Port operator and described some of the obstacles to the achievement of these obstacles, emphasising that the port is only one link in the transport chain and that it is a service organization.

The port must maintain constant liaison with its users and must also ensure that it has an efficient marketing organization and publicity is vital. It was important that users interests be given every possible consideration and that port users and providers of associated service should be encouraged to think of the port as their port. In the discussion which followed a representative pointed to the problem of obtaining concensus between the port and its users particularly over question of investment. There was general agreement on the lack of information from shipping companies on their requirement, plans and proposed financing of facilities. It followed that there was a need for market research and constant liaison so that plans could be anticipated. In answer to questions it was pointed out that the cost of advanced technology could possibly be covered by long term contracts by the port users or by leasing arrangements. It was finally agreed

that this conference if it led to a continuing machinery for consultation between ports could also provide a basis for liaison with other interested parties.

(d) Agenda item 7(c)

—A paper on customs procedures and documentation was presented by a representative of the Board of Customs and Excise, Nigeria. (Doc. E/CN. 14/TRANS/63). The paper described the procedures adopted by the Nigerian Board of Customs and the methods of clearance were outlined. Some of the attendant problems were described. The Board's changes in procedure which had been implemented to solve these problems were outlined. In the following discussion several representatives outlined problems of customs clearance in their own ports, and described lack of co-operation between customs and port authorities. There were some discussion on the length of free period which should be permitted and one representative pointed to the case of a port authority providing transport to assist importers to clear their goods. Another representative emphasised the importance of consolidating clearance through a small number of agents who should be specifically registered for the purpose. A representative suggested the advantage of direct loading to avoid the use of transit storage and further proposed that customs procedures should have greater flexibility. The question was raised as to the inclusion of customs representatives on port management boards. One representative felt that their involvement was essential.

(e) Agenda item 7(d)

—A discussion on Port man-power problems was introduced and led by Mr. P. J. Powrie, (Doc. E/CN. 14/TRANS/70) who emphasised that dockers now demand a career structure and greater participation in management processes.

A particular problem of the port and one which is possibly exaggerated in the West African situation is the fluctuating nature of port traffic. At a time when dock workers are seeking permanent rather than casual employment this creates particular problems. In the discussion which followed it emerged that the best way in which the ports of less developed countries could avoid the problems which had beset other countries was by the use of professional personnel management officers. On the question of workers participation it was thought that it would be most effective at the level of day to day operations. For example, methods equipment which affected the workers directly.

(f) Agenda item 8: Document E/CN. 14/Trans/75 & E/CN. 14/Trans/Inf/5

Mr. E. Williamson presented a paper and led the discussion on "The impact of unitisation on berth requirements in developing countries." Shipping is going through a period of unprecedented technological change he said; the paper emphasized the distinction between (1) the handling of the units on and off ships and their receipt from the delivery to consolidation points. (2) The making up and breaking down of the units together with the receipt and delivery of the break cargo. The critical factor was the proportion of cargo unitized only quay to quay. The paper pointed to the danger of competition between ports and resulting over provision and under utilization. In the discussion several representatives emphasized the problems of unitization for the developing countries and particularly the problem of utilization and consequent viability of costly berths and equipment. Few of the ports in the region have the volume of traffic to justify full container facilities. One representative indicated the problems attendant upon the adoption of different unitization methods by different shipping conferences, and the possibility that ports may be called upon to provide hybrid berths. Another representative pointed the advantage of a regional approach rather than competition.

(g) Agenda item 9(a)

Mr. P. J. Powrie introduced and led the discussion on a paper entitled "Training arrangements and requirements" (E/CN. 14/TRANS/71). There is a clear overlap between training and education. The problem of illiteracy makes basic education essential in less developed countries and the cost of this must be taken into accounts. Training for the sake of training is effect wasted and objective must always be clearly defined. Staff appraisal becomes the basis of selection and training courses should be followed by a practical assessment of the results. For individual countries a training centre will be expensive and may be under-utilized. The regional approach is more realistic particularly at the management level. It is important to concentrate on the training of specific skills.

In the discussion which followed a representative stressed that in the case of developed countries people must be made aware of the responsibilities which attach to their jobs. This is particularly important at intermediate levels.

Many port management courses organized for example by UNCTAD are open to government officials and others. A view was expressed that the reliance solely on external training cannot be successful and that basic staff training is best done by the organization itself. One representative raised the question of an international definition of a dock worker and the view was expressed that any definition must be based on national rather than international conditions. Another representative was worried that in less developed countries over-specialization in training could mean no work and that a general training therefore had certain advantages. Discussion revealed that training centres were best manned by an admixture of professional training personnel and part time staff with experience in particular fields. A view was expressed that all managers could benefit from being involved in the training process.

(h) Item 9

A discussion on "The application of modern techniques" (Doc. E/CN. 14/TRANS/61) was introduced by Mr. Ian Trelawny.

It was stated in the formulation of a management framework it is desirable to look ahead. The role of Top Management becomes more difficult with increasing port functions. It is desirable that Top Management should be in the hands of two full time Executive Directors one responsible for day to day activities and the other with responsibility for commercial activity and

for future development of the port. Clearly defined areas of activity should be under Divisional Managers with good communications. All jobs must be clearly defined. The paper outlined the advantages of work study and stressed the need for careful attention to communication between the various divisions described.

In the discussion which followed a representative raised the question of the extent to which Top Management was in fact permitted by government to be strictly commercial as advocated in the paper. Several representatives questioned the suggestion that there should be two Executive Directors. There was discussion on the question of promotion within the organization and management accounting as a part of budgetary control. One representative emphasized the problems of work study, of labour productivity in situations where not all the operations were in fact controlled by the port. Others felt that ports have the power to enforce rules or they may offer financial inducements and there remain many areas in which work study can be effective.

(i) **Item 10**

Captain A. R. N. Macauley presented a paper on "The Main Objectives and Plans of the Port of Freetown and Some of the Problems," (Doc. E/CN. 14/TRANS/72). The following points were emphasised: The Sierra Leone Ports Authority was established in 1965 with the object of providing an efficient port service and financing its own development as far as possible. The problem is not always that management cannot manage but that it is not allowed to. Further there are problems of obtaining suitable staff particularly in engineering, marine and accounting fields. Also African countries are over dependent on shipping interests over which they have no control. Noted that Freetown's natural harbour advantages had been matched with new port facilities. The Tariff increase which followed construction of the new facilities brought considerable opposition. Security poses particular problems but these can be relieved by unitization. The port had been fortunate in having good labour relations. In the discussion which followed several representatives raised the problems of tariff revision and in particular the question of frequency and determining factors. One representative argued for inclusion of civil servants on the Board of port authorities to ensure that governments social and overall development objectives were not neglected. Another representative expressed concern that port developments could take place without proper feasibility studies and the full involvement of the port management itself.

Agenda: Item 6

Multi national cooperation

The Conference at several sessions considered the need to establish a Port Management Association covering Ports in the West and Central Africa range Mauritania to Zaire inclusive, for the purpose of providing a permanent forum for the continuing study of Port Management problems. After due deliveration the conference unanimously agreed to form: "The Port Management Association of West and Central Africa."

Fair texts of the approved Constitution in the English and French languages were then signed on behalf of nine Port and Harbour Authorities eligible for membership of the Association and thus, as prescribed in the Constitution, bringing it into force and the Association into being.

Subsequently the Conference elected the following to be officers of the Association:

President—Mr. P. O. Aggrey (Ghana)

Vice Presidents—Mr. M. M. Gueye (Senegal) and Capt. A. R. M. Macauley (Sierra Leone)

Treasurer—Mr. D. F. Neal (Liberia)

Secretary—Mr. L. Odah (Ivory Coast)—the representative of Gabon having requested permission to withdraw his candidature as Secretary.

It was also agreed the Headquarters of the Association should be located in Lagos, Nigeria.

10. **Agenda Item 7**

Delegates paid a visit to the port installations in Sierra Leone on Friday 13/10/72 including Administrative blocks, quays, Transit sheds, warehouses, Slipways and Mechanical Workshops.

11. **Recommendations**

The Conference unanimously agreed to recommend to those Governments having maritime interests in the range Mauritania to Zaire that, in the wider interests of African Unity, other Port Authorities not already members of the association should be encouraged to join.

12. **Observations**

The Representative of Ethiopia expressed interest in and support for the action taken in forming the Port Management Association of West and Central Africa and requested the E.C.A. to take appropriate action in arranging a conference in Eastern Africa for the purpose of considering the formation of a similar association in that area.

The Representative of UNCTAD spoke on the question of technical Assistance and explained how the New Association and its members could benefit from such scheme—describing fully the respective fields of competence of each of the various U.N.O.'s specialized Agencies like UNCTAD, UNO, ILO etc.

Representative of WHO drew attention to the role of his organization in relation to ports.

Item 13

The undernoted papers were briefly introduced by the representatives indicated below:

(i) Port Management Problems: Providing Berthing and Accommodation for deep laden Tankers in Bonny Port, Nigeria by Captain F. O. Egbo.

(ii) Paper on Ghana ports by Mr. Daniel Minta.

Votes of Thanks

Closing of the Conference.

The Port of Southampton

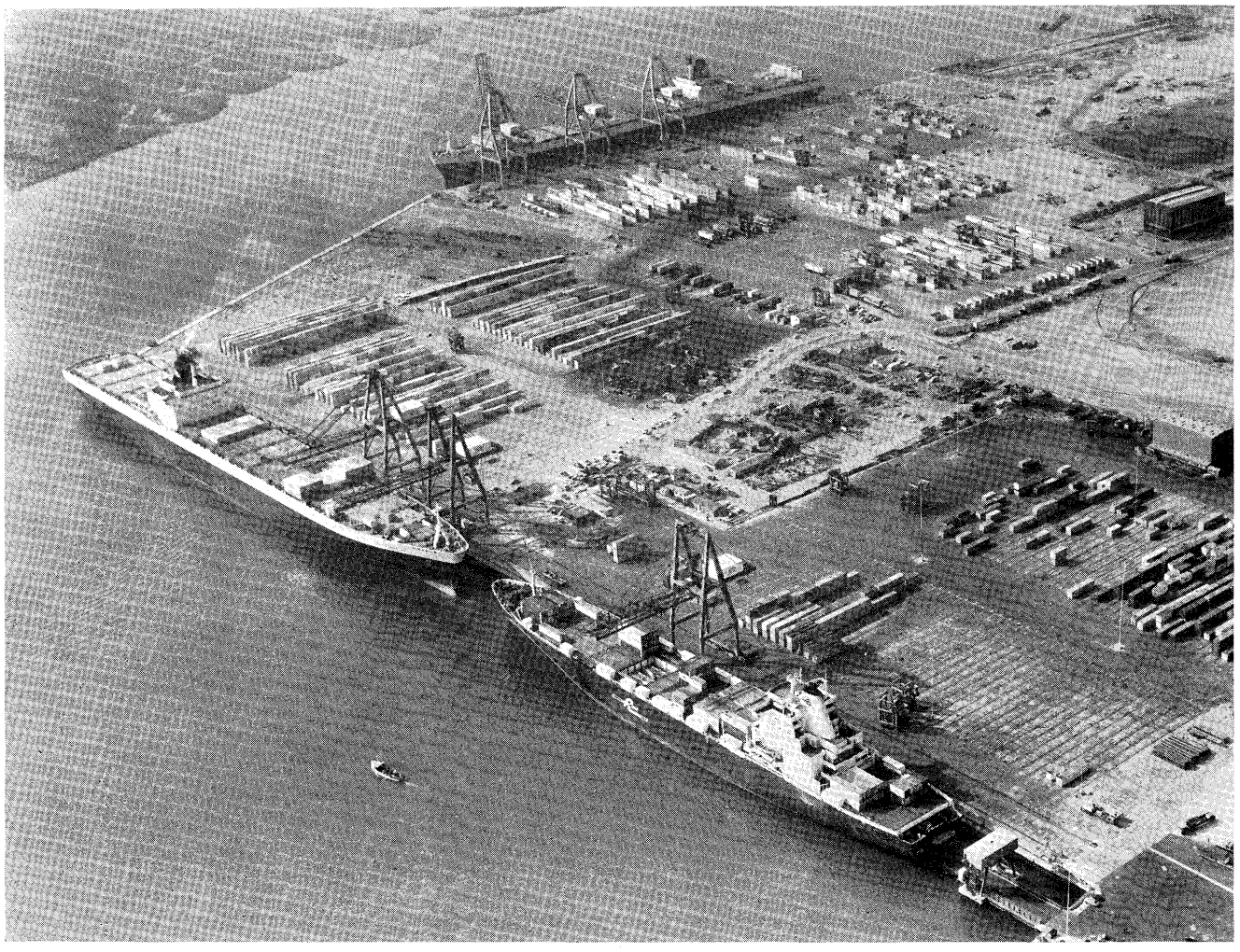
By D. A. Stringer

Port Director of Southampton
British Transport Docks Board

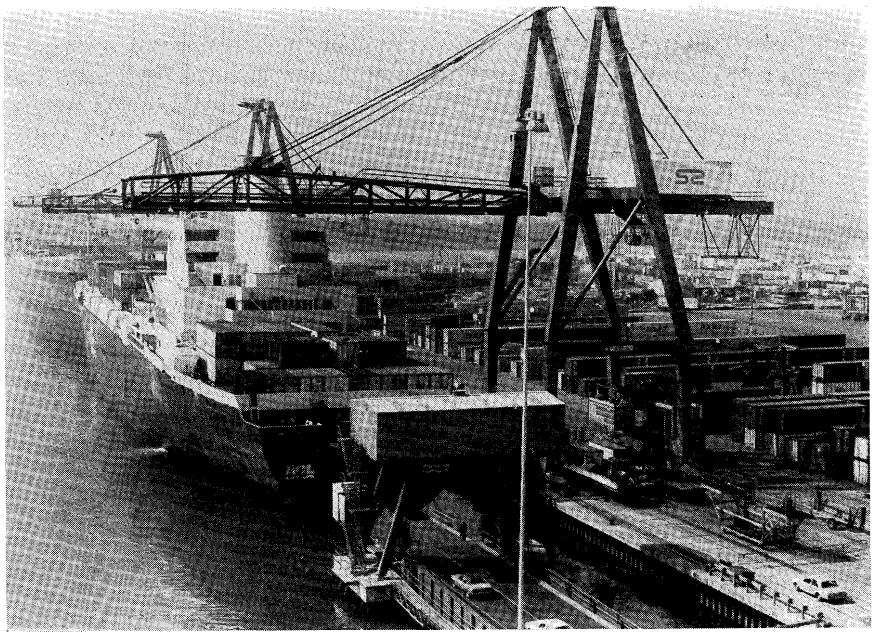
Situated at the centre of the south coast of England and adjacent to the English Channel shipping lanes serving North-West Europe, the Port of Southampton is perfectly placed for dealing with international seaborne trade of all descriptions including the transshipment of cargoes to and from the Continent. Within a radius of little more than 160 kilometres there lie not only major centres of industry and a population of 24 million people but also an extensive area of Northern France.

Southampton Water is deep, broad and sheltered, and provides one of the finest natural harbours in the world. The maximum tidal range of four metres has resulted in there being no lock entrances and consequently improves the degree of expeditious berthing and sailing of ships. Navigation is further assisted by prolonged periods of slack water which totals seven hours in each day, a feature of particular benefit for the world's largest ships that regularly use the Port.

The docks system comprises ten kilometres of deep water quays backed up by a wide range of modern terminal lay-out and equipment with a constant emphasis upon achieving the rapid handling of ships, cargoes and passengers. There are also several major waterside industries within the port area—for example those on South-

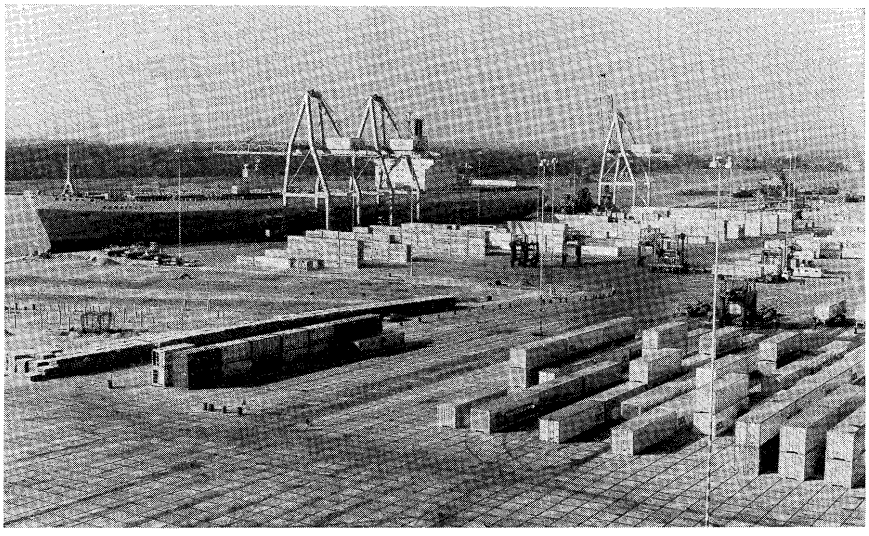


Aerial view of the Western Docks Extension, Southampton. At the bottom right hand corner is Atlantic Container Line's ATLANTIC COGNAC loading for New York at berth 201; Overseas Containers' CARDIGAN BAY is at berth 202 loading for Singapore and Hong Kong whilst at berth 204 the KOWLOON BAY discharges containers from Japan.



Southampton:—Lift-on/lift-off and roll-on/roll-off loading of Atlantic Container Line's ATLANTIC COGNAC at berth 201.

Southampton:—Roll-on/roll-off freight from Bilbao being discharged from Euronorte Services' COMETA at berth 201.



Southampton:—Ben Line Container's BENALDER loading containers for the Far East at berth 204.

ampton Water include the Esso Oil Refinery, the Shell-Mex Oil Depot, several petro-chemical processing installations and two electricity generating stations.

Whilst to some extent Southampton earned international fame as Britain's ocean passenger port it has now secured an equally important reputation as one of the fastest expanding and most modern of the principal European cargo ports. This is particularly so with its services for unitised freight ranging from the deep-sea container services to the short-sea roll-on/roll-off ferries.

The major capital investment in recent years has been the progressive construction of the Western Docks Extension project. The first 304 metre long berth (No. 201) was brought into operation in 1968. This was extended in January 1972 by the addition of Berth 202 thereby creating a straight line quay of 578 metres backed up with 16 hectares of surfaced back-up area, served by three container cranes and a fleet of van carriers. Also incorporated is a high capacity link-span for vessels that use lift-on/lift-off and roll-on/roll-off techniques simultaneously.

During 1972 the first of two berths developed for the use of the U.K./Far East container trade was completed and the second is due to enter service in the middle of 1973. These two berths are served by three container cranes and 20 hectares of marshalling and stacking area.

An additional 274 metre quay is being prepared to receive specialized cable laying vessels.

Operating from the container berths are deep-sea services to North America and the Far East together with short-sea feeder services to and from France, Spain and Portugal.

Within the area of the Western Docks Extension there still remain for development a further 1,830 metres of potential deepwater quays together with 91 hectares of supporting land.

To meet the demands of the existing traffic generated by the development so far, and to cater for its expansion, the Port Authority has built a four-lane roadbridge con-

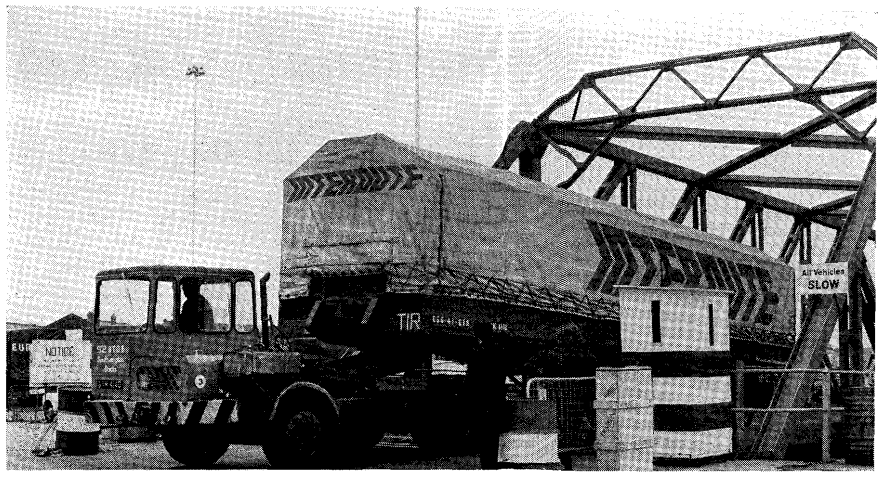
necting the container complex with the nearby existing and proposed motorway routes. Adjacent to these terminals is the Maritime Freightliner Terminal specifically designed to handle the rail-borne containers passing through the terminals.

