

# PORTS *and* HARBORS

June, 1973

Vol.18, No.6



**Port of  
Gothenburg**

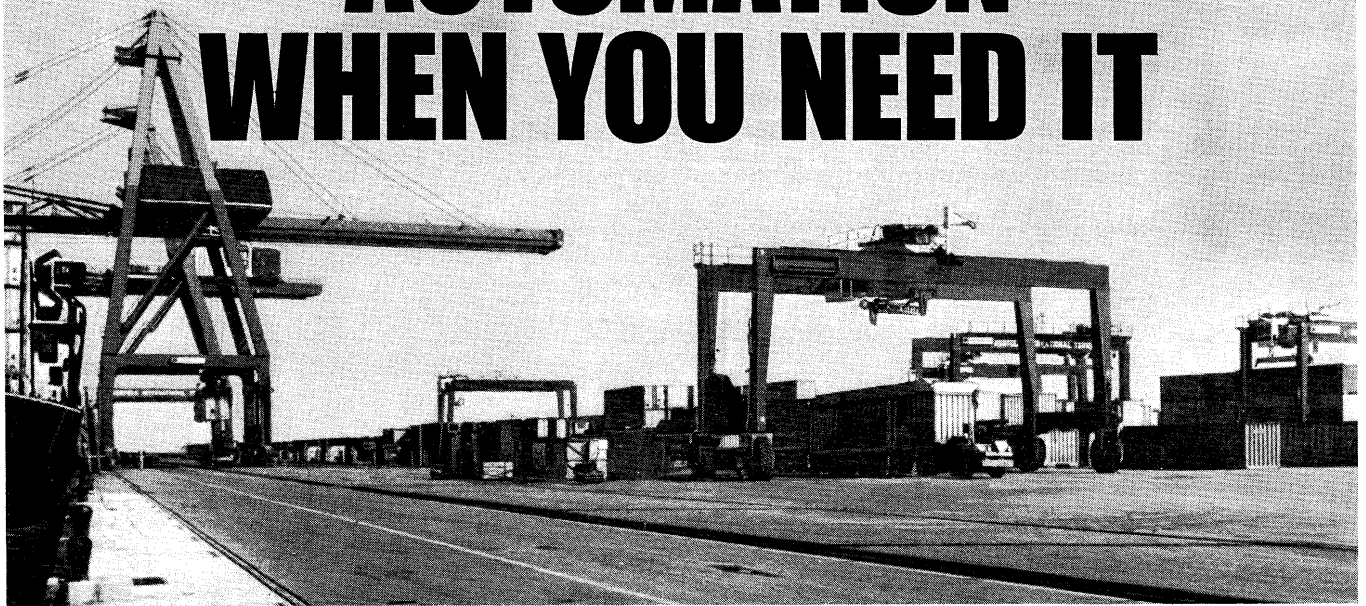
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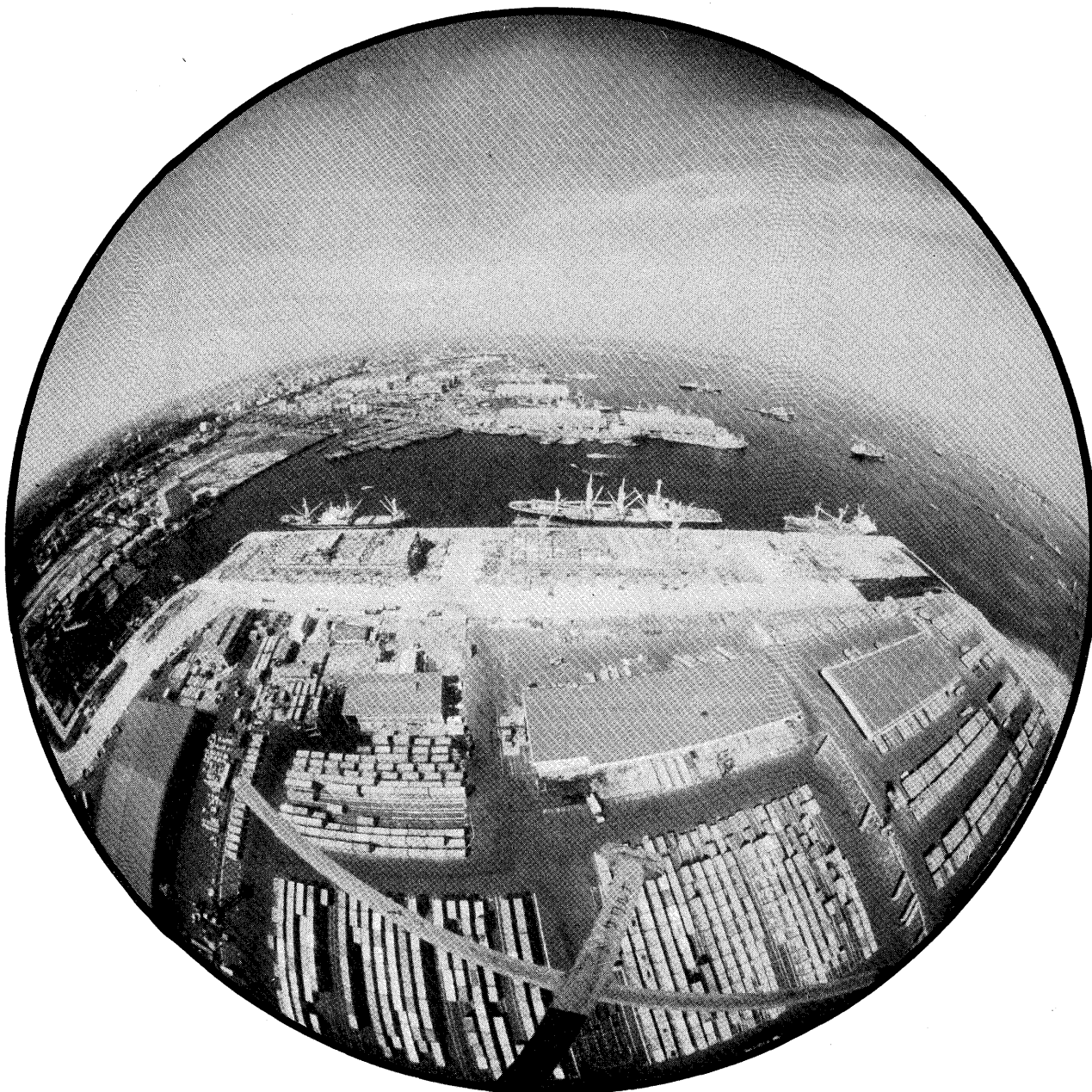
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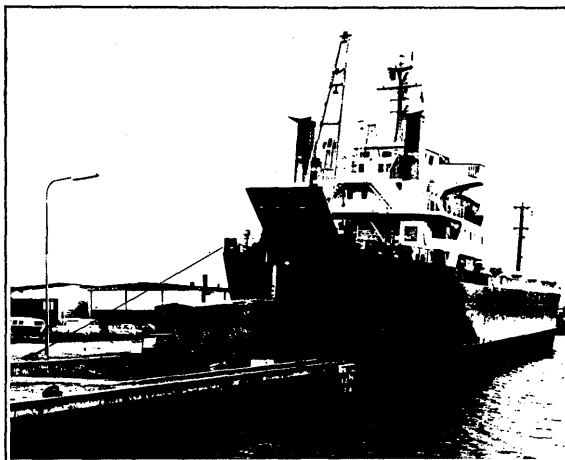
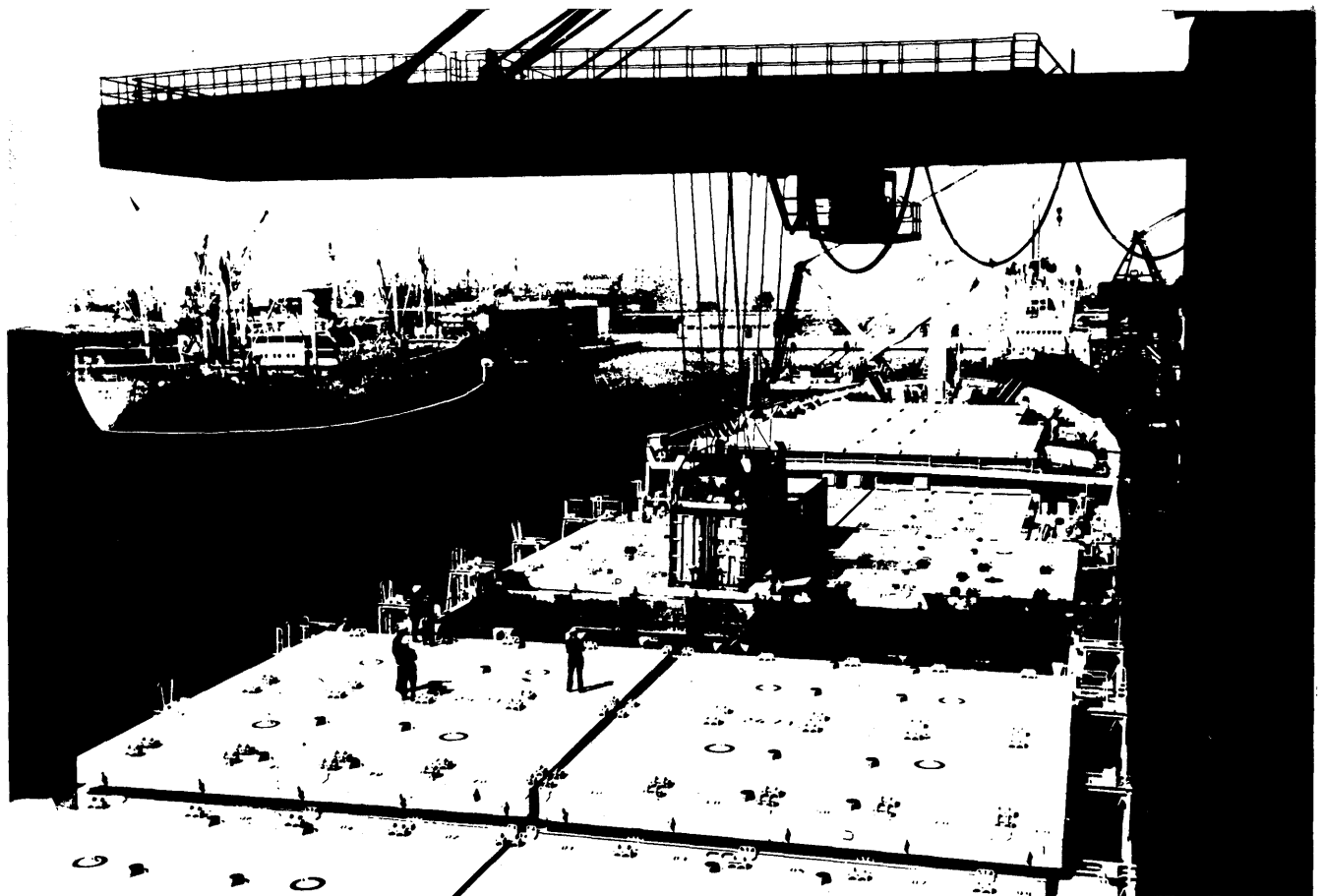
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June, 1973 Vol. 18, No. 6

## CONTENTS

### Forum:

Protecting Dock Workers From Adverse Effects of  
New Cargo Handling Methods—ILO News ..... 7

### Topics:

"Shippers Dialogue Southwest"—Port of Houston ..... 8  
Efficient Oceangoing Tug and Pontoon Fleet Operation  
..... ITC Press Information..... 9  
New Warehouse Will Be A Pacesetter—Hong Kong  
& Kowloon Wharf & Godown Co. .... 13  
New Ways of Transportation Being Sought ..... 20

### Ports:

1972 Was the Year of Steady Progress for  
the Port of Tampa ..... 11  
Port of Los Angeles—How It Fared in 1972..... 14  
Helsingborg Now Second Largest Port in Sweden ..... 16  
Port of Karachi's Budget ..... 18  
Port of Le Havre Flashes—February, 1973 ..... 22  
Port of Houston Builds for New Type Ships..... 24  
Re-equipping Haifa Port for the Container Era  
..... by Capt. Julian Ronen..... 26

Orbiter Probe (International News): ..... 29~46

IAPH News ..... 29

EEC to Tackle Problem of Common Port Policy ..... 33

### The Cover:

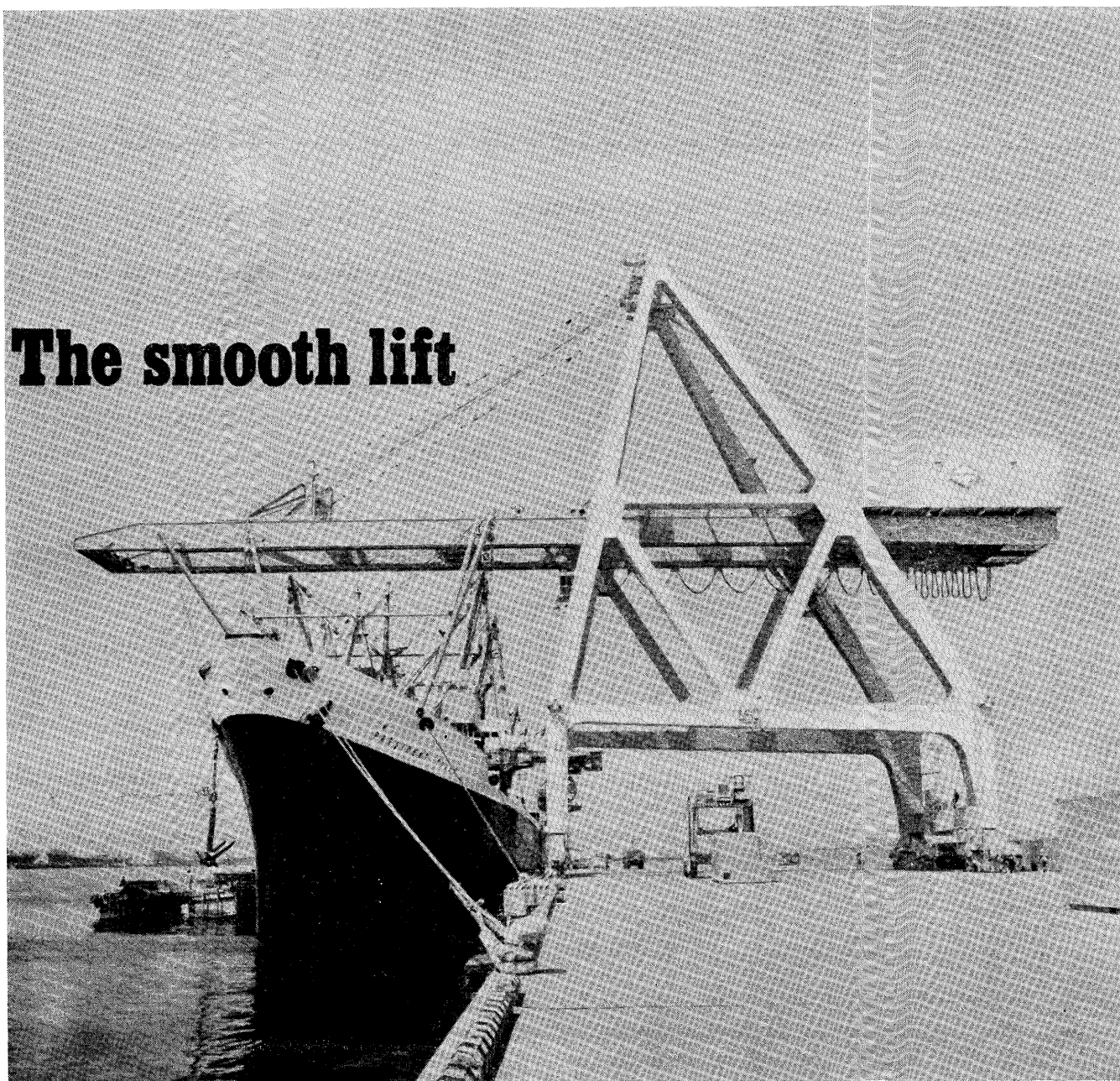
**Gothenburg, Sweden:—THE SKANDIA HARBOUR, the container terminal of the Port of Gothenburg. At the quays: two vessels of the Johnson Line, one vessel of the Atlantic Container Line, operating on the west and east coasts of North America, two ro/ro ferries for London and Hull services.**

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# PORTS *and* HARBORS

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## **Forum on Port Problems:**

### **INTERNATIONAL LABOUR CONFERENCE**

#### ***Protecting Dock Workers From Adverse Effects of New Cargo Handling Methods***

Geneva, 25 April (ILO News): —New cargo handling methods such as the use of containers have made dock work more efficient but they have also reduced the need for dock workers, and the International Labour Conference will at its forthcoming session (Geneva, 6–27 June) be putting the finishing touches to draft international labour standards designed to counter the adverse consequences of this technological revolution.

After a first discussion of the question in June 1972 the Conference decided that the proposed standards should take the form of a Convention, dealing with general aspects, and an accompanying Recommendation, covering points of detail. Drafts have been submitted to the International Labour Organization's 123 member States, and the texts to be considered in June take their comments into account.

Recent developments in dock work include not only the use of containers but also the adoption of roll-on roll-off techniques and increasing use of mechanization and automation.

To reduce insecurity, the proposed Convention specifies that dock workers should as far as possible be assured of regular or permanent employment, or at least should be sure of minimum periods of employment

or of minimum income, fixed according to the economic and social situation of the country and port concerned.

It is proposed that registers shall be maintained, and that registered dock workers shall have priority of engagement. The strength of registers shall be reviewed periodically so as to achieve levels adapted to the needs of the port. Any necessary reduction in the strength of a register shall be accompanied by measures designed to prevent or minimize detrimental effects on dock workers.

The draft Convention says national policy should be to encourage employer-worker co-operation in improving the efficiency of work in ports.

The proposed Recommendation notes that dock workers should share in the benefits of new cargo-handling methods. In each country the probable impact of changes in cargo-handling methods on dock workers' employment opportunities and conditions should be regularly assessed, and the action taken should be systematically reviewed. These measures should be co-ordinated with national development and manpower policies.

A fair share of available work should be provided to each registered dock worker, and each employer should be provided with his fair

share of labour.

The distinction between work on board ship and work on shore should be eliminated, where possible, with a view to achieving greater interchangeability of labour, flexibility in allocation and efficiency in operations.

#### **One solution: retraining**

Where the need for particular categories of dock worker decreases, the Recommendation suggests, they should be offered the chance of retraining for work in other categories of port work, and this retraining should be provided well in advance of any anticipated change in operating methods.

If a reduction in the over-all strength of a register becomes unavoidable, all necessary efforts should be made to help dock workers to find employment elsewhere with the help of the public employment services. Such reductions should be made gradually and without dismissals, and personnel planning techniques can usefully be applied here.

To secure the full advantage of new methods of cargo-handling, agreements should be concluded between employers and dock workers in such matters as eliminating outdated practices; achieving increased flexibility of dock labour between hold and hold, ship and ship, and ship and shore; training to enable dock workers to perform several related tasks; and improving working conditions.

The proposed Recommendation also emphasises that laws and regulations concerning safety, health and welfare applicable to industry should be effectively applied in ports, and that standards on hours of work, weekly rest and holidays with pay should not be less favourable for dock workers than for other workers.

It also recommends that pay scales should be revised when new cargo-handling methods are introduced, that where possible earnings should be improved, and that pension schemes should be introduced where they do not already exist.

# *“Shippers Dialogue Southwest”*

## **Port of Houston News Release**

**February 27, 1973**

Houston, Texas (Special):—More than 300 leaders in the field of containerization and intermodal traffic will converge on Houston May 2nd and 3rd to attend the “Shippers Dialogue Southwest” sponsored jointly by the Containerization Institute, Inc. and the Port of Houston Authority.

The two-day meeting, which will be held at the new Hyatt Regency Hotel, will be a follow-up to the highly successful containerization and intermodal transportation seminar held here in May of last year which was the first of its kind in the Southwest and with emphasis on Gulf ports.

Theme of this year's seminar is “Progress In Intermodal Shipping In The Great Southwest” and such key speakers as Interstate Commerce Commission Chairman George M. Stafford and Federal Maritime Commission Vice Chairman George H. Hearn head a list of distinguished authorities who will participate.

George W. Altwater, Executive Director of the Port of Houston Authority, is General Chairman and Henry M. Broadnax, Director of Trade Development of the Port of Houston Authority, is Program Coordinator. Executive Director of the conference will be William J. Marquette, who holds the same title with the Containerization Institute, Inc.

While the 1972 seminar featured the service industry, primarily, such as steamship companies and railroads, panelists this year will feature exporters and importers who will voice their thoughts about the current trends of shipping, with the

major emphasis on Houston as the major port for the great Southwest.

Among the exporters and importers whose representatives will speak are such firms as Gulf Oil, Xerox Corp., Uncle Ben's Rice, Dresser Industries, Michelin Tire Corp., Hughes Tool Company, Dow Chemical, Union Carbide, Phillips Petroleum, Federated Department Stores, Upjohn Co. and others.

In the second day's sessions panelists will include officials of railroads involved in intermodal shipping through Houston, as well as those of two of the major line haul common carrier truck lines. Also participating will be representatives of all steamship lines serving Houston with containerized service as well as specialists in trade documentation and marine underwriting.

The Port of Houston will be the featured topic at this year's dialogue and how exporters and importers feel it can improve and expand its services. The Port has seen the inauguration of more full container services in the last year, as well as the LASH and Seabee concepts and the opening of the first phase of its Barbours Cut development down channel for containers and seagoing barges.

Among the other featured speakers will be Thomas Cermac of Seatrail Lines who has done much in the development of the mini-bridge traffic which combine rail service with container ships; T. A. Renehan of the Waterman Steamship Corp., who has been a pioneer in the whole concept of LASH shipping; John Norris, of the Department of Transportation in Washington, and F.

Fisher Reynolds of the Houston Warehouse Transfer Association.

Co-sponsors of the May conference, along with the Port of Houston Authority and the Containerization Institute, Inc., include The Houston World Trade Association, The Transportation Club of Houston, The Houston Chamber of Commerce, The West Gulf Maritime Association, The Propeller Club of the U.S.—Port of Houston, Delta Nu Alpha, Houston Freight Carriers Association, Houston Customhouse Brokers Association, Texas Ocean Freight Forwarders Association, Texas Association of Steel Importers, Texas International Trade Association, Rail Traffic Association, U.S. Department of Commerce, National Defense Transportation Association, and Southwestern Foundation for International Business Education and Research.

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## **Port Counsel Named**

Houston, Texas (Special), March 10:—David C. Redford, formerly of the firm of Royston, Rayzor, Cook and Vickery, has been named Counsel of the Port of Houston Authority effective April 1st.

A Houston native and graduate of Lamar High School, Redford received his Bachelor of Arts degree from Texas Christian University and his law degree from the University of Texas in 1964, where he was Director of the Student Legal Research Board.

Before joining Royston, Rayzor, Cook and Vickery in 1966, where he specialized in maritime law, Redford was with the firm of Parks and Fullenweider.

He was President of the Houston Junior Bar Association for the 1971-72 term.



