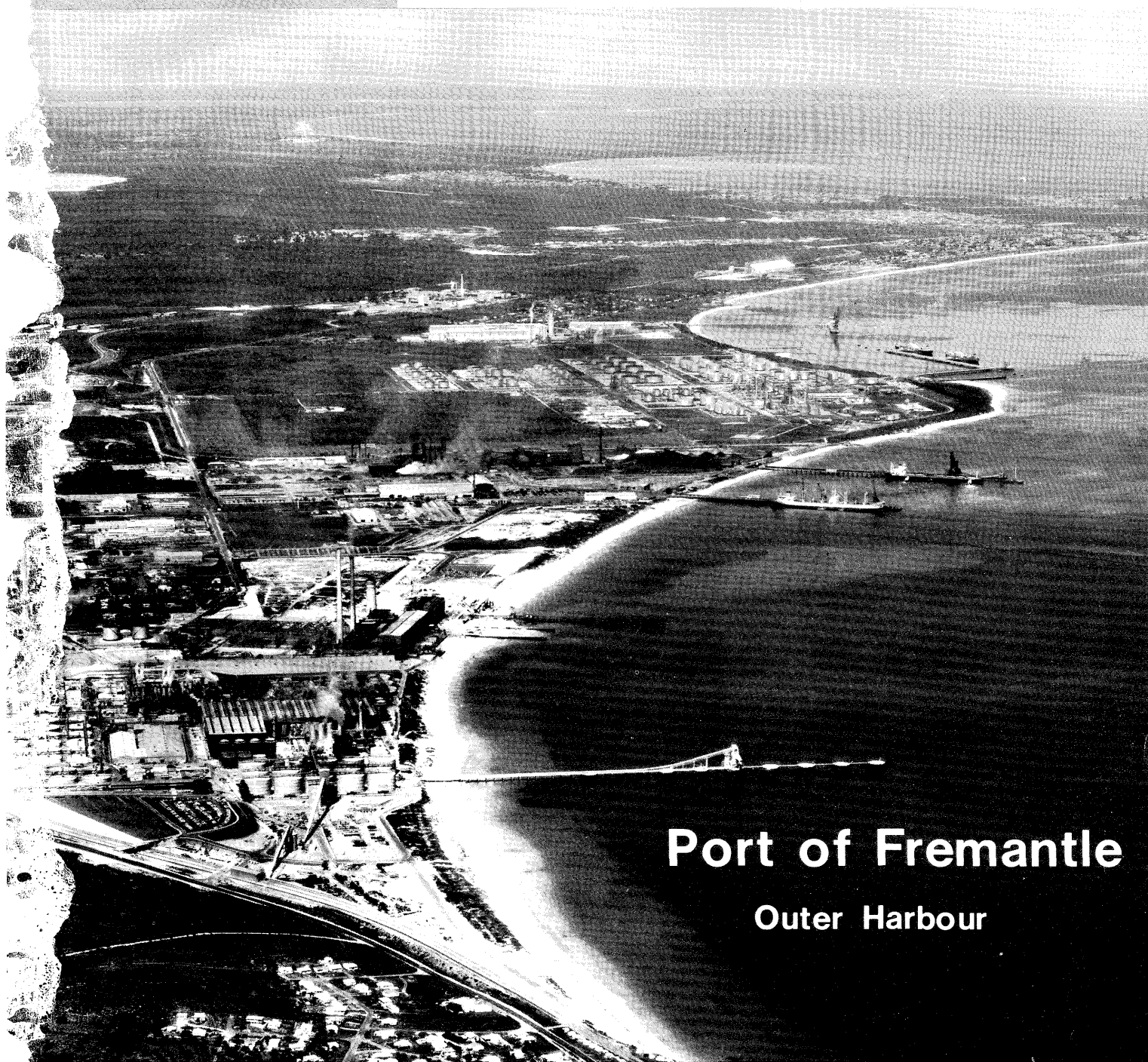


PORTS *and* HARBORS

January, 1974

Vol. 19, No. 1



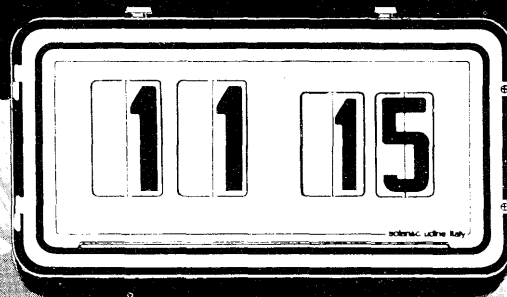
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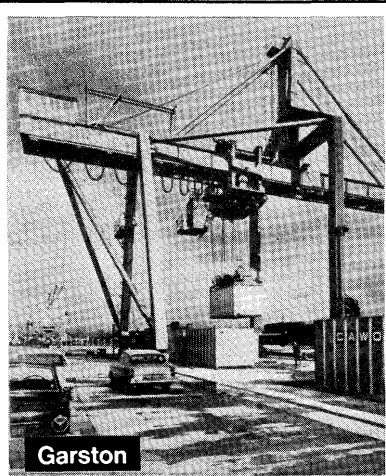
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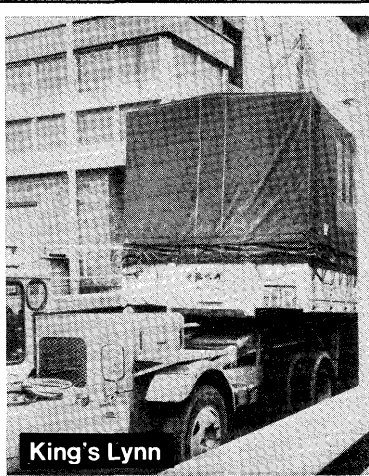
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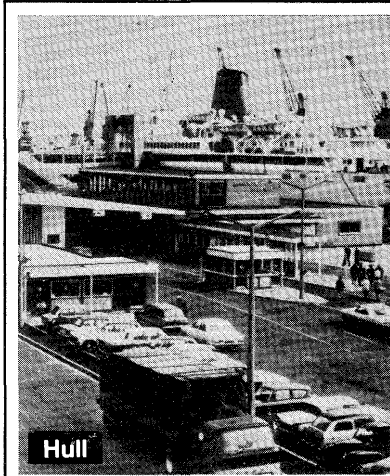