To help with the handling and the clearance of containers and other unitized loads and also to provide consolidation and customs examination of unit loads, a bonded depot is provided at the Western Docks. This depot is being further extended to cater with increasing quantities of L.C.L. traffic.

Another development at Southampton in recent years has been the expansion of roll-on/roll-off ferry services between Southampton and Cherbourg, Le Havre, Bilbao, Lisbon and Tangier. Four terminals for these services have been provided and the sustained growth in carryings of passengers, their cars and wheeled freight, has been immense. As nearly half of Britain's overseas trade is with Europe, the introduction of these trade links with the Continent is of great importance.

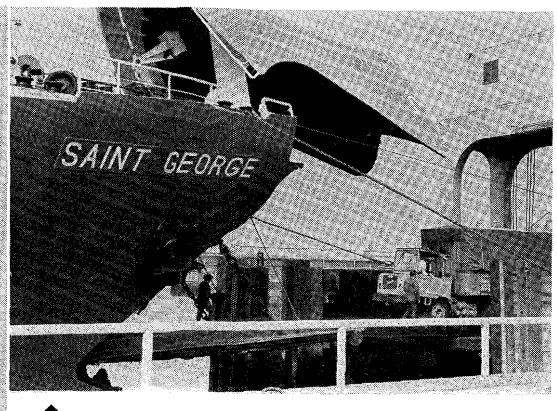
Apart from these developments much has been done in maintaining a high standard of quayside terminal accommodation for general cargo traffic and for ocean and cruise passengers. A good example of the latest design in quayside accommodation is provided at the Queen Elizabeth II Terminal on Berths 38/39 in the Eastern Docks.

A new Port Signal and Radar Station at Berth 37, Eastern Docks, was brought into service in 1972. This six-storey building incorporates the most modern developments in harbour radar and radio communications and houses both the Port Authority's Marine Department and the Trinity House Pilots.



Southampton:—More than 630,000 tons of roll-on/roll-off freight pass through the port annually.

Southampton:—Cargo from Spain being discharged from Swedish Lloyd's PATRICIA at a roll-on/roll-off berth in the Princess Alexandra Dock.



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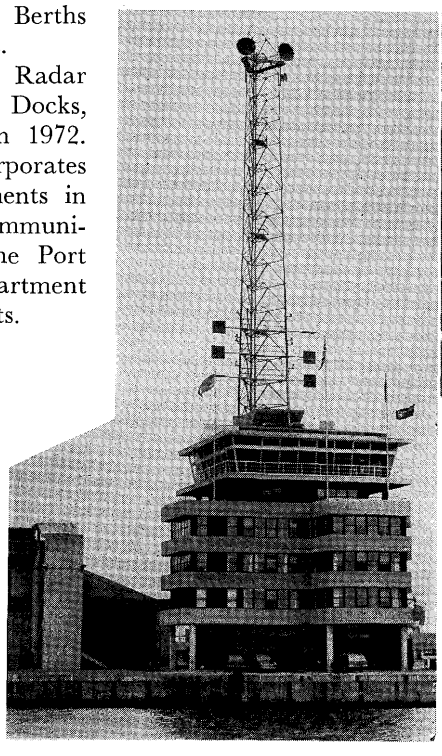
Southampton:—Seagull Ferries' SAINT GEORGE discharging at the roll-on/roll-off terminal at berth 49.



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Southampton: — The Port Signal and Radar Station at berth 37, Eastern Docks.

The 9th International Seminar on Port Management in The Netherlands

April 2—May 9, 1973

The Ninth International Seminar on Port Management in the Netherlands is to be held from 2nd April—9th May, 1973 in Delft, Rotterdam and Amsterdam, according to an announcement in January, 1973 by the NUFFIC (Netherlands Universities Foundation For International Co-operation, at Molenstraat 27, The Hague, The Netherlands).

The programme offers a lecture period of two weeks—the first and the final week of the seminar—which will take place in Delft as part of the training offered in the International Courses in Hydraulic and Sanitary Engineering.

During the remaining weeks visits will be made to the Ports of Amsterdam and Rotterdam (two weeks) and several days will be spent in visiting a few ports in France and Great Britain.

Participation in the seminar is limited to 25 persons who preferably should have a university background and several years of experience in a port management setting.

The full particulars of the Prospectus are reproduced below.

Introduction

Trade between the various regions of the world depends on an efficient system of transportation. Low transport cost is essential in order to compete on the markets of the countries of consumption and, thus, have a profitable exportation. The various U.N. bodies, who have considered the improvement of world trade, indicated that a decrease in the cost of the handling of ships in ports will have a critical influence on world trade. Foreign port administrators, many coming through the intermediary of the United Nations, have spent observation periods in Dutch ports. It is doubtful whether these studies have always yielded good results. A theoretical basis was lacking. It was easy to observe the techniques, but difficult to understand why they were applied. Also, it often proved difficult to adapt the knowledge acquired in the Netherlands to the situation in the observer's country.

For this reason, the need was felt to organize a special seminar. The International Technical Assistance Department of the Ministry of Foreign Affairs, which served as an intermediary for study visits to the Dutch ports, took the initiative and established an international seminar, to handle individual requests. The Port Authorities of Amsterdam and Rotterdam, which have frequently been approached by individual visitors, were pleased to give their full support to this idea.

The scientific and organizational responsibility for the seminar was given to the International Courses in Hydraulic and Sanitary Engineering at Delft. Eleven month post-graduate programmes in Hydraulic Engineering have been given by this institution since 1957. This Institute has offered allround training to port and harbour engineers in its "tidal and coastal engineering branch." It is obvious that the same ground cannot be covered in a five-week seminar as in a full eleven-month course; therefore, the seminar programme does not include a discussion of constructional and hydraulic aspects, but rather is confined to a thorough treatment of the organizational and managerial aspects of ports.

The eight previous Seminars on Port Management have brought together 232 port administrators from 63 different countries. The discussions between them proved to be very valuable. Therefore, each participant is expected to deliver a short statement on the problems that are of special importance to his work in his country. Candidate-participants are requested to bring material with them which they would like to present at Delft.

Subjects Taught in the Seminar

A. lecture parts: April 2nd-7th, and May 3rd-9th, 1973

1. General survey of problems of transportation and of navigation. Development in type and size of ships. Economy of ocean navigation. Conferences.
2. Port management.
   The international character of ports and port dependency on local political conditions. Co-ordination between ports. Diversity of port organization, the port area, and port function. Statistics and reports as tools of management. Operation and financing of a port.
3. Lay-out of port areas.
   The harbour designer's standpoint. Master plan and design features of general and specialized berths. Road and railway connections of ports. Operational research as a tool in port management.
4. Cargo handling.
   Aids to quicker turn-round of ships. Causes of delay in output. Handling of roll-on roll-off and container cargoes.
5. Port labour, safety and health. Electronic aids to port navigation.

B. programme of visits to and around the ports of Amsterdam and Rotterdam

1. Amsterdam: April 9th-13th, 1973
   Introductory lectures on the port, its history, organization, operation, and future.
   Visits with explanatory lectures on:
   The harbour entrance at Ijmuiden and the locks and new breakwaters. The fishing port.
   Handling general cargo from various types of ships.
   Handling special cargoes such as cereals, soft and hard wood, containers, etc.
   Freezing warehouses. Ship repair yards. Harbour police and

fire brigade. The customs inspection. Air cargo handling at Schiphol Airport.

2. Rotterdam: April 16th-19th, 1973 Introductory lectures on the port, its history, organization, operation, and future.
   Visits with explanatory lectures on:
   The harbour entrance at Hoek van Holland and the new breakwaters. Various sections of the port with large port extension at Europort. Industrial port areas.
   Stevedoring enterprises and warehouses. Port training institute. Handling of containers and of unit loads.
   Mechanical trans-shipment and storage of general cargoes and cereals. Navigational radar stations.

C. study visits to a few ports outside the Netherlands:
April 23rd-May 2nd, 1973
The organizers of the International Seminar on Port Management consider it of great importance that participants become acquainted not only with the ports of Amsterdam and Rotterdam, but also with a number of other ports. For the 1973 Port Seminar preparations are being made to visit a few other ports in France and Great Britain.

Application and Admission

The Seminar is open to government officials and other qualified candidates who in their daily activities have been confronted with problems of port management for a number of years. Preferably, candidates should have a university degree, although in special cases experience can replace a university background. No simple formula can be given for the conditions of admission and for this reason applications will be considered individually. In order to enable the organizers to judge the applications properly, candidates should fill in the attached application form as completely and clearly as possible and return it to the Registrar. All candidates are required to submit a letter of recommendation from their employer. They are advised not to come to the Netherlands to attend the Seminar before they have received notice of admission. In order to promote a close contact between the lecturers and participants and to stimulate discussions, the number of participants will be limited to 25.

Duration of the Seminar

The Seminar will begin on Monday, April 2nd, 1973 and close on Wednesday May 9th, 1973. All participants are expected to arrive in the Netherlands on Sunday, April 1st, 1973 and to take part in the entire programme of the Seminar. Therefore, those participants who have other business to attend to in the Netherlands, are expected to arrive a few days prior to the Seminar, or to stay on after completion of the Seminar. All participants are advised to obtain a visa for France and Great Britain before the Seminar begins.

Language

Since the course will be given in English, a good working knowledge of this language is a prerequisite.

Fees and Other Expenses

The participation fee is Dfl. 1400—, which includes the tuition fee, travel costs for the fieldtrips and lodging and breakfast during the fieldtrip outside the Netherlands. Participants are required to pay lunch and dinner expenses, as well as their hotel accommodation during their stay in the Netherlands. The Netherlands Universities Foundation for International Co-operation (NUFFIC) will upon request take care of hotel reservations. The participants' fee should be paid on or before registration day. Those preferring to pay in advance are requested to have the participation fee paid to the account of NUFFIC at the Amsterdam-Rotterdam Bank, 14 Wagenstraat, Den Haag.

Fellowships

It is expected that a number of participants will be granted fellowships by their employers or by national or international fellowship granting organizations, such as the United Nations, the International Labour Organization (I.L.O.), or the Organization for Economic Co-operation and Development (O.E.C.D.). Candidates who wish to receive information about financial facilities provided by the Netherlands to candidates coming from developing countries should apply to the Netherlands Diplomatic Representative in their countries. Netherlands Government fellowships do not include an amount for travel expenses from the country of origin to the Netherlands and v.v.

Insurance

Participants are expected to insure themselves against health, accident, and third-party liability risks for the duration of the Seminar.

Application for Admission to the Ninth International Seminar on Port Management in The Netherlands
to be held at Delft/Rotterdam/Amsterdam April 2nd—May 9th, 1973

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full name (underline family name):
date and place of birth:
nationality:
address for correspondence:
degrees and qualifications obtained, with name of university and date of graduation:
(you are requested to give a survey of your educational background on a separate sheet)
knowledge of English (to be listed as fair, good, excellent):
who should be charged for your fees?:
please state on a separate sheet your occupation(s) after graduation (kind of work, place, duration) and explain—in about 100 words —why you wish to attend the course place, date, and signature,

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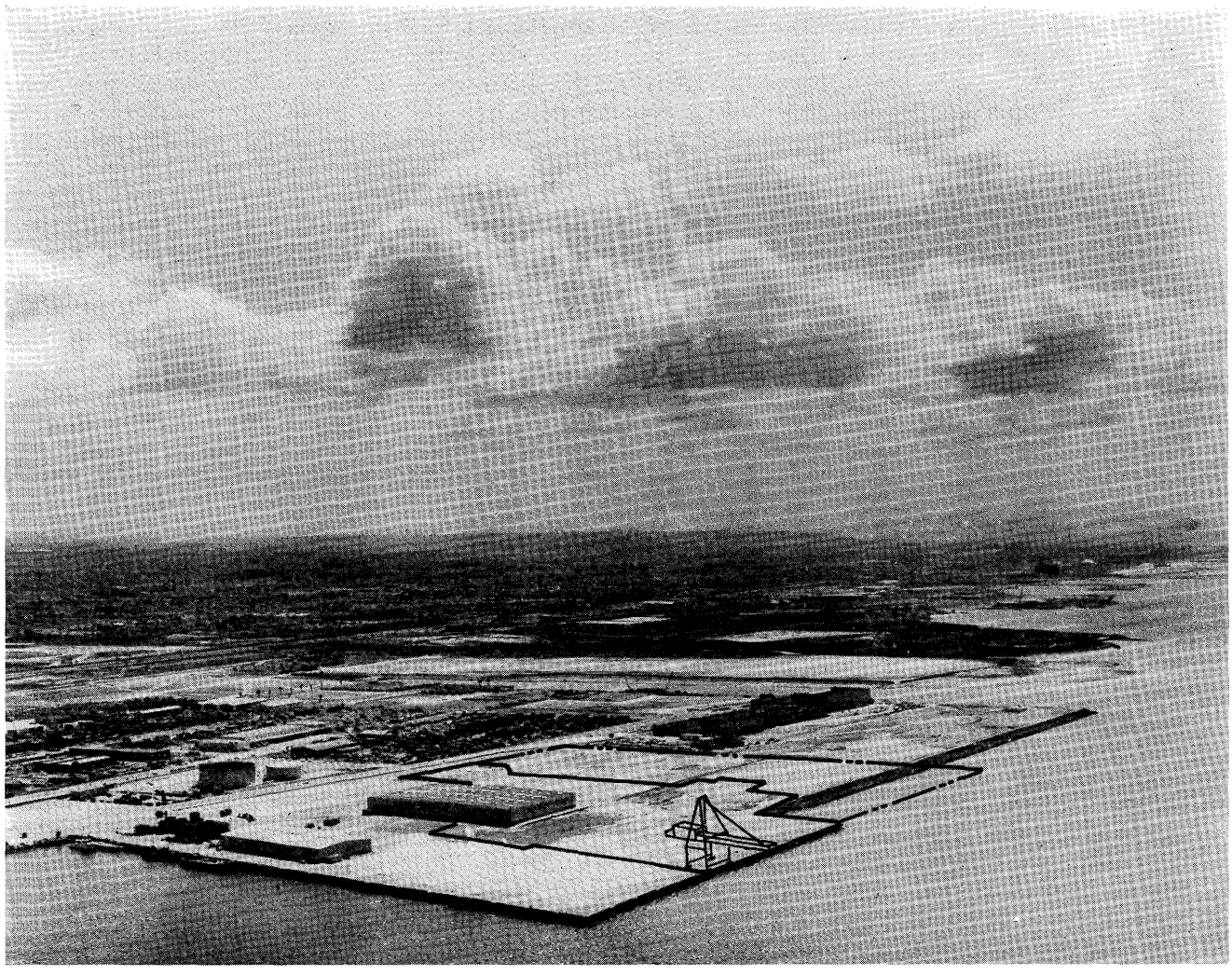
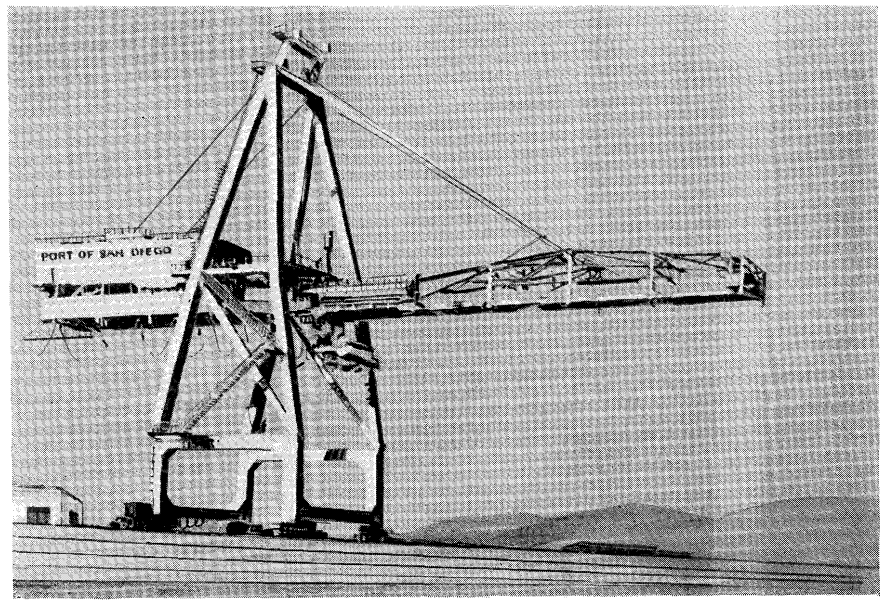
this application to be addressed to:
The Register
Netherlands Universities Foundation
for International Co-operation
27, Molenstraat
DEN HAAG, Netherlands

Coming—Container Terminal in San Diego



San Diego:—The National City Marine Terminal site in the South Bay. The solid line indicates the initial Container Terminal area, and the broken line the future expansion. See also diagrams on opposite pages. (Port of San Diego)



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San Diego: — Artist's rendering of the 600-ton container crane scheduled to arrive at the National City Marine Terminal next summer. (Port of San Diego)

INITIAL CONTAINER TERMINAL FACILITIES

TERMINAL SITE 35.0 AC.

INITIAL SITE DEVELOPMENT AREA 17.4 AC.

BUILDING
- EXISTING WAREHOUSE 24-A 32,500 SF.
- GENERAL OFFICE AND INSPECTION BRIDGE 3,000 SF.
- TOILETS 3 EA.
- GUARD AND TRAFFIC CONTROL 1 EA.
- VEHICLE REPAIR SHOP 2,000 SF.

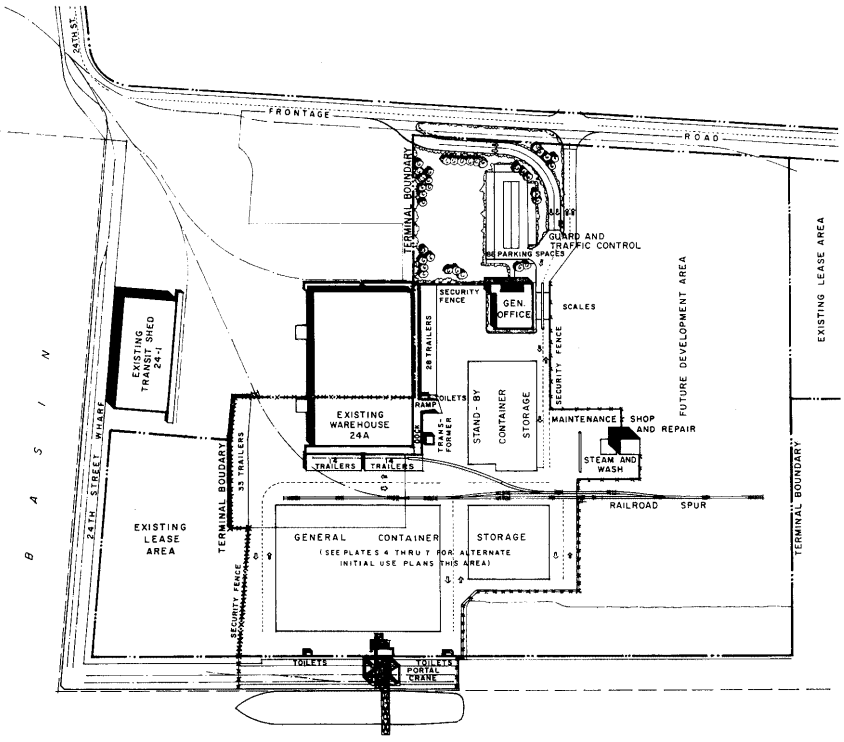
SITE EQUIPMENT
- TWO SCALES
- PORTAL CRANE
- RAILROAD SPUR
- SECURITY FENCING
- NEW RAMP AND LOADING DOCK

MAXIMUM CONTAINER CAPACITY
(INCLUDES GENERAL STORAGE SHOWN ON INITIAL USE PLAN, PLUS STAND-BY AND TRAILER STORAGE.)