# *Efficient Oceangoing Tug and Pontoon Fleet Operation*

## **ITC Press Information**

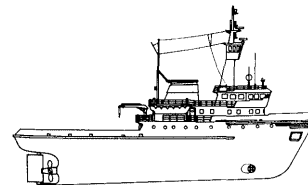
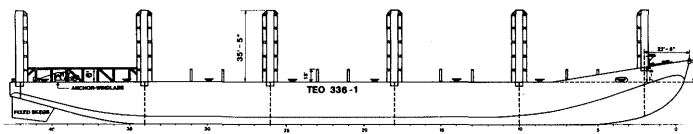
Amsterdam, has now joined Rotterdam, IJmuiden, Terschelling and Flushing as a home port of a world-wide towage and salvage company. The company, International Trans-

port Contractors B.V., was formally established on 1st January, 1973. Among 1st stated objectives are ocean towage, tug assistance in harbours, purchase and sale of ves-

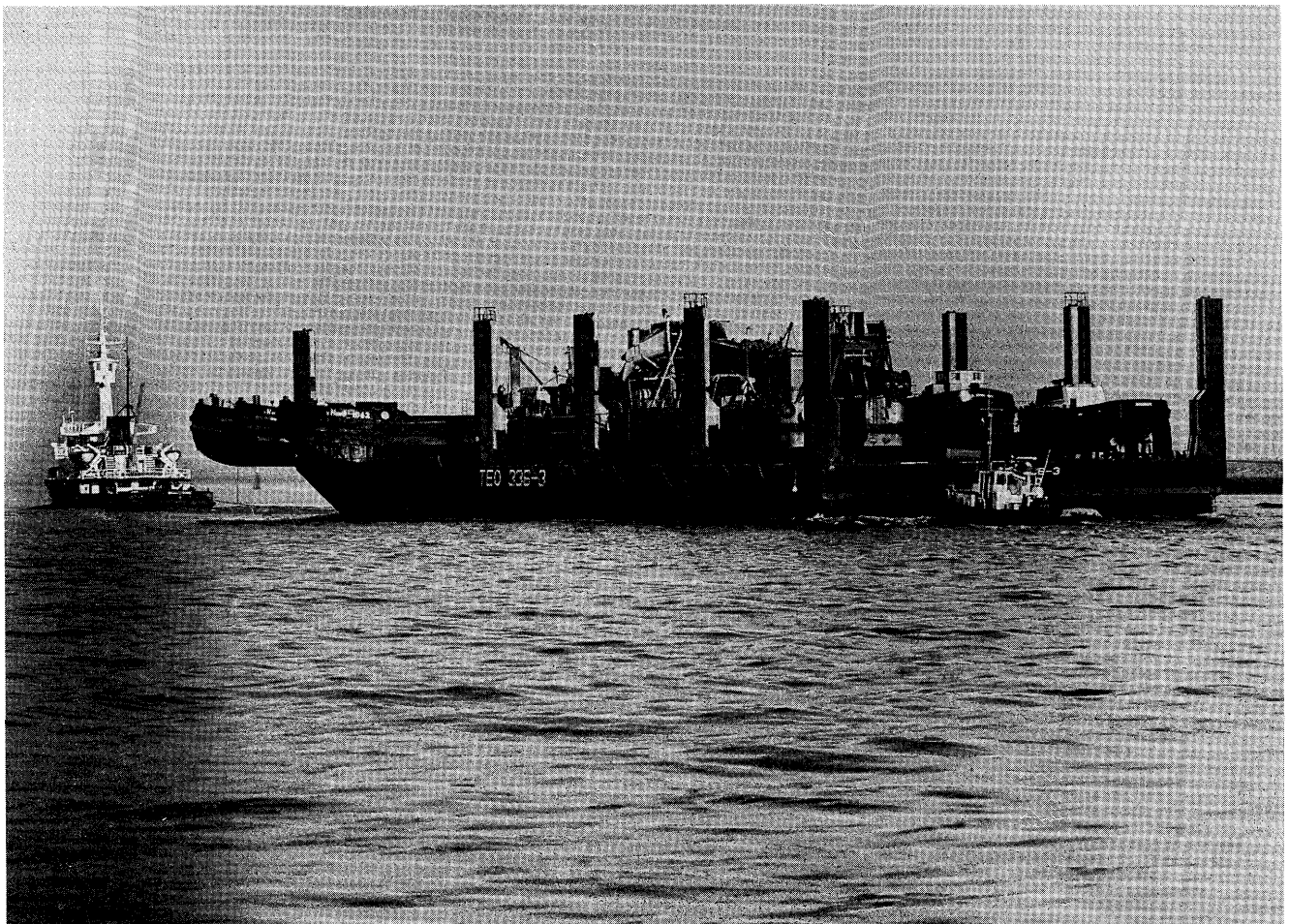
sels, consultancy, ship delivery, salvage and rescue operations. Its registered offices are in the Mammoet Transport building, Westerdocksdijk 40, Amsterdam.

## **7.100 HP OCEANGOING TUGS AND 11.600 TON CAPACITY PONTOONS.**

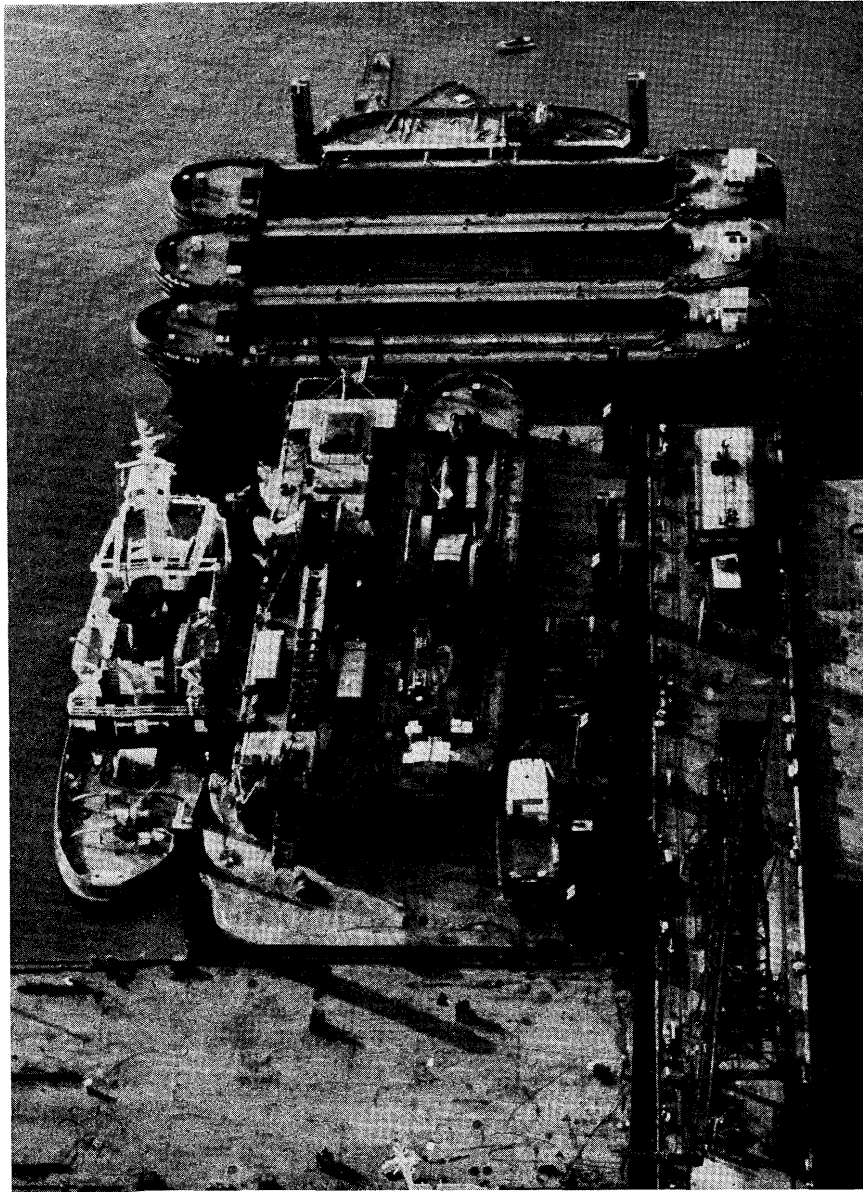
International Transport Contractors B.V. have been appointed sole cargo agents for the oceangoing tug/pontoon fleet owned by the Tschudi & Eitzen Shipping Company of Oslo. Their appointment means that they



**Plan of oceangoing tug of "Sistella" type and "Teo 336" seagoing pontoon.**



**"Sistella" with the pontoon "Teo 336-3", loaded with six items of dredging equipment bound from Schiedam to Marseilles.**



"Sistella" alongside pontoon "Teo 336-3"

have at their disposal two new, 7.100 hp oceangoing tugs, the "Sinader" and the "Sistella", and four seaworthy pontoons, each with a capacity of 11.600 tons.

#### Oceangoing tugs

The principal particulars of the "Sinader" and the "Sistella", which were commissioned in 1973, are: length overall 45.75 m; beam 10.80 m; draught 5.30 m. Each is equipped with twin main engines which together develop 7.100 horsepower, giving a high towing power and a speed of 16 knots. The tugs are also equipped with 150 hp transverse bow thrusters. They operate under the Norwegian flag and have Norwegian crews.

#### Seagoing pontoons

The fleet at present consists of four pontoons, the "Teo 336-1", "Teo 336-3", "Teo 336-3" and "Teo 336-4". All have an overall length of the 102.4 m, a beam of 29.87 m and a draught ranging from 1.06 to 5.08 m. The deck affords a cargo area of 2,610 square metres. The tank capacity is 14,714 cubic metres. The pontoons are capable of being submerged.

#### TUG PLUS ONE OR MORE SEMI - SUBMERSIBLE PONTOONS — AN ECONOMIC METHOD OF TRANSPORTING CARGO AND FLOATING EQUIPMENT

Whether the cargo consists of coke,

timber, grain, oil containers, pipelines, boilers, machinery or even complete drilling platforms, the combination of an oceangoing tug and one or more seagoing pontoons provides the answer to transporting it. With such facilities at their command, International Transport Contractors B.V. of Amsterdam offer a system which, in addition to being unique in Europe, is extremely flexible and economical, since the propulsion unit (the tug) and the cargo-carrying unit (the pontoon) are separate.

In very busy ports, where cargo vessels are sometimes held up for long periods awaiting loading or discharge, the system described has positive advantages. The tug can, for example, be detached for other duties, leaving only the pontoon to await unloading. Demurrage costs for the tug and its crew are thus reduced. Moreover, the pontoon can, if desired, also be used for storage purposes. The principal benefits of using a single tug plus one or two pontoons accrue where the nature of the goods has so far prevented advantage being taken of modern methods of shipment. Cargo which is awkward to stow can easily be placed on a large, free deck area. Another remarkable facet of this method of transport is its safety—evidence of which is seen in the low insurance premiums demanded. The pontoons used have an extremely favourable draught, enabling them to be taken to virtually any harbour or bay in the world to deliver or collect cargo.

#### Floating equipment too

The combination of a tug and one or more seagoing pontoons also provides an ideal solution to the problem of transporting bucket or cutter suction dredgers, elevator barges, floating cranes and other items of dredging and civil engineering equipment to destinations abroad. The substantially higher towing speed results in considerable savings in time. If, for example, a harbour project abroad requires the despatch of eight floating objects, three towages will be needed since an oceangoing tug cannot tow more than three objects at a time. Using the huge seagoing pontoons which International Transport Contractors have at their disposal, all eight objects can

be transported in a single voyage using one tug.

To load equipment of the type envisaged, the pontoon is submerged and the dredgers, barges, etc. are floated into position above it. The pontoon is then refloated with the aid of compressors, whereupon the "cargo" is secured and other necessary provision made for the ocean voyage. The time and expense involved in preparing a tow for transport by this method is considerably less than would be required to prepare objects individually for an ocean towage.

Upon arrival at the destination, the pontoon is submerged until the objects are afloat. At this point, yet another advantage of the system emerges, namely that the equipment can be made operational more rapidly than would be the case if it were towed in the conventional manner. Finally, the system affords substantial economies in overall insurance costs.

#### FIRST TOWAGES.

During the first few weeks of their existence, International Transport Contractors B.V. have received many enquiries concerning ocean towage and salvage operations. Two such towages have already been completed, and the third is in progress. The first involved towing the tanker "British Vigilance" (19,000 dwt) from Rosyth, in Scotland, to Vinaroz, near Barcelona, and was carried out by the oceangoing tug "Sinader". Her sistership, the "Sistella", carried out a voyage from Schiedam to Marseilles, towing the 103 x 30 metre seagoing pontoon "Teo 336-3", loaded with equipment owned by the Van Hattum en Blankevoort Baggeren B.V., a member of the Stevin Group. The pontoon was taken to A. de Jong N.V.'s shipyard in the Wilhelminahaven at Schiedam, where it was submerged to allow four elevator barges and the bucket dredger "Hermes" to be moved into position above it. Refloating the pontoon took only a day, after which barges and dredger, plus a harbour tug which had meanwhile been craned on to the deck, were secured for the voyage. The "Sistella" and her charge sailed from Schiedam on the morning of March 16th and arrived at Marseilles on March 24th, thus making a medium

# 1972 Was the Year of Steady Progress for the Port of Tampa

**Tampa Port Authority  
Florida, U.S.A.**

(Special to Ports and Harbors)

The year 1972 was one of steady progress for the Port of Tampa and the Tampa Port Authority. Many goals sought by the authority throughout the nearly 30 years of its existence were reached or were on the way toward attainment.

Major developments during the year included:

—Much progress was made on the Tampa Harbor Deepening Project and there were strong indications the Federal Government is now convinced the project is a necessity as

speed of 12 miles an hour! So a single tug has simultaneously transported six items of dredging equipment, an operation which, by conventional means, would require three voyages—and thus three tugs. The equipment will be used on a canalization scheme which Van Hattum en Blankevoort Baggeren B.V. is carrying out between Arles and Beaucarte, on the river Rhone.

Since 15th March, the tug "Sinader" has rendered assistance to the drilling rig "Ocean Viking" in the North Sea. This included assisting the rig to a new location.

At present the "Sistella" is bound from Marseilles to Rotterdam, towing the pontoon "Teo 336-3" loaded with a bucket-dredger owned by Bos Kalis Westminster Dredging Group.

The three remaining pontoons, the "Teo 336-1, 2 and 4" are fully occupied. Two are on charter for operations concerned with oil prospecting off the Eastern seaboard of Canada, and the third has for some time been in use in Hudson Bay.

The "Sinader's" first salvage operation coincided with her maiden voyage. In the waters off Newfoundland, she freed the tanker "Nothorn Shell", which had become trapped by ice and lost her rudder, and towed her to Norfolk.

an aid to the foreign commerce of the United States.

—The year saw a breakthrough in the development of Spessard L. Holland Terminal on East Bay and this development is expected to continue for several years.

—The port broke all records for cargo handled, reaching nearly 41 million tons, an increase of close to 14 per cent over the previous year. Markets for phosphate and phosphatic products continued to widen and 2.5 million tons more than the previous year were shipped out.

—General cargo shipments, which have a high economic impact on the port and the community, increased 25 per cent over the previous year. This was largely attributable to the importation of Japanese manufactured motor vehicles and the exportation to Japan of fresh Florida citrus products.

—The Port Authority brought to conclusion negotiations with the City of Tampa for transfer of title to Picnic Island at Port Tampa and received in return a deed to the old Maritime Homes Property on Hookers Point. Also concluded were negotiations with Hillsborough County for the sale of 490 acres of land at the north end of Old Tampa Bay. Both of these parcels will be used for public park purposes.

—Engineering was completed on a project for dredging material from East Bay Channel and Turning Basin for sale to the State of Florida Department of Transportation. The material will be stockpiled and used for road embankment for the new Crosstown Expressway and other road building projects.

As it has been for many years the Tampa Port Authority gave highest priority to the Tampa Harbor Deepening Project. Although President Nixon did not include



funds in his budget at the beginning of 1972 for preliminary engineering on the project, a total of \$300,000 for this purpose was appropriated by the office of management and the Budget. The releasing of these funds was considered a major accomplishment considering the impoundment by the President of various appropriated funds. It gave a strong indication that administration is aware that the Port of Tampa contributes heavily to the U.S. Balance of Payments, a fact which the Port Authority has been stressing for many years. The fact that President Nixon budgeted \$586,000 to complete preliminary engineering on the project in his budget message to Congress at the opening of the 1973 session gave further indications of the U.S. Government's interest in the Port of Tampa. The Corps has stated that actual construction funds will be sought for fiscal year 1975.

It can be stated unequivocally that the Tampa Harbor Deepening Project is well on the way.

During the year the Corps of Engineers completed studies which had been authorized and funded by Congress the previous year. These included cutting back the project from a 44-foot depth to a 43-foot depth and the decision that offshore loading facilities are impractical at the Port of Tampa.

A third study on the environmental impact of the deepening project on Tampa Bay was not completed, but was started. The Corps of Engineers will incorporate data compiled by the U.S. Geological Survey in its environmental and hydrological study of the Bay.

The U.S.G.S. study was started in 1970 with a total cost estimate of \$300,000. The cost was split approximately down the middle between the Authority and the Geological Survey. It is due for completion during 1973.

The Port Authority initiated the study as a part of its efforts in the Tampa Harbor Deepening Project. By 1970 it had become evident that a project of the magnitude of deepening Tampa's navigation channels from 34 to 43 feet would require an environmental impact report of the most exacting nature.

The Geological Survey gave a preliminary report on the progress

of the study April 13, 1972 in Washington, D.C. The briefing was held in the auditorium of the office of Indian Affairs of the Department of the Interior and more than 400 representatives from various governmental agencies were present. The large attendance gave an indication of the importance of this prototype study.

Development of Holland Terminal, dedicated, and named for the late Senator Spessard L. Holland in 1971, began in August of 1972 when Uiterwyk Cold Storage Co., subsidiary of Jan C. Uiterwyk and Co., Inc., expressed its intention of leasing 20 acres of land at the terminal for the construction of a cold storage warehouse. The Port Authority agreed to build two public general cargo berths adjacent to the area, giving Uiterwyk preferential berthing rights.

At the same time Garrison Terminals indicated it also would be interested in relocating at Holland Terminal. Garrison, a private terminal, is located on Garrison Channel close to downtown Tampa.

Luckenbach Steamship Co., which also operates a general cargo terminal on Garrison Channel, also expressed interest in moving to the new area.

With these developments the Port Authority's long-expressed dream of relocating the heart of the Port of Tampa in the East Bay area began to become a reality.

The Authority engaged its consulting engineers, Frederic R. Harris of New York, to design five new general cargo berths, a project which was due for completion in early 1973.

Construction was started and neared completion by the end of 1972 on a new \$5 million loading facility for phosphate and phosphatic products in the Holland Terminal area by C F Chemicals. The Company processes phosphate in its plants in Polk and Hillsborough counties. The product will be transported to customers in the midwest by barge.

In order to accommodate C F Chemicals and the other developments at Holland Terminal the Authority constructed a new road into the area. Water and electricity lines were run into the area.

The Authority also completed negotiations with Cargill, Inc., grain dealers, for the lease of four acres of Authority property on Ybor Channel. Construction of a new grain elevator was due to begin in early 1973.

In the spring of 1972 the Ford Motor Company indicated an interest in using the Port of Tampa as a receiving point for a new small pickup truck, the Courier, which Ford is manufacturing in Japan. The decision was made by Ford because it had been determined Tampa was the best distribution point for the southeastern United States.

Ford contracted with Computer Automated Transportation, Inc., (CAT), of New Orleans, as receiving agents in the port. CAT leased 50 acres from the Port Authority at Hookers Point in the vicinity of Kreher Terminal. The authority paved the area and provided fencing and a covered work area. CAT installed a car wash and a mobile office.

By the end of 1972 more than 10,000 vehicles had been imported through the port and processed through the CAT operation. CAT management indicated that they would be handling various other makes of imported motor vehicles in 1973.

Plans for a port-oriented office building at the corner of 22nd Street and Maritime Blvd., in the Holland Terminal vicinity, were announced by Michael Baker, Inc. The company expressed a desire to lease 10 acres of land from the Authority on which to construct the building.

One of the most significant developments of 1972 in the Port of Tampa was the acquisition by the giant American Shipbuilding Co., of Cleveland, Ohio, of the Tampa Ship Repair and Drydock Company. Tampa Ship had been a tenant of the Port Authority since 1950.

American Shipbuilding took over the physical assets of Tampa Ship Repair and retained the name as a subsidiary of the parent company. At the same time the Company leased three of the shipways at the former Tampa Shipbuilding Company yard on Hookers Point, now owned by the Tampa Port Authority, and named the George B. Howell Maritimes Center. By the end of the

year the company had refurbished the ways preparatory to construction of two \$5 million phosphate barges. The company also announced contracts for the conversion of two general cargo ships to oil drilling ships for use in the North Sea.

The company also requested the Port Authority to extend the present graving dock for the drydocking of ships from its present 550 feet to 630 feet. The estimated cost of this construction is \$800,000 and the Authority advertised and received bids on the project. Indications were construction would start before the end of 1973.

American Shipbuilding subsequently announced that it was planning an entirely new yard for the construction of modern ships at Hookers Point. The Port Authority gave the company an option on 118 acres of land for three years during which time the company is to complete engineering and financing arrangements.

During the year Gulf Drydock Co., a tenant of the Authority at the George B. Howell Maritime Center, put into operation a new drydock which was constructed from a cut-down Liberty Ship. The new dock gave much needed added capability to ship repairing in the port.

The Port Authority made extensive progress toward a bond issue to finance the general cargo berths at Holland Terminal. Reports of fiscal consultants indicated bonding capability in the area of \$10 million considering new tenants at Holland Terminal and increased revenues from leases, wharfage, and dockage as well as other charges. The increases indicated the financial health of the port.

Completion of arrangements for the validations and sale of bonds was scheduled for early 1973.

The cargo increase of 13.5 per cent during 1972 showed the strong position of the port in trade. More remarkable, however, was the 10-year increase of 198 per cent, which reflects the growth of the port, the community and the entire area during that period of time.

A U.S. News and World Report Survey of U.S. Cities during 1972 stated Tampa was among the top growth areas in the nation and cited Tampa's seaport as a major factor

in the boom.

During the year 4,557 vessels entered and cleared the port, nearly 500 more than previous year.

Phosphate rock and phosphatic products continued to be the major export. Nearly 12.5 million tons went to overseas markets and 7.3 million tons moved in coastwise trade by barge.

Petroleum products in bound accounted for 9.7 million tons as Tampa continued to grow as the chief distribution point for fuel in central Florida.

A total of 88,255 tons of meat was imported, making Tampa the second largest meat import port in the nation next to New York. More than 36,000 tons of fresh citrus were shipped out as the Japanese market opened to Florida citrus products.

Steel, lumber, bananas, building materials, machinery and general cargo of all types poured through the port in increasing amounts.

## New Warehouse Will Be A Pacesetter

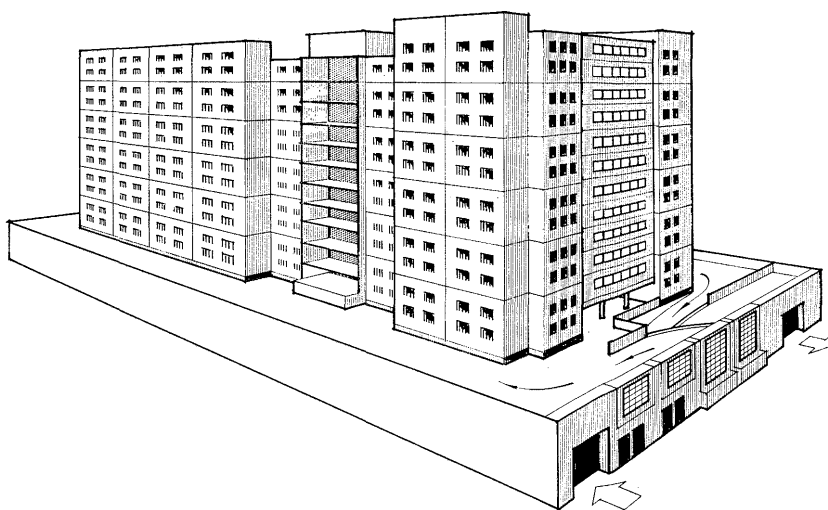
**The Hong Kong & Kowloon Wharf & Godown  
Company Ltd. and Gammon (Hong Kong) Ltd.**

Hong Kong

Hong Kong, March 29:—First of its kind in the world will be a new HK\$32-million 12-storey warehouse, at present being constructed for The Hong Kong & Kowloon Wharf &

Godown Company Ltd. at Tsuen Wan.

The warehouse has been designed to provide the most modern and complete storage facilities for con-



In March 1972 the Port Authority adopted rules and regulations for dredging and filling the navigable lakes of Hillsborough County and this action was concurred in by the County Commission.

The Port Authority's financial position and operating efficiency continues to improve. Net operating income for the 1971-72 fiscal year was \$449,400, an increase of \$72,200 over the previous year. These funds will be utilized to improve the Port of Tampa and Port Authority facilities through capital improvements, port development projects and studies, and the payment of bond interest and principal.