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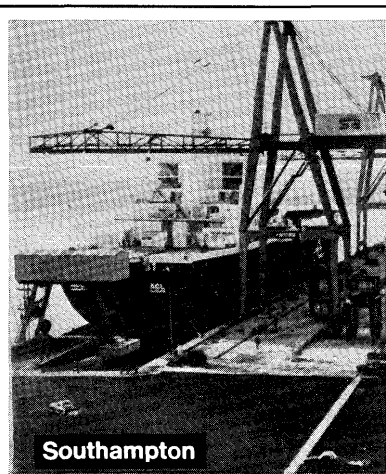
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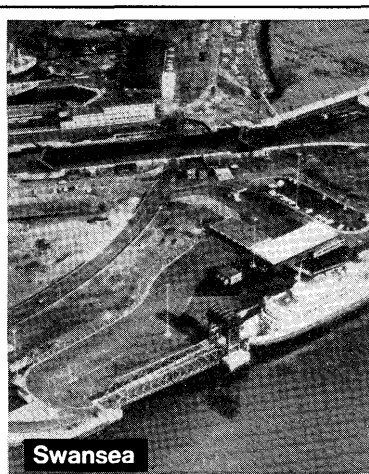
King's Lynn



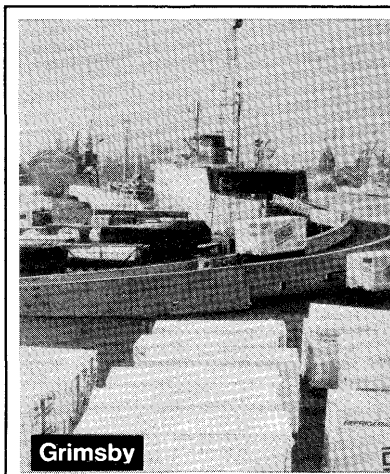
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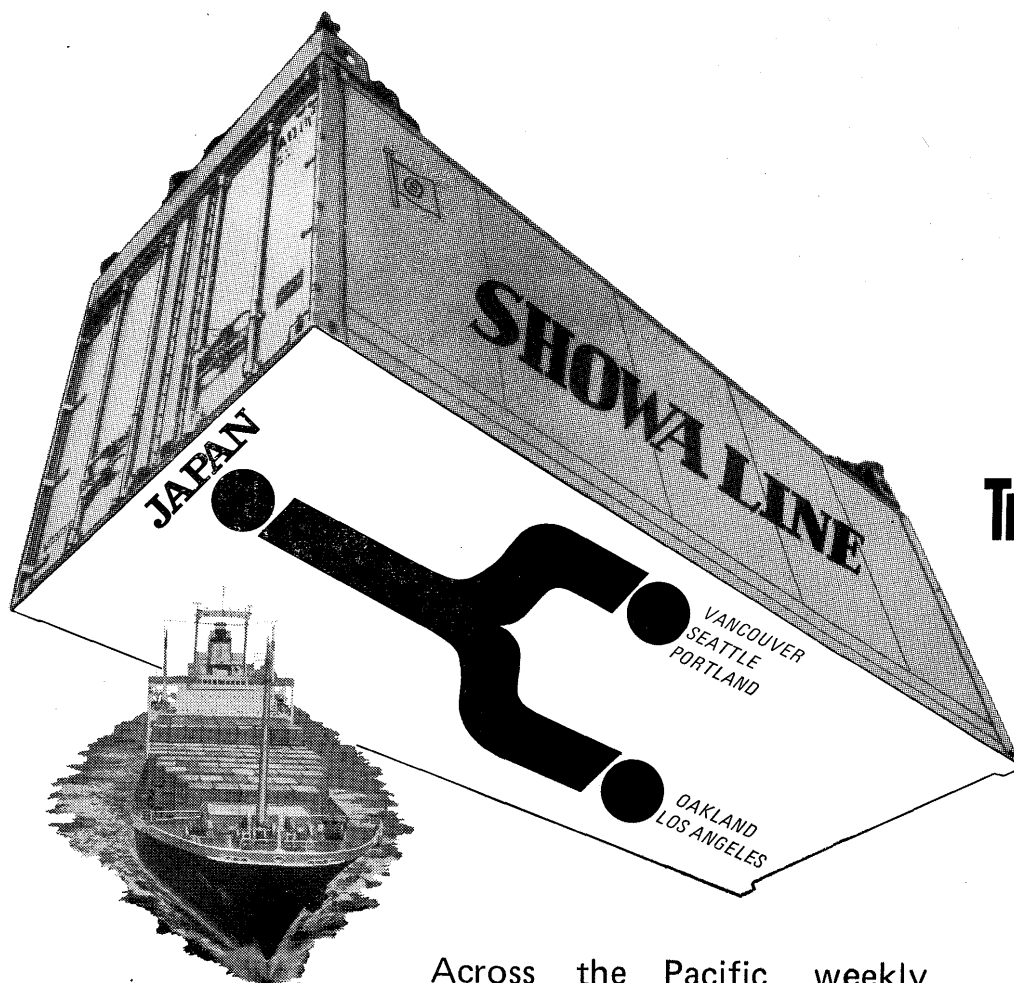