STACKING	ALL 20FT. BOXES			ALL 40FT. BOXES		
HEIGHT	BOXES	REEFERS	SUB-TOTALS	BOXES	REEFERS	SUB-TOTALS
THREE	2,235	45 ✳✳	2,280	1,194	40 ✳	1,230

PARKING
- 88 AUTO SPACES
- 89 TRAILERS FOR ON SITE STORAGE (INCLUDED IN MAX. CONTAINER CAPACITY)

✳ ASSUMED REEFER STACKING TWO HIGH MAX.
✳ ✳ OUTLETS FOR ONE HIGH STACKING



SAN DIEGO UNIFIED PORT DISTRICT
CONTAINER TERMINAL STUDY
NATIONAL CITY MARINE TERMINAL
INITIAL SITE DEVELOPMENT PLAN

CONTAINER TERMINAL FACILITIES

TERMINAL SITE 33.7 AC.

BUILDINGS
- GENERAL OFFICE AND INSPECTION 15,000 SF.
- WAREHOUSE OFFICE, WAREHOUSE AND CONTAINER STUFFING 60,000 SF.
- VEHICLE REPAIR SHOP 5,000 SF.
- TOILETS 5 EA.
- GUARD AND TRAFFIC CONTROL 1 EA.

SITE EQUIPMENT
- SIX SCALES
- TWO PORTAL CRANES
- THREE TRANSFER MODULES
- STEAM AND WASH AREA
- TRANSFORMER
- TWO RAILROAD SPURS
- SECURITY FENCING
- NEW RAMP

GENERAL CONTAINER STORAGE

STACKING	ALL 20FT. BOXES			ALL 40FT. BOXES		
HEIGHT	BOXES	REEFERS	SUB-TOTALS	BOXES	REEFERS	SUB-TOTALS
THREE	3,021	234 ✳	3,255	1,599	104 ✳	1,703

STAND-BY AND DAMAGED CONTAINER STORAGE

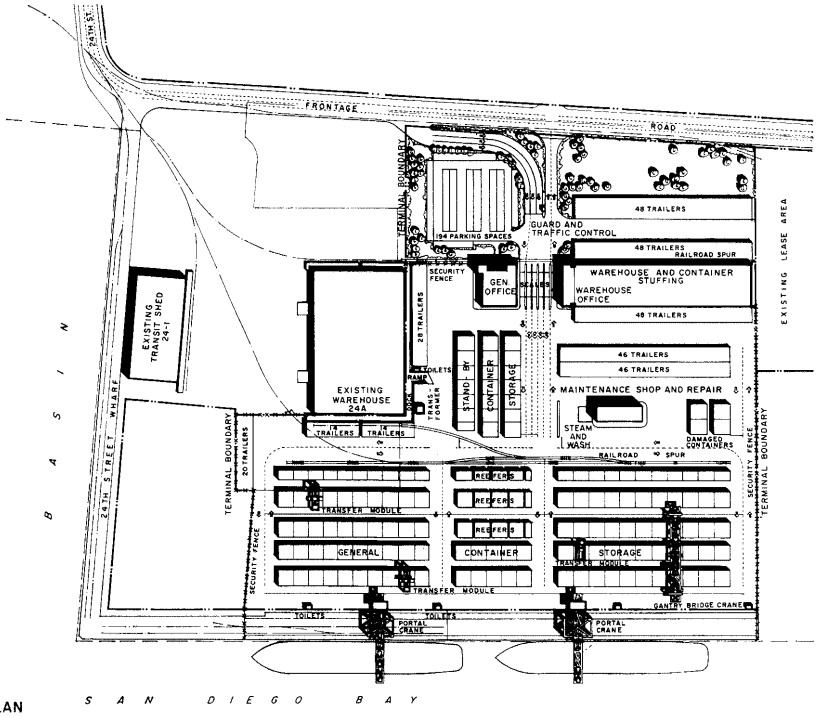
THREE	931	——	931	571	——	571

MAXIMUM CONTAINER CAPACITY

THREE	3,952	234 ✳	4,186	1,170	104 ✳	2,274

PARKING
- 194 AUTO SPACES
- 96 TRAILERS FOR OFF SITE TRUCKING
- 216 TRAILERS FOR ON SITE STORAGE (INCLUDED IN STAND-BY AND MAX. CAPACITY)

✳ ASSUMED REEFER STACKING TWO HIGH MAX.



SAN DIEGO UNIFIED PORT DISTRICT
CONTAINER TERMINAL STUDY
NATIONAL CITY MARINE TERMINAL
MASTER SITE DEVELOPMENT PLAN

Seaway-Great Lakes Winter Navigation

By John Jursa

Chairman, Promotion
& Public Relations Committee
International Association of Great Lakes Ports

(Director, Public Information Dept., Toronto Harbour Commission)

A recent U.S. report on winter navigation in the Great Lakes maintains that an extended season of four to six weeks is an economically viable proposition within the next 20 years, although there seems to be some doubt regarding year-round navigation.

Constant research is being carried out by both U.S. and Canadian agencies into the possibilities of prolonging the shipping season and ultimately establishing year-round shipping on the Great Lakes.

The current eight-month season is governed by the icingover of locks and canals linking the huge inland waterway system.

Professor Eric Schenker, an economist with the University of Wisconsin presented a paper on the economic merits of extending the season at a seminar on winter navigation held in Detroit in December of last year.

Schenker told delegates that the technical problems involved in prolonging the season beyond its present closing date of December 15 are much more easily solved than the hurdles which must be overcome in order to open the season earlier than April 1.

As the winter season progresses, the economist explained, the various types of ice formed present more and more serious problems, reaching their height when the ice begins to break up in the spring. Severe damage to ships can be caused by thick ice formations as they start to thaw.

The loss in cargo to the states bordering on the Great Lakes was earlier estimated as a billion dollars annually by Major General Graves, North Central Division Engineer for the Army Corps of Engineers and chairman of the U.S. Winter Navigation Board.

He pointed out that Great Lakes ports currently handle cargo valued at over $2 billion every year and estimated that this figure could conceivably be increased by another billion dollars with successful extension of the navigation season.

Many Great Lakes ports feel that they lose a great deal of traffic by not being able to offer 12-month service to customers. The Cleveland-Cuyahoga Country Port Authority recently asked firms shipping through the Port of Cleveland to send in their reaction to an extended season. Detailed replies indicated that a 10-month season would mean a 22 per cent increase in traffic and that year-round shipping would increase traffic by at least 33 per cent.

The Port of Toronto's survey showed that most customers were in favour of a 12-month season but would be completely satisfied with even a 10-month operation.

An extended shipping season on the Seaway is being vigorously pursued by the International Association of Great Lakes Ports because cities such as Chicago, Detroit, Toledo, Windsor and Hamilton realize the beneficial economic impact it would have in their areas.

E.B. Griffith, Port of Toronto's general manager, said that an extended shipping season would increase overseas tonnage into the port by 25 to 30 per cent.

"Our customers are in favour of a longer season," he said. "It would lower their costs, eliminate stockpiling in most cases and generally reduce inventory and storage charges."

Maxim M. Cohen, general manager of the Chicago Regional Port District, had these observations: "A 10-month season is a goal we feel is possible within the range of present technical capabilities. If we had a 10-month season, we could increase the potential of the Seaway by at least 30 per cent as it would offer almost year-round service and thus overcome one of the most formidable obstacles facing Seaway solicitation."

Richard H. Van Derzee, port director of the Ogdensburg Bridge and Port Authority, said that a 10-month season would enable the ports of the Great Lakes "to obtain 80 per cent of the cargoes lost due to an eight or an eight-and-a-half-month shipping season."

"There is no question in my mind," said David E. Clark, port office manager for the Detroit-Wayne County Port Commission, "that extension of the navigation season will be beneficial to the Port of Detroit. Some of our major industries object to the disruption in their shipping patterns when operations have to be transferred to coastal ports."

At the Detroit seminar, Dr. Pierre Camu, administrator of the Canadian Marine Transportation Administration and president of the St. Lawrence Seaway Authority, offered Canada's co-operation in all efforts to prolong the shipping season.

He said, however, that Canada is thinking in terms of a two-week extension at the moment which will be reached by prolonging the season by a few days each year.

In outlining developments in Canadian research in the winter navigation field. Dr. Camu told the conference that an advisory system, giving reliable information to ships on ice conditions, availability of ice breakers and weather forecasts, was shortly to come into operation in the Gulf of St. Lawrence. He said that such a system would be vital to any extension of Great Lakes shipping.

The U.S. will be carrying out tests this winter on an improved navigation system which works by means of a laser beam. A controlled beam of infra-red light is directed towards a passive retro-receiver on board the ship. The ship's master can calculate from the information sent back his speed, bow and stern alignment and distance from a given shore point. The laser system will be installed this winter on a ship for further experiments.

An improvement in navigation aids and systems is just one facet of the overall problem to be solved before extensions of the shipping season become a reality. Other problems include the introduction of better safety equipment for seamen, keeping insurance costs down, besides the main hurdles of keeping channels clear through the ice and preventing vessels and locks from icing-up.

Jack Jones, the Port of Toronto's chief engineer, attended the navigation conference in Detroit as an observer.

"The United States has shown us that it can be done," he commented. "Bulk carriers continued operating last year between the Lakehead and Chicago through the St. Mary's River and the "Soo" locks right into February."

Jones feels that most of the major ice problems have already been solved although further tests are necessary.

"The fact that experiments to date have shown that a 10-month season on the Upper Lakes can be a reality within the next few years," explains the engineer, "means that we must accelerate the program underway on the St. Lawrence Seaway, especially the Montreal-Lake Ontario section."

Although many ports would benefit from an extended season for lake shipping, the greatest economic gains would be made by extending the overseas shipping season.

Various experiments have already been carried out in the Montreal-Lake Ontario section of the Seaway which links the Great Lakes to the rest of the world.

The main problem encountered in this particular area is caused by the various hydro-electric generating stations situated along the Seaway.

During the winter months, water flow into the generating station is maintained by the protective ice cover on the water. The ice prevents the water underneath from freezing and clogging the hydro intakes as it flows into the generating station. Ice-clogged intakes would severely cut back the amount of electricity generated.

Latest method of keeping a passageway clear for winter navigation, in this critical section of the Seaway, is a swinggate which will be inserted in the ice-boom across the river just above the generating station at Ogdensburg, N.Y. The gate will be installed early in the winter season and tested during the 1973 spring thaw.

Operation of the boom will be carried out by two tugs using four anchors each to maintain fixed positions and carrying powerful motorized winches which will move the swing gate back and forth and allow the passage of vessels.

This ice-boom gate is the most recent of experiments announced for this winter by the United States as part of its three-year program to test the feasibility of various methods of extending the shipping season on the Great Lakes.

The $6.5 million program, authorized by Congress, is directed by the Winter Navigation Board, a group of government agencies including the U.S. Army Corps of Engineers, the Coast Guard, St. Lawrence Seaway Development Corporation, Environment Protection Agency, Maritime Administration, Department of the Interior, Great Lakes Commission and Great Lakes Basin Commission.

Other experiments slated for this winter include further tests on bubbler systems which break up ice by bubbling air through water, as well as a new project which will test whether heated effluent from power plants can be used to help keep channels open for shipping.

Canada will also be continuing tests this winter under the auspices of a governmental agency headed by A. M. Luce, director of operations of the St. Lawrence Seaway Authority and chairman of the Steering Committee on winter navigation.

Experimental voyages will be made by the icebreaker Griffon on Lake Erie and the Detroit-St. Clair Rivers after the close of navigation.

In early March of this year, the icebreaker N. B. McLean is scheduled to transit upbound through the Beauharnois Canal on the Seaway. This will be the earliest date that a vessel has ever passed through the canal and valuable information is expected to result from the transit.

In order to aid winter navigation the Canadian fleet of ice-breakers is being expanded and modified to meet current and future demands for such ships. In the Gulf of St. Lawrence, winter shipping is supported by a fleet of a dozen icebreakers. Ice breaking vessels are also carrying out experiments on the Great Lakes and further demands will be made on the fleet as the shipping season is extended every year as planned.

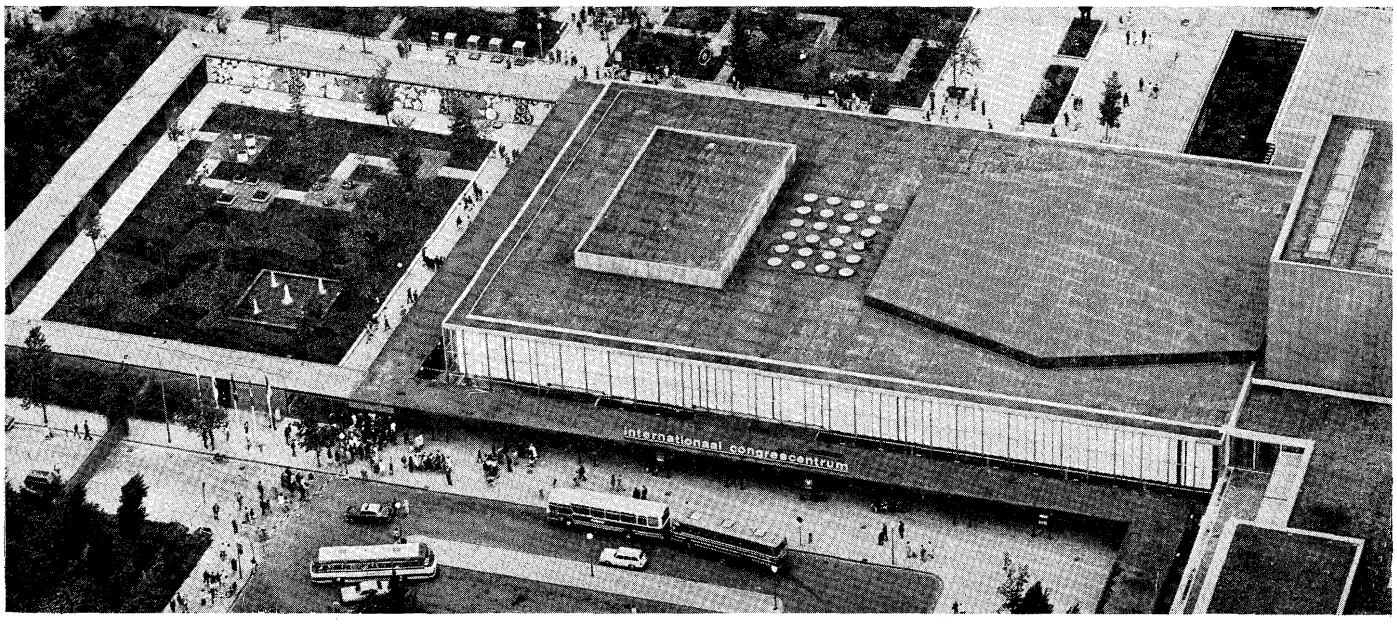
Four icebreakers are currently on order and existing ships will be modified to increase their performance.

The announcement of the ambitious program to revamp the icebreaker fleet was made by J. N. Ballinger, director of operations for the Department of Transport's marine services branch, at a meeting of Canadian shipbuilding executive.

Ballinger said that winter and arctic navigation is worth "substantial sums of money to the Canadian economy," and added that every dollar invested in an extension of the current season would generate extremely high returns.

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

Coming?



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The Eighth Conference, Amsterdam Rotterdam

Simultaneous Interpretation Plays A Major Role in International Meetings

Simultaneous interpretation—that is almost instantaneous technically correct translation of speeches—plays a major role in the international conference business. The Netherlands attracts a good number of international—and therefore multi-lingual — conferences and meetings each year and hundreds of interpreters are kept busy at these meetings when they are not working at meetings in Geneva, Paris or Brussels.

The 8th Conference of the International Association of Ports and Harbors will have four "official" languages: French, Spanish, Japanese and English. As a result, eight interpreters will be kept busy during all meetings. Simultaneous interpretation of the IAPH meetings has been arranged by Mr. Henri Methorst, a well-known Amsterdam-based conference interpreter consultant.

Mr. Methorst handles simultaneous interpretation facilities at upwards of 200 meetings a year in the Netherlands and abroad. His task is defined as "coordinating linguistic services for various congresses," and the job—he started off as a free-lance interpreter and began the consultancy about 20 years ago — keeps him in touch with thousands of interpreters all over the world.

Generally, most congress organizors get the speeches to Mr. Methorst's team weeks in advance, but it appears that it is quite unusual for all the papers to be in time. Sometimes, important speeches are seemingly given "off the cuff" but interpreters often prefer this extemporaneous way of talking—where "the voice rhythms" are natural—to a fast reading of a prepared paper.

The interpreters work two to a booth, aiding each other and often taking turns interpreting. Thus all contingencies are provided for. Generally, the two interpreters say, in the French-language booth, would between themselves be able to interpret any language spoken during a given meeting into French. But what sometimes happens is that the second interpreter would pick up the English-language interpretation on relay to check the interpretation, particularly with a difficult language.

French, German and English are the main European languages today, the latter especially with Britain's entry into the European Economic Community. English is also to be the main EEC language for Ireland and Denmark as well, but there is still a great demand for good simultaneous interpreters as the number of international business meetings grow.

Even today, 70 per cent of all international meetings are scheduled for one day only; but these meetings —as with the week long conferences such as IAPH—tend to increase in number. Most meetings are planned months, even years ahead, yet according to Mr. Methorst his notice of these meetings ranges from two years to one day.

Congress Facilities in Rotterdam

Rotterdam's two main meeting facilities are the "Ahoy Sports and Exhibition Hall" and "De Doelen" Concert and Congress Building. Both have full facilities for meeting of all sizes, and both are of considerable interest to visitors.

Members of the IAPH delegation visiting Rotterdam and its port installations will visit both buildings in the course of Rotterdam Day, on Wednesday, May 9th. After a welcome by the Mayor in City Hall, visitors will proceed to the Ahoy complex at Zuidplein by Metro, where they will receive a tour of the complex's extensive facilities and a Dutch "coffee-lunch." The largest hall in the Ahoy complex can seat 3500 and other halls can seat a total of more than 6,000.

Later after a tour of the port, visitors will dine in the Doelen, on Rotterdam's famed Lijnbaan shopping centre. De Doelen is one of the most impressive meeting centers in Europe and its concert hall is excellent acoustically.

Built at a cost of more than $10 million, it was opened in 1966 and is the home of the Rotterdam Philharmonic Orchestra, as well as the site of several major conferences each year. The main hall can seat over 2,000 and there are a number of conference rooms and a vast reception hall.

De Doelen dominates the Lijnbaan, a model shopping center built in the city center which was destroyed during the war. The Lijnbaan is a roomy, arcaded area flanked by attractive shops and entirely free from traffic. Equipped with flowerbeds, statues and aviaries in the wide, covered walkways, it is a model for international town planners.

Top Amsterdam Hotels Selected for Delegates

Blocks of rooms in five top Amsterdam hotels have been reserved for delegates to the 8th IAPH Conference. All within walking distance of the RAI Congress Centre, the hotels offer every amenity to the delegates and their wives at special conference rates.

The hotels are: the Alpha, the Amsterdam Hilton, the Apollo, the Esso Motor Hotel and the Okura Amsterdam.

Largest hotel in the Netherlands, the 600-room Alpha is part of the British Strand Group, and has become one of the Dutch Capital's most popular since its opening in April, 1971.