In the fiscal year 1971-72, the Port Authority paid \$27,000 and Port Authority tenants paid \$100,500 in ad valorem taxes. Port Authority tenants also pay intangible and tangible personal property taxes as well as other city, county, state, and federal taxes.

tainer cargoes moving to and from Hong Kong.

It will provide an ingenious solution to Kowloon Wharf's expansion problems when its existing waterfront warehouses are demolished to make way for the projected "Marco Polo" hotel.

On the ground floor, a huge area of almost 65,000 sq. ft. will be completely covered by a ceiling, to a height of 16 ft. 10 in.

This area will be used for cargo working, vehicle parking, loading and unloading, and will be without compartmentation.

It will be able to accept 40-foot long container chassis, as well as the largest lorries on Hong Kong roads.

Perhaps the warehouse's most unique feature will be its two specially designed container hoists, capable of lifting containers of any size—from 20 ft. to 40 ft. long—to all levels of the building.

The hoists were developed jointly by The Hong Kong & Kowloon Wharf & Godown Company and Demag of West Germany, and will be able to lift a maximum all-up weight of 30 long tons.

The upper floors will each have two container lobbies capable of taking two containers, up to 40 ft. long.

This system of placing containers on upper floors by container hoists is an historic "first" for Hong Kong.

It was developed as a means of maximizing the space available for container storage at the Tsuen Wan site.

It means that a container can be received and quickly slotted into its appropriate space, on the correct level, in the one, smooth operation.

In addition to the container hoists, there will be six cargo hoists along each side of the building.

Each of the warehouse's ten upper floors will comprise two compartments of 15,642 sq. ft. each, and will be let individually to tenants.

The entire building will be protected by an automatic sprinkler system to F.O.C. standards. In addition, hose reel and hydrant installations, portable extinguishers and fire buckets will be provided.

Even a private fire brigade, with a fire control room manned 24 hours a day, will be employed to minimize the risk of fire damage.

Other features exclusive to the

# *Port of Los Angeles— How It Fared in 1972*

**by Bernard J. Caughlin**

**General Manager, Port of Los Angeles**

**Los Angeles, Calif., U.S.A.**

(This is reprint of a chapter "Report from the General Manager" out of the annual report "PORT OF LOS ANGELES 1972 REPORT".)

Harbor Department management and staff carried a number of developmental projects forward during the past year, most of them designed to solve immediate needs for expansion of shipping terminals and provide more recreational facilities at the Port.

A \$2.5 million land swap with Westoil Terminals Co. cleared the way for expansion of the Port's East-West Container Terminal.

The trading of a developed 17-acre plot for 26 acres of undevelop-

warehouse include—

- all large doors, such as those to the hoist wells and container lobbies, will be motor-operated.
- two 13-passenger lifts will transport passengers within the building at a speed of 200 ft. per minute.

Special electrical installations in the warehouse will permit sections of the building to be converted to cold stores, airconditioned stores, or dumdified stores, as required.

Town gas will be available on any floor of the warehouse should there be a demand for the setting-up of laboratories or bottle-washing plants. Such facilities are sometimes needed for the storage of liquor, when decanting or bottling of wines and spirits is required.

Special waste pipes will also be incorporated to take effluent from such laboratories, etc. and discharge it into settling tanks before feeding it into the Government's sewage system. This procedure is calculated to alleviate problems of pollution. Consulting engineers are S.E. Faber & Son.

ed Harbor Department property was the major step in expansion of the terminal to a 150-acre cargo handling complex, probably the largest of its kind in the country.

Plans were drawn and negotiations undertaken with the City's Public Works Department to realign Wilmington-San Pedro Road to further facilitate the expansion. The \$6 million container depot, which had been operating at near capacity since its opening in late 1968, can now be fully developed to handle the growing container traffic.

In another container terminal expansion, 636 feet of new wharf area and 17 acres of open cargo storage space were added adjacent to the Overseas Shipping Company's property on the Main Channel at Terminal Island by the filling in of Slip 230. The project, begun in mid-fiscal year, gives Overseas a 2,000-foot wharf, adds 600 feet to the company's existing 700-foot container crane track range, and will increase its container storage space by 100 percent. Overseas added a second container crane during the year, and will now have room for a third.

The removal of a 40-year-old transit shed at year's end added to the backland area.

A third terminal, originally designed as the nation's finest conventional cargo-passenger facility and operated by Consolidated Marine, Inc., was converted to handle containers by the addition of 10 acres of storage space, two new berths, and American President Lines' new 40-ton container crane. The latter features a power trench which will accommodate still more cranes on the same system at a later date. This Main Channel depot also began handling the first of Pacific



Far East Line's six new LASH vessels, which deposited both containers and their characteristic 61-foot barges in the first Lighter-Aboard-Ship operations ever seen at the Port.

The LASH unloading at Consolidated Marine Terminal proved very successful as an interim facility until the soon-to-be-constructed new LASH terminal for PFEL goes into operation on Terminal Island.

## MARINA DEVELOPMENT

With Board concurrence, action was taken on several proposals for increased small craft marina facilities last year. The City Council approved a five-year plan for marina development as presented by the Board.

The first of a five-phase program included in the plan to provide launching facilities and over three thousand additional small craft slips in the West Channel area of the Port of Los Angeles was completed and operational by year's end.

A four-lane, \$350,000 ramp facility was dedicated on May 13 in time for the summer boating and water skiing rush at the Harbor's Cabrillo Beach, completing phase one.

Serving a large recreational boating area, the northern half of which is to become a marina facility in phase two of the plan, the concrete ramp with its 220-car and trailer parking area was built by the Harbor Department and is operated by the Los Angeles City Department and is operated by the Los Angeles City Department of Recreation and Parks. Boaters called the ramp "excellent" after a summer of use, particularly the rigging and loading float incorporated in the installation.

This fine new facility was made possible by a \$350,000 grant from the California State Department of Navigation and Ocean Development.

In the second phase of the marina development plan, and carrying out the directive of the Board, a contract was let for feasibility studies of the North Basin Marina designed to accommodate about 1,500 small craft.

The studies continued into the next fiscal year (1972-73), to be

followed by design and engineering work for which \$200,000 had been set aside in the State Department of Navigation and Ocean Development budget.

Phases four and five of the West Channel Marina Development plan came under contention following attempts by the Harbor Department during the fiscal year to retrieve lands for use as marina areas which are occupied by the Army and Navy. The controversy continued into the following fiscal year (1972-73).

A feasibility study of a two-phase small craft storage, repair, and launching facility in the Port's West Basin was also completed. This project, when finished would accommodate about 20,000 launches a year.

A loan of \$2.5 million was approved during the year by the State Department of Navigation and Ocean Development for the creation of a 1,050-slip marina in the Fish Harbor area.

## OTHER RECREATION DEVELOPMENT . . .

Also with approval of the Harbor Commission, construction of two new atmosphere villages was planned on the Main Channel between the old Ferry Building and the existing Ports of Call Village and Whaler's Wharf. The additional tourist attraction, to be created by David C. Tallichet's Specialty Restaurants Corporation, builders and operators of the Ports of Call Village and Whaler's Wharf, will include a complex of Mexican motif shops and another of Scandinavian Fishing Village theme.

Plans for the Mexican Village tenants include a guitar maker, glass blower, wrought iron worker, pottery shop, and other shops plus a Cantina, taco and tamale stand, winery, bakery, and other authentic food places.

Shops in the Scandinavian Fishing Village will include present tenants in the existing Norm's Landing area, providing sport fishing charters, coffee shop, harbor cruises, fish market and tackle shop, according to the plan presented and approved.

## TRADE PROMOTION . . .

The Traffic Division experienced a redirection of sales activity during the West Coast longshoremen's strike, making good use of that time to map out a strategy of client-renewal contacts designed to retrieve most of the Port commerce lost during the walkout.

Recognizing that business reversals often call for a redoubling, not a lessening, of promotional efforts, overseas trade missions by the Commissioners and staff members, together with elected City officials on some occasions, made personal contact with top trade officials and businessmen in Europe, Japan and Australia. Contacts were also made before and following official attendance of Commissioners and the general manager at international association meetings, taking advantage of the Port's official presence in those countries.

These opportunities for informal and in depth conversation with leading trade figures in other countries led in many instances to verbal commitments to trade through the Port of Los Angeles. Insight as to long range trade developments in those countries was also gained.

Studies were made of changing trade routes as a result of intermodal transportation developments and the effect of these changes on West Coast shipping and port activity.

## URBAN RENEWAL ON THE WATERFRONT

Harbor neighbors in the Beacon Street Redevelopment Project adjacent to the Port will have a "window on the waterfront."

This concept presented by the City's Recreation and Parks Department and the Community Redevelopment Agency, has been concurred in by the Board of Harbor Commissioners.

The major link between the Harbor and the urban redevelopment area, according to the proposal, will be a park-like section between Fourth and Sixth streets along the Main Channel.

Completion of CRA plans will provide accommodations for those living just beyond the Fourth to Sixth streets area, and will attract

still more tourists and other visitors to the Port area. Channel Park, as it is tentatively named, will give everyone an opportunity to observe shipping activities along the Main Channel from the public area near the water.

But Channel Park is not the only tie to the Harbor in the CRA plans. A Sixth Street mall, designed to encourage maximum pedestrian use, might be one terminal point for a tram or "people mover" from the Ports of Call area. This would be used by visitors and workers from the new hotel and office facilities that CRA anticipates will be built in the area.

The expansion of the Ports of Call complex with additional foreign motifs is expected to draw even more visitors to the Harbor, which the CRA sees as a hub of a great tourist center including the Queen Mary, Marineland, various small craft marinas, and the Beacon Street area.

But while the non-marine recreational expansion in both the Port and CRA project is significant, equal importance should be realized by the commercial and industrial interests who will use the office facilities planned along the new Beacon Street area. Maritime businesses will have a new center available, close to the Harbor and suitable for business guests from all over the world.

The Board of Harbor Commissioners has called for a thorough study of the entire West Bank of the Main Channel. In the coming year a report that will include urban renewal effects on the Harbor is expected to be completed.

While much of the 59.6 acre CRA project is clearly devoted to the rebuilding and relocation of the residential community, a large segment of the Beacon Street redevelopment effort is designed to further create a commercially vibrant area.

CRA progress is evident by the clearing away of old buildings in the project area during the past year. Urban renewal is slated to be completed by 1976.

With the independent studies and action by the two groups, the Port of Los Angeles and the Community Redevelopment Agency together can mark this past year a period of

## *Helsingborg Now Second Largest Port in Sweden*

### **Port of Helsingborg Helsingborg, Sweden**

**Helsingborg, 1 February:—**The preliminary annual report of Port of Helsingborg shows throughout fine results in all particulars. The cargo turnover increased by almost 10 pct to 7 million tons. Helsingborg has thus jumped to the second place among Swedish ports. The roll-on traffic soared to 3.7 million tons and the overall number of units in roll-on and lift-on traffic is now exceeding 295,000 altogether. In addition 210,000 railway-waggon were ferried to and from Denmark. The passenger traffic arrived at 15 million people and the number of motor vehicles exceeded 1 million.

#### **New Shipping Lines**

Several new liner services have been established during the year, both container lines and ferry lines. Compared with a year ago there are double as many destinations available in the ferry traffic today. The new container lines are solidly established and are already handling considerable quantities of cargo.

Ship departures and arrivals totalled 135,606 (131,187 in 1971)

planning and preparation to even more closely unite the people and the business community with their Harbor.

#### **SALUTE TO NAGOYA . . .**

With so many similarities it is natural that Nagoya is a sister city to Los Angeles. The first major construction at the Port of Nagoya and the Port of Los Angeles, for example, began at about the same time. In 1970, after 11 years of building, Atsuta Port became the Port of Nagoya. Like Los Angeles, it has a manmade breakwater to protect the more than 67,000 ships that call on Nagoya each year.

Ranking behind only Yokohama and Kobe as Japan's busiest port,

corresponding to 61,611,948 nrt (57,032,775), up 8 pct.

The total cargo turnover reached 7,090,000 tons (6,469,592), an increase of 9.6 pct. The roll-on traffic rose to 3,688,000 tons (3,290,000). Out of this the railway cargo accounts for 2,082,000 and the truck cargo for 1,606,000 tons, a raise by 9.6 and 15.4 pct respectively.

#### **Container Traffic up 45 pct**

The container port of South Sweden — the Skane Terminal — shows an enormous traffic swell in 1972. In lo-lo traffic alone 27,000 units were handled compared with 18,800 the year before, a leap of 45 pct. The growth has involved a change over to more 40 feet units although the 20 footers still are in majority. Today the 40 feet containers account for more than 30 pct of the total.

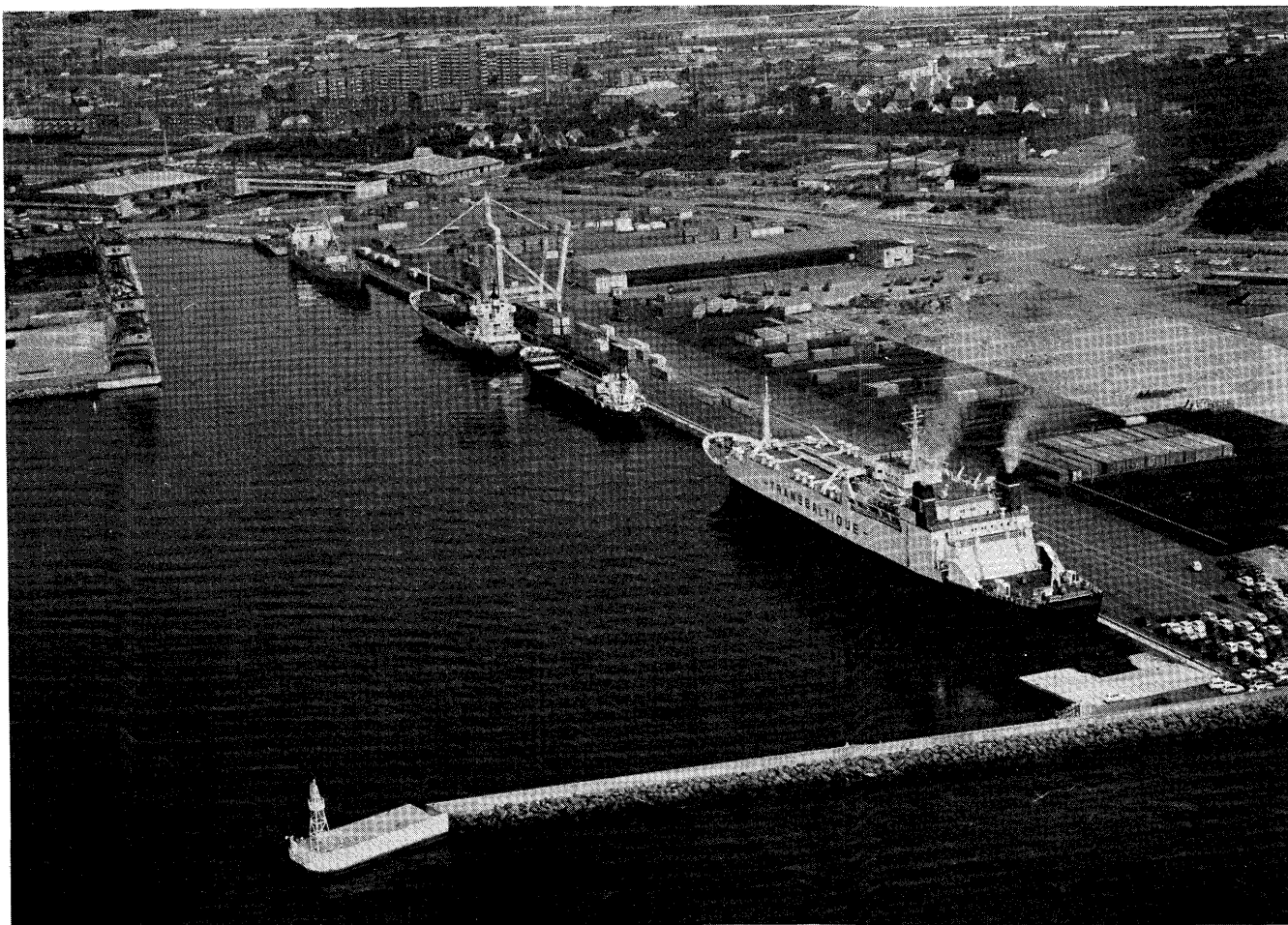
#### **295,000 Units**

The entire number of containers, flats, trailers and lorries in lo-lo and ro-ro traffic together arrived at 295,000 units in 20 feet equivalents dur-

Nagoya has kept pace with the newest developments in shipping, such as containerization. With a container facility in operation on Kinjo Pier and plans for two more such terminals, the Port of Nagoya will be ready for future shipping demands.

Additionally, the Port has full facilities to handle coal, oil, timber, vegetables and grains handled by the more than 200 shipping lines that call there regularly. Much like Los Angeles, its sister port, Nagoya has plans for future expansion.

The Port of Los Angeles salutes Nagoya, and wishes central Japan's "Gateway to the World" continued growth and success for the future.



**The container harbour at Helsingborg—the Skane Terminal—will in 1973 be equipped with another warehouse, especially designed for the growing ro-ro traffic. In addition new workshops and offices will be constructed at the same time.**

ing the year. Thus Helsingborg is the largest port in Scandinavia for unitized cargo.

#### **15 million Passengers and 1 million Motor Vehicles**

Thanks to the high frequent ferry services in a traffic centre where shipping lines, railways and European highways converge, the stream of passengers and cargo are channelled via Helsingborg more and more year by year. In 1972 the number of passengers increased by 529,657 and came up to 15,001,909. At the same time 1,073,086 motor vehicles were transported to and from Denmark and Germany.

#### **New Development of the Skane Terminal**

The swift progress of the unitized lift-on and roll-on traffic systems is requiring new equipment. Transshipment to ro-ro lines—already common at Helsingborg—requires new types of warehouses, where the cargo during the transit time can be stored on terminal waggons until shipping takes place. For this purpose a ro-ro warehouse is projected at the container terminal and it will be one of the first of its kind in Scandinavia. The first stage involves a construction of 1.500 sq.m including workshop and offices. In

the workshop repair of containers, trucks and other machinery will be carried out. The office space is intended not only for the customs and the terminal company but also for container traffic operators. The stage No 1 is expected to be completed by September 1973.

Warehouse 22—the new shed—will in stage 2 be extended considerably in 1974–1975. The gates will be of a special type working at the principle of a sliding door in order to facilitate movements of large units. (Port of Helsingborg Press-Release)

# *Port of Karachi's Budget for 1973-74 & Revised Estimates for Current Year Announced*

## **Karachi Port Trust Press Release**

Karachi: 21st April, 1973

The Revised Estimates for the current year and the Budget Estimates for 1973-74 of Karachi Port Trust were considered and approved by the Trustees of the Port of Karachi at a Special Meeting held on 19.4.1973, subject to the approval of the Central Government.

### **1973-74 Budget**

The working of Karachi Port during the next year, i.e. 1973-74, is expected to yield a surplus of Rs. 10.18 lakhs, the anticipated income being Rs. 1,837.42 lakhs and the estimated expenditure Rs. 1,827.24 lakhs.

### **An Overall Development Year envisaged**

Presenting the Budget to the Board, Rear-Admiral S. Zahid Hasnain, Chairman, K.P.T., said that the year 1973-74 will be a Development Year both for the Port and staff welfare activities.

The cost of Capital Works expected to be undertaken during the year 1973-74 is estimated at Rs. 542.72 lakhs. The programme of Capital Works includes major on-going schemes of Widening and Deepening of the Navigable Channel, Reconstruction of berths No. 1 to 4, Construction of 3 additional berths at West Wharf and new schemes of Construction of 4 Dry Cargo handling berths at Juna Bunder and Remodelling of M.I. Yard. The other major items are Remodelling of Electric Installation etc. at West Wharf and Manora, Purchase of 850 Nos. Towing Units and 2 Nos. Harbour Tugs, Construction of first floor on the In-patient Wing at I.A. Hospital, Keamari, and Development of reclaimed land in Oil Installation Area, Keamari.

The cost of Renewal & Replacement Works expected to be undertaken during the year 1973-74 is estimated at Rs. 56.84 lakhs. These

works include cost of replacement of essential plant and equipment like fire engines, repairs to the quay apron at berths No. 18 to 21 including replacement of tracks and renewal of pavings and railway tracks at berths No. 20 & 21, West Wharf.

### **Provisions for Staff Welfare**

A provision of Rs. 21.84 lakhs has been made for the construction of Quarters for the employees. The K.P.T. is running nine schools for the education of the children of their employees. Scholarships are granted to the children of low paid employees studying in Higher Secondary (Science Classes) and higher technical institutions and to those studying in Secondary Schools upto Class X.

The K.P.T. Hospital at Keamari is working to capacity, providing outdoor as well as indoor treatment. Besides, two Dispensaries are also run at Manora and West Wharf for the treatment of the employees and their families. A provision of Rs. 41.29 lakhs has been made in the Budget Estimates 1973-74 to meet the recurring expenditure in connection with these medical facilities.

Liberal grants are given for Sports activities. In deserving cases and also for relief of distress among the members of staff or their families, grants are made from Employees' Welfare Fund or the Compassionate Fund.

A new fund, Benevolent Fund, has also been introduced to extend the facilities to distressed employees.

The K.P.T. Administration has provided the premises at Head Office, free of rent alongwith required furniture etc., to the Utility Stores Corporation Pak. Ltd., for running the Utility Stores for the benefit of the K.P.T. employees. The Corporation is supplying to the K.P.T. staff, consumer goods about 10%

below the market rates.

### **1972-73 Revised Estimates**

According to the Revised Estimates for the current year, the Port is likely to close with a deficit of Rs. 102.81 lakhs as against the estimated surplus of Rs. 7.52 lakhs. The main reasons for the deficit are the increase in debt charges on account of devaluation of Pak. Rupee and the additional expenditure due to revision of scales of pay as per Agreement entered into with the Collective Bargaining Agent.

The total revised income is now placed at Rs. 1,464.41 lakhs as against the anticipated figure of Rs. 1,275.22 lakhs, whereas the total revised expenditure is estimated at Rs. 1,567.22 lakhs as against the original estimates of Rs. 1,267.70 lakhs. In order to meet the shortfall, the K.P.T. had to find ways and means to raise the income and reduce the expenditure. Accordingly, the Board decided to raise the rate of Surcharge from 20% to 60% on certain items and imposition of 60% Surcharge on rest of the items, subject to the approval of the Government of Pakistan. At the same time, it was decided to make 10% economy in the expenditure.