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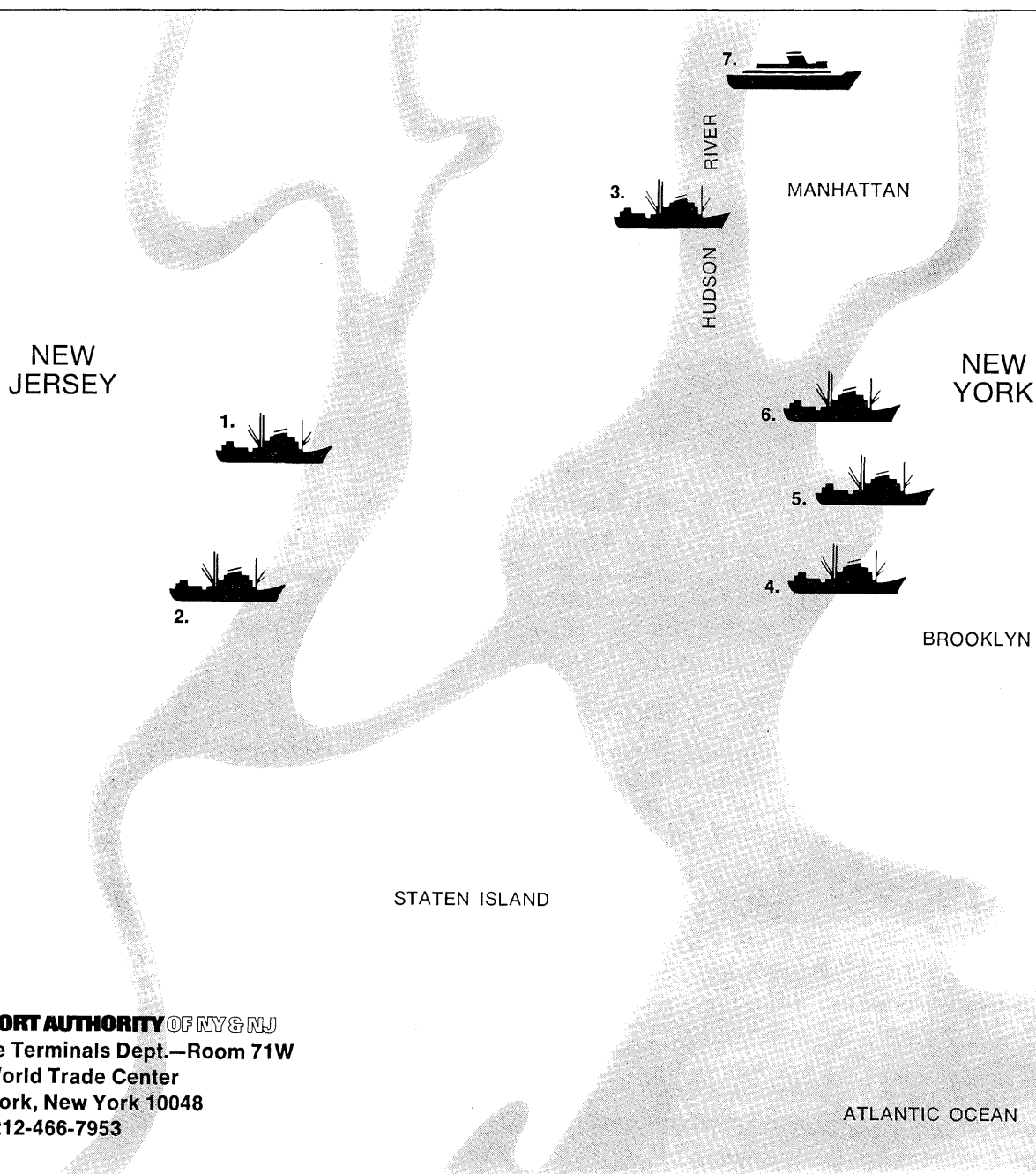
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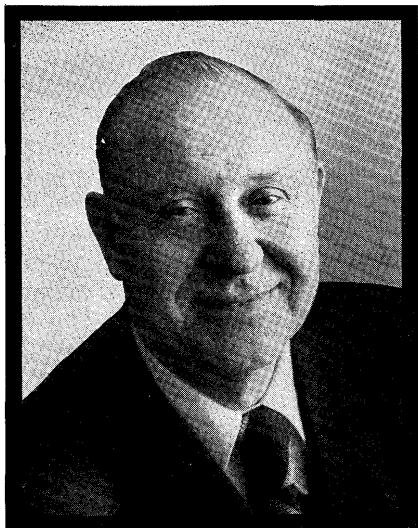
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IAPH Head Office Announcements: Pages 7~17