The Amsterdam Hilton, flanked by a spanking new 100-room "Garden Wing" has been "home away from home" for thousands of visitors to Amsterdam in the past de-

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Amsterdam Hilton Hotel, one of "official" IAPH hotels. General informal meetings are scheduled here.

cade. Newly-opened Schiphol Airport Hilton will be the first hotel many visitors see upon arrival at Amsterdam Airport.

The Apollo, currently undergoing a second major expansion program, faces five canals and boasts one of the world's few underwater bars. The Apollo is part of the British Trust House Group.

The Esso Motor Hotel was completed a few years ago by an American group, but as of January 1, 1973, it has been taken over by the British Bass-Charrington Group. The hotel will retain its name however. As with the Alpha, directly across the road, the Esso Motor Hotel, enjoys views of the new park created by Amsterdam's floral exhibition "Floriade" which closed in October.

Finally, the Okura Amsterdam Hotel, an Inter-Continental hotel, is the first Japanese hotel in Europe, part of the well-konwn Okura chain. The Okura Amsterdam boasts Japanese, Chinese and French restaurants as well as a number of shops. It is the tallest building in Amsterdam.

Whatever your hotel choice, the organizers of the 8th IAPH Conference feel that these hotels will help make your stay in the Netherlands an unforgettable one.

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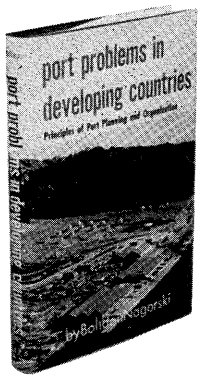
Okura Amsterdam Hotel, one of five "official" IAPH hotels. Tallest building in Amsterdam with Japanese, Chinese and French cuisine.



160×233 mm hard-cover book, 293 pages covering every aspect of principles of port planning and operation.

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by Bohdan Nagorski

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—Editor, the Dock and Harbour Authority

"I would like to take this opportunity to say that I found the study by the author of this book to be of tremendous interest and I would like to congratulate Mr. Nagorski on a first class work".
—Assistant Secretary General, ICHCA

IAPH 8th Conference

—Amsterdam/Rotterdam 7-12th May, 1973

Conference Chairman: Ir. J. den Toom, Managing Director, Port of Amsterdam
Conference site: International Congress Hall, RAI, Amsterdam

Working sessions will be held on the following five topics:

1. Coordination in the planning of links between ports and the hinterland to facilitate movement of intermodal transportation.
2. Preventive measures against air and water pollution in port areas.
3. Problems of developing ports and means of assistance available.
4. Potential of cargo distribution by barge carriers.
5. Scope of operational responsibility of the port authority.

ICHCA 11th Conference

—Hamburg 14-17th May, 1973

Conference will be opened by Senator Kern and the Keynote Paper will be presented by Herr Konsal Dietz.

Conference site: Congress Centrum, Hamburg
Conference theme: "The International Transport Chain—where are the weak links?"
Further Information From: Conference Secretariat ICHCA
Grosse Elbstrasse 14, 2000 Hamburg 50.

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Orbiter Probe

IAPH News:

Lord and Lady Simon

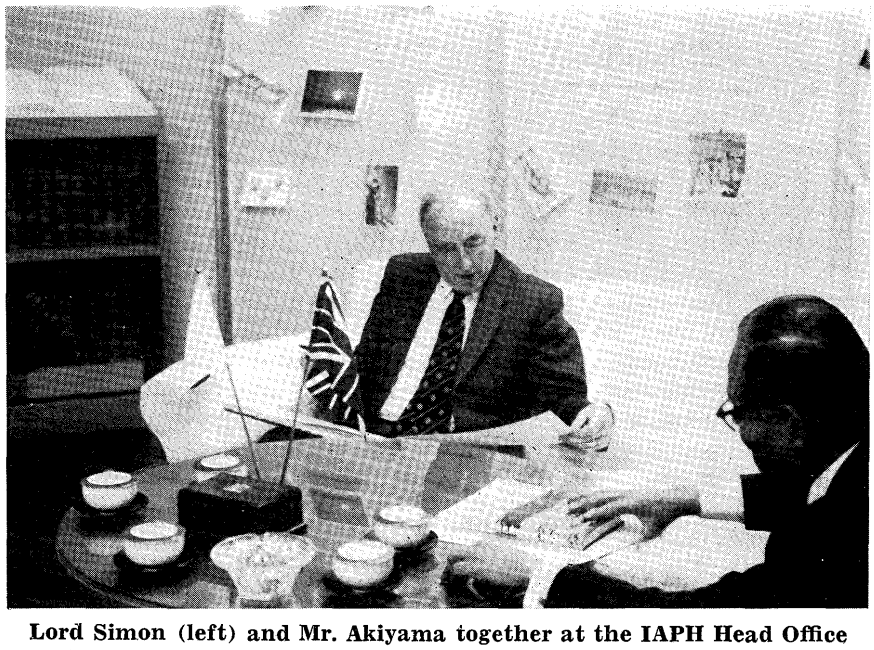
Rt. Hon. Viscount Simon, IAPH Past President, Honorary Member, and member of Executive Committee, accompanied by Lady Simon and Mr. Hunter, their fourteen-year-old grandson, arrived in Japan on Wednesday, January 17 on a round-the-world tour. On Saturday the 27th Morning, Lord Simon called at the IAPH Head Office in Tokyo to see the Secretary General Mr. Toru Akiyama.

That Evening, an eighteen-seat banquet was held in honor of Lord and Lady Simon and Mr. Hunter by Mr. Akiyama at Hotel Okura, Rainbow Room, in Tokyo. Mr. Tamotsu Okabe, Director-General, Bureau of Ports and Harbours, Ministry of Transport, Dr. Hajime Sato and Mr. Katsuya Yokoyama, IAPH Deputy Secretary Generals, and Mrs. Tatsuta (Mr. Akiyama's daughter, IAPH Under Secretary) and Mr. Gengo Tsuboi, IAPH Executive Committee member (President, Tokyo Tanker Co., Ltd.) were present.

Mr. Bernard J. Caughlin, General Manager, Port of Los Angeles, who happened to be in Tokyo, showed up for cocktails in response to Mr. Akiyama's invitation but had to leave soon for a previous appointment. On Monday the 29th, Lord Simon visited Mr. Gaku Matsumoto, former IAPH Secretary General, at the World Trade Center Club in Hamamatsucho. That evening, the travelers departed from the Tokyo airport for Vancouver and eastward.

Mr. Trimmer Named to Executive Committee

Mr. Ralph K. Trimmer, Chairman, Northland Harbour Board, Whangarei, New Zealand, was appointed this January by the President Mr. A. Lyle King to the IAPH Executive Committee, to serve for the term through the 8th Conference being held next May. This step was taken in the wake of the resignation from the Executive Committee of Mr. E. M. Hodder, former Chairman of Wellington Harbour Board.



Lord Simon (left) and Mr. Akiyama together at the IAPH Head Office (taken by Mr. R. Kondoh).

Mr. Nagorski at the 'Dredging Day'

Amsterdam:—A 'Dredging Day,' a one-day session on the present and future developments of dredging, was organized by the International Association of Dredging Companies on the second day of the Europort '72 Congress, held 14/18 November 1972 at the RAI Buildings, Amsterdam. The session was attended by a record turnout of 260 people and was considered a great success.

Mr. Bohdan Nagorski, author of the book "Port Problems in Developing Countries" published by the IAPH, delivered an interesting lecture on the subject of "Financing Port Projects." Full text of the lecture is going to be published in the coming issue (No. 3) of the TERRA ET AQUA, periodical of the IADC, to be out on May 1 next.

Harbour Commission's Award of Merit

Toronto, January 25:—A Port of Toronto Authority foreman, who rescued a woman from near freezing Lake Ontario last December, has been named the first winner of the Toronto Harbour Commission's Award of Merit.

The silver medal, which is still in the design stage, will be presented to Robert Haywood, 49, once it is struck sometime within the next two months.

"We see it as an award for acts of heroism or outstanding service relating to the waterfront," said Harbour Commission general manager, E. B. Griffith. "In addition to our own employees, members of the public will also be eligible to receive the award."

Names for award consideration will be put forth by a four-man senior management committee while the selection of winners will be in the hands of the Board of Harbour Commissioners.

"It will be a difficult award to win," said Harbour Commission chairman, H. W. Thomson.

Haywood's heroic action took place last December 28 at the

(Continued on Next Page Bottom)

NPC Book:

Straddle Carrier Problems:

Driver Visibility Study by N.P.C.

National Ports Council

London

Poor fields of vision for the drivers of straddle carriers may have contributed to accidents in which these machines have been involved according to a report published today in the latest issue of the **National Ports Council Bulletin***.

The Council's Senior Manpower Research Officer, Brian Wilkinson, points out in the report that straddle carriers are an example of the increasing size and sophistication of the mobile equipment used in ports. They make demands on their drivers which are complex and in many ways new to the industry.

"In designing these machines," Mr. Wilkinson writes, "most manufacturers have made a determined attempt to understand these demands. However, the complaints expressed by drivers and the number of accidents which have occurred involving straddle carriers suggest those attempts have not been entirely successful."

The report continues: "A brief experience of sitting in the cab of any type of straddle carrier is enough to reveal the considerable number of 'blind spots' with which drivers have to cope and to suggest that they are a likely cause of many problems for drivers. Because of this, this study paid particular attention to evaluating driver visibility."

The need for good 'internal' visibility, i.e. the driver's view of various parts of the machine and its load as well as visibility within the cab, is stressed; the report then goes on to discuss the problems of 'external' visibility of the area around the carrier.

To assess the comparative visibility of various makes of carrier a system of 'visibility maps' was devised: examples of these maps are included in the report.

The writer concludes that each of the four main types of carrier currently in use has certain strengths and weaknesses. A design to give optimum visibility is suggested, with the following features the driving cab positioned at the top of one of the carrier legs; the driving seat fixed, so that the driver faces sideways on to his direction of travel; and the engage and transmission positioned at the top of the machine away from the cab or near to ground level.

The report advocates publication by manufacturers of visibility data with the technical specifications of their machines, and the use of this data by users in selecting machines most suitable for the conditions in which they will be required to work.

Evaluation of Straddle Carriers

The need for efforts to increase the availability of straddle carriers on the berth is emphasised in another report in this issue of the Bulletin, in which the Council's Principal Mechanical Engineer, Ken Dally, reports on an evaluation study covering both straddle carriers and container cranes.

The study of straddle carriers was conducted at five ports and involved a total of 34 machines. Data on the performance and cost of carriers at each port were obtained, also the total container through-put so that the cost per container handled could be calculated.

The first carriers to be introduced at British ports cost about £34,000, and some of the later models covered by the study cost abour £43,000. For the purposes of the study costs per container lift were based on an average machine cost of £40,000. On this basis costs per lift were found to vary between £1.06 and £1.76; however, the price of straddle carriers has now risen to about £60,000, which would give an average cost of about £2 per lift. The report states that each container passing through a berth requires to be handled, on average, about 2 1/2 times; thus the total machine cost for each container passing through a berth is currently about £5.

The report points out that a high proportion of operating costs arise from capital charges (depreciation and interest) which are fixed whatever the throughput, and that the cost per lift thus depends very much on throughput.

Mr. Dally urges the introduction of preventive maintenance routines, where these are not yet in operation, in order to increase machine availability, which was found to vary between 61 and 83 per cent. Improved availability would lead to increased utilization of existing machines and a reduction in the number of standby units required. Ready access to spare parts is regarded as a major factor in obtaining high machine availability.

The report recommends a standard industry-wide method of recording the availability of equipment, also the establishment of an availability target which could be used as a guide for operations at

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Mimico Creek landfill site where the Harbour Commission is doing work for the Metro Toronto and Region Conservation Authority.

"I knew the water would be close to freezing," said the father of six just after he rescued the woman, "but you can't just stand by and let someone die." (The Toronto Harbour Commissioners)

container berths.

Other Bulletin Contents

Other matter covered in this latest Bulletin are: a report of an investigation into the frequency and effect of damage to lock gates; a study of port practice in relation to ship movements in periods of reduced visibility; a paper on management control systems for cargo handling operations and their value in controlling costs; an article on the implications for ports of the introduction of Value Added Tax; an evaluation of project work in supervisory training; and brief summary of the study of the oscillation of marine piles undertaken by the Construction Industry Research and Information Association.

29 December, 1972

Sea-Land Expands Facilities

Baltimore, Md., January 16:— The pioneer container service operator has expanded its facilities in the port of Baltimore according to a story appearing in the January Port of Baltimore Bulletin, just published.

Sea-Land Service, Inc., which began direct containership service to Baltimore nearly 10 years ago, recently added a five-acre tract of land to their cargo handling terminal in the port's Canton area, the magazine says.

The Bulletin is the award-winning monthly publication of the Maryland Port Administration, an agency of the Maryland Department of Transportation.

According to the article, the additional acreage, located directly south of and adjacent to Sea-Land's facility, will soon be paved and fenced and used to provide about 250 new parking spaces, additional storage area for Sea-Land's auto "cartainer" loading operations and more room for the handling of the company's open freight car arrivals.

Charles B. Chinn, sales manager of Sea-Land's Baltimore location. is quoted as saying that the most important impact of the new space will be felt in cartainer handling operations. Sea-Land's exporting of Ford, General Motor and Chrysler cars to Puerto Rico from Baltimore has increased tremendously in the past year, the magazine reports.

Also featured in the January issue is an in-depth look at the U.S. distribution center in Baltimore for one of the world's leading paperback book publishers, Penguin Books, Ltd., of Great Britain. The Bulletin reports that about 3,000,000 paperbacks are imported annually through the port by the Baltimore location for sale in the U.S.

The Port of Baltimore Bulletin is a 32-page, full-color magazine designed to promote the use of Maryland ports by stimulating international trade. It is one of the world's widest circulated port publications, each issue reaching approximately 10,500 readers throughout the U.S. and 115 other nations. (News from Maryland Port Administration)

Big Gain in 1972 Trade; Outlook Is Rosy

Maryland Ports Administration

Baltimore, Md., January 10:— Total foreign commerce handled at the port of Baltimore during 1972 was 28,014,332 long tons, an increase of 15.4 per cent over cargoes moving through the port in 1971, according to the year-end statement released today by Joseph L. Stanton, chief executive of the Maryland Port Administration.

"The substantial gain of more than 3.73 million tons recorded in 1972 over the previous year was the result of heavy gains in both export and import bulk cargoes," Mr. Stanton said. Additionally, the head of the Maryland Department of Transportation agency reported that Baltimore made significant gains in five key areas reflected in the overall increase:

Container Traffic: Continued to gain substantially during 1972 with a total of 1.6 million long tons (equivalent to 1.79 million short tons) moving through the port, a 25 per cent increase over 1971. Of this total, 1.1 million long tons (1.21 million short tons) were carried in 105,000 boxes through Dundalk Marine Terminal.

Petroleum: For the first time in the recent history of the port, the importation of petroleum was the largest single commodity handled during a year with more than 8.04 million tons brought in from abroad in 1972, a 20.4 per cent increase over the previous year.

Grain: The largest overall gain for any single commodity was in the export of grain, with outbound movements of corn and wheat jumping 206 per cent to almost 1.4 million tons in 1972, and export shipments of soybeans increasing 480 per cent to 523,669 tons.

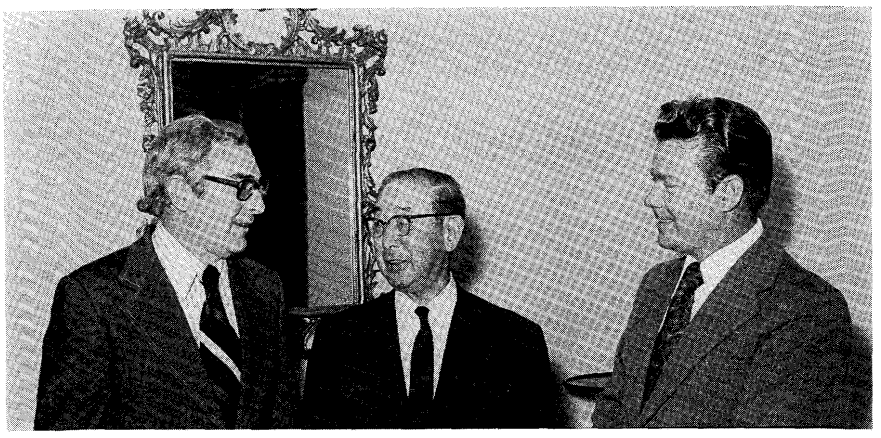
Coal: Another bright spot with a total of nearly 3.35 million tons reported, a jump of more than 9 per cent over 1971 totals.

Ship Traffic: Baltimore's ship traffic during the past year totaled 4,393, a 10.1 per cent increase over the arrival rate of 1971. In addition, ship transits through the Chesapeake and Delaware Canal increased 8.5 per cent to a total of 2,742.

Since records for 1972 were not complete at the time of Mr. Stanton's statement, his report was based on actual cargo handled during the first 11 months of the year and careful projections made for the month of December.

Despite the overall bright picture for the port of Baltimore in 1972, there were some areas of decrease, Mr. Stanton reported.

Reflecting the foreign commerce of the United States as a whole, Baltimore's general cargo movements during 1972 dropped by 253,515 tons, a decrease of 6.3 per cent from the previous year. Export cargo was off 145,000 tons while import cargo dropped 107,000 tons. The change in the valuation of American currency had an adverse



Charleston, S.C.: — Minosuke Shimozato, newly-appointed Tokyo office manager for the South Carolina State Ports Authority and the State Development Board, receives congratulations from J. Bonner Manly (left) director of the Development Board, and W. Don Welch, SPA executive director. Shimozato was introduced at a meeting in Charleston announcing a joint effort of the agencies to aggressively promote South Carolina business outside the confines of the state. (South Carolina State Ports Authority)

effect on both export and import general cargo shipments, he said.

Decreases were also registered in the importation of iron ore, a loss of 884,980 tons or 10.4 per cent from the previous year, and import automobiles, which fell about 11 per cent in 1972.

Despite the overall drop in the total number of cars imported through Baltimore last year, the port maintained its position as the world's leading import automobile center, with a total of 280,400 units unloaded.

Mr. Stanton noted that comparisons of port activities for the past two years was complicated by the two-month waterfront work stoppage during 1971. "This resulted in abnormally heavy movements of cargo preceding and immediately after the work stoppage," he said.

Comparative ship traffic and man-hour work figures for 1971 and 1972 were influenced by the waterfront strike. Incomplete totals of the Steamship Trade Association show longshore work of 4,729,789 hours performed in 1971 and 4,749,000 hours of work during 1972.

Looking towards 1973, Mr. Stanton expressed an optimistic forecast for port business in the state of Maryland.

"The outlook for 1973 is good," he said. "Heavy shipments of grain are expected and the export coal picture for the immediate future is strong. Continued improvement in the American steel industry should result in additional import cargoes of iron ore, and petroleum imports are expected to continue to gain."

Additionally, he noted that container traffic is expected to extend its upward movement to totals approaching two million long tons in 1973.

Baltimore should continue to receive a substantial movement of import automobiles over the next 12 months, although on new records are anticipated. The leveling off of auto imports through Baltimore over the past two years is due in large part to the reevaluation of currencies and the growing popularity of American-made compact automobiles, which offer direct competition to foreign car manufacturers.

The Port Administrator sees new steamship services which will operate in 1973 possibly providing the impetus to improve the port's break bulk movements. In other important areas, he notes that efforts are now underway to attract a larger portion of import steel movements to Baltimore and attention is also being given towards the improvement of the port's ability to handle heavy lift cargoes.

The providing of necessary heavy lift equipment is viewed by Mr. Stanton as a key to better break bulk movements at the port of Baltimore. (News from Maryland Port Administration)

4 More Trade Development Offices

Charleston, S.C.:—Plans for the establishment of four more trade development offices have been completed by the South Carolina State Ports Authority.

Offices will be opened in New York City, Chicago, Tokyo and Brussels during 1973. The Charleston regional office of SPA opened here in August and the Piedmont regional office in Greer, S.C., in September.