### **Highest Ever Tonnage**

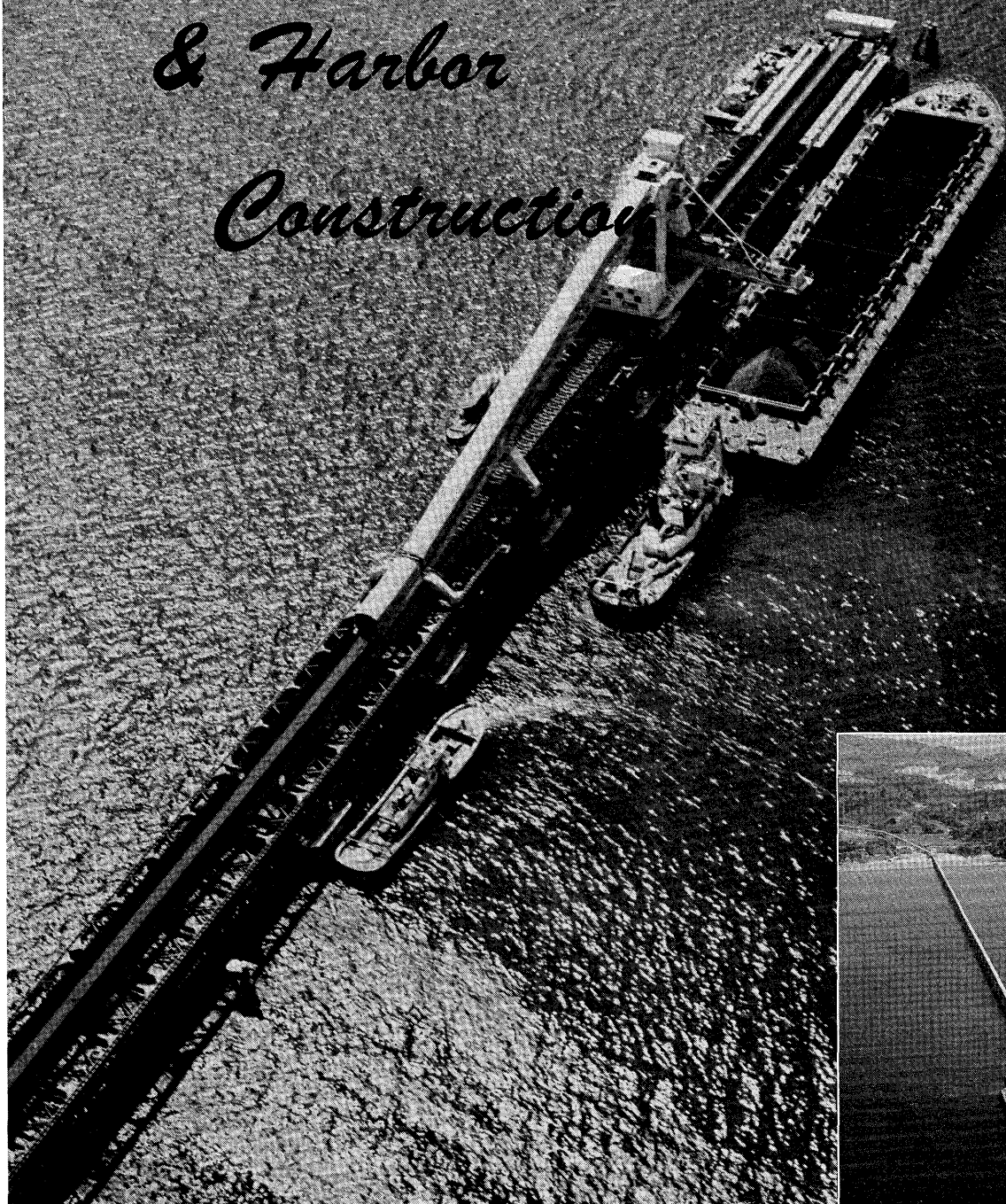
During the 8 months of the current year (July 1972, to February 1973), the Port has handled 6,625,172 tons as compared to the previous year's figure of 5,874,451 tons, i.e. an increase of 12.7% has already been recorded. It is further expected that the year 1972-73 will close with a highest-ever tonnage ever handled at the Port.

While concluding the discussion, the Chairman pointed out that the foresight of the Administration in the raising of Surcharge rates from 20% to 60% on certain items and imposition of 60% Surcharge on rest of the items has been more than vindicated. Otherwise the events mentioned above would have left us in a sorry state of financial affairs.

The Chairman concluded the Budget discussion with the remarks that under the keen and vigilant interest of the Board of Trustees and the employees of the Trust have greatly contributed towards the sound financial position of the Trust and efficiency of the Port.



# *Dredging, Reclamation & Harbor Construction*



## **TOA HARBOR WORKS CO., LTD.**

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Singapore, Hong Kong

# New Ways of Transportation Being Sought

Canada Japan Trade Council Newsletter  
March 1973

Ottawa, Canada: — Shortage of space, density of population and an inexorably expanding economy are forcing the Japanese to spend more and more effort toward solving the

problem of fast, clean, efficient transportation of goods and people. One of the principal aspects of Japan's transportation problem is to quickly modernize her archaic distribution

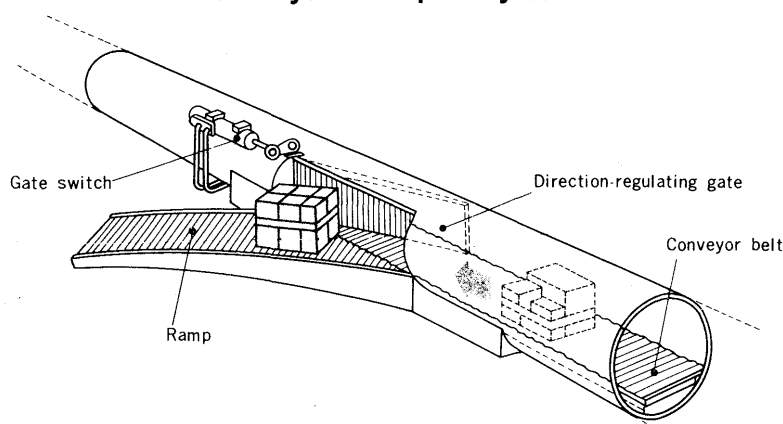
system, believed by many to be the key to any meaningful improvement in the volume of imports.

Still in the research stage, right, is a new, continuous conveyorbelt system now under study by the Ministry of Transport. This system envisages large, central freight terminals in major centers, linked by conveyor conduits, and having feeder lines coming into the systems from satellite warehouses and individual industries. Technological improvements in belt conveyor systems make this type of transportation system feasible in the near future it is believed.

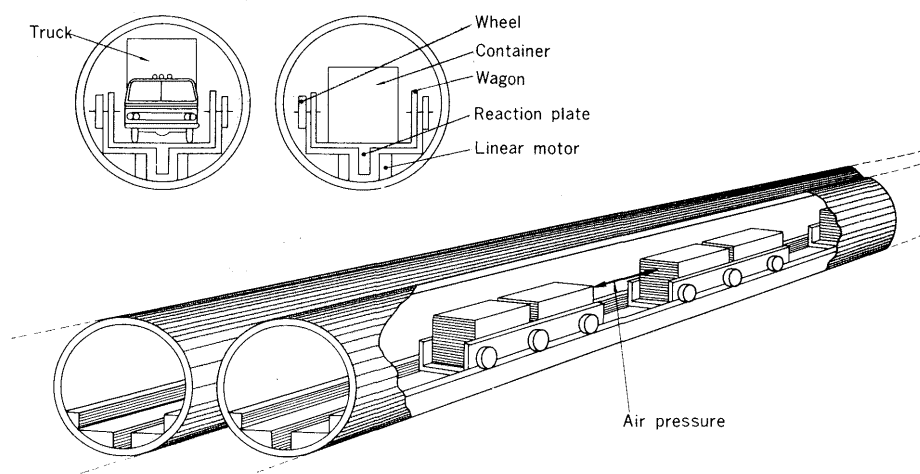
At the left is another system now under study by Japan National Railways. Also still in the research stage, the new tube system is designed to carry freight in large volume and at low cost around the clock. JNR sees this system installed initially as a 5-meter wide tunnel covering the 500 kilometers between Osaka and Tokyo. Freight cars, powered by linear motors, would run continuously at three to five second intervals at speeds up to 100 kilometers per hour. Distance would be maintained by air pressure and the cars would travel on a central guideway. The whole system would be controlled by computer.

At the same time, Japan is putting forward a tremendous effort to extend her highspeed railway system, her national system of expressways and her complex system of ferrys. The aim is for 7,600 kms of expressway by 1985 at a cost of about \$19 billion between 1970 and 1985.

**Conveyor Transport System**



**Tube Transport System**



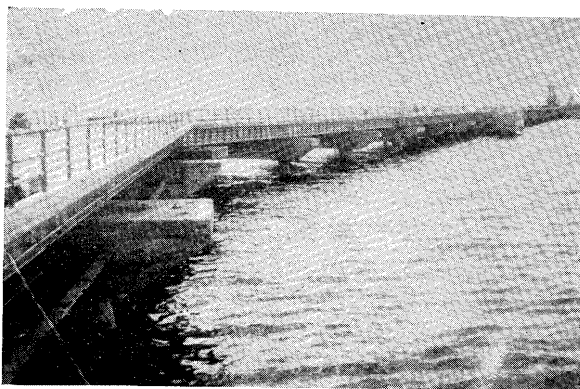


# Steel Does Not Corrode!

NAKAGAWA'S CATHODIC PROTECTION AND

INORGANIC ZINC RICH PAINT **ZAPCOAT**

*Protect Your Harbour Structures from Corrosion!*



Oil Unloading Pier protected by Cathodic Protection

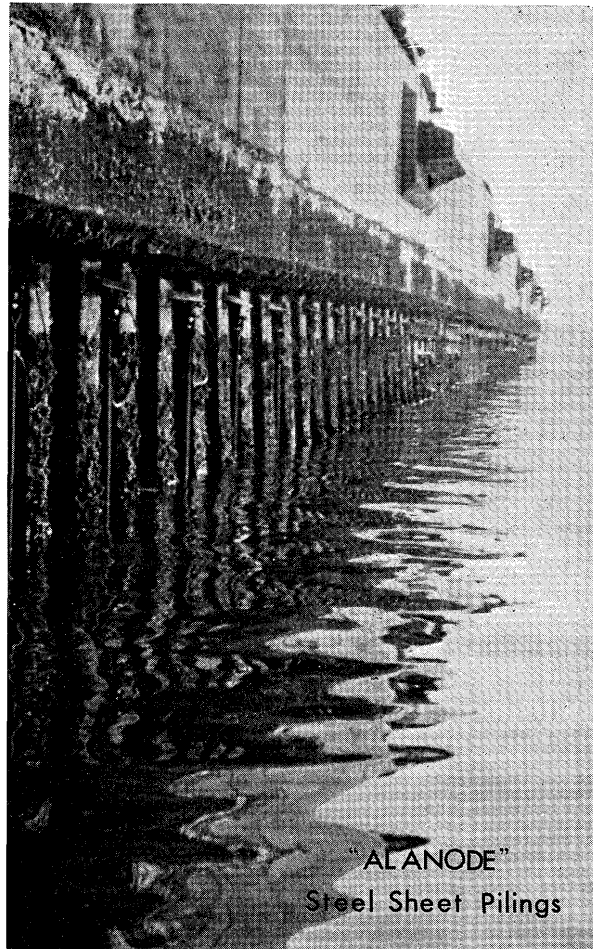
Engineering service, survey design,  
and sales of anti-corrosion materials,  
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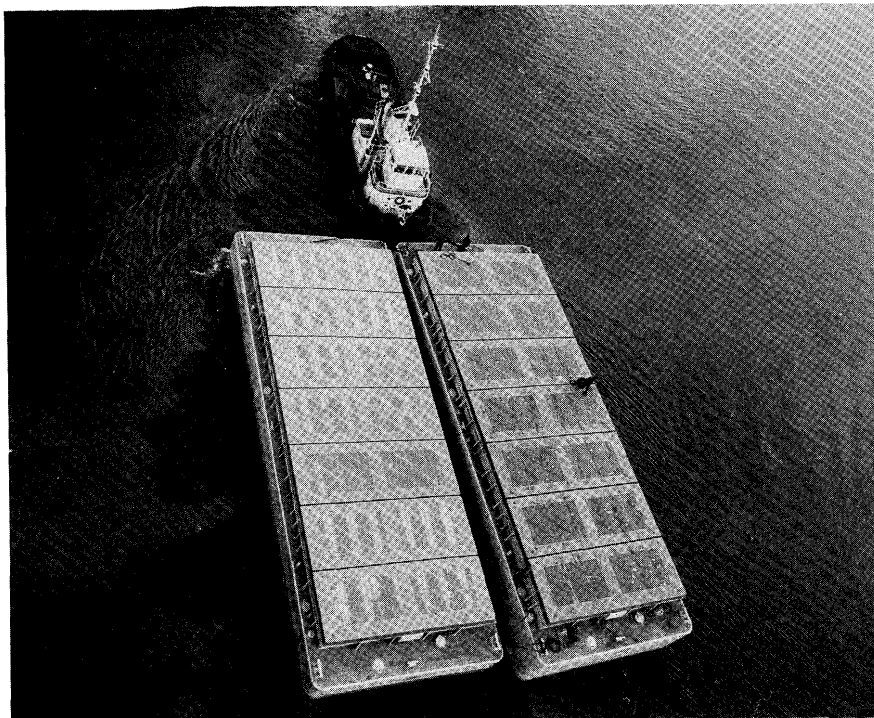


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# Port of Le Havre Flashes— February, 1973



## American Barges On the Seine:—

For the first time two barges from a Seabee carrier, the Doctor Lykes, have been pushed up the Seine to Rouen. They were carrying about 1,250 tons of phosphates from the Gulf of Mexico.

## Le Havre For Heavy Loads: —

More and more heavy and bulky loads are passing through Le Havre, showing how suitable the port is for this type of traffic, which it is fully equipped to handle.

Quite a significant month in this respect was October 1972, with:

- 1st: two 117-ton shrimpers left for Beira, Mozambique, as deck cargo on the German freighter Talassa.
- 9th: two 60-ton parts for the oil rig Norrig V, which is being assembled in Le Havre, arrived from Rotterdam on the Greek freighter Sheratan. They were made in the Strasbourg area and started their journey by barge down the Rhine.
- 13th: three distillation units, 55 ft, 59 ft and 82 ft long, were put aboard the Brazilian vessel Copacabana, en route for Brazil.
- 20th: the French Héraclides 1 took on a pusher and a 300-ton travelling crane for Fos.
- 23rd: three essential parts for a dam being built in South Africa, and weighing respectively 58, 84 and 177 tons, were put onto the South African freighter S.A. Vergelegen.
- 23rd: two 2,500 hp motors made in Holland for the Ateliers et Chantiers du Havre were taken off the Danish coaster Gretha Coast.
- 30th: the Société Navale de l'Ouest's St. Michel sailed for Douala, Cameroon, after loading a 130-ton diesel-electric locomotive made in Le Havre by the Compagnie Electro-Mécanique.

**Entries Up By 942:—**7,830 entries were recorded in 1972 (excluding fishing vessels, naval craft, etc.), which represents an increase of 13.6% over the previous year's total of 6,892.

Total traffic in 1972 amounted to 66.3 m tons, an increase of 7.7% over 1971 (61.6 m tons). There was a 6.9% improvement in cargo discharged; but our chief source of satisfaction was the 13.1% increase in outgoing freight. Of particular note was the 157.6% leap in cereals,



due to massive exports of wheat and barley to Egypt, West Africa, Britain and the USSR. 133 grain carriers berthed in Le Havre during 1972.

**Antifer Report:**— Besides the breakwater mentioned in last month's issue, there is to be a small port for harbour craft at the foot of the cliffs and a large storage area. The port will be used by dredgers and barges while work is in progress and then by tugs and other harbour craft once the terminal has come into service. The storage areas are reached by a road cut into the cliffs.

The water areas will be of ample dimensions. The approach channel, dredged to a depth of 82 ft (25 m), is 1,800 ft (550 m) wide, which is almost one and a half times the length of a 500,000-ton tanker. The stopping distance is 7,900 ft (2,400 m) or six times the ship's length, while the swinging area is 5,900 ft (1,800 m) across, or four and a half times the same ship's length.

**Further Rise In Passenger Traffic:**—Passenger traffic also increased during 1972 with 287,829 arrivals (-10.5%) and 283,283 departures (-9.8%), giving a grand total of 571,112 passengers in transit through Le Havre. This was 10.2% up on the 1971 figure of 518,823.

Commercial aircraft using Havre Airport carried 30,000 passengers in 1972 against 7,000 in 1970 and 14,000 in 1971. There are daily flights to Paris, London, Nantes and Lille.

**New Container Service To Korea:** Korea is included in Seatrain's recent extension of its container services to the Far East. The scheduled service to Korea is linked to Seatrain's weekly sailings from Le Havre.

**Growth In Exports Through Le Havre:**—Figures for the period from November 30th to December 10th 1972 show that three out of four ships sailing from Le Havre now have cargo on board. Of 225 ships that left the port in that time, 171 had taken on cargo in Le Havre. These figures confirm that Le Havre's share of the French export trade is growing fast. The extension of the port/industry complex has certainly played a decisive part in this.

**Port Promotion:**—The Port of Le Havre Authority decided last year to concentrate a wide range of activi-



ties in a Port Promotion Department. Its task is to:

Collect, examine and circulate information on everything that affects the port's competitiveness: Equipment, Services, Handling, Port Dues, Marine, Land and River Transport, Customs Regulations, Traffic Flows, etc.

In collaboration with the Trade Promotion Department, to encourage owners and shippers in continental Europe and Africa to use the Port of Le Havre, by providing them with up-to-date information on all the port's many facilities.

To develop international transit traffic, with particular reference to goods on their way to or from Switzerland.

To consult with local users (owners, shippers, brokers, forwarding agents, dock labour employers and hauliers) and their professional organizations in order to maintain a continual improvement in efficiency.

The department is headed by Mr. Charles Knellwolf, 36. Though of Swiss descent, Mr. Knellwolf was born and educated in Le Havre, where he obtained diplomas from the Ecole Supérieure de Commerce and the Institut Commercial de Paris. He joined the Port Authority in 1962 and is also Assistant to the Traffic and Marketing Director.

Mr. Knellwolf is a nature-lover who delights in walking, swimming and driving great distances far from the beaten track. His other interests include the cinema, music and literature.



**Houston:—The M/V KRASMOGRAD, first Russian flag vessel to load at the Port of Houston Authority public grain elevator under the new U.S.-Soviet wheat agreement is shown taking on 15,000 tons early last month. The Stalingrad-based vessel is a sister ship of the KASIMOV which was the first Russian flag vessel into the Port of Houston since World War II and took on wheat for Russia at the Cargill Corporation's elevator in early December 1972. More than a million tons of Russia-bound wheat have already been shipped out of Houston, which is expected to handle 70 per cent of the total shipments, and additional ships are loading daily.**

## *Port of Houston Builds for New Type Ships*

### **Port of Houston News Release**

Houston, Texas, U.S.A.:—With the opening of its new terminal at Barbours Cut to handle both LASH (lighter-aboard-ship) and full container vessels, the Port of Houston has moved into a new phase of development to meet the changing needs of today's waterborne cargo movements.

Lying but 25 miles inland from the Gulf and an equal distance down channel from the present Port of Houston facilities, Barbours Cut is Houston's answer to the sea barge-container challenge and is moving rapidly ahead within a pattern of continuing construction.

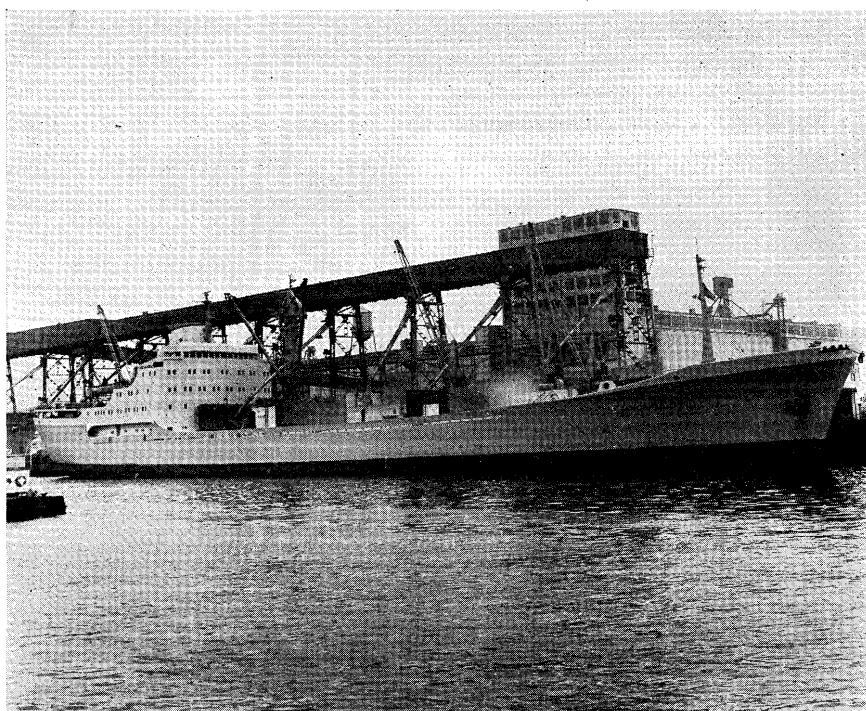
The present facility has a U-shaped mooring pier 300 feet long and stretching 500 feet into Barbours Cut at its entrance off the south side of the Ship Channel, where the Channel meets Galveston Bay. Mooring dolphins extend out to either side to handle vessels 900 feet

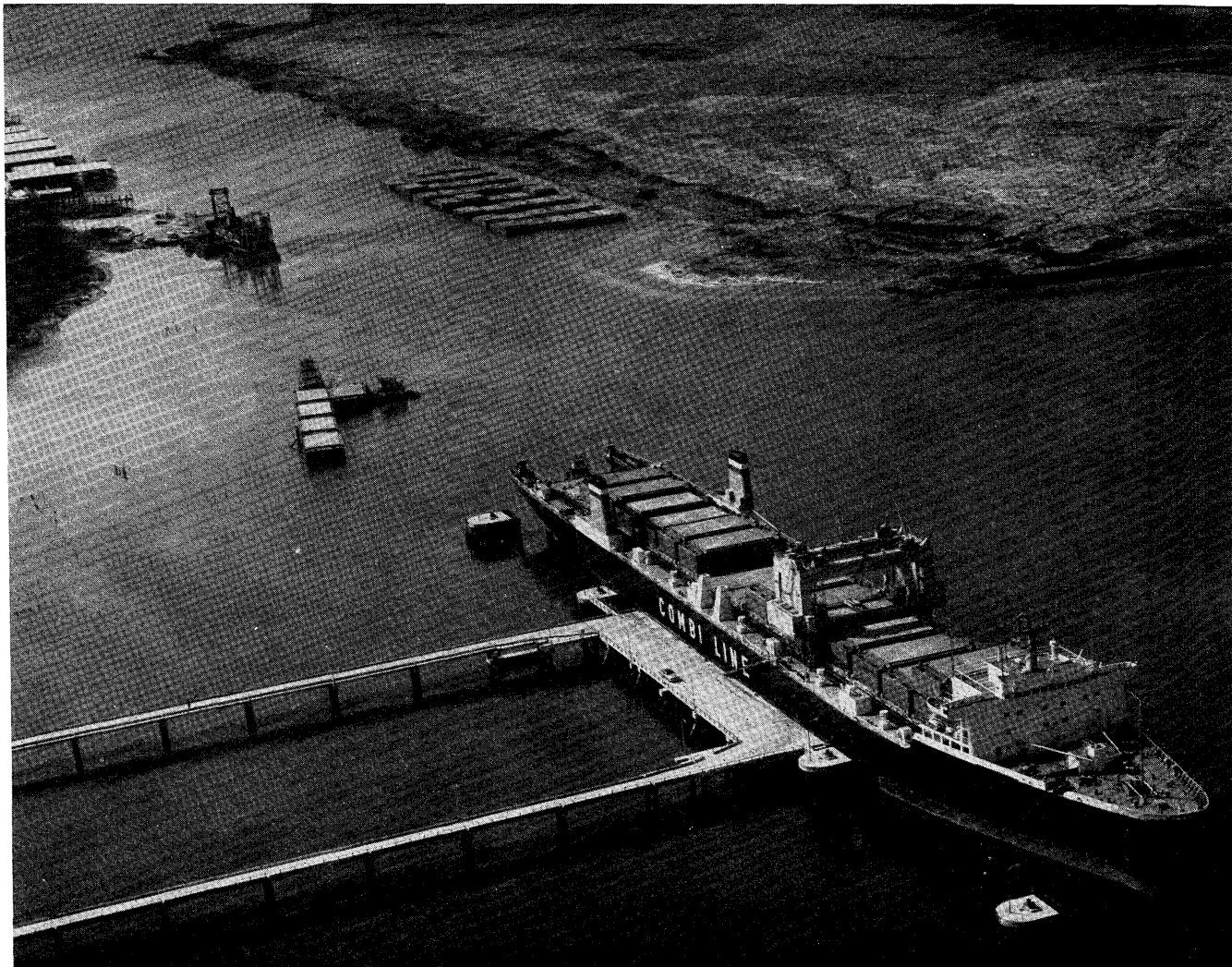
and more in length. Nearby is a fleeting area for marshalling the barges being loaded and unloaded by the giant LASH vessels.

The 875-foot, 43,000-ton Dutch-flag vessel BILDERDYK of the Combi Line (a combination of the Holland-America and the German Hapag-Lloyd AG) inaugurated the new Barbours Cut facility at the end of June, handling approximately 10,000 tons of import and export cargo aboard its fleet of barges in one and one-half working days.