Mr. King Passes Away



The Late Mr. A. Lyle King

Mr. Lyle King Passes Away Suddenly on December 10

Head Office of IAPH was informed by telex on the morning of December 11th, Japan Time, that Mr. A. Lyle King, immediate past President of the International Association of Ports and Harbors, died at 3 a.m. of December 10.

Mr. L. M. Vleugels, President of this Association, sent to Ports and Harbors his message of condolence immediately as reproduced on this page.

The telex message to this Head Office from Mr. Townsend Lucas of Port Authority of New York and New Jersey dated December 10 reported,

"Very sorry to inform you that Lyle King passed away this morning. His funeral will be held Friday the 14th at 10 a.m. Eastern

Message of Condolence

**Robert L. M. Vleugels
President of IAPH**

The IAPH again has been struck by an unrepairable loss. Our immediate past President Mr. A. Lyle King passed away.

He was in hospital since some days when I learned that he was a victim of heart trouble. I got information about his improving health situation, and now suddenly that sad news.

Our first thoughts go to his wife, Mrs. Helen King, whom so many of the IAPH members have met on occasion of different conventions. We sincerely participate in her unmeasurable sorrow and want her to be sure that Lyle will remain in our hearts forever. We also present our condolence to his family.

Lyle, so he is known all over the world, was one of the leading personalities in the international port economy. His accomplishments in behalf of his Port Authority of New York and New Jersey and of the worldwide port community which he served so well in consecutive functions and, above all, as President of IAPH are countless.

He was always available, ever prepared to assist. He gave the best of his high abilities with the aim of furthering the port and maritime trade. Above all, he was an honest, gentle and friendly person. He was a good man in the real sense of the word. Therefore, he had many friends, real friends.

Lyle, you will stay in our hearts forever.

Helen, we will not forget him.

Standard Time."

(Secretary General)

This saddest news of Mr. A. Lyle King reaching the Head Office at a time when the January issue of Ports and Harbors was ready to go to press, all we could do, under the circumstances, was to stop the press and manage to make just enough space for the condolence message

from President Vleugels.

Please be informed that all other messages of condolence to follow will duly be carried in the succeeding issue.

Mr. Lyle King, as announced on Page 8, had planned to call the first meeting of the Special Review Committee on Constitution and By-Laws in January. (D.S.G.)

The Special Review Committee on Constitution and By-Laws

The Head Office was advised on November 28th, by Mr. Townsend Lucas of the Port Authority of New York and New Jersey that Mr. A. Lyle King suffered a sudden illness over the past weekend and, consequently, the meeting of the Special Review Committee on Constitution and By-Laws scheduled for next January, would be called off.

The Special Review Committee on Constitution and By-Laws, which was established at the post-conference meeting of the Board of Directors held in Amsterdam on the day of May 11th, 1973, was expected to meet at the Fairmont Hotel in San Francisco, California, U.S.A. on January 22 and 23, under the chairmanship of Mr. A. Lyle King, immediate past President.