SPA Trade Development Director Charles I. Hughes said establishment of the six regional offices by July 1, 1973, will form the basis for the Authority's new program to increase foreign trade.

Andrew J. Corbett, Sr., formerly with Andrew J. Corbett and Sons, Inc., New York, will join the Ports Authority as manager of the New York region.

Charles M. McSwain heads the Charleston regional office and Malcolm M. Babb, Jr., the Piedmont regional office.

Managers for the Chicago, Brussels and Tokyo offices will be named at a later date.

Geographically, the Charleston and Piedmont regional cover all the Southeastern states plus Texas and Oklahoma.

The Chicago region includes Illinois, Indiana, Ohio, Iowa, Wisconsin, Minnesota, Michigan, Missouri, Kansas, Nebraska and North and South Dakota.

The New York region covers New Jersey, Pennsylvania, Delaware, Maryland, New England and the District of Columbia.

The Tokyo office will cover SPA activities in the Far East and the Brussels office will embrace Northern and Eastern Europe and the Mediterranean. (News from South Carolina State Ports Authority)

Sea Land's new $20-million container terminal in the Pier G (foreground). (Port of Long Beach)

Record Tonnage

DULUTH, Minn. December 21:—The movement of import-export cargoes through the Port of Duluth/Superior in 1972 topped the five million-ton mark for the first time since the opening of the St. Lawrence Seaway 14 years ago, the Seaway Port Authority of Duluth announced today.

Duluth Port Director C. Thomas Burke said international cargoes totaled 5,245,392 tons, breaking the port's previous record of 4,684,971 tons set in 1970.

In addition to the overall tonnage record, Burke said alltime season highs were recorded in such categories as total general cargo movements, general cargo imports, overseas shipments of both grain and grain by-products and the number of oceangoing ships to call in the Twin Ports.

The five million tons of import-cargo which moved over Duluth and Superior docks in 1972 boosted the volume of international cargo handled since the Seaway opening in 1959 to 46,050,608 tons. Burke said he is confident that the 50 million ton mark can be reached in the later part of the 1973 shipping season.

(Seaway Port Authority of Duluth)

Sea-Land Moves to Larger Facility

Long Beach, Cal., Jan. 22:—Sea-Land Service, Inc.—which pioneered containerization in 1956 and is the world's largest containerized transportation company — today dedicated a new $20-million marine facility at the Port of Long Beach, where the company's containerships have been making regular port calls for the past ten years.

At traditional ribbon-cutting ceremonies attended by Commissioners of the Port of Long Beach, city officials and top Sea-Land West Coast personnel, the Company moved its marine operations from 11 acres at Berths 232-233 to just completed 66 acre facilities at Berths 227, 228 and 229 at the south end of Pier G.

The new facility provides for more than 1800 linear feet of berthing space, enough to accommodate not only the largest Sea-Land containerships presently calling at Long Beach, but also the Company's newest vessels, the 946-foot long 33-knot SL-7 containerships scheduled to start service in Long Beach this Spring.

Sea-Land's berthing area will be served by four giant Paceco Portainer cranes, each with a capacity of 40 long tons. Their 100 foot span accommodates seven lanes of truck traffic at one time.

Significantly, the first vessel to be worked at the new facility was Sea-Land's S.S. Long Beach, a 657 box containership, which has been calling at Long Beach since Sea-Land started service here in 1962. Long Beach serves as a major port of call for Sea-Land's containerships both in its Far East/West Coast and intercoastal trade.

The move to new marine facilities augments steps taken by Sea-Land within the past year to provide Long Beach area shippers and consignees with the finest container freight station and terminal facilities anywhere.

Last summer, Sea-Land placed an automated $3.3 million 88,000 sq. ft. 128-bay truck and rail terminal into operation for freight consolidation. A transfer shed permitting protected unloading of rail cars directly into Sea-Land vans is also provided.

The move to new marine facilities will increase the number of container spaces available for marshalling of Sea-Land containers to nearly 3000, each on its own chassis for immediate pick-up or delivery. Under construction for three years, the Sea-Land terminal is regarded as the largest and most modern in the entire Pacific.

The company presently operates 66 containerships to 37 countries around the world, furnishing service to 97 port terminals. It provides shippers and consignees with a full complement of containerized equipment totaling nearly 54,000 units, including more than 42,000 35 and 40-foot dry cargo containers, plus temperature-controlled units, insulated/ventilated containers, bulk liquid tanks, platform trailers and open-top containers.

In addition to its Far East and Intercoastal Services, Sea-Land provides container service to Alaska, the Caribbean, including Puerto Rico, Northern Europe and the United Kingdom, the Mediterranean and to the U.S. Gulf Coast. (The Port of Long Beach News)

Portland Remains Leader Among U.S. West Coast Ports

The Port of Portland, Oregon not only maintained its role as a leader among U.S. West Coast ports during 1972, but moved to the front of the emerging trans-Pacific trade as America's first commercial cargoes moved from its docks to mainland China and Russia.

A shipment of linerboard, believed to be the first general cargo shipment to the People's Republic of China left Portland on December 30 for Hsinkang. The first grain shipment left Portland for China in mid-October, and for Russia from the nearby Columbia River port of Kalama.

"These cargo movements clearly underline our geographical importance in trans-Pacific trade," said the Port's executive director, Edward G. Westerdahl II.

Portland's aggressive move into Pacific rim trade was launched from a secure financial footing achieved after a near disastrous eight month shipping strike in 1971–72, and in spite of a sagging American economy.

Although Portland is fifth in population on the West Coast of the United States, its port ranks second in total foreign commerce. It is exceeded only by the sprawling complex of Los Angeles—Long Beach.

It continues to grow by giving its marine and air-oriented customers access to the equipment and services they need, setting realistic tariffs, and using strict internal discipline to continually minimize its internal costs.

During the first 11 months of 1972 (only figures available at this writing), total ocean export tonnage increased 22% over the same period for 1971. Imports for the first 11 months of '72 showed an increase of 28% from the first 11 months of 1971.

The tonnage for both years was sharply reduced by a maritime strike which virtually shut down the waterfront from July, 1971 to February, 1972.

To keep its lead in West Coast maritime commerce, the Port of Portland continues to upgrade equipment and facilities. A second 40-ton container crane was installed at Terminal 2, the Port's container-handling facility. As a result, ships' masters report a faster turnaround in Portland.

A new steel warehouse was completed at Terminal 1 to provide undercover storage for steel products. At Terminal 2, container storage facilities were expanded.

A new dock, especially designed for ocean-going barges was dedicated in November. Barge company officials expect the new facility to make ocean barging more efficient, increase handling efficiency, and result in reduced claims for damaged cargoes.

Terminal 6, an additional two-berth container dock now under construction to serve the Port's new Rivergate Industrial Park, is expected to be ready for use in January, 1974. Its first container crane is scheduled for delivery in December, 1973; its second and third cranes in February and March of '74.

An experimental shipment of container cargo from the Upper Columbia River port of Central Ferry, Washington was conducted in mid-summer. The Port's role was that of advising and coordinating activities of Japan Lines, the PAC Barge Lines, and Columbia Basin Shippers. The first shipment was linerboard destined for Japan. The container movement was an historical first; container cargo had never before been barged down the Columbia River.

The transaction showed the Port's Department of Trade Development that barges can transport containers more cheaply than trucks although the volume must be increased to make the operation practical.

The Port of Portland continued its responsibility of helping to provide a broad economic base for Oregon by developing compatible sites for heavy and medium industry with emphasis on water-oriented industry. Land sales, mostly at Rivergate, will equal $1 million.

Landmark development for the Portland area is a water-oriented tourist attraction, Port Center. A 60-acre site on the shoreline of Swan Island, it will contain a complex of restaurants, shops, and other pedestrian attractions. A motel is currently being sought for the development.

The Land Development Department will continue to work with industrialists to prepare and market commercial sites.

Rivergate, a 3,000-acre industrial district located at the confluence of the Columbia and Willamette Rivers, is one of the few remaining industrial properties on the West Coast offering waterfront acreage adjacent to a 40-foot deep channel to the ocean. The district is directly served by four railroads, more than 50 trucking lines, air cargo carriers, and a barge channel reaching more than 300 miles in the Columbia Basin. Capital investment in Rivergate to date exceeds $50 million.

Keeping an adequate shipping channel open in the Columbia River and protecting the community from floods has been the major concern of the Port's dredging activities. The dredge Oregon was committed to the Corps of Engineers after its dredge Wahkiakum burned late in the summer. The Oregon will continue to maintain the channel from Astoria to Vancouver, Washington. In addition to channel maintenance and flood control, the Oregon will complete dredging of Portland Harbor at Terminal 6, now being built on Oregon Slough south of Hayden Island.

More Income Despite Strike

Los Angeles, Calif., January 4: —Despite labor difficulties which shut down all shipping facilities for 135 days during fiscal 1972, the Port of Los Angeles still was able to show an increase in gross revenue, according to figures just released by John J. Royal, president in 1972 of the Board of Harbor Commissioners.

Gross revenues increased $383,923, or 2.3%, for a total of $16,537,566 during the period July 1, 1971, to June 30, 1972, even though the Port was closed to commercial shipping almost 37% of that same year.

Reflecting the effects of the longshoremen's strike was the amount of total commerce tonnage, which was down 6.04% to 25,594,549 short tons, the lowest total for the Port of Los Angeles since 1965.

However, increased revenue from rentals of Port properties, better interest on income and increased oil royalties managed to recapture the funds lost by the decrease in total commerce tonnage, Royal said.

A summary of commerce indicates that lumber tonnage was up more than 11% to 316,293 short tons, and bulk petroleum product tonnage increased to 17,947,215 short tons or almost 2%. General cargo, which includes all other goods shipped through the Port of Los Angeles, decreased 20.49% to 5,858,345 short tons.

Shipments to other U.S. Pacific Coast ports increased by over 13%; shipments to U.S. Atlantic and Gulf coasts were up almost 60%; and those to Hawaii were more than 33% over last year.

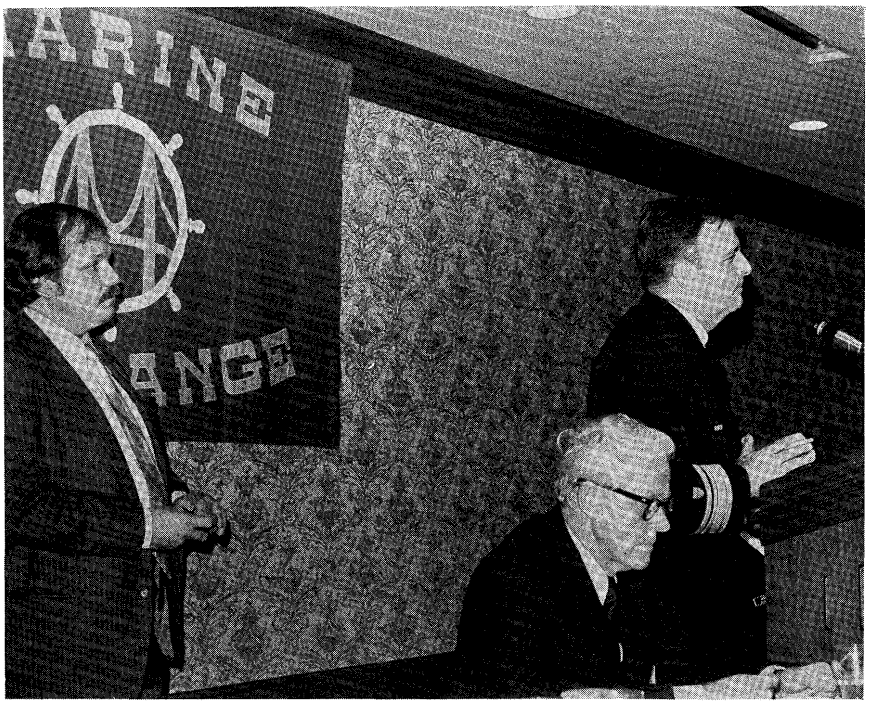
Shipments to foreign ports decreased 42.28%, but foreign imports were up 22.63%. While shipments into the Port of Los Angeles from other Pacific Coast ports were down 21.02%, Atlantic and Gulf coast shipments were down only 1.4%, and Hawaiian shipments were down only 1.98%.

The trend toward fewer but larger, more economical vessels was reflected in the number visiting the Port. That total declined 7.96%, compared to the 6.04% decline in total commerce.

There were about 9,000 fewer ocean passengers traveling to and from the Port of Los Angeles. Nearly 35,000 began their journeys, and over 32,000 arrived at the Harbor. The number of passenger and cargo-passenger vessels stopping at the Port dropped to 232 from 430.

Catalina Island passenger traffic was down about 11% from the previous year. A total of 292,121 persons left Los Angeles for Catalina, and 290,376 made the return trip to the Port. The others returned by plane to other locations.

Of the 2,686 vessels which called on the Port of Los Angeles in the last fiscal year, 1,024 were American flag ships. Liberian ships were the most frequent visiting foreign flag vessels at 376 during the year. Following were Norway with 233; Japan, 226; Great Britain, 148; and West Germany, 108. (Port of Los Angeles)



San Francisco, January 17:—R. Adm. William M. "Mike" Benkert, U.S.C.G. responds to questions from members of the Marine Exchange of The San Francisco Bay Region and guests considering ways and means to implement the United States Coast Guard's policies for policing and enforcing federal regulations. Neeld D. Tanksley, standing, chairman of the Marine Exchange's Harbor Environment committee which staged the event contemplates Benkert's discussion of those inquiries he has just presented the admiral. Edward D. Ransom, seated, president of the organization, conducted the meeting which drew 300 members, industry, and agency representatives to the January 9 luncheon at the San Francisco St. Francis Hotel. The affair continues discussion of subjects of major concern to the industry and its members, and agencies charged with review and enforcement of environmental and legislative requirements and concerns. (San Francisco Marine Exchange) **See also article on page 10.**

New Container Crane at France Road

New Orleans, La., December 29: —E. S. Reed, executive port director of the Board of Commissioners of the Port of New Orleans, has been authorized by the Board to execute a contract and permit whereby Container Lift International (CLI) will furnish, at no cost to the port, a high-speed Paceco container crane at Berth 5 of the port's France Road Container Terminal.

CLI is composed of a group of New Orleans businessmen who "believe in the Port of New Orleans and its Centroport plan, and want to participate in and contribute to

GOLDEN GATE SPANS THE PAMPAS—San Francisco, January 15:— A San Francisco Bay scenic inlaid plaque was matched by Argentine cabin murals when the M/S RIO DE LA PLATA was recently feted on her maiden voyage. Marine Exchange vice president Lloyd O. Haefner welcomed the Argentine Lines' vessel master, Captain Manuel Matias. Transpacific Transportation Co. are agents for their service. (San Francisco Marine Exchange)

its success," according to John Theiler, vice-president of the group. Financing will be handled by a major local bank.

The Paceco crane will cost approximately $1.5 million and is scheduled to be in operation by January of 1974. It will be capable of moving containers at a rate of up to 60 per hour. The second berth of this container complex, located at the juncture of the Industrial Canal and the Mississippi River-Gulf Outlet, is now under construction and is expected to be ready for cargo late in 1973. Designated Berth 5, this berth and its marshalling area and stuffing shed will be available to all fully-containerized services operating in the port. Berth 1 of the terminal complex is now being operated exclusively by Sea-Land Service Inc.

The CLI contract also provides for the company's installation of from two to six or more additional cranes at contiguous France Road berths during the next 25 years. The company will be responsible for maintenance and repair of the cranes, which will be operated by the stevedoring companies hired by the shipping lines using the berths.

The CLI officers are Hugh M. Evans Sr., chairman of the board; Albert J. Flettrich, president; George G. Westfeldt Jr., executive vice-president; Raymond F. Salmen, secretary, and Frank Buescher, treasurer. Theiler and C. J. Schneider are vice-presidents.

"This is a reliable, profit-minded group of Louisiana businessmen," said Reed, "and this joining of the public and private sectors can only spell success for our port. We can now avoid capital outlay on container cranes and can utilize the funds for development of additional required facilities at France Road."

Reed further stated that the rates and charges for use of the cranes will be competitive with and comparable to tariff charges at other modern container ports. (Board of Commissioners of the Port of New Orleans)

Grain Exports Reaches 300 Million Bushel Mark

New Orleans, La., January 19:—For the first time in its history the Port of New Orleans has reached the 300 million bushel mark in annual grain exports. For the calendar year 1972 the port exported 300,636,000 bushels of grain. This was an increase of 102,982,000 bushels over the calendar year 1971, when the port exported 197,654,000 bushels. It also represented a 52% increase over 1971 figures.

Corn led all grains with 153,933,000 bushels; soybeans 65,157,000 bushels; wheat 53,421,000 bushels, and all other grains 28,125,000 bushels.

The port accounts for 13% of all the grain shipped out of the U.S.A. The eight grain elevators located on the lower Mississippi River near New Orleans exported a combined 957,034,000 bushels of grain, which is 41% of the total 2.3 billion exported from the U.S. Two of these elevators, the Public Grain Elevator and the Continental Grain Elevator, are located within port limits.

Shipments to the U.S.S.R., as well as to Japan and Europe, accounted for the increases. (Port of New Orleans Press Release)

Substantial Expansion in Port Facilities

New York, January 23:—A substantial expansion in the Port of New York's marine and air terminal facilities for the handling of both cargo and passengers has resulted from intense construction activity by The Port Authority of New York and New Jersey and other organizations during the year 1972.

At the Elizabeth-Port Authority Marine Terminal construction moved ahead on Sea-Land Service Inc.'s new 93 hectare Container Terminal. Scheduled for completion in early 1973, the new terminal will provide over 1300 meters of berthing space and eight shore-based gantry cranes. Especially designed to accommodate Sea-Land's new SL-7 class super-containerships, it will complement Sea-Land's existing facility.

At year end, work was virtually

completed on the nearby Maher Container Terminal, which will provide containership operators with services and equipment beyond the means of the individual carriers. The new terminal will have a total of 730 meters of berthing space, nearly 62 hectares of supporting upland area, 3 container cranes and a large building for receiving and delivery of cargo in less-than-containerloads.

Adjacent to the Elizabeth Marine Terminal, the Central Railroad of New Jersey opened its new rail container transfer yard—Portside Terminal. The new 6 hectare facility has a capacity to handle 400 containers simultaneously and will speed the movement of containers and trailers between the railroad flat cars and containerships.

Upon completion, the Elizabeth-Port Authority Marine Terminal will have over 4800 meters of containership berthing space and a capacity of 12 million tons of containerized cargo a year.

At Port Newark, the enlargement of Universal Maritime Service Corp.'s container terminal on the Elizabeth Channel, to be completed in the fall of 1973, will comprise 930 meters of berthing space, 24 hectares of supporting upland area, and 2 container cranes. Additional receiving and delivery capacity will be provided by the construction of a new shed of approximately 14,000 square meters in the extended terminal area.

Construction of a new Passenger Ship Terminal on the Hudson River to accommodate transatlantic and cruise lines progressed during the year. The new terminal, scheduled for completion in 1974, will provide temperature-controlled passenger lounges, improved customs baggage facilities and a roadway system that will permit rapid and easy access of taxis and private automobiles.

At John F. Kennedy International Airport work was virtually completed on the enlargement of the International Arrivals and Wing Buildings and the United States Customs area. The year also saw extended cargo facilities placed in operation by several airlines, including BOAC, Japan Airlines, Scandinavian Airlines and Swissair. New facilities were begun by Flying Tiger Line, Varig, Alitalia and Airlift International. Work was progressed on the KLM and El Al facilities.

Numerous highway construction projects as well as extensive planning for improved rail facilities rounded out the year's efforts to speed the movement of cargo and passengers through the New York-New Jersey port. (News from The Port Authority of New York and New Jersey)

News from Philadelphia Port Corporation

EVENT: Japan's massive $24.4 million containership, **KUROBE MARU**, the most modern 32,000 ton vessel of NYK Lines (Nippon Yusen Kaisha) will arrive at Philadelphia's Packer Avenue Marine Terminal on her maiden voyage to the United States.