A sister ship in the Combi Line service, the German-flag vessel MUNCHEN arrived in November and the first of the year the American-flag Delta Steamship Lines will begin service to Barbours Cut with its new 45,000-ton, 900-foot, combination LASH and container vessels.

Work is right on schedule for the Barbours Cut facilities to handle this joint container-barge movement





**Houston:—The LASH vessel MUNCHEN of the Combi Line is shown loading and discharging at the new Barbours Cut facility of the Port of Houston. Future plans call for development of the area seen in the rear for additional container and LASH docks.**

with a container marshalling yard under construction at the base of the U-head pier. Phase II of the construction there will include two wharves, each 1,000 feet long, with accompanying container cranes, marshalling yards, rail and storage facilities and additional barge fleet-ing areas.

When Barbours Cut finally is completed several years hence more than \$100 million will have gone into its development. It will cover some 600 acres with berthing space for 20 of the giant LASH and full container ships with all the attendant facilities required for fleet-ing, marshalling, loading and unloading, and truck and rail movements.

With a depth of 40 feet, the man-made mile and one half long Bar-

bours Cut makes the Port of Houston unique in the Gulf, if not in the nation, with its ideal, protected inland location, yet within a short run from open water. It is served by rail through a network of six major trunklines feeding out all over the nation, and is the hub of more than 40 interstate truck lines. It also is a key point on the Intra-coastal Canal and the entire inland waterways system reaching up into the Mississippi, Ohio and Missouri River valleys.

However, the developments at Barbours Cut are not the only thing new at the busy Port of Houston.

Far from it.

Only last year three more new wharves, the huge open Wharf 29 with its attendant container mar-

shalling yard, and covered wharves 30 and 31 hard by the huge high-rise bridge now nearing completion over the Ship Channel, a span which will tie the Port area closely into the interstate highway system were put in operation.

Just a year ago a new \$1.5 million Paceco container crane which ranges over nine wharves from 23 through 31 was put in operation. This was the second container crane to go into service in the Gulf and the first one, also, was installed by the Port of Houston. It has been in service handling Sea-Land Service shipments since 1966.

A million-dollar, 16-acre container marshalling yard lies just behind the new container crane, and up the hill from open wharf 29. The

only self-contained, full container yard in the Gulf, this facility is operated by a group of fourteen steamship and stevedore agencies, handling upwards of 100 containers daily with the most modern equipment. An additional staging area for this yard has been built by the Port Authority behind wharves 30 and 31 to accommodate the steadily increasing traffic.

Private improvements in the Port's 200 acre industrial park behind its north-side wharves have included the new Seatrain container marshalling yard, a 33-acre marshalling and servicing facility by Toyota Motors and a 34-acre assembly yard of Volkswagen, in addition to 16 acres now under construction by Gulf Motorships for additional Japanese car imports.

Automobiles, as a matter of fact, are a major import item at the Port of Houston, which today leads all other Gulf ports combined and ranks among the two or three national leaders in the number of cars brought in. Last year (1972) saw a record-breaking 130,000 units brought in and imports this year are running ahead of that.

Houston's entire emphasis is and has been on growth, new facilities, more efficient and faster service and the ability to anticipate and then meet the needs of changing traffic patterns. The whole building concept for the fifteen new wharves built over the last fifteen years has been influenced by this thinking. Today that foresight in providing a giant open wharf between every two shedded terminals has paid off handsomely in ability to handle the huge steel, automobile and heavy equipment shipments moving in and out of the Port of Houston.

These new facilities over the years have enabled Houston's tonnages and revenues to grow, nearly 70 million tons of cargo, some 20 million of it in foreign trade, and gross revenues in excess of \$21 million in 1972.

Thus, while the Port Authority is moving ahead at Barbours Cut to adapt to the new concepts of container and LASH-type ships, it is not neglecting its service to conventional cargo and bulk carriers at the wharves around the Turning

# *Re-equipping Haifa Port for the Container Era*

**by Capt. Julian Ronen**

Head of Operations Department, Haifa Port

Reprinted from Journal of the Israel Shipping Research Institute  
(Résumé of lecture at the Shipping Research Society of Israel)

The universal revolution in marine cargo transport has reached Israel, therefore, the development of Israel's harbors must be based on the preparation of quays for roll-on/roll-off and container ships. Moreover, it is clear that alongside with quay development access roads, and transport services must be developed as well. This problem is particularly acute for the city of Haifa and its port.

Container traffic through Haifa Port is continually on the rise. The number of containers handled in 1969/70 was 3750. In 1970/71 it rose to 9395, and the projection for 1971/72 is as much as 20,000 containers.

The reorganization of Haifa Port in preparation for the era of specialized ships can be divided into three stages.

**Stage A**—short-term reorganization until September 1972: Provision of reasonable services for specialized ships until the future stages of the development program have been completed. The following work have been and are being undertaken

Basin.

Trade continues strong and is constantly improving. New records were set in 1972 in the handling of bulk materials at the plant on Greens Bayou. The grain elevator set new records, with excellent prospects of handling much of the wheat being purchased by Russia under the new trade agreement.

The Port is proud of its recent growth and looks forward with confidence to an even brighter future in the years ahead.

on the western quay, which has been allocated for this task: operation of two shore cranes with a 25-ton lift capacity, capable of handling containers on small and medium ships; operation of a side loader for movement of 20-foot containers; acquisition of three van carriers to be put into operation in September or October this year, capable of carrying 20- and 40-foot containers and stacking them two-high; operation of two Tug Master tractors for transferring trailers to and from roll-on/roll-off ships; expansion of harbor storage capacity to 1300 20-foot containers; manpower training for the proper operation of the new system; laying-down and simplification of new procedures.

**Stage B**—medium-range reorganization until December 1973: To enable the accommodation of two large specialized ships capable of carrying 1200-1300 20-foot containers per voyage in each direction, and two to three specialized ships carrying about 800 20-foot containers in each direction. The quay will be operated 188 days per year.

Thirteen dunams\* of the western section of the harbor are being reclaimed to form a storage area accommodating 300 20-foot containers stacked two-high. Fifteen dunams in Shchunat Hameginim, intended as an operational transport terminal, are also being prepared, combined with a network of access roads and fenced-in general purpose areas; a bridge crane for handling 20- and 40-foot containers has been ordered and will be put in operation by Sep-

\* One dunam is approximately  $\frac{1}{4}$  acre.



tember 1972. Specialized container handling equipment will also be put in operation at the same time.

**Stage C**—long-term reorganization as of 1974: Reclamation of land on the eastern side of the harbor is under discussion. There are four possible alternatives:

1. Removal of the fuel quay outside the anchorage area and construction of another quay near the small breakwater capable of accommodating tankers up to 50,000 tons; building a pier above the cargo quay and fuel quay, capable of accommodating four large container ships, or reclamation of the area between the small breakwater and the cargo quay.
2. Construction of a 250-meter long berth in place of the existing cargo quay and reclamation of part of the fuel anchorage.
3. Reclamation of 200 dunams at Hof Shemen (Shemen Beach) and construction of berths along the reclaimed area.
4. Construction of a berth for small ships in the reclaimed area, in addition to the berth described in alternative 2.

The operational arrangement and reequipment of Haifa Port are now under consideration, and final conclusions will be submitted at the end of 1972.

The present container traffic follow-up system is manual, although new possibilities are presently being explored. These include the use of an external computer or acquisition of a computer by the Authority and the provision of computer services to other clients, e.g. shipping companies connected with the system.

Land transport is a component of major importance in the system. Government Ministries and transport companies have conducted and are conducting studies in this area, with a view to ensure proper operation of transport services and to prevent excessive waiting by special-purpose vehicles in the port. We have allocated routes and parking lots in the "Meginim Area", and have calculated the port's anticipated container traffic.

CFS (Container Freight Station) services are at present supplied in the western part of the harbor. When container handling is transferred to the eastern part during stage C, shed 3, which is within this area, will become the CFS shed. The nature of container handling and the object of containerization make it necessary to operate a CFS shed throughout the year.

At present about 52% of the import cargo is stuffed in containers at the port, while 65% of the export is unstuffed. With the growing increase of container traffic, and the measure of success of importers and exporters to exploit the enormous advantages of the container by wise policy-making and by adaptation and redesigning of factory equipment to meet the needs of container handling, the demand for CFS services at the harbor will be greatly reduced.

There is a well-known law in the mechanization of cargo handling: if one stage of the handling process is improved, the preceding and succeeding stages must also be improved at once; i.e., harbor improvement is of little use without parallel improvement in shipping and in hinterland services.

The changeover to containerized cargo introduces enormous physical, engineering, economic and administrative problems, which have widespread repercussions all along the line, from producer to consumer. It is fortunate that the speedy development of containerized cargo has coincided with the increasing use of computers.

### **Three-Year Contract Confirms Cardiff as Main Port for Israeli Citrus Fruit Imports**

London, 20 February (B.T.D.B.): —Officials of the Citrus Marketing Board of Israel and the British Transport Docks Board signed an agreement in Cardiff today (Tuesday, 20th February) guaranteeing the continued importation of a large share of Israeli citrus produce through Cardiff docks over the next three years.

At the same time, similar three-year agreements were signed for the transport of the fruit to centres throughout the UK with the representatives of four haulage contractors: Freightliners Limited; Gomm's Transport Limited; C. Slade & Sons Limited; and South Eastern Transport Limited.

The Citrus Marketing Board currently import 25 per cent of their total UK sales through Cardiff Docks. Some 3 million packages of Israeli citrus fruit are handled annually at the port's Queen Alexandra Dock and each shipment provides employment for up to 100 dock workers daily over a ¾ day period, depending upon the size of the vessel.

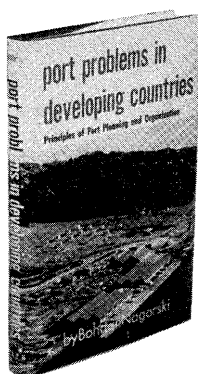
Mr. Lihu Ichilov, Regional Manager of the C.M.B.I. commenting on the contract signing said, "Cardiff is our most important UK port and the contract we have signed today is a tribute to the excellent service we have received over the past few years.

"Since 1967 our throughput has risen from 8,000 tonnes to the present level of 70,000 tonnes per annum. This figure represents 25 per cent of our total UK tonnage which, in itself, is indicative of the relationship we enjoy with the management and dock workers of Cardiff Docks.

"The haulage contracts have also provided us with an excellent through service for our fruit and it would not be unreasonable to predict that our Cardiff operations should continue well beyond the terms of the contracts," Mr. Ichilov said.

For the hauliers, the growth of the port's fruit trade has meant a significant increase in business. Freightliners' Cardiff Terminal is scheduled, for the current season ending in May, to handle a further increase in business which is already 25 per cent up compared with last year.

The private haulage companies are also experiencing one of their busiest years delivering the fruit to centers as far afield as Glasgow, London, Liverpool and Redruth.



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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*

## Record Cargo of New Zealand Butter Arriving at Hull

London, 17 January (B.T.D.B.): —The British Transport Docks Board is expecting a record consignment of butter—approximately 7,000 tons of it—to arrive at Hull docks from New Zealand tomorrow (Thursday, 18 January).

The cargo, 275,101 cartons in all, is aboard the refrigerated P.&O. cargo vessel "Mataura" and will be the largest single shipment of butter ever received at the port.

The "Mataura" is to discharge at Hull on the orders of the New Zealand Dairy Board.

Mr. John Williams, Hull's docks manager said today (Wednesday) that the Dairy Board's decision was yet another sign of returning confidence in the port's ability. "We have said all along that our facilities are second to none and that, given a period of stability in our industrial relations, the downward trend would be halted," he said.

"We have recently dealt with several large grain shipments, after

a gap of many months, and now we have the "Mataura's" butter", Mr. Williams said.

The "Mataura" will be berthed in the King George Dock, and her cargo, which is for distribution throughout the country, will be forwarded by road and rail. Local agents at Hull are the General Steam Navigation Company, of Hedon Road, Hull.

## Ship Arrivals in 1972

New Orleans, March 27:—A grand total of 4,572 deep-draft vessels, having a gross tonnage total of 44,646,773, arrived during calendar 1972 at the Port of New Orleans. American flag arrivals totaled 716, with a gross tonnage of 7,152,399 while foreign flag vessel arrivals totaled 3,856 with a total gross tonnage of 35,494,374.

Liberia led the foreign contingent of arrivals with a total of 575 ships and a gross tonnage of 7,426,891, followed by Norway with 471 vessels having a gross tonnage of 5,218,250. Third was the United Kingdom with 422 arrivals and a gross tonnage

of 3,997,003. Greece was fourth with 400 arrivals and a gross tonnage of 3,696,741. West Germany was fifth with 247 arrivals and a gross tonnage of 2,248,418.

Filling out the top ten in the number of arrivals at New Orleans were Panama with 225 and a g.t. of 846,172; The Netherlands, 219 and a g.t. of 1,570,872; Japan, 189 and a g.t. of 2,693,803; Denmark, 96 and a g.t. of 409,899, and Republic of China, 67 and a g.t. of 759,733.

Following, in the order of vessel arrivals here, were Italy, India, Mexico, Venezuela, Belgium, Sweden, Finland, Spain, Cyprus, Yugoslavia, Brazil, Israel, Argentina, Poland, Republic of Korea, Republic of the Philippines, Colombia, Republic of South Africa, France, Honduras, Peru, Turkey, Pakistan, Chile, Iran, Nicaragua, Ecuador, Kuwait, Ghana, Singapore, Guatemala, Indonesia, Austria, Switzerland, Czechoslovakia, Malaysia, Portugal, Rumania, Somali, South Vietnam, U.S.S.R., Canada, Ireland, Morocco, Uruguay, China, and Tunisia. (Port of New Orleans News Release)

# port problems in developing countries

by Bohdan Nagorski—Published by IAPH

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# Orbiter Probe

## IAPH News :

### Travelers

• **LONG BEACH TEAM**—Arriving in Tokyo on Sunday, April 15, 1973, Mr. Robinson A. Reid, Harbor Commissioner of Long Beach, Calif., U.S.A., Mr. James H. McJunkin, Assistant General Manager, Mr. Dean Petersen, Director of Trade Development, and Mr. Bob N. Hoffmaster, Chief Harbor Engineer, of Port of Long Beach, spent long hours meeting shipping company executives in Japan, according to Mr. Shigeo Tokoro, Japan representative of the Port of Long Beach.

Between those meetings, the team took time out to make the round of Japan's topmost ports. On Tuesday, April 17, the team visited the container wharves of Tokyo and Yokohama, and on April 19 and 20, they called at the ports of Kobe and Osaka respectively.

### Authority Member Appointed

Ottawa, April 19:—The Honourable Jean Marchand, Minister of Transport, today announced the appointment of H. Gordon Barrett as a member of The St. Lawrence Seaway Authority. In making the announcement the Minister pointed out that Mr. Barrett's appointment brings to full strength the three-member Board provided by statute.

Gordon Barrett was born in Thorold, Ontario in 1915 and served as an Infantry Lieutenant during the Second World War. He served as a member of the Town of Thorold Council from 1946 to 1959 and was Warden of the City of Welland in 1959.

He is a member of the Thorold Canadian Legion, the Canadian Society of Safety Engineering, the Thorold and Township Chamber of Commerce and a past president of the Thorold Athletic Association.

He was employed by the Ontario

Paper Company in Thorold until 1968 and represented his home county of Lincoln from that time until 1972 as Member of Parliament.

The Minister stated that Mr. Barrett's knowledge of civic, government and industrial matters in the Niagara Peninsula would be a valuable asset to the Board of The St. Lawrence Seaway Authority which administers the Welland Canal—a vital link in the great waterway from the head of the lakes to the Atlantic Ocean. (The St. Lawrence Seaway Authority)

### Rising Water Levels

Ottawa, April 5:—The St. Lawrence Seaway Authority and the Saint Lawrence Seaway Development Corporation jointly announced today that agreement has been reached on further temporary speed restrictions for vessels transiting certain areas within the Montreal to Lake Ontario section of the Seaway.

These temporary restrictions will become necessary due to the rising water levels in Lake Ontario and the Upper St. Lawrence river. The water levels are being monitored closely and are now approaching the point where shoreline and property damage could result from normal vessel speeds. Present indications are that this point will be reached in the near future, probably within the next 10 days. While the temporary speed limits will vary somewhat, in general, vessels will be limited to a maximum of 12 miles per hour between Tibbetts Point on Lake Ontario and Lancaster, Ontario on Lake St. Francis. Normal speed limits will be restored as soon as water levels have receded to a safe level.

In making this announcement Dr. Camu and Mr. Oberlin said "these further speed reductions are

being made in recognition of the serious threat which the forecast high water poses to the citizens on both sides of the waterway. We have called upon the shipping industry to join us in recognizing the emergency conditions by strict adherence to the prescribed limits even though the efficiency of the waterway will be significantly reduced as a result of these restrictions."

Vessel speed limits are based upon the result of continuing field studies which take into account a number of factors including vessel speed, wave height, shape of hull, width and depth of channel, current velocity and other related criteria. While all of these have been carefully considered in arriving at the present speed limits, substantial consideration has been given to the effects of the extremely high water levels which are expected to continue for quite some time. (The St. Lawrence Seaway Authority)

### 1973 Season Opened

Montreal, March 28:—The 482-foot long, 18,694-ton ocean vessel DAVID MARQUESS of MILFORD HAVEN opened the 1973 St. Lawrence Seaway navigation season when she transited the St. Lambert Lock at 11:15 hours.

Dr. Pierre Camu, President of The St. Lawrence Seaway Authority, presented an ash-tray and Mr. Brendon T. Jose, Assistant-Administrator of the Saint Lawrence Seaway Development Corporation, presented a corporation seal and a ceremonial flag to Captain J. F. Holder to mark this occasion.

The March 28th opening date is the earliest in the history of the Seaway and comes as a result of the

### Correction

In the May, 1973 issue of this journal, on page 22, second column, chapter 4, first paragraph, 10th line, the figure 160 (meters) should have stood 66. On the same page, in the diagram section "Details of Berthing Dolphin," the bottom figure —6,100 should have stood —61,000.



**Boston, Mass.:**—Commonwealth Pier, Boston's only passenger sailing facility, operated by the Massachusetts Port Authority, is capable of handling the world's largest passenger ships, including the Queen Elizabeth II and the SS France. In 1972 Commonwealth Pier handled over 31,000 passengers cruising to Europe, Bermuda and the Caribbean.

very favourable weather conditions experienced this year. (The St. Lawrence Seaway Authority)

## **2 Container Records Set at Dundalk Terminal**

Baltimore, Md., April 25:—The port of Baltimore's major container handling facility set two new records during February 1973, the Maryland Port Administration announced today.

Dundalk Marine Terminal recorded new monthly highs in both the total number of containers handled and in the total container tonnage during the second month of the new year, according to figures just compiled.

Total containers handled during the month registered 12,196, surpassing the old record of 11,203 that had just been established in January 1973 and bettering the

same figure of a year earlier by 5,042 boxes or 70.5 per cent.

Total container tonnage for February rose to a new monthly high of 136,414 short tons, a 2,805-ton increase over the old mark set in December 1972, and a jump of 53.6 per cent over the totals of a year earlier.

The record-breaking month brought Dundalk's total container figures through the first two

months of 1973 to 23,399 boxes handled and 265,996 tons of containerized freight, increases of 7,063 and 63,524, respectively, over the same period last year.

In 1972, Dundalk handled a total of over 106,000 boxes and 1.23 million tons of container cargo, the greatest container year in its history.

The 550-acre terminal has facilities including five special container berths, seven 40-ton container cranes and 120 acres of paved open storage. It is owned and operated by the Port Administration, an agency of the Maryland Department of Transportation. (News from Maryland Port Administration)

### Dundalk Terminal Projects

Baltimore, Md., April 6:—The Maryland Port Administration announces apparent low bids for three renovation projects involving backup container facilities and other work at Dundalk Marine Terminal.

Placing an apparent low bid of \$281,490 for a contract involving the construction of two marine service buildings at Dundalk's two new container berths, 11 and 12, is Carl Gonnissen and Son, Inc., of Baltimore. Apparent second lowest bidder is the P.H. Walker Construction Corp., of Baltimore, with a bid of \$292,730.

Apparent low bidder for work involving paving of the container backup area at berths 7 and 8 is Potts and Callahan, Inc., of Baltimore, with a bid of \$394,845. Apparent second low bidder is the Mahoney Brothers Co., of Baltimore, with a bid of \$449,790.

A third proposed contract involving bearing pile, fendering and concrete repair work at Dundalk's berths 6, 7 and 8 received an apparent low bid of \$77,993 from Edwin A. and John O. Crandall, Inc., of West River, Md. Apparent second lowest bidder is the McLean Construction Co., of Baltimore, with a figure of \$85,444.

The two marine service buildings planned for construction at the berth 11-12 extension site are designed for the use of stevedores and longshoremen operating in that area of the terminal. Proposed work



**San Francisco April 23:—**The maiden voyage arrival of the MS KINYO MARU was recently feted by the Marine Exchange in special ceremonies on board the new Tokai Line vessel. Marine Exchange deputy executive director Robert Bruno (right) presents Chief Officer Y. Hasada (left) with a commemorative plaque depicting an historic San Francisco Bay maritime scene. Hiroshi Yamada of Tokai Shipping Line and Captain C. S. Christopoulos of Bakke Steamship Corp. (local agent for Tokai) look on. The Exchange, the oldest U.S. ship intelligence agency, regularly welcomes ships on their maiden voyages to the Golden Gate region. The presentation was made at 9th. Avenue Terminal in Oakland.

would involve the complete erection of two structures, including concrete foundations and floors, partitions, plumbing, heating, air conditioning, lighting, power and sewage facilities.

Pavement renewals scheduled for the berth 7-8 area include the demolition of existing paving and grading backup space and construction of approximately 6.5 acres of heavy duty bituminous concrete storage area pavement, considered necessary for heavy container traffic flows. Additional work to be performed under this contract includes general pavement and road repairs throughout Dundalk terminal.

Fendering and related work slated for the berths 6-8 areas includes the installing of two bitts designed for ship mooring at the junction of berths 6 and 7, the replacing of bearing piles at berths 7 and 8 and the building of a new fendering system around the roll-on/roll-off platform and ramp.

All submitted bids are subject to review and tabulation by the MPA's Department of Engineering before verification of official low bids. Verified low bids are then reviewed by the State Attorney General's Office and an MPA recommendation for approval is submitted to the Maryland Department of Transportation and finally the Board of Public Works, who awards the construction contract. (News from Maryland Port Administration)

### Paper on Pollution at PIANC

Los Angeles, Calif., April 9:—The director of planning and research at the Port of Los Angeles will present a major paper on pollution prevention at the 23rd Congress of the Permanent International Association of Navigation Congresses in Ottawa, Canada.

Donald A. Walsh has been authorized by the Board of Harbor Commissioners to attend the meeting to read his paper, titled "Measures for Preventing Pollution in

Harbors and on Coasts," to the Congress, which is to be held July 9-18.

Due to its world-wide reputation for strict anti-pollution standards and the success in the last few years in improving its water quality, the Port of Los Angeles was asked to submit a paper on the environmental topic.

Harbor Commissioner Frank C. Sullivan, long an advocate of improved water quality at the Port, said that the fact that Los Angeles Harbor was singled out for this particular paper was a compliment itself to the Port as a leader in water clean-up.

Noting the sinking of the tanker Torrey Canyon in the English Channel in 1967 and the oil platform leaks in the Santa Barbara Channel about two years later, Walsh indicated that the initial reactions to environmental problems by newly-aroused government bodies were often ill-advised or conflicting legislation.

The Port's planning and research director summarized the sources of coastal and harbor pollution, and reviewed much of the national and international pollution laws, conventions and insurance.

He also touched on the physical preventative measures, mechanical and chemical remedies, and examples of what ports around the world are doing in combatting pollution.

Indicating that there has been some evidence that more persons with first-hand knowledge of the economic, engineering, social and political considerations are assuming leadership in pollution prevention, Walsh writes that this trend should be accelerated before vast sums of money in the name of anti-pollution campaigns are spent on impractical and uneconomical academic ideas.