It was expected that a wide range of problems and suggestions would be taken up for discussion at this first meeting of the Committee in relation to IAPH Constitution and By-Laws, thoroughly reviewing over the existing organization structure, conference program and other subjects.

The meeting was originally scheduled to be held at the World Trade Center in New York, but the location was changed due to the season being too cold in New York.

The members serving on the Committee are listed on page 71 of the IAPH Membership Directory 1974 edition which is just completed and is being distributed to all members. (K. Yokoyama, Deputy Secretary General)

International Training Course in Port Management in Algeria

(By Miss Kimiko Takeda) In reference to the article on an international training course in port management appeared in the December 1973 issue of this journal on its 31st page, Secretary General Dr. Hajime Sato recently received a letter from Mr. F. K. DeVos, an IAPH Canadian member, as shown in the following extraction.

"Among the 20-odd port experts scheduled to address the group are the following members or employees of members of IAPH: President Robert Vleugels, from Antwerp; Yves Boisserein, C. Dichon and D. Picheral from Marseille; P. Powrie of the United Kingdom National Ports Council; Claude Mandray from the Autonomous Port of Rouen; Fred DeVos from the Canadian Ministry of Transport, and P. Sireyjol of the Bureau Central d'Etudes pour les Equipements d'Outre-mer, Paris."

New Distribution Center for IAPH Publication

(By Miss Kimiko Takeda) "Port Problems in Developing Countries" by Bohdan Nagorski is now available at London, besides, at Tokyo and New York.

Mr. John Lunch, Director General of the Port of London Authority and Chairman of the Committee on International Port Development, is promoting to set up distribution centers for the book all over the world.

Our 4th distribution center, according to Mr. Lunch, will soon be set up in Port of Le Havre, France.

Any new distribution centers to follow these will be announced in this column.

Mr. Nordstrom Passes Away

(By Miss Kimiko Takeda) The Head Office has learned from Mr. Bernard J. Caughlin, Port of Los Angeles's General Manager, by his letter to the Secretary General that Mr. Arthur Nordstrom, a Founder Member of the IAPH, who had been Assistant City Attorney at the Port of Los Angeles until he retired the Harbor Department on July 1, 1966, has passed away on October 10, 1973 at the age of 70.

Mr. Nordstrom is the author of the original Constitution and By-Laws of the IAPH.

Former Secretary General Mr. Toru Akiyama, recalling the day when he visited Mr. Nordstrom 18 years ago, remarked.

"He was working over the draft

day and night against time when I called at his home on the outskirts of Los Angeles preparing it for the First IAPH Conference in Los Angeles. I remember that as I was invited to, I worked all the night with him sweating over the final streamlining of the historical document of the Association."

Mr. Akiyama then was the Vice-President of the Japan Ports and Harbors Association.

To award him for his services to the Association, especially at its early stage of formation, Mr. Akiyama invited him to the 5th IAPH Tokyo Conference in 1967, which was the last occasion that Mr. Nordstrom showed up himself before the IAPH members.

Mr. Nordstrom was highly regarded by everyone who worked with him as an unforgettable personality.

Long-Term Work Programme and 1974 Programme of IMCO

For all IAPH members it would be beneficial interesting and favorable to have information of the future work programme of IMCO in good advance.

To cope with this purpose, a long-term work programme of IMCO and the 1974 programme of its relative committees are announced, as follows, in this first issue of 1974. (K. Yokoyama, Deputy Secretary General)

Distr.
GENERAL
A VIII/23
28 September 1973
ASSEMBLY—8th session
Agenda item 23

1. LONG-TERM WORK PROGRAMME

Note by the Secretariat

1. The seventh Assembly, by Resolution A.248(VII) approved a long-term programme of work to be undertaken by the Organization for the period 1974 and beyond. In approving this programme, the Assembly requested the Council, the Maritime Safety Committee and the Legal Committee:

- (a) to keep the programme under continuing review in the light of developments in the work of the Organization and report or recommend, as necessary, to the eighth session of the Assembly; and
- (b) to prepare for the consideration of the eighth Assembly a long-term programme of work beyond the period covered by the present programme.

2. Council at its thirtieth session reviewed the long-term work programme and, based on the recommendations of the Maritime Safety Committee and the Legal Committee, approved the revised programme shown at Annex for submission to

the Assembly. The revised programme covers the projected conferences to be convened by the Organization for the period 1974/80 which had been recommended by the Maritime Safety Committee and the Legal Committee. The views and recommendations of these Committees are recorded in MSC XXVII/17, paragraphs 107-111 and LEG XVII/17, paragraphs 37-39.

3. This work programme has been so developed as to provide two conferences in non-Assembly years and one Conference in Assembly years, taking into account the Secretariat facilities and the workload of the Maritime Safety Committee and the Legal Committee on the preparation for conferences.