TIME: Vessel will arrive after midnight Thursday for full day of container discharging and loading on Friday. TV and still photographers can be accommodated throughout the morning and afternoon Friday, 1/5/73.

PLACE: Packer Avenue Marine Terminal, Delaware River below Walt Whitman Bridge.

ACTIVITY: The maiden voyage of the **KUROBE MARU** marks the third visit to Philadelphia by the five-member Japanese Shipping Consortium. As container activity increases, visits by the Consortium will take place on a weekly basis linking East Coast Ports with Japan in less than 16 days. The **KUROBE MARU** is capable of carrying a total of 1,826 containers of 20-foot length and can reach speeds of 30 knots. The ship is 860-foot in length and is the fourth of seven containerships which will eventually go into service on the Tokyo to East Coast United States route.

800-ton Floating Derrick

Tokyo, January 8: — Charles Dickey, Managing Director, Far East, Delaware River Port Authority, announced today that the Sun Shipbuilding & Dry Dock Co., Chester, Pa., has put its 800-ton floating derrick into operation. The largest lift ever made in the Delaware Valley by the largest floating derrick on the East Coast was recently made when a 700-ton steel assembly was placed in position on the S.S. FORTALEZA. The derrick consists of a tubular shearleg boom and a diesel-driven 4-drum hoist. The 230' long main boom has a main tackle capacity of 800 short tons at a reach radius of 100'. The derrick is mounted on a barge hull 190' long, 100' wide and 20' deep. Power is supplied by a 350 kw diesel electric set. Sun Ship officials state this floating derrick will be available for use in Ameriport early this year. This additional heavy lift capacity will attract large shipments to the Ports of Philadelphia since lack of this capability has hindered the movement of bulky items not only on the Delaware River but the entire East Coast. (News Release from Delaware Port Authority, Far East Office)

New Dock Dedicated

Portland, Oregon, November 13: —A new dock, especially designed to facilitate the loading of ocean-going barges was dedicated Monday at the Port of Portland's facilities at 2100 N.W. Front. Participating in the ceremonies were Don Ronne, president, Local 8, International Longshoremen's and Warehousemen's Union (ILWU); Tom Garside, vice president, Pacific Inland Navigation Company (PAC); and Jack Meier, president, Port of Portland Commission.

The dock was built by the Port of Portland at a height of 20 feet rather than the usual 26 to 30-foot elevation to provide a unique "pass-pass" loading technique in which a fork-lift truck deposits cargo on the edge of the wharf, to be picked up by a second fork-lift on the barge for storage.

It is impractical for ocean-going barges to use the higher docks during low water levels, about nine months a year. Officials expect increased cargo through the Port of Portland with the new pass-pass facility.

According to PAC's vice president Garside, "It's more efficient, and there will be increased cost-effective handling as well as reduced claims (for damaged cargo) because of the better handling methods."

Historically, ship and barge loading on the Willamette has been accomplished by giant cranes, ship's gear, or roll on-roll off (ro-ro).

The new barge facility is 40 feet wide, 70 feet long and has a back-up area for cargo storage of 3½ acres. There is covered storage adjacent to the new dock.

The dock and the 3½ acre back-up was completed at a cost of $450,000. It will also be used for general cargo container storage.

A rail track into the storage area increases the efficiency of the loading operation.

The PAC barge lines have a preferential berthing contract with the Port which allows the facility to be used by other carriers.

From Portland PAC will carry paper, plywood, lumber and heavy machinery (from ESCO and Hyster as well as transcontinental firms) from Portland to Hawaii.

The first shipment from the new dock on Monday, forest products and machinery, will sail directly to Hawaii. (Port of Portland News Release)

Exports to Mainland China and Russia

Portland, Oregon, December 21: —Portland and the Lower Columbia River will score its third 'first' within three months with the sailing shortly after Christmas of the Hozan Maru with a cargo of Oregon-produced linerboard for mainland China.

A product of the Weyerhaeuser Company mill at Springfield, Oregon, the 3,000 ton shipment also is that firm's first sale to the People's Republic of China. The linerboard will be used in the manufacture of packaging for Chinese export goods. Arrangements for the sale were made during the Canton Trade Fair to which Weyerhaeuser was invited last October. It is valued in excess of $400,000.

The Port of Portland's executive director, Edward G. Westerdahl II, said the historic shipment marks a significant step in Portland's role in the newly-opened U.S.-China trade route.

"We are the first U.S. port to ship a general cargo commodity to mainland China," he said. "Couple that with the fact that the first U.S. cargo of grain to that nation originated at Portland in mid-October, and the first U.S. grain export to Russia occurred in September from the port of Kalama and the significance of our geographical position in trans-Pacific trade is eminently clear."

There is a possibility that Westerdahl will visit Moscow in mid-January with John M. Fulton, special consultant to the Governor on International Trade and a Port Commissioner, Irvin Mann, Jr., director, Oregon State Department of Agriculture, and Curtis A. Smith, the Port's assistant director of trade development.

The group would discuss long-range plans for potential steamship service between Portland and other parts of the world by Soviet-flag ships and lay the groundwork for a trade mission to the USSR to be led by Governor McCall next summer.

J. H. Waechter, Weyerhaeuser's vice president for shipping containers and container board, said the China purchase involves a pilot test of the potential of that market for a fuller range of Weyerhaeuser manufactured goods. He said, "We feel this is a foot in the door at a time when relations between our two nations are beginning to improve."

He said the shipment is less than one per cent of Springfield's annual linerboard production. Total Weyerhaeuser production of container board is 1.4 million tons from mills in Oregon, North Carolina and Oklahoma. The Springfield mill's product is used for the company's West Coast needs as well as the world's export markets.

The 3,000 ton linerboard shipment will be loaded at Terminal 4 commencing Tuesday, December 26, to the Hozan Maru, a Japanese-flag ship chartered for the voyage. The ship also will carry some 5000 tons of phosphate rock loaded in a Gulf port and destined for Japan. The call at the Chinese port of Hsinkang will be made first, according to local sources. (Port of Portland News Release)

Port of Sacramento Expands

Vancouver, B.C., Canada, January 10 (Swan Wooster Engineering Co. Ltd.):—The Port of Sacramento, California, located 80 miles inland from the entrance to San Francisco Bay recently retained SWINC Engineering, Inc. an affiliate of Swan Wooster Engineering Co. Ltd. of Vancouver, B.C. to prepare plans and specifications for the design of additional bulk cargo handling facilities.

The new operation, located within developed port terminal property, will be used primarily for storage of export grain and feed, export and import minerals, fertilizers and fertilizer components. The port anticipates handling 200,000 tons of such cargoes annually with 30,000 tons passing through a bagging installation.

Melvin Shore, Port Director, stated that the sale of $6 million in revenue bonds has been completed to finance the expansion and that construction is expected to begin in the fall of 1973.

Ten Great Years

San Diego:—At our annual party on December 19, 1972 we celebrated not only the Tenth Birthday of the Port but Christmas as well. It was in December of 1962 that Governor Brown in the presence of Hugo Fisher and Jim Mills signed the Port District Act . . . we've observed this as our anniversary since then . . . it was an occasion for renewing old friendships as well with Commissioners Emeritsu Chris Larsen, Doug McElfresh and Chick Hartman on hand . . . they all looked in the best of health and retained their great interest in Port development. Bumper stickers with the inscription "The Port of San Diego—Ten Great Years" were distributed by community relations personnel . . . if you would like a few for your automobiles, please write or call 291-3900, x271. (San Diego Unified Port District Newsletter)

Environmental Group Praises Cleanup of Bay

San Diego:—San Diego Bay—which we have worked so hard on—was given high praise by members of the President's Citizens' Advisory Committee on Environmental Quality during a visit by that group last

month . . . headed by Governor Lawrence Rockefeller of New York, the Committee noted the great improvement in the quality of water and the reduction in pollution in and around the Bay that has taken place during the past ten years. One member of the Committee created a considerable stir locally; he was Brigadier General Charles A. Lindbergh who renewed old acquaintances while in the city. (San Diego Unified District Newsletter)

Trade Development Office in Hong Kong

Seattle, Washington, January 2:—The Port of Seattle today announced the establishment of a trade development office in Hong Kong and the appointment of Dwight E. Scarbrough as Regional Manager, Southeast Asia. Scarbrough's appointment will be effective February 1, on which date he will open an office at 113 Alexandra House.

Scarbrough, who holds a master's degree in economics, has served since 1938 in the U.S. Foreign Service, with posts in Canada, Panama, Bolivia, Italy, England, Brazil and France, and has been stationed in Hong Kong since August, 1967. He served in World War II and retired with the rank of lieutenant-colonel, U.S. Air Force. He is married and has three children.

Scarbrough's duties will include port representation and trade development activities for the Port of Seattle throughout Southeast Asia, exclusive of Japan. Other Port of Seattle field offices are located in Tokyo, Kobe, New York, Washington, D.C., Chicago and Spokane.

The new Seattle representative was born in Canada and attended the Universities of Wisconsin and Minnesota. He retired from the American Consulate General's office in Hong Kong in January, 1973. (News Release from Port of Seattle)

New Brochure Published

Seattle, Washington, January 4:—A new brochure, entitled "Seattle/Puget Sound—Transportation Gateway of The Pacific Northwest," has been published by the Port of Seattle Planning & Research department.

The 33-page book, according to Port Manager J. E. Opheim, was compiled to support efforts of various local agencies, particularly the Seattle-King County Economic Development Council, to attract foreign and national industrial enterprises to settle in this area and create new job opportunities here. Included is information for potential investors about the amenities offered to them by the Seattle water, rail, truck and air transportation, warehousing and the foreign trade zone.

"This publication," said Opheim, "stresses the unique geographic position of Seattle and its gateway status to the Orient and Alaska. It should aid the decision making process of an entrepreneur considering opening a production plant in the Central Puget Sound region."

Opheim suggested that persons wanting a copy of the new brochure contact the Planning Department of the Port. The address is P.O. Box 1209, Seattle 98111. (News Release from Port of Seattle)

Man for Alaskan Affairs

Seattle, Washington, January 26:—The appointment of John J. Dillon to handle Alaskan affairs for the Port of Seattle was announced by the Port this week. Dillon will replace Richard A. Berg, who is leaving the Port to become executive assistant to the Governor of American Samoa.

Dillon is well-known in Alaska, having worked nearly 30 years for the Alaska Steamship Company. In recent months he has been employed in the Trade Development department of the Port of Seattle.

Dillon will continue to reside in Seattle, but will spend considerable time in Alaska working with shippers and transportation officials. (News Release from Port of Seattle)

Port of Antwerp: New Cargo Handling Facilities

Antwerp, 8. 1. 1973:—Photo shows silos under construction for an Argentine Company setting up a factory for the processing of grain and seeds in the port of Antwerp. The silo will be 35 meters high and have a diameter of 8 meters. The capacity is over 10,000 cubic meters.

The two 21 t bridge cranes belong to a new terminal for transhipment of non-ferreous ores.

These and other cargo handling terminals (e.g. facilities for handling steel coils) are set up alongside the eastside of the Canaldock (10 kilometers long, 400 meters wide, and 16.75 meters deep). The westside of the Canaldock is already in use completely for chemical and petrochemical industries. (Port of Antwerp)

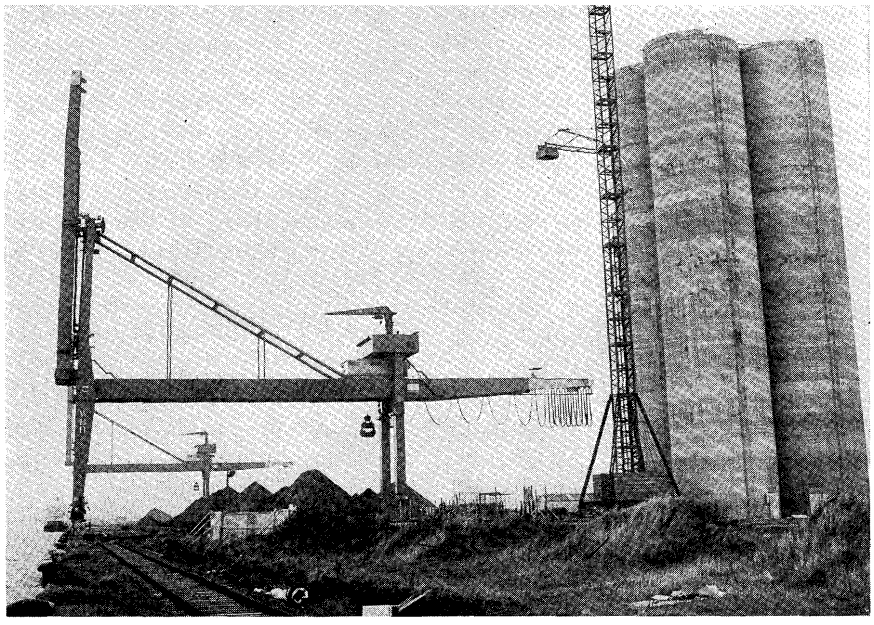
Record Performances in Steel Handling

Antwerp, 18 December:—A record load of 34.100 tons of steel were shipped from Antwerp to the U.S.A. on November 27, by the m.s. Reinhart Lorenz Russ. The vessel was loaded in 63 shift-gangs over a period of 4½ days (a gang consists of maximum 15 men plus a foreman and a shift means 7½ hours work).

This means the loading was done at a rate of 600 tons per gang and per shift. The latter is in itself not a record since another company recently announced 700 tons per gang as an average. The maximum was 942 tons in a shift-gang (realized in April 1972). For this second company the largest quantity ever shipped with one vessel was 31.170 tons with the m.s. George S. Embiricos in June 1972. (Port of Antwerp)

Trading Figures for Year 1972

Belfast:—Imports and exports of goods during 1972 totalled 7,338,000 tonnes, an increase of 184,000 tonnes over 1971. This increase is largely reflected in the upward trend towards unit load traffic which at 2,142,000 tonnes accounted for 29% of the Port's trade. (Port of Belfast)



NEW CARGO HANDLING FACILITIES—Antwerp, 8. 1. 1973:—Photo shows silos under construction for an Argentine Company setting up a factory for the processing of grain and seeds in the port of Antwerp. The silo will be 35 meters high and have a diameter of 8 meters. The capacity is over 10,000 cubic meters. The two 21 t bridge cranes belong to a new terminal for transhipment of non-ferreous ores. These and other cargo handling terminals (e.g. facilities for handling steel coils) are set up alongside the eastside of the Canaldock (10 kilometers long, 400 meters wide, and 16.75 meters deep). The westside of the Canaldock is already in use completely for chemical and petrochemical industries. (Port of Antwerp)

South American Trade Retained

London, 19th January: — The P.L.A. welcomes the decision announced today by the South American Conference Lines that the South American trade will remain in London.

The P.L.A. are satisfied that the new arrangements will enable the requirements of the Lines to be met.

Arrangements are in hand to transfer to P.L.A. the ownership of Thames Stevedoring Co. (1965) Ltd. as soon as possible. (News from PLA)

Fruit from New Zealand

London, 11th January:—For the third successive season London's India & Millwall Docks will again be the main UK discharging port for New Zealand apples and pears. Agreement has been reached between the NZ Apple and Pear Marketing Board, Lauritzen Peninsular Reefers Ltd. Maritime Fruit Carriers & Co. Ltd., London Agents Finzi Layman Clark & Co. Ltd., and PLA on arrangements for 1973.

Neil Guymer, the Board's Manager for Europe, commenting on the agreement said that he regarded this as a continuing development of the excellent working relationship that had been built up with all concerned in the operation since the Board's new shipping arrangements began in 1971.

During a recent visit to New Zealand by Mr. John Lunch, PLA Director-General, the NZ Apple & Pear Marketing Board re-affirmed its faith in the Port of London facilities and services. (News from PLA)

Record Bulk Wine Handled in 1972

London, 11th January:—The success story of the PLA Bulk Wine Installations continues with record shipments handled during 1972. Previous records were broken and a total of 5.3 million gallons was handled during the year. In addition over 2.8 million gallons of wine and grape juice were pumped direct from ships' tanks to vehicles on the quayside.

New customers for the PLA facilities during the past year have expressed their complete satisfaction with the service provided in an increasingly competitive field.

The 1973 forecasts for the PLA bulk wine facilities anticipate a further increase in throughput, particularly because of the suitability of the installations for the receiving of road tanker traffic from the Continent. This is expected to grow following Britain's entry into the European Economic Community. (News from PLA)

Sixth Roll-on/Roll-off Terminal Operational at Hull

London, 23 January (B.T.D.B.): —The British Transport Docks Board's sixth roll-on/roll-off ferry terminal at Hull came into operation today (Tuesday, 23 January), when the motor vessel Orion (6,660 tonnes gross) docked at the end of her maiden voyage from Finland. The terminal has been built by the Docks Board in Queen Elizabeth Dock for Finnhumber Ferries, a company jointly owned by Finland Steamship Company/United Baltic Corporation, for a unit load service between Hull and Finland.

Main features of the new terminal include a fiixed shore-ramp, 50 meters (164 ft) long and 22 meters (72 ft.) wide, capable of taking four lanes of traffic and a 2.8 hectare (6.8 acre) marshalling area. Transit shed accommodation is available for cargo consolidation and Customs inspection.

Agents for the new service are John Good and Sons Limited, the stevedores are Hull and Humber Cargo Handling Company Limited, and main contractors for the terminal were Clugston Construction Limited, of Scunthorpe.

New Roll-on/Roll-off Terminal at Millbay Docks, Plymouth Operational

London, 2 January (B.T.D.B.):— The fifteenth roll-on/roll-off terminal to be provided by the British Transport Docks Board since its inception in 1963 will become operational tomorrow, Wednesday, 3

January 1973.

The terminal, constructed at Millbay Docks, Plymouth, for a roll-on/roll-off service between the port and Roscoff in Brittany, will receive its first ship, the 'Kerisnel' at 7.00 a.m. on 3 January with about twenty, 40 ft. vehicles on board. The vehicles will go direct from the ship, through Customs, and be on their way to inland destinations throughout the country within 2/3 hours. This freight only ship is capable of carrying up to forty, 40 ft. vehicles, plus 45 unaccompanied cars.

The £500,000 ro/ro berth has been constructed in the north-west corner of the Outer Basin at Millbay Docks where it is possible for the ferry vessel to be accommodated at all states of the tide.

The ro/ro service is operated by Brittany Ferries (BAI) and is principally for the importation of vegetables and other produce from Brittany during the first six months of the year, but other general traffic is being attracted to the route.

Record Year for Trade at King's Lynn

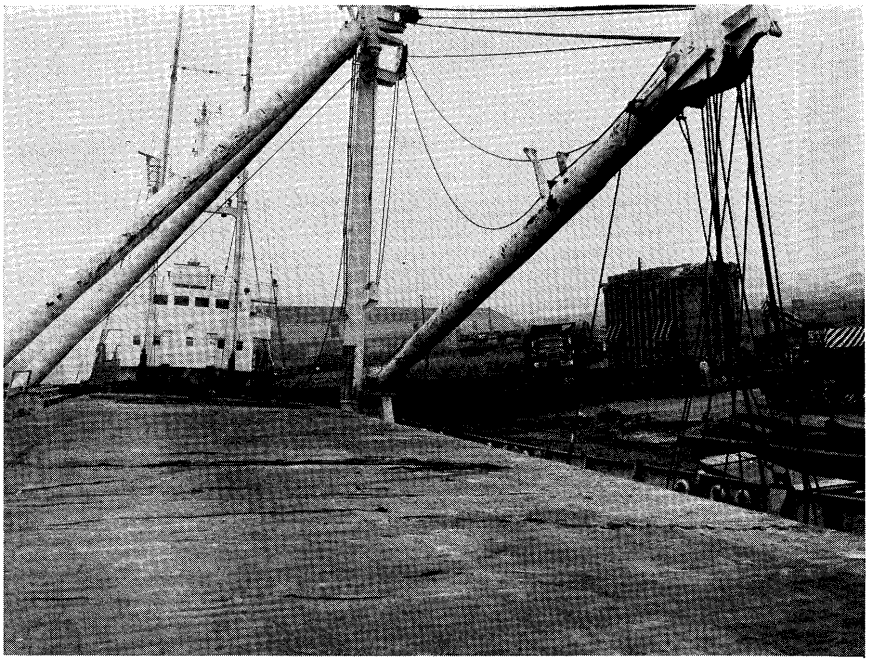
London, 2 January (B.T.D.B.):— The British Transport Docks Board's port of King's Lynn has set a new record during 1972 for the amount of traffic handled by the port. A total of 771,709 tonnes of traffic passed through the port, an 18 per cent increase on 1971 trade, and six per cent more than the previous record set in 1968 when 727,482 tonnes were handled.