"Perhaps the greatest tragedy of the entire pollution problem and its development to date has been that the leadership for its resolution has fallen largely into the hands of the academic and legal professions."

Walsh, a Palos Verdes Peninsula resident, graduated from the Illinois Institute of Technology with a

bachelor of science degree in civil engineering, and has done graduate work at U.C.L.A. and La Salle Extension University.

Employed by several engineering firms in the U.S. and overseas, Walsh also was project manager on a nationwide transportation study of Bolivia, which involved modes of transport.

### **San Diego Newsletter-April**

#### **Sea Cruise Originates Here:—**

The longest cruise ever to originate from San Diego departs this month for the Mediterranean and Black Sea . . . a 66-day cruise on PFEL's S/S MARIPOSA. It'll also mark its first visit to our Port . . . unlike sister ship MONTEREY, the MARIPOSA will return here. Local travelers may make the cruise round trip from San Diego.

**PFEL Withdraws From Conference:** Pacific Far East Line has withdrawn from the Pacific West-bound Conference . . . this action will not affect calls at the Port of San Diego . . . PFEL charges discriminatory practices against LASH ships.

**Container Crane Approved: —** The Coastal Zone Commission approved as of April 6 the Port's application for installation of the container crane at National City Marine Terminal.

**Tour of the Port:**—The San Diego Regional Coastal Conservation Committee and the commission staff were guests of the UPD on a boat-bus tour of the bay and tidelands . . . Port developments, both new and planned, along the bay-front were identified and described for the commission.

### **The W.T.C. Dedication Ceremonies**

New York, N.Y., Mar. 27:—Secretary of Labor Peter J. Brennan will head the list of distinguished Federal, State and municipal officials who will formally dedicate The World Trade Center on Wednesday, April 4, at 2:00 p.m. Governors Nelson A. Rockefeller and William T. Cahill also will speak, and Port Authority Chairman James C. Kellogg, 3rd, will preside. The ceremonies will take place on

the Center's five-acre plaza.

The Trade Center, in operation since December 1970, is under construction in lower Manhattan by The Port Authority of New York and New Jersey. It is designed to expand the flow of international trade by bringing together business and government agencies involved in the marketing and processing of trade in the bi-state port region.

The World Trade Center has been called a "United Nations of Commerce." With some 300 international trade firms now doing business at the Center, the present working population stands at about 7,000. Ultimately, 50,000 people will be working at the Center. (News from The Port Authority of New York and New Jersey)

### **National Council of Ports**

Caracas, Venezuela:—A National Council of Ports was created through Executive Decree; its purposes and attributions will be: i) to study the operative and administrative systems of the National Ports Services and to present the results and recommendations to the Executive, ii) to analyse the suggestions and informations presented on said matters by the public and private sectors and the port committees, iii) to carry out, upon the Executive request, studies on port matters in general, and to formulate recommendations on that respect. At each port qualified for foreign trade, a port committee is created, composed of the custom administrator, the Head of the Port Services, Custom House Officer for Smuggling Prevention and the Port Captain: they will be integrated in addition, by one each representative of the Chamber of Commerce of the site, and of the shipping association of the site, and the port workers trade union. The Port Committees will have similar functions, at the level of their respective ports, to those of the national port council. (Carta de la C.A. Venezolana de Navegacion, March)

### **Port Difficulties Are Liable to Determine a Rise of Freight**

Caracas, Venezuela:—A frequent congestion of La Guaira Port and the deficiencies of the Port Services

at same, are liable to cause a rise of maritime freight for importation destined to Venezuela which are to be discharged at La Guaira, as indicated by the Chamber of Commerce of Caracas in a report on the Port Situation. The potential rise is estimated at 25%. Improvement plan of La Guaira Port as regards its installations and services, announced by the Minister of Finance, can prevent such rise of freight from becoming a reality, all of which depend on the rapidity with which the projected works and reforms are carried out. Among the latter is to be mentioned, the installation of a new equipment for the load turnover at the port, with an investment of US\$ 7 million. The Chamber of Commerce of La Guaira through a telegram addressed to the Minister of Finance, points out as a negative factor, the existence of obsolete port administration and of different authorities not coordinated among one another. (Carta de la C.A. Venezolana de Navegacion, March)

### **50% Increase Recorded in Southampton Unit Load Traffic**

London, 7 March (B.T.D.B.):—The Port of Southampton's container and roll-on/roll-off berths dealt with 1,583,574 tonnes of unit load traffic in 1972, according to figures just released by the British Transport Docks Board. This represents a fifty per cent increase over the 1971 total of 1,024,520 tonnes.

Deep-sea container traffic at the Western Docks Extension accounted for 821,270 tonnes of the total, virtually doubling the container terminals' 1971 total of 438,873 tonnes. The number of containers of all sizes dealt with at the terminals rose from 37,516 in 1971 to 74,087 last year—a figure calculated by port officials to be equivalent to 114,000 twenty-foot units.

Roll-on/roll-off traffic, including both Continental and North Atlantic services, continued its steady growth, rising from 585,647 tonnes carried in 52,534 units to 762,304 tonnes in 65,016 units.

## ***EEC to Tackle Problem Of Common Port Policy***

THE JOURNAL OF COMMERCE  
International Edition, March 19, 1973

Brussels:—One of the thornier problems the Common Market Commission faces in the next months—or years, depending upon one's views—is the working out of a common ports policy. The ports policy, of course, is only part of a common transport policy, but it is the single most difficult obstacle to overcome.

The problem basically is that those ports with outright financial assistance, whether from the local, regional or national government, are being attacked by people from the ports which claim to be self-sufficient.

Meanwhile, the attacked ports are counter-arguing that the ports which claim to support themselves are in fact "company" ports, being run by one or more companies to their own advantage.

### **Rivalry Among Ports**

No one wants to give way and the greatest danger is that the compromise in the end will be based on the highest common denominator. Meanwhile despite appearances of closer European harmony, the ports—those in Northern Europe anyway

—go on operating as before.

There has always been a lot of competition amongst the continental ports of Northwest Europe. The ports in the Le Havre-Hamburg range handle well over a quarter of the total worldwide maritime goods traffic, and the rivalry among these ports is deep-rooted.

Most continental ports are municipally or state operated, in that the government provides the money to build the superstructure, while its up to the state-employed managers to find the private enterprise to do the rest.

Most of the continental ports are pre-eminently successful as a result.

Certainly there is competition, but the larger ports have prospered because of the theory that "traffic attracts traffic" with the result that the government puts in money to expand; while the smaller ports have tended to specialize in certain products.

For years, the continental ports have been trying to get a common ports policy, and, after the Treaty of Rome, it was thought this would

### **Second Far East Container Berth Commissioned at Southampton**

London, 6 March (B.T.D.B.):—The British Transport Docks Board has commissioned the second of two container berths provided at Southampton for use by Trio Lines' container services to the Far East, completing its current programme of container berth construction at the port's Western Docks Extension.

On Monday night (March 5), for the first time, both Far East container berths were occupied—Berth 204 by Hapag-Lloyd's 58,000-ton Bremen Express, and the new berth, 205, by Mitsui-OSK Lines' Rhine

Maru, 51,000 tons gross. During March no fewer than nine Trio Lines' vessels are scheduled to use the terminal.

The two berths have a total length of 640 metres (2,100 ft.) and a back-up area of 20 hectares (50 acres). Equipment includes three 35-ton Portainer cranes and a wide range of van carriers and trailers.

The current £14 million development which is scheduled for total completion at the end of the year, has brought the number of deep-water container berths at Southampton to four, with a fifth berth being developed as the main NK base for Post Office cable ships.



be simplified. It wasn't as one country claimed that their subsidies were less than those in another country. Different methods of writing off public works projects simply added to the confusion.

Britain's entry into the Common Market in January was hailed as a new chance to get down to brass tacks. Not only was Britain a great sea-faring nation, but it had ports seeking a common policy as well. So far, the British have proved only to be more vocal than the rest in pointing out the inequalities of the subsidies on the continent.

British ports, they argue, are unsubsidized and basically self-sufficient. The continental view is that British ports are company-owned and dominated by the labor unions, which have little clout on the continent.

Ports can not be considered a business enterprise solely, although all ports, municipally-operated or not, are on a profit-making basis. The larger socio-economic impact must be considered and this is the crux of the problem. Nevertheless, this point will be argued again and again as the Nine seek a common ports policy.

### **ECA Port Conference**

Port Management Conference of Eastern Africa is scheduled to be held 16th through 19th April, 1973 in the Oceanic Hotel, Mombasa, Kenya, according to announcement from the Economic Commission for Africa, the United Nations, headquartered in Addis Ababa, Ethiopia.

### **Tilbury Grain Terminal Sets New Record**

London, 25th April:—Last week over 20,000 tons of grain was discharged from a vessel in one day at the PLA's Tilbury Grain Terminal. This is not only a new record for Tilbury but is believed to be a European record.

Working the normal two shifts, making a fourteen hour day, the terminal teams discharged 20,340 tons of wheat from the m.v. IONIAN LEADER which had brought nearly 31,000 tons of Australian wheat from Freemantle for the Australian Wheat Committee. This represented an average discharge rate of 1,450 tons per hour

and surpassed their previous best in 1971 when 19,500 tons was discharged from m.v. BONANZA in a similar period, averaging 1,393 tons per hour.

The PLA's Tilbury Grain Terminal has consistently achieved high throughputs since it began operations in June 1969. Last year's throughput at 1,780,000 tons was an increase of over 200,000 tons on 1971 and is equal to a turn-over of silo capacity by nearly 18 times. (News from PLA)

### **Neptune Orient Line Base Fast Service on Tilbury Terminal**

London, 25th April: The Port of London Authority and Neptune Orient Line are pleased to announce that they have reached agreement for the priority use of No: 4/4A berth, Tilbury Docks, as the Line's new London terminal. Neptune Orient Line has centred its fast combined container and break-bulk general cargo services to the Far East on Tilbury, and will run this new class of ships to Singapore, Malaysia, Hong Kong and Japan. The first of these ships is m.s. NEPTUNE EMERALD, shortly to be joined by m.s. NEPTUNE SAPPHIRE which together with existing fleet will provide fortnightly sailings on the run.

Neptune Orient Line has a long association with the Port of London using conventional berths in the Upper Docks. The Tilbury terminal offers good quayage and modern sheds with ample container working area behind for a highly mechanised berth operation. Conventional cargo will be handled by quayside cranes while containers will be dealt with by the ship's special gear.

The Line has appointed T. Wallis Smith Coggins as stevedores at the terminal and PLA will provide staff and labour for export quay work.

A formal signing of the new terminal agreement took place today on board NEPTUNE EMERALD by Mr. M. J. Sayeed, Managing Director of the Line, and Mr. William Bowey, PLA Assistant Director-General.

Mr. Bowey congratulated Mr. Sayeed and his company on their far sightedness in developing this new combined service and said that his recently completed intensive promotional tour of a large part of the Line's trading area had convinced him of its tremendous growth potential.

Pledging PLA support in helping the Line realise the anticipated 90,000 tons per annum throughput at the new terminal in conventional general cargo and some 1,200 containers, Mr. Bowey said that it was right that the service should be based in Britain's leading container port, Tilbury, and right, too that the conventional cargo should be handled there. London, he said, has a long and envied tradition in handling cargo of this kind which we regard of like importance to container traffic. PLA has expertise in both fields and an excellent record of consistent service and good industrial relations.

Mr. Sayeed said that he is confident the terminal agreement will result in a vastly improved service to the trade. He spoke of the support given by his London Agents, Cory Brothers, and the encouragement his Line had received from London trade interests.

Referring to the fast new ships, of which NEPTUNE EMERALD is the first, he said that the Line had put a great deal of resources in time, effort and money into designing the right kind of ship for unitised and container traffic. The new ships have 700,000 cu. ft. of dry cargo space plus deck accommodation for 214 at 20 ft. containers. 9 hatch openings and 3 side ports will afford speedy and efficient cargo handling.

Mr. Sayeed said that NEPTUNE EMERALD, now on her maiden voyage, had achieved 25.02 knots on trials and was planned for a 21 knot passage with ample reserves of speed. The London to Singapore run will be 24½ days and this time could be reduced by one-third by the re-opening of Suez Canal.

In an open invitation to ship lovers Mr. Sayeed announced that NEPTUNE EMERALD had adopted, and been adopted by a Miss

Frances Fullwood and her brother Joseph of Lincolnshire and the Line would be happy for such arrangements to be extended to other vessels in this world important fleet. (News from PLA)

### **PLA Modest Charges Increase**

London, 12th April:—The Port of London Authority will increase from 29th April, 1973 some of its charges, by not more than 5% in any one case, to produce an increase in its total revenue of about 3½%.

Announcing what he described as "This modest increase" Mr. John Lunch, PLA Director-General, said: "The PLA is supporting the spirit of the Government's policy of restraint. This increase has been kept below that which the Price Code would permit. This restraint also reflects both the improved trading position and the financial strength of the PLA."

The increase applies to all published tariff rates for dues on ships and goods (other than Port Rates on Oil) and passengers, and charges for cargo handling, warehousing, storage, hire of plant and equipment and sundry services and facilities.

Container handling charges at PLA multi-user container berths and charges for ship discharge at India & Millwall Docks, which are subject to specific agreements with individual customers, will be similarly increased.

Members of the Port Users' Consultative Committee were advised of the PLA's intentions on 30th March and the proposals were discussed at their meeting today, 12th April. Mr. William Bowey, PLA Assistant Director-General and Chairman of the Port Users' Consultative Committee, told the Committee that the charges increase had been formulated after full consideration of the Government's policy for countering inflation which calls for "reasonable restraint." He also pointed out that the PLA had absorbed cost increases during the standstill and that the small charges increase now meant that the PLA will again be absorbing some increased costs. (News from PLA)

### **PLA Acquire Metropolitan Terminals Ltd.**

London, 10th April:—The Port of London Authority and Metropolitan Terminals Ltd. and its shareholders are pleased to announce that agreement has been reached for the Port of London Authority to acquire the whole of the share capital of Metropolitan Terminals Ltd. on 14th April, 1973.

The Chairman of Metropolitan Terminals Ltd., Mr. William J. Cook, on behalf of the Company and its shareholders, and Mr. John Lunch, Director-General of the Port of London Authority said:—

"We are very glad that an agreement has been reached and in particular that the company, which will be renamed P.L.A. (Metropolitan Terminals) Stevedoring Ltd., will employ all the present personnel of Metropolitan Terminals Ltd.

The needs of the customers will be met by the P.L.A. continuing to operate the contracts of Metropolitan Terminals Ltd. In the Autumn the company will become the operating contractor at the new terminal currently being developed at Tilbury for the West African Trade."

The managements of P.L.A. and Metropolitan Terminals Ltd. are consulting with the Trade Unions to ensure that the company's business is successfully maintained and developed.

P.L.A. Director of Docks, Mr. R. H. Butler, will be appointed Chairman of the Company and Mr. H. W. Barrett, at present General Manager of Metropolitan Terminals Ltd., will be the Managing Director. Other appointments to the Board will be announced shortly.

Mr. John Lunch, Director-General of the P.L.A. said:—

"This acquisition continues the extension of the P.L.A.'s activities to provide a more comprehensive and integrated service to our customers." (News from PLA)

### **Assistant Director-General**

London, 11th April:—The Port of London Authority is pleased to announce that Mr. John Presland has been appointed Assistant Director-General (Finance). Since he joined the Authority in February 1971 he has been Financial Controller. (News from PLA)

### **New Fleetwood-Ireland Container Service Inaugurated**

London, 24 April (B.T.D.B.):—A new daily container service between the British Transport Docks Board port of Fleetwood and the Irish ports of Drogheda and Larne has been introduced by Ferrymasters (Ireland) Limited, a wholly-owned subsidiary of the P. & O. Group. The first sailing was made today (Tuesday, April 24) by the motor vessel Amuthon which loaded 40 containers and flats at the new terminal on the west side of Fleetwood's Wyre Dock.

The new service is Fleetwood's second container operation and is expected to increase the port's trade by as much as a third. Mr. Tony Winfield, docks manager, said "Fleetwood will certainly be put on the map as a result of securing this new container trade. Traffic passing through the port last year amounted to 374,000 tonnes, and should rise dramatically this year as a result of new business won for the port."

To cater for the new service resurfacing of 400 ft. of quay has been carried out by the Docks Board and a marshalling area has been leased by them to Ferrymaster. Containers are handled by a 25-tonne Butters Scotch derrick crane. Customs inspection facilities have been provided in an existing building adjacent to the berth.

Further unit load developments being considered at Fleetwood include the provision of a roll-on/roll-off terminal situated in the River Wyre, for which the British Transport Docks Board are currently seeking Parliamentary powers.

### **Docks Board Research Reduces Dredging Costs**

London, 2 April (B.T.D.B.):—

Savings of £25,000 a year have been made in dredging costs as a result of studies carried out on the large scale tidal model of the Humber at Hull, it is stated in the British Transport Docks Board's Report on Research, 1972, published today (Monday, April 2).

These economies, arising from the modification of the Humber dredging programme after studies of possible new dumping grounds, are one instance where it has been possible to quantify financial benefits of scientific research. In another, the amount of dredging necessary to maintain the required depth of water in the docks at Garston on the Mersey was reduced by over 60 per cent following a detailed research programme by the Docks Board's own Research Station at Southall in Middlesex.

The task of combating siltation and reducing the cost of dredging at the ports is a recurring theme throughout the Report, but other studies which the Research Station has carried out range from coastal erosion at Lowestoft, and the oscillation of piles in fast-flowing water at Immingham, to measuring the approach speed of ships to the dock entrance at Newport, and investigating the forces acting on ships moored at jetties.

Major hydraulic models in use are the large 1:720 scale tidal model of the Humber estuary situated at Hull, and the 1:180 scale wave model of Port Talbot Harbour at Southall. In addition to these, two 70 ft. (21.3 metres) long flumes, one 20 ft. (6.1 metres) wide and one 4 ft. (1.2 metres) wide, in which a wide variety of tests can be carried out, were brought into use at the end of the year.

Investigations involving either field or model studies have been undertaken for most of the nineteen Docks Board ports, as well as for other port and river authorities, and the British Waterways Board. (Copies of the Report are available on request.)

### **Withdrawal of Commercial Facilities at Barrow Docks**

London, 30 March (B.T.D.B.):—The British Transport Docks Board

will withdraw commercial facilities at Barrow Docks as from 31 December, 1973.

The port of Barrow has incurred a deficit every year since the Board's inception in 1963 and in those ten years has lost over £1 million. In 1972 the commercial and financial situation at the port deteriorated sharply. The commercial operations, though conducted at a loss in past years, have made some contribution to fixed charges. In 1972 this ceased to be the case and in the latter half losses were rising sharply. Trade passing through the port during 1972 was down to 105,000 tonnes and for the first eight weeks of this year only 15,000 tonnes have been handled. There is currently no firm indication of any increases in traffic. Nevertheless, the decision to withdraw commercial facilities could still be reconsidered up to 1 October if new traffic could be then be assured on a scale sufficient to establish financial viability.

A total of about 100 staff may be involved. Today's statement is intended to make the situation clear, but formal notices will not be given until June. Agreements regarding severance payments will, of course, be observed.

Sir Humphrey Browne, chairman of the Docks Board, said, "We very much regret the necessity for the withdrawal of commercial facilities at Barrow, but it is not sensible—indeed it is unfair to users of other ports in the group—to continue to run a port permanently at a serious loss when there are no prospects of improvement.

### **All-Time Trade Record for Southampton**

London, 29 March (B.T.D.B.):—The total trade of the port of Southampton rose by over 1.3 million metric tons in 1972 to reach an all-time record level of 31,290,957 tonnes, the British Transport Docks Board announced today (Thursday, 29 March).

The bulk of the port's tonnage was petroleum traffic across the jetties at Fawley and Hamble which dealt with a total of 27,080,059 tonnes — an increase of 797,708

tonnes compared with 1971. However, general goods traffic through the docks increased by 434,000 tonnes, to 3,041,902 tonnes as a result of the substantial growth of container and roll-on/roll-off trade, and a further 1,168,996 tonnes of cargo were handled by the river wharves.

Virtually all categories of the port's trade showed increases compared with 1971. The number of vessels entering the port rose by 1,084 to 25,224 and their total net registered tonnage was 2,686,196 tons higher at 31,538,949 n.r.t.

The total number of passengers passing through the docks was 1,273,270, which was an increase of 96,619 compared with 1971. The number of ocean-going passengers declined slightly from 382,227 to 376,200, but this was more than compensated for by an increase of 102,646 in the number of cross-Channel ferry passengers, who numbered 897,070 in total.

### **Plymouth Plans for Passengers**

London, 2 April (B.T.D.B.):—A new passenger terminal to cater for an expected 33,000 passengers and their cars a year is to be built by the British Transport Docks Board at Millbay Docks, Plymouth. This new £340,000 project is an extension to the £500,000 roll-on/roll-off terminal completed at the port at the beginning of the year.

The passengers and their cars will be carried on the service operated by Brittany Ferries who started a daily freight only roll-on/roll-off service between Millbay Docks and Roscoff in January this year, and are extending it to accommodate passengers in December.

The scheme involves the filling in of a disused graving dock together with the reclamation of an area of water at the south-west corner of the Inner Basin making a further 1.6 hectares (4 acres) of land available for development. An 0.8 hectare (2 acres) freight marshalling area was previously provided when the roll-on/roll-off service started in January, giving a total area of 2.4 hectares (6 acres) for the entire passenger/freight complex.

The passenger terminal building covers an area of about 1,200 square metres and has a spacious embarkation lounge with seating for 200 people. Offices for Customs and Immigration are provided, and Brittany Ferries, the ship operators, will have their headquarters in the building.

The new passenger/freight complex also includes a four-lane passenger vehicle area for marshalling and Customs processing; a Customs examination shed for freight vehicles equipped with an unloading platform at tailboard height, a platform weighing machine and lockable gates; an enlarged freight marshalling area; an office block for renting to commercial undertakings concerned with traffic for the ferry; and AA and RAC offices. A new roadway and main entrance to the dock estate will be constructed to facilitate the movement of vehicles.

To cater for passengers without private cars an area for taxis and public service vehicles will be provided.

Brittany Ferries have been operating the daily roll-on/roll-off service between Millbay Docks and Roscoff with the vessel 'Kerisnel' which is capable of carrying up to forty 40-ft. vehicles, plus 60 unaccompanied cars. A second vessel, the 'Pen-ar-Bed,' will come into service at the end of 1973 and will have a similar freight capacity to the 'Kerisnel,' but will also be able to accommodate 250 passengers and 60 private cars. The 'Kerisnel' will then be withdrawn from service for conversion to carry passengers in addition to freight and both vessels will be operating on the service by April 1974 when a twice-daily service will be offered. A passenger terminal is at present under construction at Roscoff to accommodate this new traffic.

The roll-on/roll-off service was principally for the importation of fresh fruit and vegetables from Brittany during the first six months of the year, but general traffic is being attracted to this route. Already 17,400 tonnes of fruit and vegetables have arrived at the port from France this year, compared with

3,200 during the first three months of 1972.

This project will re-establish Plymouth as a passenger port. Plymouth was previously a disembarkation point for passengers on trans-Atlantic liners who were transferred to tenders from vessels anchored in the Bay up until 1963 when the call for trans-Atlantic passenger landing facilities ceased to be required.

### Improvements at Silloth

London, 8 February (B.T.D.B.): —A £30,000 project designed to aid navigation and to improve access to the Cumberland port of Silloth is to be carried out by the British Transport Docks Board.

The scheme involves widening the dock entrance from 26.2 metres (86 ft.) to 30.4 metres (100 ft.) and replacing an old timber jetty at the entrance to the port by a 68 metres (225 ft.) long hardwood groyne. A buttress which at present projects into the dock entrance will be removed. The groyne will be marked by three dolphins, which will carry lights to act as navigation aids.

The work, which will commence in March, will be carried out by the Harbour and General Works Company of Morecambe, and is expected to be completed in three months.

During 1972 the Docks Board carried out an extensive dredging programme at Silloth to improve access to the port. In the past few years the Docks Board has invested £100,000 at the port on improvements, which include new dock gates and electric gate machinery, new roads and resurfacing of quays.