4. To assist the Assembly in taking the relevant decision, a draft Resolution prepared by the Secretariat approving the long term work programme of the Organization is at Annex.

5. With respect to the Conference on the Revision of the Safety Convention in 1974 and the Conference on Maritime Satellites in 1975, the Maritime Safety Committee at its twenty-eighth session agreed to transmit to the Assembly draft texts of resolutions concerning the convening of the relevant conferences (MSC XXVIII/22, Annexes II and X). For easy reference, the texts of the draft resolutions are reproduced in this document.

6. The Assembly is invited to consider the long-term work programme of the Organization proposed by the Council and:

- (a) to approve the programme as shown at the Annex to this document, together with the relevant resolution; and
- (b) to adopt resolutions convening the 1974 Safety Conference

and 1975 Maritime Satellite Conference shown at Annexes II and X of MSC XXVIII/22 respectively.

ANNEX

Draft Resolution

LONG-TERM WORK PROGRAMME OF THE ORGANIZATION

THE ASSEMBLY,

RECALLING its Resolution A.248(VII) by which it approved the long-term programme of work to be undertaken by the Organization for the period 1974-1978,

RECALLING also that it requested the Council, the Maritime Safety Committee and the Legal Committee to keep this programme under continuing review in the light of developments in the work of the Organization,

HAVING CONSIDERED the proposals of the Council for a revised long-term work programme which has taken account of the recommendations of the Maritime Safety Committee and the Legal Committee,

DECIDES to approve the long-term programme of work to be undertaken by the Organization for the period 1974-1980 as set out in the Annex to this Resolution.

REQUESTS the Council, the Maritime Safety Committee, the Legal Committee [and the Marine Environment Protection Committee] to keep this programme under review in the light of developments in the work of the Organization and report or recommend, as necessary, to the ninth session of the Assembly.

ANNEX TO THE RESOLUTION

LONG-TERM WORK PROGRAMME OF THE ORGANIZATION

1974

Legal Conference on:

- (a) liability of passengers and luggage;
- (b) wreck removal and related issues.

Conference on revision of the 1960 Safety Convention

1975 (Assembly year)

Conference on maritime satellites

1976

Legal Conference on:

- (a) limitation of liability of owners of sea-going ships;
- (b) civil liability for pollution damage from substances other than oil.

Conference on safety of fishing vessels

1977 (Assembly year)

Conference on crew training and certification

1978

Conference on search and rescue systems

Conference on the legal status of hovercraft

1979 (Assembly year)

Conference on safety of novel types of craft

1980

Conference on enforcement of legal measures to combat marine pollution

Note: It is envisaged that a second Conference on maritime satellites would be convened, the exact date to be decided by the first Conference in 1975.

MSC XXVIII/wp. 4
21 September 1973
MARITIME SAFETY
COMMITTEE—28th session
Agenda item 20

2. TENTATIVE PROGRAMME OF MEETINGS 1974 OF MARITIME SAFETY COMMITTEE

7-11 January

Panel of Experts on Maritime Satellites—4th session

14-18 January

Sub-Committee on Fire Protection—15th session

21-25 January

Sub-Committee on Ship Design and Equipment—11th session

28 January—1 February

Legal Committee—21st session

11-15 February

FAO/ILO/IMCO Joint Meeting of Consultants on Fishing Vessels

18-22 February

Sub-Committee on Safety of Fishing Vessels—15th session

25 February—1 March

Ad Hoc Working Group on SOLAS Revision—2nd session

4-8 March

Marine Environment Protection Committee—1st session

11-15 March

Sub-Committee on Life-Saving Appliances—7th session

18-22 March

Legal Committee—22nd session

25-29 March

Maritime Safety Committee—30th session*

1-5 April

Sub-Committee on Safety of Navigation—16th session

22-26 April

Sub-Committee on Containers and Cargoes—15th session

29 April—3 May

Legal Committee—23rd session

6-10 May

Facilitation Committee—8th session

20-24 May

Council—32nd session

10-14 June

Sub-Committee on Standards of Training and Watchkeeping—4th session

17-21 June

Sub-Committee on the Carriage of Dangerous Goods—23rd session

* The 29th session of the Maritime Safety Committee is expected to take place during the eighth Assembly in November 1973.

24-28 June

Sub-Committee on Subdivision and Stability—16th session

1-5 July

Legal Committee—24th session

8-12 July

Sub-Committee on Ship Design and Equipment—12th session

2-6 September

*Panel of Experts on Maritime Satellites—5th session

9-13 September

*Sub-Committee on Radiocommunications—13th session

16-27 September

*Sub-Committee on Safety of Fishing Vessels—16th session

30 September—4 October

*Maritime Safety Committee—31st session

14-18 October

21-25 October

*Conference on Revision of the 1960 Safety Convention

4-8 November

*Legal Committee—25th session

11-15 November

*Marine Environment Protection Committee—2nd session

18-22 November

*Council—33rd session

25-29 November

*Sub-Committee on Standards of Training and Watchkeeping—5th session

2-6 December

*Sub-Committee on Fire Protection—16th session

9-13 December

*IMCO/IHO Joint Committee on Navigational Warnings

25 November—13 December

**Conference on Liability of Passengers and Luggage

Notes:

* Tentative.