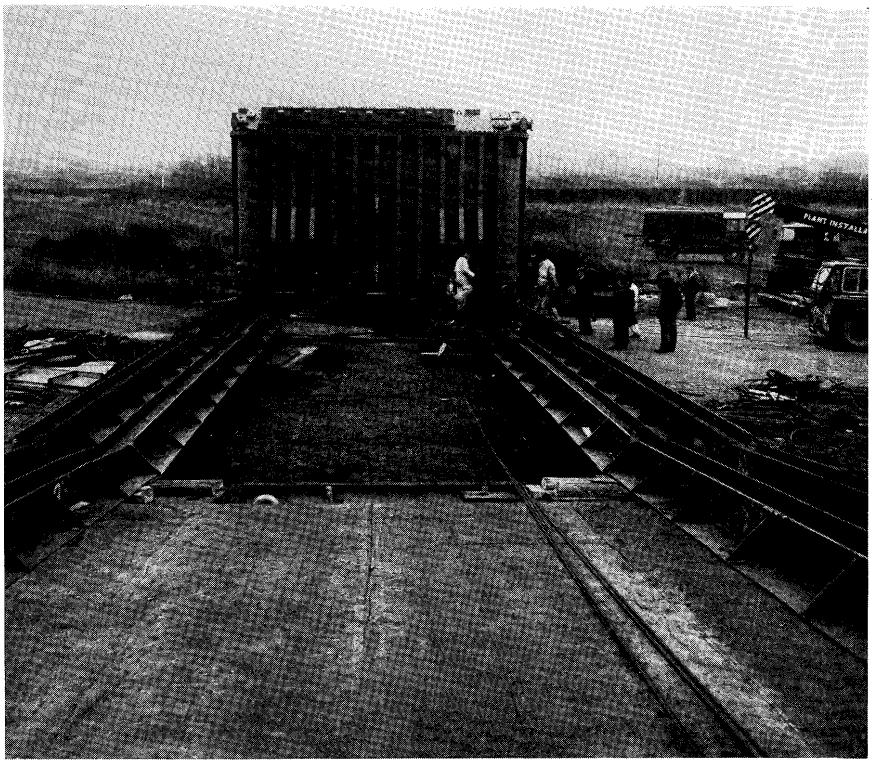
The most significant rises were a 42,273 tonne increase in iron and steel imports, mainly from Germany; and coastwise petroleum imports increased by 47,045 tonnes to 354,935 tonnes for the year.

Imports for the year amounted to 715,477 tonnes compared with 604,778 tonnes the previous year, and exports amounted to 56,232 tonnes. The number of containers handled by the port amounted to 3,600.

A new trade for the port during 1972 was the import of 8,000 tonnes of potatoes from the Canaries, and export of 2,000 tonnes of seed potatoes also to the Canaries.

In 1972 a new liner service was attracted to the port. Run by the





Port of Manchester: A recent visitor to the terminal docks at Manchester was the heavy lift vessel "BELLATRIX" (425nrt) owned by Van der Laan Shipping which discharged a 258 ton transformer from Rotterdam at Pomona Docks. The load is here seen moving along a system of ramps from the deck of the vessel to waiting transport provided by Robert Wynn and Sons Ltd. of Manchester who were responsible for its onward movement to GEC Power Engineering Ltd. at Stafford. Before leaving Manchester the same system was utilised to load two 178 ton transformers from GEC Stafford for Puerto Rico. Agents for the vessel in Manchester were Herbert Watson and Co. Ltd.

C. D. Ramsden, Paceco—Left Edouard Hanser, ACB—Right.

Mercandia-Med-Line, the service commenced in October and operates to Greece, Cyprus, the Lebanon and Libya with weekly sailings.

License Agreement Signed

Alameda, Calif., December 12 (PACECO):—A license agreement was recently signed by Mr. C. D. Ramsden, (left), Chairman of the Board of Paceco International Limited, London, and Mr. Edouard Hanser, President Directeur General de la Societe Financiere et Industrielle for Ateliers et Chantiers de Bretagne (ACB) of Nantes, France.

The agreement gives ACB the exclusive right to build and market Paceco container handling cranes in France and many countries of Northern and Central Africa.

ACB is one of eleven licensees building and marketing Paceco cranes. There are more than 200 of these container cranes operating under the registered trade names of "Portainer" and "Transtainer" in major ports throughout the world. The large Portainers are valued in excess of $1,000,000 each.

The first order for ACB in France is a MACH (Modular Automated Container Handling) Portainer, which the firm is currently building for the Port of Marseille. It is the most advanced crane on the market and will be equipped with a high speed power package, a patented trolley feature for controlling container sway, and provisions for future automation. The new Marseille crane will be in operation next summer.

Paceco International Limited is a subsidiary of Paceco, a Division of Fruehauf Corporation, U.S.A.

Port of Le Havre Flashes—November

Two Important Dates:

- Our two main container reception centres, the Quai de l'Atlantique and the Quai de l'Europe had a busy day on October 13th when 792 containers were handled.
- On October 10th, the liner P.E. Lumumba became the 6,000th ship to enter harbour in 1972, 29 days ahead of the equivalent vessel last year.

A New Norm:—The two 540,000 ton tankers ordered by Shell from the shipyards at St. Nazaire will for a time be the biggest ships afloat. They will be 1,362 ft long (415 m) and 207 ft wide (63 m), and will have a draught when fully laden of 93 ft 6 in (28.5 m). If the load that each will be able to carry was to be emptied into 200 litre barrels placed end to end, they would stretch from the Channel to the Mediterranean . . . and back! 200 litres, by the way, is 44 imperial gallons, or 53 U.S. gallons.

Busier And Busier:—Even before its official opening on October 27th last, the François Premier Sea Lock will have rendered signal service, judging by the number of movements recorded:

January, 9 — February, 17 — March, 12—April, 29—May, 42—June, 98—July, 117—August, 104—September, 188—October, 234, making a total of 850 passages since January 1st.

The lock is named after King Francis I, who founded Le Havre in the 16th century.

"The Seabees Are Coming":—A sister-ship of the Doctor Lykes, the Almeria Lykes, arrived in Le Havre on October 11th.

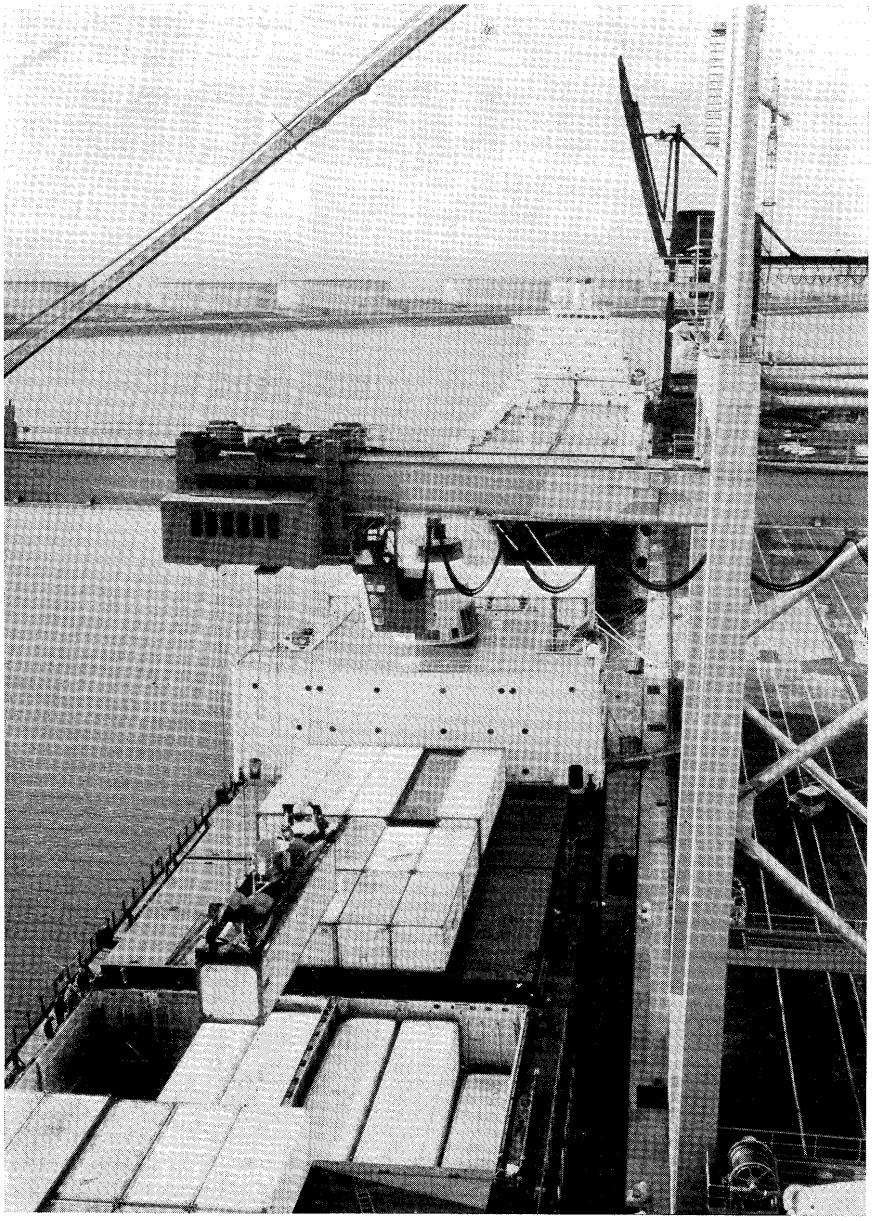
These two vessels will provide a fortnightly barge-carrying service from Le Havre, while they wait to be joined by the third in the series, the Tillie Lykes.

Land-Air-Sea System:—Atlantic Container Line and American Air Lines decided on September 4th to join forces in setting up a new service called Sea Jet One. The idea is to provide a two-way link between Europe and the principal cities of America and thereby give the import/export world easy access to the American home market.

Full Steam Ahead:—The car ferry services carried 57,000 passengers in September, together with 15,000 cars and 3,000 lorries. Compared with the first nine months of last year, this represents an increase of 9% for passengers and 7% for lorries.

Progress Report September 1971:—698 entries were recorded in September, representing an increase of 103 over September 1971.

Between 1st January and 30th September, 540 more ships came into port than during the same period in 1971. Total traffic during



First Container Terminal, Port of Le Havre.

the first three quarters of 1972, not counting oil, coal and grain, was 13.5% up on that for the first nine months of last year.

World Trade Centre For Le Havre:—The establishment of a World Trade Centre in Le Havre was approved by the French government on August 3rd. If all goes well, it will open in 1976 and will probably be the first of its kind to function in France. The Centre will owe its existence to the exemplary degree of co-operation shown by three of the bodies chiefly responsible for the city's future: the Port Authority, the Chamber of Commerce and the City Council.

The Syndic is Right

Bremen:—Observers of developments in freight movement and cargo handling in the major ports throughout the world do not find it easy to produce a true picture. The particular information of the statisticians are difficult of comparison and can hardly be brought under one common denominator. "Seaport statistics are not the same as seaport statistics," was the finding of the Bremen Chamber of Commerce trade-syndic, Dr. Helmut R. Hoppe. The syndic is right. The same basic conceptions are not, at least up to now, used. Thus the Dutch and the Belgians, for instance, still class grain as "general cargo," although it has long since ceased to be carried in sacks; whilst the Germans (Bremen/Bremer-haven and Hamburg) have been registering grain as a bulk commodity in their port statistics for many a day. This can easily lead the observer, who is not so firm in his homework, to produce a picture of the overall development which is considerably out of focus. Hoppe has meanwhile contributed considerably towards preventing such false conclusion, lastly in his capacity as head of the trade-political committee of the chambers of commerce of the six Northsea ports of Ghent, Antwerp, Rotterdam, Amsterdam, Hamburg and Bremen, in its meeting in Bremerhaven. He has accomplished the fact that the competitors on the Northsea, when comparing their performances, will in future use the same common denominator. (Bremen International 1—1973)

Stable Traffic in German Ports

Hamburg:—It seems that the question of whether the turnover in W. German seaports can be maintained this year is now satisfactorily answered. The turnover results published by the Federal Min. of Transport as of the end of September are only 0.5% below those of the first nine months of last year. 92.5 million tons were handled up to September. The Ministry is of the opinion that last years' results will at least be equalled this year. 136 million tons were handled last year in German seaports. 45.3 million tons passed through Hamburg and 22.6 million tons over Bremen and Bremerhaven. (Hafen Hamburg Report 4/1972)

New Structures in Sea-Traffic

More Cooperation, More Communication More Information—Data-Storage-Bank for Bremen-Bremerhaven Port-Group

Bremen International 12-1972

The structural changes which have occurred—and which are still in process of constant change—in maritime trading can no longer be coped with by any individual undertaking, no matter how efficient it may be. It requires the combination, the full effective cooperation of many—according to the Bremen Port Authority chairman, Gerhard Beier, when addressing the German Association for the Study of Combined Traffic, meeting in Bremen and Bremerhaven at the end of 1972—in order to concern themselves with, in particular, the overseas container traffic. Beier continued: Combined traffic is to be understood as a combination of several phases within a completed transportation act. The substance of this structural change is that each participant within this combination of transport performance, must recognize himself as being but a part of this combination; albeit an essential part rendering unquestionably special, or specialist, service, but even then as only a part of the whole and not as a unit in its entirety. Beier: "Participation in combined traffic is only possible when its principles are accepted unconditionally", which, incidentally, the Bremen ports have done in their efforts in adapting to modern ocean traffic structures.

This requires, not least, improved communications and information—in respect of which another spokesman of the Bremen Port Authority discoursed. A seaport terminal, such as the Bremerhaven Container - Crossroads, represents an important link in the container transportation chain. The port's most important partner and the strongest link in the transportation chain is the shipping company, in that it carries the main capital risk. As the direct client of the port, the shipping company defines, co-jointly with the port, the proficiency-profile to be expected from the terminal. As the speed of turnround of the ships thereby plays a significant rôle it is understandable that, in the era of the third-generation containerships, the individual liner services are engaging ever fewer, but ever speedier, vessels. On the other hand the shipping company can only achieve most advantageous dispositioning of its ships and equipment if it

has a world-wide communication and information network at its disposal, to keep it constantly informed as to the whereabouts and condition of the ships and equipment. A material supplier of information in this respect is the seaport terminal, which has to be able to give constant, up-to-date and detailed reports due to this fact, on the stowed, discharged, received and delivered situation of the containers. The ability to supply information is, next to handling efficiency, the most essential element of that efficiency-profile demanded by the shipping company.

Behind the panoramic scene of a modern container terminal, with its expansive storage and operational areas—in front of which are the crane-dotted shipberths, the stuffing/unstuffing centre, the railway trackage system, the office and servicing buildings and the apparent pointless to-and-from movement of vancarriers and tractor-trailers—, is hidden a row of complete course of actions, which could only be made possible with organisatory premeditation down to the last detail. Exact preplanning of the course of action necessitates total availability of all the information and data relating to the arrival and departure of the containers, as well as those in the terminal which are scheduled for loading, discharge or re-stowing. In the field of information and communication it is necessary that all work together to produce improvement. This is not a requirement for the container trade alone, but rather a priority task for traffic operations in general. From this point of view the intended establishment of a data-storage-bank in Bremen/Bremerhaven will also prove of great assistance to the container trade.

THE SKANDIA HARBOUR. the container terminal of the Port of Gothenburg. Area 1,300,000 sqm. At the quays: M/S NIHON, ScanDutch, M/S BARRANDUNA, ScanAustral, M/S NIKE (feeder), M/S ATLANTIC STAR, ACL, M/S TENTO (feeder), M/S SERVUS, Swedish Lloyd.

Ports and Transportation

Barcelona:—Ports are the link in the Transport chain that nations need for the development of their trade, as much internal as external and consequently, ports have certain determined factors required by the structure of the transport system.

Certainly, ports by themselves can attract routes for goods and the ports of call on these routes represent sources of wealth, that countries wish to attract.

The general port policy of all countries consists on one hand in establishing efficient elements with respect to their transport system, determined by a series of social, industrial and human conditions, etc. and on the other hand, to compete with others in order to attract international routes via their territories.

Transportation itself has experienced change throughout the ages; in ancient times goods were carried on mules backs, later in amphoras and still later in drums. There are river, road and rail communications. There is the concept of different cargo units and the large ships used in their transport.

There certainly exists a process in transportation that is developing over the years, determining the characteristics of freight and transport, the means of transport and the auxiliary means of handling cargo and all these circumstances determine an aspect of transportation in itself and of course the requirements needed from a purely physical point of view of the ports.

As a consequence of this process, installations each day must be more expensive and complicated and then their existence, development and extent are determined not only by the physical requirements, but also by the financial reality of profit to be gained from the investments realised.

For example, the closure of the Suez Canal has required a solution to the problem of vessels of enormous size, since the voyage by way of the Cape of Good Hope can only be profitable by way of transport in which man power costs represent but a small part. This has meant the perfecting of naval construction of big ships and has then meant that this "giantism" in construction, at first applied to the carrying of Crude Oil, can now be applied to Ore transport and this in turn means that sources of primary material that were once outside of world trade links, can now establish themselves, creating new routes that before did not exist.

As a result of the opening of the iron ore deposits of Mauritania, the need arises, at the point of arrival this ore to the continent, for an industrial process by which the tonnage is reduced in quantity, for

(Continued on Next Page Bottom)

distribution to the interior. This gives place to the setting up of large steel centres at these points and is one of the physical aspects of this type of port.

With all of this, it is possible to see a specific relationship between the industrial processes of a country, the establishment of communications networks and the dimensions and the utilization extent and type of port installations. (Puerto de Barcelona Boletin Informativo July-August 1972)

Committee for Coordination of West Mediterranean Ports

Barcelona:—On the 20 July, at the headquarters of the Port of Barcelona Authority, there took place an important meeting of this Committee, created some eighteen months ago in Genoa. Since this date meetings have been held in order to resolve problems common to the ports of this part of the Mediterranean. Next September a plenary assembly will be held in Marseilles, and the object of this meeting was to prepare it in the presence of representatives of the ports of Marseilles, Genoa and Barcelona. (Puerto de Barcelona Boletin Informativo, July-August, 1972)

Safe Boating During The Holiday Season

Maritime Services Board of N.S.W.

Sydney, 15th December:—Maritime Services Board officers will be fully engaged during the Holiday period in policing regulations relating to boating on the waterways of the State.

The President of the Maritime Services Board, Mr. W. H. Brotherson, said this in Sydney to-day when commenting on a statement released by the Chairman of the N.S.W. Council for the Promotion of Safe Boating.

In addition to the observance of the Board's rules and regulations which are basic requirements for safe boating, he urged that people in boats be considerate of the pleasure of others by refraining from throwing trash and litter into the waterways. He suggested that disposable bags be carried in the boat and that any refuse be brought ashore.

Mr. Brotherson said that the Board's officers would be keeping a close watch for noisy boats and he asked that boat owners make certain that the noise level does not extend above the standards laid down by the Board of 85 decibels (A scale) at a distance of 30 metres.

Mr. Brotherson commended the suggestions made by the N.S.W. Council for the Promotion of Safe Boating and said that observance of these, together with the application of normal common sense and courtesy would assist greatly in the enjoyment of safe boating during the holiday season.