Trade through the port is increasing and in 1972 for the first time passed the 100,000-ton mark, an increase of 10 per cent on the previous year.

### 600 Metres of New Quayage

Rouen:—Since the close of 1967 the Port of Rouen Authority has undertaken the task of transforming its one-time Petrol Basin to a modern ensemble destined mainly for regular line traffic. The initial stage of the undertaking, the longest in light of the extent of the foundation work, has just been completed. In effect on the 14th June the French freight-

er Ville de Rotterdam owned by the Navale & Commerciale Havraise Péninsulaire was the first ship to operate from the new 600 metre length quayside of the Rouen-Quevilly Basin.

Progressively changing from the status of a shortsea coasting port to that of a deepsea port, Rouen is brought to henceforth accommodate larger vessels than those of the past. Moreover, the size of average class ships on regular lines tends to increase both in length, width as well as draught. Thus it has become necessary to offer up-to-date facilities in meeting with present and future requirements in the operation of deepsea freighters. The port's conventional quays are in fact feeling, over certain sections, the burden of congestion and, also, these sections are no longer capable of affording the depths of water necessary for the larger ships which the port is now brought to accommodate.

The accomplishment of the Rouen-Quevilly sector resolves both the problem of draught and working space. Over the length of its 1760 metres (one third of which is at present operational) a minimum depth of 10 metres is available at any given tide. Vast openstorage space extends to the rear of the final eleven berths available when the project is completed. The present initial 600 metres of quayage offers a total of 70,000 sq. mts. of ground for the handling and storage of goods; representing a particularly suitable site to accommodate under the best possible conditions containers carried by specialized or mixed-cargo vessels (of the type Ville de Rotterdam) likely to frequent this quay. The first cargo to be landed over the new quayside was of a somewhat prophetic character in that it comprised mainly of nearly 500 empty containers in return from the Indian Ocean for restuffing.

The handling gear at present operational over the 600 metre length of the quay comprises of six cranes; viz: of 6 tons, two of 3 tons/8 tons, and two new longreach cranes of 3 tons/8 tons capacity principally to ease the operations of transbording from lighter to ship. Three other cranes will shortly be transferred  
(Continued on Next Page Bottom)



### Sulphur Warehouse

Antwerp, 16 April:—The American Company Duval Sales International opened a warehouse for sulphur on its site in the port of Antwerp. The warehouse is 264 meters long, 40 meters wide and 17 meters high; the surface thus is 10,560 square meters or over 12,600 square yards. It is the largest warehouse for sulphur in Europe and probably in the world.

At these facilities sulphur loads of 50,000 tons arrive since June 1971 by seagoing vessel from Galveston, Texas (USA). The sulphur is melted and purified and then stored in

three tanks with a capacity of 15,000 metric tons each. Distribution of liquid sulphur in Europe is done by special barges and coasters.

The facilities are operated by "Antwerp cleaning and storage company" which, at the same spot operates a cleaning station for tankers, tank barges etc. The station includes a tank park and the necessary oil separating installations which enables the handling of waste water and other liquid residues of petroleum products.

The background of the photo shows the Bayer chemical plant. (Port of Antwerp)

from other sectors of the port to complete the quay's handling gear with 3 to 8 ton cranes; and towards the end of the year two 25-ton cranes mainly destined for container handling will in turn become operational. The Rouen-Quevilly quay will, then, be equipped with eleven cranes and will become, also, the principal con-

tainer transit terminal of the port of Rouen. (Rouen Port, International Issue, Information Bulletin of the Port Authority of Rouen, August, 1972)

### 50,000 Tonners in Port

Rouen:—The port of Rouen can now accommodate ships exceeding

50,000-ton d.w. with part cargoes. The first ship of this class to be received in the port was the Italian bulk-carrier Anna Bibolini, arrived on August, 26. She was loaded with 28,000 tons of phosphates from Togo, consigned to the fertilizer factory of Rhône-Progil. Anna Bibolini was on charter to the Lauro group (Naples); her main characteristics are 27,587 gross tons, 700' length, and 50,356 tons deadweight.

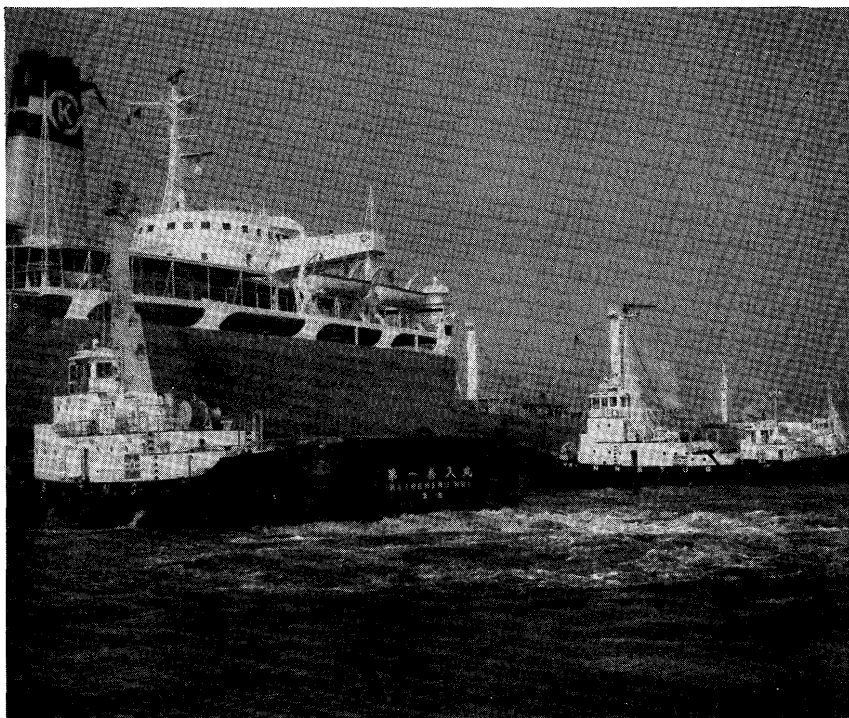
Also on charter to the Lauro company, the Norwegian bulk-carrier Norseman, received on October 26, was a little bigger than the above-mentioned Italian. She was of 29,259 gross tons, 700' length, and 51,400 tons deadweight. The Norseman was unloaded of 26,200 T. of phosphates from Togo for the Rhône-Progil's factory.

But the biggest ship ever received in the Port of Rouen Authority's areas was, on November, 20, the French tanker Azay-le-Rideau, one of the "Châteaux de la Loire" owned

(Continued on Page 40)



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(Continued from Page 38)

by the Société Maritime des Pétroles B.P., the French branch of the B.P. tankers. The ship came from Lavera with a cargo of 35,667 tons of fuel and she was operated at the Miroline storage terminal, in the Seine estuary, near the well-known city of Honfleur. The Azayle-Rideau is the biggest ship even seen on the River Seine with her 31,959 gross tons, 746' length and 53,390 metric tons deadweight. (Rouen Port International Issue, 28th December 1972)

## Bremen News

**334 Ship Liner Services:** — The number of ship liner services serving the Bremen/Bremerhaven port-group increased from 288 in 1971 to 334 in 1973. Of the 13,000 ships berthing annually at Bremen/Bremerhaven, two thirds operate in scheduled liner services and one third in the tramp trades.

**Competition Increases Business:** —Both Hamburg and Bremen have spoken out against the suggestion of a centralised port administration for the two largest German ports of Hamburg and Bremen/Bremerhaven. Official comments from Hamburg: "Unrealistic," from Bremen: "Unsatisfactory." Both ports: "Competition increases business." (Bremen International 4-1973)

## "Sea-Land Commerce"

Bremen, 2 April:—The third of 7 ships of the so-called SL-7 class, the gas-turbine vessel "Sea-Land Commerce" recently called at Bremerhaven's Stromkaje on its maiden voyage. The vessel, delivered by the AG "Weser," has a speed of 33 knots and took on 350 containers for the USA. With a capacity of 1,096 35' to 40' containers the "Sea-Land Commerce" is one of the largest and fastest of the container vessels on the North Atlantic route.

The firm Paul Günther are agents for the vessel. (Via Bremen Bremerhaven)

## 50+% Growth in Handling of Mineral-Oil-Finished-Products

Bremen: — The suppliers of mineral oil finished products, of the danger-classification A3—such as,

for instance, fuel oil EL—desiring to deliver to the North German region, are recently able to take a short cut and so save both time and money. The new Weser-Petrol quay for ocean tankers of up to 31-foot draft (20,000 to 25,000 tons) is situated in the "Holz und Fabrikenhafen", next to the Überseehafen", practically in the heart of the city of Bremen. Moreover, Bremen, Germany's most southerly seaport deep in the North German lowlands, commands—with the Weser river—the supplemental widebranching canal waterway systems, as well as a star-shaped extending autobahn and railway network giving short, direct and thus speedy, transport-favourable connections which are being utilized increasingly by the importers and exporters throughout the whole central-European region. Their own advantage, so to speak, leads them automatically to Bremen.

The 240-metre long, deepsea-water quay of Messrs. Weser-Petrol Seehafentanklager GmbH & Co KG, Bremen (telex 02 44921 ds) is the most freight favourably-placed handling plant for fuel oil EL in the whole Lower-Weser area, both relative to the Bremen town centre and for the loading of inland-water tank-craft and complete train loads of railway tank-cars. Considerable investment was necessary in recent years to, in addition to the quay construction, maintain the handling plant in the most modern state, in order to thus guarantee rational engagement. Efficient handling equipment for the loading of road-tankers, railway tank-cars and inland-water tank-craft, as well as tank-storage capacity of some 35,000 cbm, offers all the necessary conditions. Available handling plant includes an NW 300 ship-loader having a 2,000 cbm. p. h. receiving capacity and a 1,000 cbm. p. h. delivery capacity; as well as an additional NW 150 ship-loader with a 600 cbm per hour capacity for both loading and discharging (via guage measuring equipment). Added to this is a drinking-water supply-plant with a 50 cbm. p. h.-capacity. Over 200 tank-vehicles can be handled daily. Weser-Petrol have their own universal locomotive for the shunting of complete trains of railway tank-cars.

Weser-Petrol, which was founded in 1968, is the youngest Diersch & Schröder group undertaking and put the new quay into operation in 1971. With success. The tank storage experienced a speedy development. Handling increase for 1972: more than 50 percent. Whereby the overall general rapid sales run of fuel oil continues, with Weser-Petrol participating. The uninterrupted transportation chain of the deepsea tanker coming direct to the Weser Petrol tank-storage—and transfer in the centre of Bremen to interior on-transportation—obviously is offering the importers just that for which they are looking; the fast, safe, frictionless dispatch in just one move. Thus the handling will continue to increase with the result that Weser-Petrol will have to, not inconsiderably, increase its tank-storage capacity. (Bremen International 1-1973)

## New Ro-Ro, with Flats, Harbour in Bremen

Bremen:—A brand-new Roll-on-roll-off installation, complete with storage shed for the unloading and loading of flats, was put into operation in December 1972 by Bremen's Senator for Ports, Brinkmann. Flats are steel frames with wheels at the front end, whilst the other end is taken up by the hydraulically operated prongs of a tractor. Flats are standing already loaded with palletized cargo prior to the freighter berthing and are then driven onto the ship, whilst the incoming cargo, similarly on flats, leave the ship via a second track—and this is then first unloaded when in the storage shed. In this manner the turnover speed of full-container ships is attained; 2,500 tons per shift (previously requiring 3 days). Flats accompany their palletized cargo from port to port. Brinkmann: "Our reaction to alterations in structure—this time in the Northsea and Baltic trades—is always prompt". (Bremen International 1-1973)

## A Record Weekend

Bremen, 10 April:—Last weekend the spotlight in Bremerhaven was full on container traffic. Between Friday night and Monday morning 13 container vessels, 8 ocean-going

(Continued on Page 42)

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(Continued from Page 40)

full-container vessels and 5 "feeder" vessels were cleared at the "Container Crossroads Bremerhaven." In the process the volume of cargo forecast earlier was surpassed. In all 4,215 containers with well over 50,000 t of cargo were handled at the Bremer Lagerhaus-Gesellschaft's terminal. This is a new record in the history of the Ports of Bremen. Never before have so many containers been handled in so short a time.

It is worth especial mention that in spite of a last-minute change in the number of containers to be moved—on Thursday only 3,500 containers were expected—there were no delays. All vessels were given speedy clearance although men and equipment were stretched to the limits of capacity (see picture). (Via Bremen Bremerhaven)

### Nor-Shipping '73

Oslo:—The 4th International

Shipping Exhibition — "Nor-Shipping '73"—will be held May 9 through 15, 1973 in Oslo, Norway.

The organizer of Nor-Shipping '73 is the Norwegian Trade Fair, an organization whose members are the main industry and trade associations in Norway. The Norwegian Trade Fair is an experienced, modern and well-trained organization that for years has arranged series of large international and national fairs.

For the catalog or other information write to:

Nor-Shipping '73  
The Norwegian Trade Fair  
P.O. Box 130  
Skoyen, Oslo 2  
Norway.

### Materials Handling Show

Oslo:—The Norwegian Trade Fair and The Norwegian Centre for Information are arranging the trade fair MATERIALS HANDLING & STORAGE 1973 during

the period 1st—6th November, 1973.

This is the 7th time that specialists in this field will meet at The Sjolyst Centre in Oslo in order to up-date their knowledge and to obtain a complete market overview.

You can obtain further information by writing to:

Mr. Per O. Hanssen, Project Manager  
Norwegian Trade Fair  
P.O. Box 130 Skoyen  
Oslo 2  
Norway

### Harbour Traffic in 1971: 151.8 Million Tons

Barcelona:—The records of the General Administration of Ports and Buoying Communications of the Ministry of Public Works shows that total harbour traffic in Spain in 1971 was 151.85 million tons of merchandise and 6,299,023 passengers. 3,344.3 million pesetas were invested in works in Spanish harbours. An

additional 1,428.4 million pesetas was invested in works which are by now completed. (Puerto de Barcelona Boletín Informativo September-October, 1972)

### Tender for a Dry Dock

Barcelona:—The Port Authority declared open the tender for the concession to develop the existent floating dock and transform part of its basin into a dry dock.

Only a single bid was presented, signed by Unión Naval de Levante, S. A., a company which pledges to transform half the dock into a 215 meter long dry dock for ships of up to 40,000 tons, within a period of three years.

The tender is now about to be decided upon by the Ministry of Public Works and we hope that we shall be permitted to construct this new auxiliary service so necessary for the ships which visit our harbour. (Puerto de Barcelona Boletín Informativo, September-October, 1972)

### Port of Istanbul

Istanbul:—With the exception of "Haydarpasa Piers" operated by the Turkish Railways Administration, all the remaining piers falling within the area of Istanbul port is handled by the Port Administration of Turkish Maritime Bank, Inc.

Until towards the end of fifteenth century, port facilities did not exist in Istanbul.

For the purpose of meeting this indispensable necessity, studies were carried out in 1856 leading towards the construction of Istanbul piers. Consequently, in 1892 the first inauguration of the port installations in Istanbul was publicly announced. By 1957, the modern port facilities of Sahpazart gave new phase to manipulation of goods and by using all the latest equipments, machineries and auxiliary units, the port of Istanbul became one of the modern and important ports of the world.

The port of Istanbul is an up-to-date modern port with strategical importance extending along the Bosphorus, where the two continents of Europe and Asia meet. It also includes the worldly known Golden Horn. The area of operation falls between two imaginary lines. Starting from "Anadolu" and "Rumeli"

lighthouses situated at both coasts of the entrance of Bosphorus at north, extends to a vast territory ending at a district two miles away from "Bababurnu" and "Yelkenkaya" lighthouse at South.

The port of Istanbul is separated into three sections. The main pier of Istanbul which extends from "Karaköy" to "Sahpazari" possesses a length of 1,120 meters. In the same region and diagonally opposite to this pier, exists the quay of "Sarayburnu", the length being 240 meters.

In addition to above, the pier of "Kuruçesme", with 370 meters length falls within the outer part of the Istanbul Port and is allocated to loading and unloading of various types of coal which furnishes the needs of the city of Istanbul and its vicinity.

The "Camialti" and "Hasköy" piers, at the inner port of Istanbul, at the Golden Horn, have the length of eighty meters respectively.

The water depths at these piers differ. Namely: at "Karaköy" and "Sahpazari" piers the depth varies anywhere from 7 to 10 meters; at "Kuruçesme" 5 and in that of inner port 3 to 4 meters. Barges are used between the vessels and the piers in order to facilitate the berth of ships of greater drafts.

### Dubai

The Arabian Gulf is one of the oldest sea routes in the world—one which has been of vital cultural, commercial and strategic importance throughout history. Nearly two thirds of the world's known petroleum reserves are located in a great arc around it. Along the southern coast of the Arabian Gulf following each other along the coast beyond the point where the Gulf is constricted by the narrow straits of Hormuz, are the seven Emirates of Abu Dhabi, Dubai, Sharjah, Ajman. Together they cover an area of about 32,000 square miles extending from the south eastern base of the Qatar Peninsula in the West, to Sh'am on the borders of the Sultanate of Oman in the North, to the Batinah Coast of the Gulf of Oman in the East.

Casting an eye down the years, rather a colourful history unfolds. Renowned as the "Pirate Coast", lawlessness in the Gulf area reached

its height in the early 19th century. But for the skill of the Qawasim inhabitants as pirates, this area might never have gained historical prominence before the era of oil. The power of the Qawasim was finally destroyed in 1819, and the following year the British and the Shaikhs of the maritime ports agreed to a "Perpetual Maritime Truce"—hence the unique name of "Trucial States". In 1967 the British announced their intention to terminate the then current agreements with the Shaikhs and to withdraw by the end of 1971. The seven states agreed upon the formation of a federation to be known as the "United Arab Emirates" which was created on 2nd December 1971.

Dubai was never deeply involved in the maritime raiding which gave the area the name "Pirate Coast", and while it has had its disputes on the coast, it has never been deeply involved in tribal rivalries. Dubai existed as a small town prior to 1799 and was confirmed as a separate Shaikhdom in 1833 when the Bu Falsah clan of the Bani Yas tribe moved out of Abu Dhabi and settled in Dubai. Ever since, the Al Maktoum family has ruled Dubai and the present Ruler, Shaikh Rashid Bin Said Al Maktoum, has ruled Dubai officially since 1958 upon the death of his father. Shaikh Rashid has four very capable sons who run various government departments.

### Location

Lying at a latitude of 25° 16' North and longitude 55° 16' East, Dubai is situated on the Masandam peninsula. Having a coastline of 45 miles and extending 40 miles inland, it covers an area of approximately 2000 sq. miles. For its immediate neighbours it has Abu Dhabi to the South and Sharjah to the North. Often called a "Twin City" Dubai is divided into two sections, Dubai & Deira, by a tidal creek which extends inland approximately 8 miles. Dubai has a sea level elevation of only 5 to 6 ft.

### Climate

The climate in Dubai is temperate for about seven months of the year, but there are definite winter and seasons.

The summer season lasts from mid



April to mid October, with average temperatures ranging from 60° to 80°F in April and October, 75° to 97°F in May and September and up to 120°F during June, July and August. Humidity remains very high throughout the summer and there is little cooling or change in humidity at night. Strong winds and sandstorms known locally as "shamals" usually occur in early and late summer and these reduce visibility and occasionally ground aircraft. Fogs arising from high humidity and still air sometimes cause similar interruptions.

During the winter months from mid October to mid April average temperatures range from 40° to 80°F. It is relatively cool and pleasant. Humidity at this time is moderate, and there is often an appreciable fall in temperatures at night.

Rainfall is very low, averaging about 5" per annum, but it is rather variable. The recognized rainy season is during the winter months of January and February, but out of season spasmodic storms can occur at almost any time of the year.

#### Population

The population of Dubai can be quoted at about 100,000; the people being predominantly Arab while about half of the residents are of Irania, Pakistani or Indian origin, and there is also a small American and European community. (Port Rashid-Dubai)

#### Wharf Cranes for Sale

Melbourne:—The Port of Melbourne is to lose a number of its three ton wharf cranes which have for more than 20 years played an important role in the working of ships cargo.

The changing pattern of cargo handling is the reason behind the decision of the Commissioners of the Melbourne Harbor Trust to phase out eight wharf cranes meantime, without detracting from the efficiency of the port.

Tenders have been called for the purchase and removal of the cranes which are surplus to the requirements of the port and have not been utilised for some time.

The types of cranes to be sold are Portal and Semi-Portal and are lo-

cated at Station Pier, South Wharf, North Wharf and Victoria Dock.

The sale of the eight cranes will leave a pool of 25 three-ton wharf cranes which will be more than adequate to handle the requirements of conventional ships calling in the port today.

In addition to the wharf cranes the port has a number of heavier type cranes and the 250-ton self-propelled floating crane "V. G. Swanson," built at a cost of \$2,000,000 which since it came into service nearly four years ago has been used extensively by stevedoring companies. (Melbourne Harbor Trust Port Gazette, Mar., 1973)

#### Second Crane in Service

Melbourne:—The final phase of the four berth Swanson Dock container complex was completed last month, when the Melbourne Harbor Trust's second new container crane at the common user berths went into operation.

Built at a cost of \$900,000, the twin lift wharf crane was designed and erected by Deer Park Engineering Pty. Ltd., a Melbourne based engineering company.

Although similar in appearance, the new crane differs slightly from the first wharf crane, which was also built by the same firm.

The modifications include a longer boom, which gives the crane a further outreach of eight feet over the ship and a further three feet outreach at the rear of the crane. In addition the crane is six feet higher than the first crane.

The Trust owned container wharf cranes service the two container berths on the East side of Swanson Dock, which are for common usage, while on the West side of Swanson Dock the two container berths are on first call agreement to Seatainers, who own and operate the two wharf cranes, which service the berths.

The four berth container complex at Swanson Dock is the culmination of a project which has taken six years to complete, and was instituted by the Melbourne Harbor Trust Commissioners to handle all cellular ships calling in the Port, in the Overseas and Interstate trades.

The Swanson Dock container com-

plex with a back-up land area of approximately 360 acres is without doubt one of the biggest and most important engineering projects ever undertaken by the Trust's Engineering Division in the 96 year history of the Port. (Melbourne Harbor Trust Port Gazette, Feb.)

#### 1972 Exports Up—Imports Down

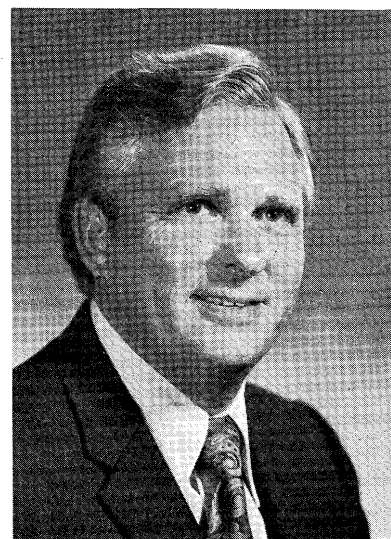
Melbourne:—The total volume of trade through the Port of Melbourne which reached an all time record tonnage of 16,212,132-tons in 1971 fell by 830,217-tons or 5.1 per cent last year, mainly because of a decrease of over one million tons in intrastate oil discharge during the year. Two sections recorded falls in tonnages—Overseas and Intrastate Imports.

In the overall Overseas Imports section the total volume of trade amounted to 4,388,542-tons, a drop of 328,095-tons or 7.0 per cent, while in the Intrastate Import section the total tonnage handled amounted to 1,872,000-tons, down 1,122,822-tons or 37.5 per cent. (Melbourne Harbor Trust Port Gazette, Feb.)

#### New Harbour Master

Sydney, 16th March:—Captain J. F. Dodwell has been appointed Harbour Master for Sydney and Botany Bay. His appointment took effect as from 5th March, 1973, following the retirement of Captain H. J. Harvey.

This has been announced by Mr. W. H. Brotherson, President of the



Captain J. F. Dodwell

Maritime Services Board, who said that, in his role as Harbour Master Sydney and Botany Bay, Captain Dodwell will also act as State Navigation Co-ordinator and convene a committee including the Harbour Masters at Newcastle and Port Kembla, to consider major navigation problems occurring at the four major ports and at the outports of the State.