** Probably held outside IMCO Headquarters.

LEG XX/4

30 August 1973

LEGAL COMMITTEE—20th session

Agenda item 4

3. CONSIDERATION OF THE WORK PROGRAMME OF THE LEGAL COMMITTEE FOR THE FIRST HALF OF 1974

Note by the Secretariat

1. During discussions at the eighteenth session of the Legal Committee, many delegations expressed the view that the Committee would need to hold at least three meetings during the first half of 1974. This would enable the work on the draft conventions on Passengers and Luggage and on Wreck Removal and Related Issues to be completed in time for these to be submitted to Governments for their consideration prior to the opening of the diplomatic conference which it is envisaged to convene on these two subjects in the last part of 1974. In particular it was suggested that at least two meetings would be required to complete the work on the Convention on Wreck Removal while at least part of a meeting-week would be required to complete the work on the Passengers and Luggage Convention.

2. In the light of these indications the Secretariat suggested that the Committee might hold three meetings in the first half of 1974. This was generally accepted in the

Committee. The dates suggested for these meetings were:

21st session:

28 January to 1 February 1974

22nd session:

18 March to 22 March 1974

23rd session:

29 April to 3 May 1974

3. In preparing the provisional meeting schedule of the Organization the Secretariat has proceeded on the assumption that these dates are generally acceptable. The Secretariat has also taken note of the fact that the Legal Committee has available to it a total of five meeting-weeks in 1974. Note has also been taken of the fact that a diplomatic conference to deal with the subjects of Wreck Removal and Related Issues and the Carriage of Passengers and their Luggage is envisaged for the end of the year. In the light of these factors and of the requirements of the other organs of IMCO, the Secretariat has proposed the following meeting schedule for the Legal Committee in 1974:

21st session:

28 January to 1 February 1974

22nd session:

18 March to 22 March 1974

23rd session:

29 April to 3 May 1974

24th session:

1 July to 5 July 1974

25th session:

4 November to 8 November 1974

4. The diplomatic conference referred to above is scheduled tentatively for the period of 26 November to 14 December.

5. For the first half of 1974 the Committee may recall that it has, as urgent items on its programme, the continuation and possible conclusion of the work on the two draft conventions (on Passengers and Luggage and on Wreck Removal).

6. In addition the Committee decided at its nineteenth session to give further consideration to the review of the Convention relating to the Limitation of Liability of Owners of Sea-Going Ships, 1957, during this period (C XIX/5, paragraph 80).

7. The Committee is invited:

- (a) To consider the meeting schedule proposed by the Secretariat and to confirm its agreement with it or propose modifications

Report on 28th Session of Marine Safety Committee, IMCO

On behalf of IAPH, Mr. A. J. Smith, Capt. R. A. Gibbons and Lt. Cmdr. D. J. Knight attended meetings of the above session of IMCO, during the period 17th to 21st September 1973. The following are texts of a letter and comments from Mr. Smith and IMCO documents MSCXXVIII/21/3 22 August 1973. (K. Yokoyama, Deputy Secretary General)

OUR REF: AJS/LA-0/23

25th September, 1973

Dear Mr. Sato,

Report on IMCO Proceedings

I have to advise you that I attended meetings of the Maritime Safety Committee of IMCO, on behalf of IAPH during the period 17th to 21st September accompanied by Capt. R. A. Gibbons and Lt. Cmdr. D. J. Knight.

The proceedings of this meeting of the Committee were of particular interest to port authorities. With reference therefore to the Agenda, a copy of which was sent to you direct by IMCO, my comments are

thereto, as the case may be.

- (b) To consider what subjects it wishes to devote the various sessions of the year to. For the purposes of its own work, the Committee may consider it especially necessary to take definite decisions regarding the business to be transacted at the three meetings scheduled between January and May 1974.
- (c) Consider the timing for the diplomatic conference envisaged for 1974 to consider the results of the Committee's work on the subjects of Passengers and Luggage and Wreck Removal.

attached as an appendix.