THE NEW SOUTH WALES COUNCIL FOR THE PROMOTION OF SAFE BOATING
MARITIME SERVICES BOARD OF N.S.W.

Summer Holiday Safe Boating Advice

15th December, 1972:—The New South Wales Council for the Promotion of Safe Boating which was established by the Maritime Services Board of N.S.W. earlier this year, is most anxious that during the comming summer holidays all members of the boating public exercise maximum care and common sense to ensure that no lives are lost or injuries sustained through carelessness or lack of knowledge which could be avoided.

The waterways of New South Wales are abundant, easily accessible and suitable for all types of family boating and sporting activities, and with the exercise of care, courtesy and common sense holiday boating can be both enjoyable and safe.

There are a few basic points of safety which everyone should observe. In planning a day on the water keep to areas suitable to the safe use of the particular vessel, remembering that conditions of weather, tides, sea and winds can rapidly change and swamp small boats. Exploring new areas may be fun but before venturing into unfamiliar waters seek advice on local dangers and conditions and always leave ashore information of where it is intended to go and the expected time of return.

Before setting out a check is necessary to ensure that basic safety equipment and spare fuel are on board, remembering also that conditions on the water are different to those on shore and sunburn, thirst, glare and even sea-sickness can be severe.

In areas where no speed limits exist fast vessels operate and full attention is necessary to avoid collisions. To achieve this, one must know the Rules of the Road and indicate intentions by clear and definite alterations of course. Fast vessels create wash which may capsize or swamp a small boat even at some distance away. A good lookout must be kept at all times and in areas of restricted visibility or sun glare speed should be reduced to permit the vessel to be stopped safely and to avoid injuries to skin divers or swimmers and damage to other vessels. A high speed approach to jetties, beaches and congested areas is bad seamanship and most dangerous.

Far too many lives are lost in small boats for want of simple elementary care to prevent capsize This invariably happens as the result of over loading, standing up or sudden movement, uneven or unstable distribution of gear and passengers and skylarking.

Every vessel should carry a few items of essential equipment such as:–

A lifejacket or buoyancy vest for each person on board.

Paddles or oars with rowlocks attached.

Bailer or bucket with a lanyard attached.
Waterproof torch.
Suitable anchor and line.

For Vessels Proceeding Beyond Smooth Waters–

Distress signals and flares.
A supply of drinking water.
Compass.
Additional items of safety and survival equipment, depending upon the nature of the voyage and the size of the vessel, should be carried.

When danger first becomes apparent everyone on board should be wearing lifejackets. If distress signals are needed they should not be wasted. One should be used early to attract general attention and the remainder conserved for later use if necessary. When occupants are thrown into the water they should always stay with the boat if possible, and all vessels should be fitted with hand grips to ensure support until help arrives. To assist in rescue boats should be painted in colours easily visible, such as bright yellow or bright red.

Fire on vessels is a source of constant danger. Every precaution should be taken to prevent the accumulation of free fumes and gas from engines, tanks, fuel pipes and cooking appliances all of which should be leak proofed, properly fixed and ventilated. Fire extinguishers should be readily accessible and in working condition.

The New South Wales Council for the Promotion of Safe Boating is hopeful that during the coming summer period care, common sense and courtesy will prevail so that the number of accidents will be minimized.

G. D. Wilson, Chairman

Coal Export Terminal Project

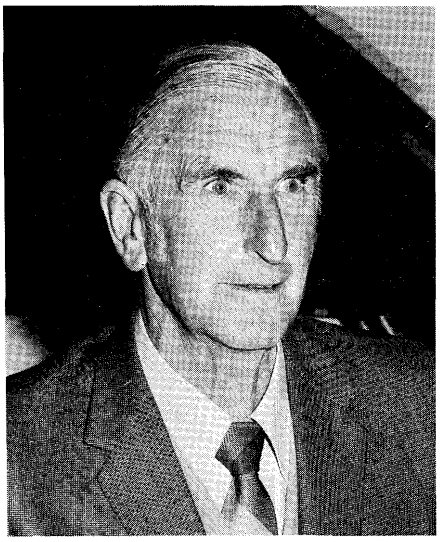
Vancouver, B.C., Canada:—Vancouver based Swan Wooster Engineering Co. Ltd. has been retained to carry out a feasibility study for a coal export terminal to be near Hay Point in Queensland, Australia.

Swan Wooster will joint venture with Gutteridge, Haskins & Davey, a major Australian consulting engineering firm in the feasibility study for facilities to export up to 15 million tons per year.

The assignment was awarded by Hail Creek Associates, a consortium of Mines Administration Pty Ltd., Western Mining, Marubeni-Iida and Sumitomo Shoji.

The study, when completed, will comprise of two reports. The first report will involve the investigations and selection of the best site from several alternative locations for pier facilities. Field surveys have been initiated to determine water depths, current information, navigational requirements and foundation characteristics. The second report will be a complete feasibility study of the coal terminal based on the site selected after consideration of the first report.

The proposed facility would be able to accommodate bulk carriers of up to 100,000 deadweight tons with provision for larger vessels in the future. (Swan Wooster)



Fremantle Port Authority—Capt. G. Geddes was appointed Deputy Harbour Master as from 13th July, 1972. Capt. Geddes joined the Authority's staff as a pilot in 1954 and has been Chief Pilot since 1968.

Premier to Open Glebe Island Container Terminal

Sydney, 19th January: — The Premier of New South Wales, the Hon. Sir Robert Askin, K.C.M.G., M.L.A., will officially open the new container berths being built by the Maritime Services Board at Glebe Island at 3 p.m. on Thursday, 22nd February, 1973.

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

Mr. Brotherson said the two container berths have been built by the Board at a cost of approximately $13 million.

The two berth container terminal complex has an area of approximately 25 acres and is served with road and rail connections.

Two 35-ton single lift wharf mounted container cranes with telescopic spreaders capable of handling containers ranging in size from 20 ft. to 40 ft. have been provided and are capable of moving along the entire length of the wharf face for use either singly or as a pair at each of the berths.

Equipment in the area includes skeletal trailers and tractors to move the containers from the wharf cranes to the stacking areas and to road and rail transport.

Five transtainer gantry cranes each spanning 74 ft. and capable of stacking containers six abreast and up to three high or loading trains at the two rail sidings in the terminal have also been provided.

Dredging to a low water depth of 40 ft. has been undertaken at the wharf face which has a total length of 1,535 ft. (The Maritime Services Board of N.S.W.)

Hobart Yacht Race

Sydney, 20th December: — The President of the Maritime Services Board, Mr. W. H. Brotherson, said in Sydney today that the Board's Harbour Master and his staff will be on duty in Sydney Harbour on Boxing Day to direct the spectator craft expected to be present in large numbers to witness the commencement of the Hobart Yacht Race from Sydney Harbour at 12 noon on that day.

Mr. Brotherson said that Water Police and Volunteer Coastal Patrol would be assisting under the general direction of the Harbour Master and he appealed to all those who will be present to take notice and

to comply quickly with any direction given.

He said the concern of the Board is that all those wishing to witness the start will be afforded the opportunity to do so in comfort and safety. (The Maritime Services of N.S.W.)

World's Biggest Ship to be Delivered Soon

Tokyo, Japan, Jan. 17:—The 477,000 dwt Globtik Tokyo, the world's largest tanker built by the Kure Shipyard of IHI (Ishikawajima-Harima Heavy Industries Co., Ltd.) for Globtik Tankers Ltd., the U.K., began her sea trials from January 11.

The Globtik Tokyo will be delivered to her owner on February 20 and then chartered to Tokyo Tanker Company for hauling crude oil from the Persian Gulf to the Nippon Oil Group's central terminal station (CTS) at Kiire in Kagoshima Pref.

Construction on the Globtik Tokyo was started in April 1972 at the Kure Shipyard and she was launched in October of the same year. Her construction cost is approx. 15,000 million yen.

Principal particulars of the Globtik Tokyo are:

Length, o.a.:
abt. 379.0 m

Length, b.p.:
abt. 360.0 m
Breadth, moulded:
abt. 62.0 m
Depth, moulded:
abt. 36.0 m
Draft:
abt. 28.0 m
Gross tonnage:
235,000 tons
Deadweight tonnage:
477,000 tons
Main engine:
45,000 shp IHI turbine
Service speed:
15.0 knots
Cargo holding capacity:
581,000 cubic meters
Complement:
50 (max.)

Authority Praise for Facilities

Whangarei:—Praise for the community facilities supplied throughout its region by the Northland Harbour Board was expressed by the Chairman of the National Ports Authority, the Hon. J. K. McAlpine, following an extensive tour of northern ports and harbours with members of the Authority and Board representatives.

He referred to the high standard of jetties and wharves in outlying harbours.

While at Whangarei, the group visited Parua Bay to see development there of marina facilities. They also saw the development of boating facilities and the Board's reclamation at Tutukaka Harbour.

In addition, Authority members inspected development works—and in some cases the site of projected developments — at Opua, Paihia, Whangaroa, Totara North, Mangonui, Mill Bay, Taipa, Unahi, Pukenui and Rawene. (Points North, November, 1972)

Whangarei Tops 7,000,000 Tons in Year

Whangarei has become the first harbour in New Zealand to top the 7,000,000-ton mark for cargo handled in a single trading year.

Although oil and petroleum products remain a dominating influence, increases in shipments of cement, lime and fertilizer all contributed significantly to the total.

The figure for the year ended September 30, 1972—not including intra-harbour cargo—was 7,018,585, compared with 6,751,938 tons in 1971–72.

Increased cement shipments from Porland, one of the three terminals in the harbour, resulted both from exports to Rarotonga for the runway of the new international airport and from the creation by Wilsons N.Z. Portland Cement Ltd. of a new terminal at Napier, so that all supplies to that area are carried by sea rather than rail.

The total of cement shipped from Portland during the trading year was 277,387 tons, compared with 252,519 in 1971–72.

Agricultural development in Northland showed up in increased imports of manures and lime—from 164,494 tons to 188,993—and in in-

creased shipments of fertilizer from Port Whangarei.

The Chairman of the Northland Harbour Board, Mr. R. K. Trimmer, said it was pleasing to note that shipments of lime and fertilizer to all northern ports had increased. (Points North, November, 1972)

New Chairman

Karachi:—Rear Admiral S. Z. Hasnain, S. K., took over charge of the post of Chairman, Karachi Port Trust, with effect from 27th October, 1972 (afternoon), according to Mr. M. D. D'Lima, T.Q.A., Secretary of the Trust.

A New Position

Karachi: — Commodore Anwer Saeed, Chairman of Karachi Port Trust, wrote to the IAPH Secretary General on August 31, 1972 that he was relinquishing his position soon and taking up a new assignment in the Ministry of Foreign Affairs at Islamabad. He added that, in any case, he would continue to take keen instrest in the affairs of the I.A.P.H.

Rear Admiral S. Zahid Hasnain

Karachi:—Before joining K.P.T., Rear Admiral S. Zahid Hasnain, was the Managing Director of Karachi Shipyard and Engineering Works Ltd., Director General, Ports & Shipping and Joint Secretary, Ministry of Defence.

Rear Admiral S. Zahid Hasnain was also Vice President of the Institute of Marine Engineers, London, for 14 years from 1958 to 1972.

LIFE SKETCH

Rear Admiral S. Zahid Hasnain was born in 1921 in Patials State East Punjab. In 1935 he joined I.M.M.T.S. "DUFFERIN" at Bombay in the first batch of Engineer Cadets. He was Commissioned in the Royal Indian Navy as an Engineer Sub-Lt. in 1941 and opted for Pakistan in 1947. Promoted to Rear Admiral in April 1970, Admiral Hasnain has the distinction of being the only Rear-Admiral in the Technical Branches of the Navy. He was responsible for the designing/construction of P.N.S. "KARSAZ", the Technical Training Establishment of P.N., which he commanded for a total period of seven years. He was also responsible for setting up the Engineering Degree College in P.N.S. "KARSAZ". As Deputy Chief of Naval Staff (Technical Services) Rear Admiral S. Zahid Hasnain was the head of the Technical Branch of the P.N. for about 9 years.

Rear Admiral S. Zahid Hasnain attended Imperial Defence College Course, London, in 1963. In 1965, he was awarded "SITARA-E KHIDMAT" for services rendered during the war.

In 1969, Rear Admiral S. Zahid Hasnain was appointed as Joint Secretary and Director-General of Ports & Shipping, Ministry of Defence, and in July 1970, as Managing Director, Karachi Shipyard and Engineering Works Ltd. (K.P.T. News, November 1, 1972)

Epoch-Making New Type Tie-Rod

Tible

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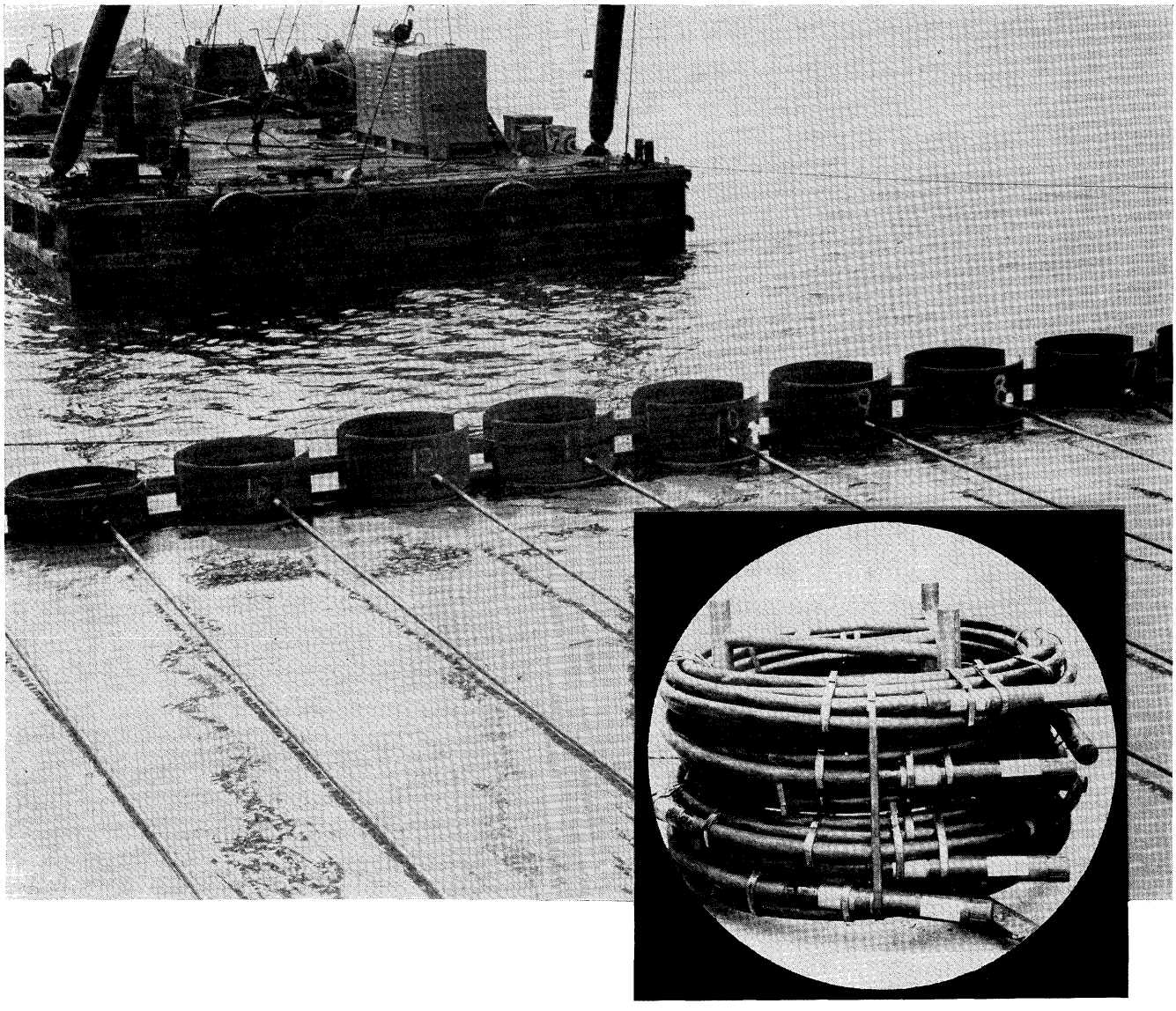

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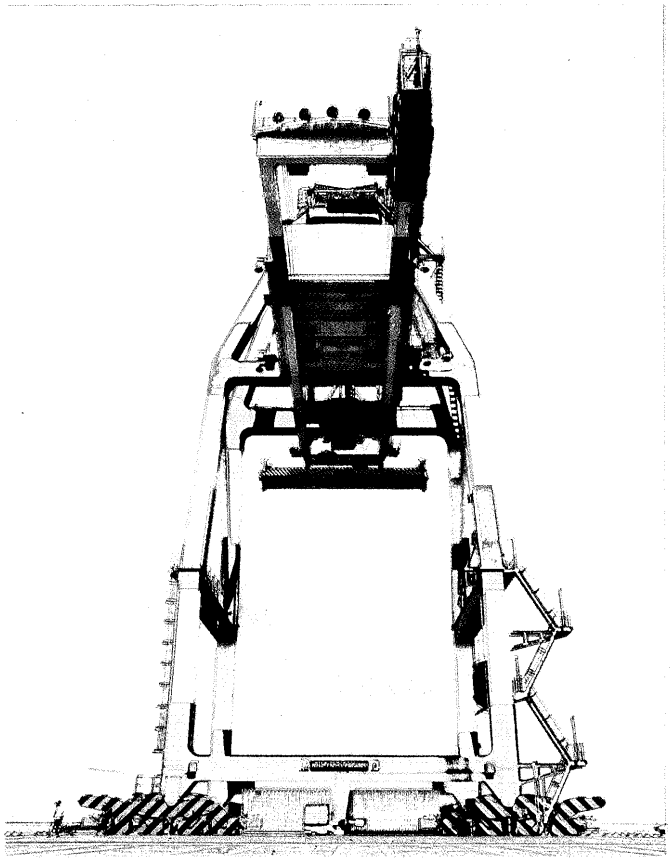

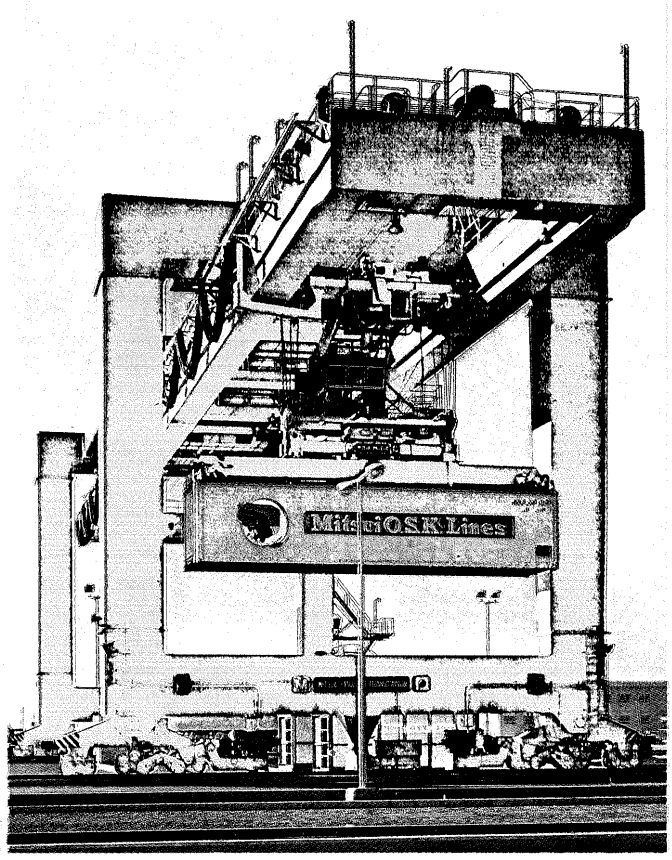

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