Captain Dodwell, who is 46 years of age, first went to sea in 1944 and was one of the first apprentices of the Australian Shipping Board, now known as the Australian National Line.

In 1955, Captain Dodwell became the first apprentice of the Company to be given command of one of the Company's ships.

In 1957, he joined the Maritime Services Board as Master of the former Sydney Pilot Vessel "Captain Cook" and subsequently relieved in the position of Pilot at both Sydney and Botany Bay.

He was appointed as Pilot at Port Kembla in 1963 and, between that time and 1966, when he was appointed Assistant Harbour Master at Newcastle, Captain Dodwell acted as Assistant Harbour Master at Port Kembla.

He was later appointed Harbour Master at Botany Bay and, with the amalgamation, for administrative purposes, of the Ports of Sydney and Botany Bay, he became Senior Assistant Harbour Master, Sydney and Botany Bay. (The Maritime Services Board of N.S.W.)

### Chemical Cargo Arriving

Sydney, 20th March:—Extraordinary precautions will be taken when the "Good Navigator" arrives in Sydney tomorrow.

This was announced to-day by Mr. W. H. Brotherson, President of the Maritime Services Board, who said that every effort is being made to ensure that the drums containing Tributyl Phosphorotriethioate, commonly known as Merphos, are not leaking and that the incident which occurred in Auckland, New Zealand, will not be repeated in Sydney.

Mr. Brotherson said the Master of the vessel will radio Sydney 24

hours prior to arrival and again 12 hours prior to arrival to report on the condition of the drums.

If he indicates that there are any leaking drums on board, the vessel will not be permitted to enter port but will be boarded outside the Heads by Commonwealth officials who will then direct the procedures to be adopted.

In the event that there are no leaking drums, the vessel will be permitted to enter the port and will be moored in a quarantine area until inspections have been carried out by all interested bodies, including Commonwealth and State authorities, union officials and the health authorities.

Mr. Brotherson said the vessel will not be brought to a berth until the weekend when it is considered that the time would be opportune to remove the cargo and transport it through the city. The drums will be lifted by crane from the ship and placed directly on to a semi-trailer to take them away from the port area.

Mr. Brotherson said the chemical is a liquid defoliant used in the cotton growing industry. He said it is relatively non-toxic and certainly not lethal but it has a foul smelling odour.

Safety precautions to be adopted during the discharge of the drums will include the use of protective clothing and respirators, quantities of sawdust and deodorising agents will be kept on hand in the event of any leakage.

Mr. Brotherson pointed out, however, that this particular type of chemical has been handled in the Port of Sydney regularly during the last seven years without incident. (The Maritime Services Board of N.S.W.)

### Clean Beaches Campaign

Hong Kong, April 17:—To keep the beaches in Hong Kong cleaner and more enjoyable this year, the Urban Services Department has increased the number of litter bins and has ordered a beach-cleaner which will be delivered next month.

The beach-cleaner is able to clean one acre of sand beach in an hour. More may be bought in the

future if the results prove satisfactory and labour-saving.

The U.S.D. is also using mechanized methods to remove rubbish from beaches. A transporter capable of carrying 1,000 pounds of rubbish is now being used on the main Island beaches. Two more will be delivered next month to expand the cleansing services.

It is intended to run a "Keep Your Beaches Clean" campaign next month to remind the public that keeping Hong Kong clean also includes beaches. The campaign will be launched on May 13 at Repulse Bay with a "Sunday Spectacular." A song-and-dance show will be staged by professional artistes, many of whom have appeared on television. HK-TVB will provide its band and dancers for the occasion.

A spokesman for the U.S.D. reminded swimmers that plainclothes litter wardens will patrol the beaches during the summer and issue summonses to "Lap Sap Chungs" caught in the act. (The Week in Hong Kong)

### Typhoon Precautions Stepped Up

Hong Kong, April 21:—With the approach of the 1973 typhoon season, government departments are intensifying their precautionary measures to guard against loss of life and property.

Staff of the Public Works Department, guided by the principle that prevention is better than cure, have been engaged, during the recent dry season, on routine inspections to check for possible sources of danger.

Engineers of the Highways Office have been particularly active, examining all main streamwaters, drains, culverts, water main supplies and catchpits to determine their state of repair and clear any blockage.

Potentially vulnerable spots are double-checked, and contract arrangements and emergency procedures reviewed. Site inspectors and foremen are regularly briefed on their role in the event of a typhoon, severe rainstorm or any other emergency.

Similar checks are made by staff

of the Civil Engineering Office, who place particular emphasis on "borrow" areas, where soil is extracted from hillsides for reclamation and other purposes.

Complementary to these efforts is the continued vigilance of surveyors and inspectors of the Buildings Ordinance Office, who keep developers informed on all precautions to be taken in the event of heavy rain. (The Week in Hong Kong)

### **PALMCO Bulking Installation**

Penang:—Palmco Oil Mill Sendirian Berhad recently completed phase one of its project at the Butterworth Wharves by the construction of 2 tanks of 1,200 tons capacity each together with a pump and boiler house.

The Company's factory located at the Prai Industrial Complex is equipped with modern machinery for the manufacture of palm kernel oil and expeller meals. According to its Executive Director, the Company plans of export about 1,500 tons of palm kernel oil and 1,700 tons of expeller meals per month.

Pending the completion of permanent pipelines the first shipment of 1,500 tons of palm kernel oil was exported in December 1972 through temporary pipelines leading to berth No. 2. A pumping rate of 250 tons per hour was achieved through the 8" pipeline. The second phase of the Company's project will be undertaken at a later date when more tanks will be constructed to meet future demands.

In addition to Palmco Oil Mill Sdn. Bhd., the Bernam Agencies Sdn. Bhd., is now undertaking expansion of its installations at Butterworth Wharves. Piling work is in progress. Bernam Agencies already has five tanks with a total capacity of 6,750 tons. (Penang Port News, January)

### **High Finance**

New Plymouth, N.Z.:—The Harbour Board's Annual Meeting was told that the total expenditure for the 12 months to 30th September

was \$2,170,505 and revenue was \$2,018,849. The deficit was made up from reserves.

Increased charges on ships and goods and for plant hire proved worthwhile because without these the amount needed from the reserves could have been about \$362,000.

This year and perhaps in 1974 the board would have to go on the market for loans to repay money advanced by the Government. It had to repay about \$860,000 over a maximum of five years, but Mr. Boddy, the General Manager, hoped this could be done in a shorter time.

Loans raised for expansion since late in 1962 totalled \$10,965,000. Despite difficulties in raising loans, particularly in the past 12 months. It was expected the board would still be well below the national average requirement for underwriters' money. (Taranaki Harbours Board Port News, February)

### **Increase in Trade**

New Plymouth, N.Z.:—Trade through Port Taranaki is rising, but the number of ships calling is declining.

Figures from annual reports to the Taranaki Harbours Board in New Plymouth showed these trends.

The general manager, Mr. J. G. Boddy, said the port had another record year with 817,343 tons of cargo, but the harbourmaster, Captain J. Flett, reported that 62 fewer ships called in the 12 months to September 30.

The details, with 1971 figures in brackets, were: Overseas 119 (122): trans-tasman 5 (9): coastal tankers 16 (16): coasters 65 (97): naval and others 18 (41).

The port handled 856,180 nett registered tonnage of shipping in 1971, compared with 843,256 tons last year. (Taranaki Harbours Board Port News, February)

### **Praise for Port Whangarei**

Whangarei, N.Z.:—Mr. Brian Shaw, Chairman of the Shaw

Savill & Albion Company, classed Whangarei and Tauranga as the two most goahead ports in the country after a recent visit to New Zealand.

Mr. Shaw, the first member of his family to hold the top administrative position since 1864, inspected Port Whangarei to see what made it so attractive to the export of dairy products to the British and European markets.

He then visited the Bay of Islands to assess the scenic value of the area for cruise passengers.

During his visit, he announced that Shaw Savill had purchased two ships which carry containers as well as bulk cargoes.

These were particularly suited to the palletised trade and it was in that area that Whangarei and Tauranga was most likely to see them, he said.

Mr. Shaw said he saw the multi-purpose ship as the answer to the present imbalance of container trade between New Zealand and his country.

The two new vessels will carry the names Mayfield and Limpsfield. They each carry heavy-lift derricks capable of 100-ton loads, which can handle containers on and off without shore facilities.

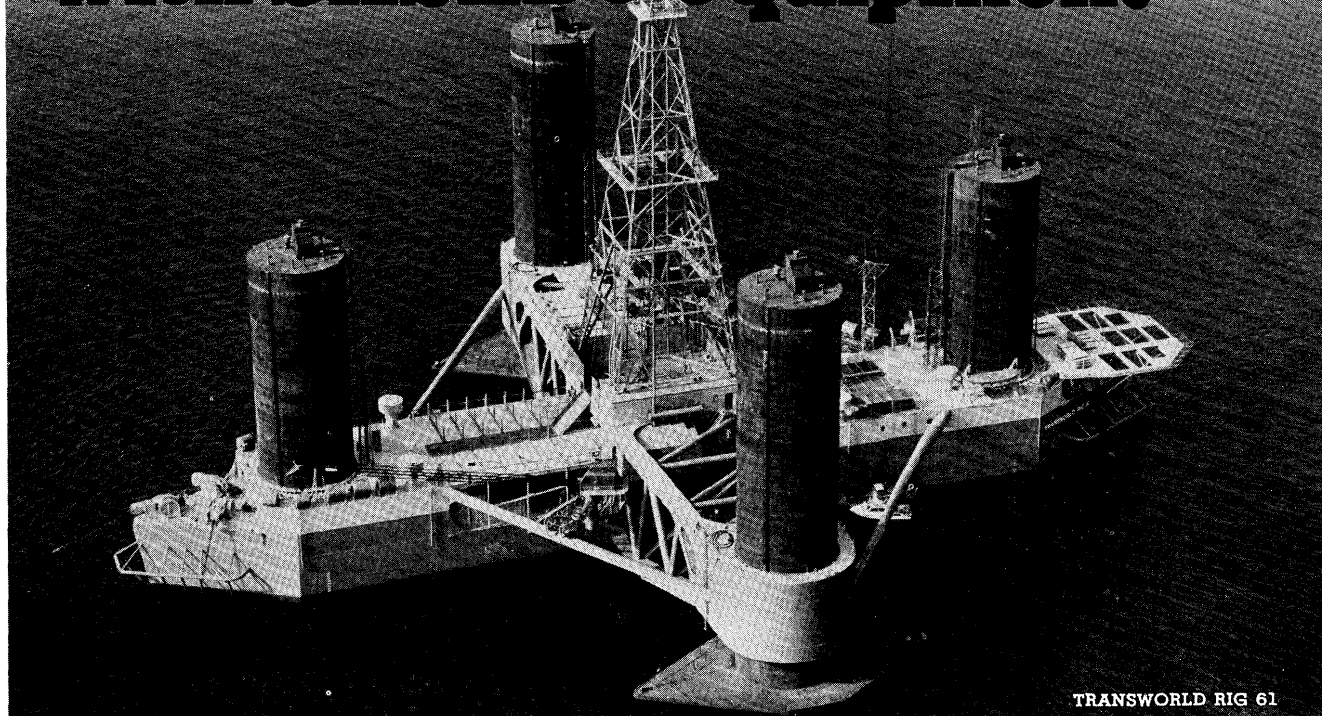
Mr. Shaw said he believed that the ships could handle containers of meat from the two Northland works if the trade was available. (Points North, March)

### **Over 9 Million Tons of Cargo in 1972**

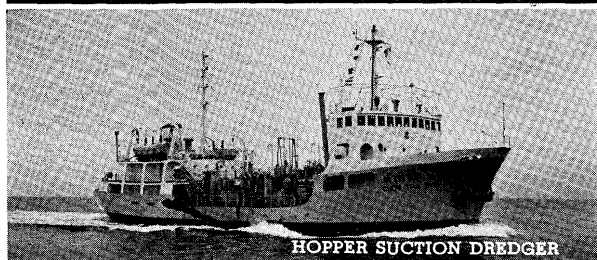
Karachi, Pakistan:—The Port of Karachi handled 9,472,616 tons of cargo during the 12 months ended 31st December, 1972. The above figure comprises 6,864,262 tons of imports and 2,608,354 tons of exports.

The total number of ships calling at the Port of Karachi during the year under review was 1,379. (extracted from K.P.T. News Bulletin, February 15th)

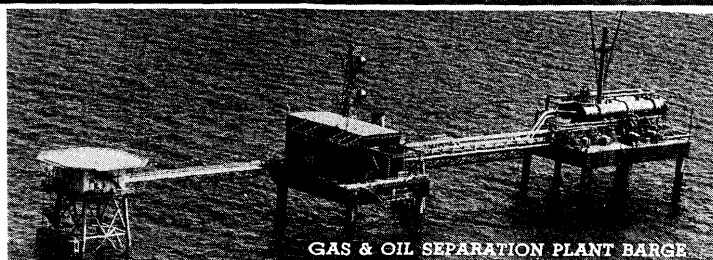
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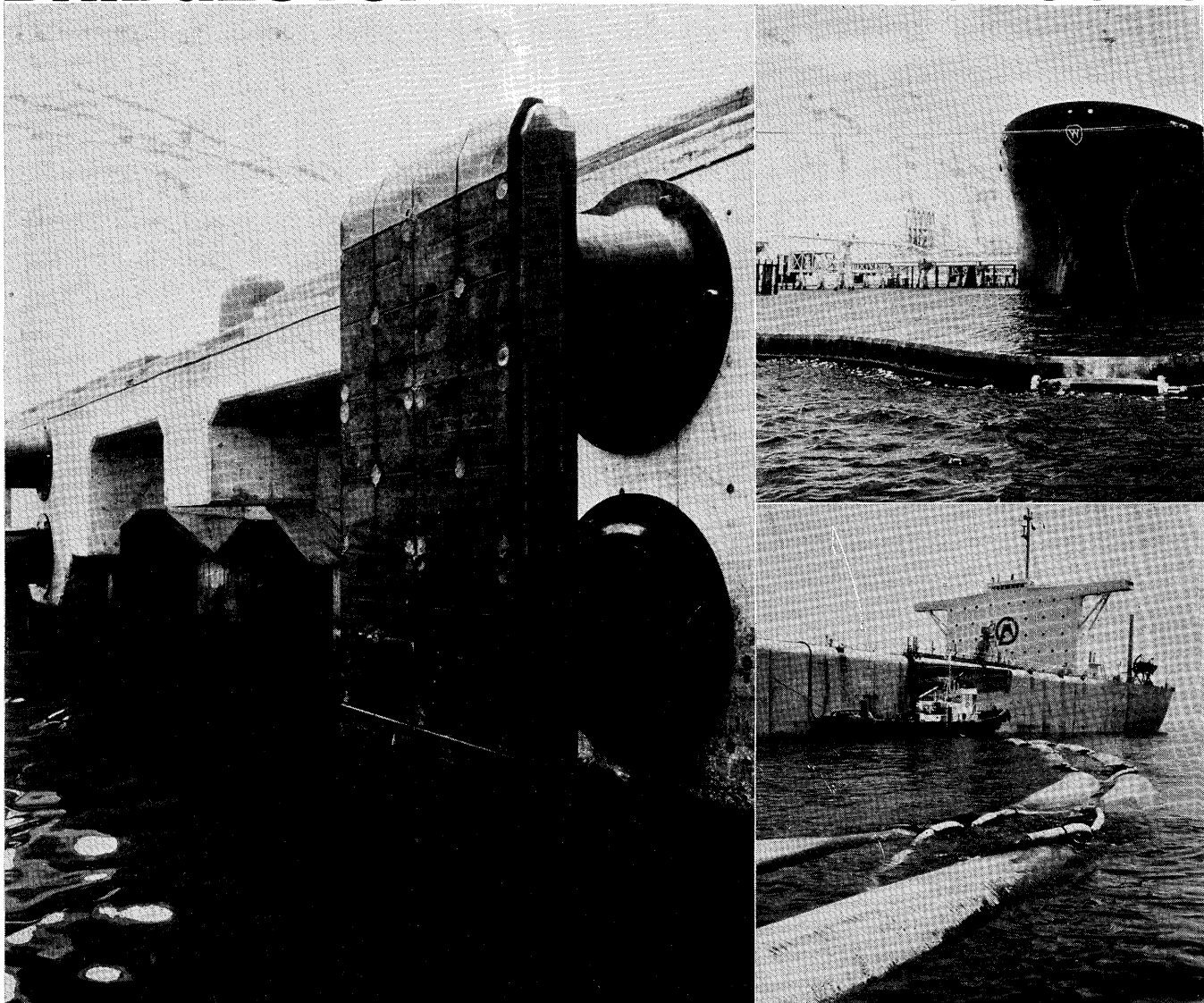
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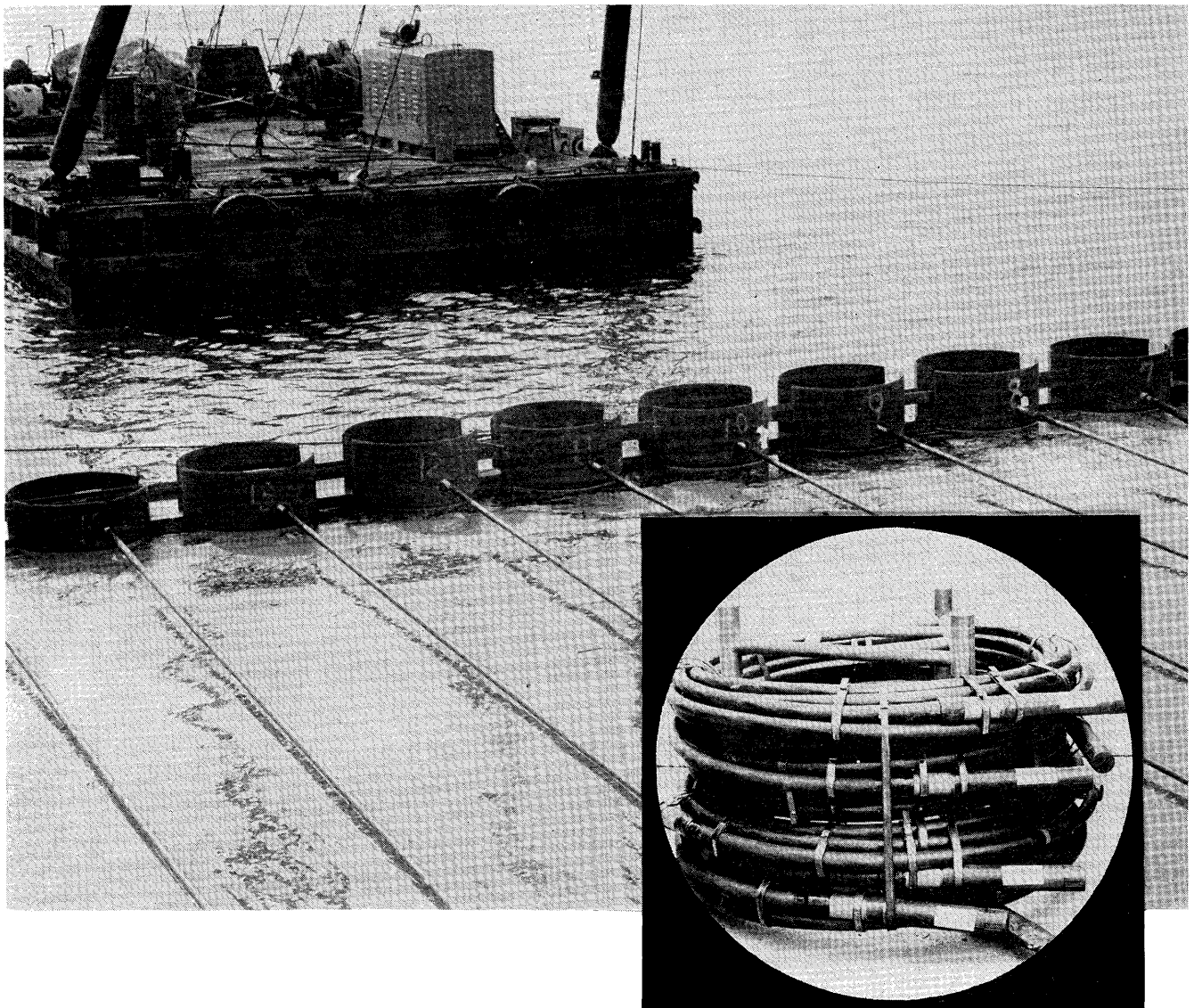


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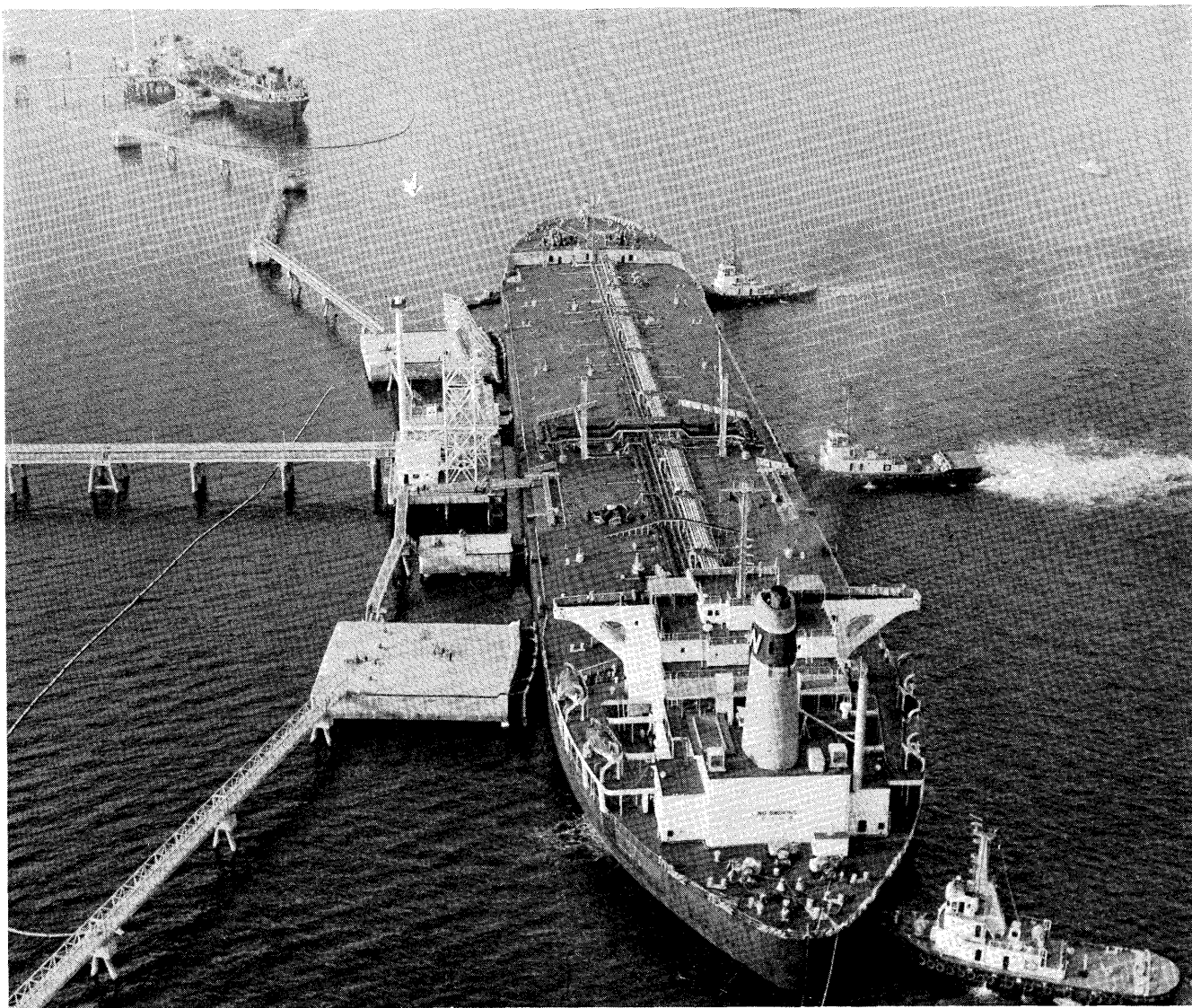
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