Yours sincerely,
A. J. Smith

Dr. Hajime Sato,
Secretary General
The International Association of
Ports and Harbors,
c.c. Mr. R. L. M. Vleugels, President
of IAPH

BRITISH PORTS ASSOCIATION

Comments on the Proceedings of
the Maritime Safety Committee
Meeting during the period

17th to 21st September, 1973

Agenda Item 5(a)—Report of the Ad Hoc Working Group on Marine Environment Protection

The report recommends the establishment of the Marine Environment Protection Committee as a permanent subsidiary body of the IMCO Assembly and having the following terms of reference:—

- (a) to perform such functions as are or may be conferred upon the Organization under international conventions for the prevention and control of pollution from ships or other craft, particularly with respect to the adoption or amendment and communication to governments of regulations or other provisions, as provided for in such conventions;
- (b) to consider appropriate measures to facilitate the enforcement of the Conventions referred to in paragraph (a) above;
- (c) to provide for the acquisition and dissemination of scientific, technical and any other practical information on the prevention and control of marine pollution to States, particularly developing countries, and where

appropriate, to make recommendations and to develop guidelines;

- (d) to promote co-operation with and between regional organizations concerned with the prevention of marine pollution;
- (e) to consider and take appropriate action with respect to any other matters falling within the scope of the Organization which would contribute to the prevention and control of marine pollution, including co-operation on environmental matters with other international organizations.

There is general agreement that:

- (a) the MEPC should play the leading role in dealing with matters concerning the prevention and control of marine pollution from ships;
- (b) the work hitherto carried out by the Sub-Committee on Marine Pollution should, in general, be taken over by the MEPC, and that Sub-Committee should be dissolved;
- (c) the work carried out by certain Sub-Committees, such as the Sub-Committees on Ship Design and Equipment and on the Carriage of Dangerous Goods, which relate to marine pollution should continue for the present to be undertaken by those Sub-Committees. However, the MEPC at an early session would review the related activities of the Maritime Safety Committee to determine upon which of the items it will continue to seek advice and assistance from those bodies; and
- (d) any co-ordination of the work of MEPC and that carried out by the Maritime Safety Committee and its Sub-Committees and the relative priorities of tasks relating to safety matters on the one hand and pollution matters on the other should be considered and agreed by the Maritime Safety Committee and MEPC. The Maritime Safety Committee should be invited to consider at its next session any implications that the establishment of the MEPC may have on the work of the Maritime Safety Committee.

The recommendation of the Working Party will be considered by Council at its meeting on 12th November next and should there be agreement with the proposal it is likely that the MEPC will hold two meetings a year in parallel with the procedure followed by the Maritime Safety Committee.

Arrangements will, in the event, be made for IAPH to be represented at such meetings in view of the importance of this subject to port authorities.

Agenda Item 5(c)—Resolution No. 7 IAPH Relation to Water Pollution in Port Areas

The underlying principles of the Resolution were supported by those present; it was generally agreed, however, that further study of the issues raised would be required to be undertaken both inside IMCO and in the deliberations of other interested organizations.

It was, therefore, agreed that the Resolution should be submitted for consideration, in the first instance, at the forthcoming International Conference on Marine Pollution to be held in London during October.

Arrangements will be made for IAPH representation at the Conference; it would be helpful, however, to the representatives to know from IAPH the extent to which its members "are desirous of taking positive action to promote the fitting of apparatus in ships to prevent the discharge of sewage into the waters of ports, consideration of the practicability of their instituting a compulsory port sanitary service for ships which are not fitted with such apparatus, all the expense of instituting and operating such a sanitary service to be recouped by imposition of an adequate rate or charge upon those ships."

Agenda Item 8—Report of the Sub-Committee on the Carriage of Dangerous Goods (22nd Session)

At Annex 2 of the report, a copy of which was sent to you direct by IMCO, there are recommendations on safe practice on dangerous goods in ports and harbours. These recommendations were adopted for inclusion as an Annex to the International Maritime Dangerous Goods Code and for separate publication.

It is clear that the deliberations

of the Sub-Committee are of particular concern to port authorities and it is intended, therefore, that IAPH representatives will be present at future meetings.

Agenda Item 21—Oil Tankers

A paper was submitted for consideration by the International Maritime Pilots Association recommending improvements in the conditions under which tankers are navigated in pilotage waters and also putting the case for "the provision of better port facilities." A copy of the paper is enclosed for your ease of reference.

The Committee took note of the paper and agreed that further consideration be given to the matter in due course. There are a number of aspects of the paper, however, which have a particular significance for port authorities and it would be helpful in representing the port point of view on a future occasion if it were possible for IAPH to obtain the views of its members on the proposals contained in the paper.

IMCO Documents

MSC XXVIII/21/3
22 August 1973
MARITIME SAFETY
COMMITTEE—28th session
Agenda item 21

ANY OTHER BUSINESS OIL TANKERS

Note by the International Maritime Pilots' Association

Attached hereto is a paper submitted by the International Maritime Pilots' Association.

OIL TANKERS

The introduction of Very Large Crude Carriers (VLCCs) has presented new problems in pilotage waters, and in consequence the International Maritime Pilots' Association has agreed to submit the following recommendations to improve the conditions under which Tankers are navigated in pilotage waters and for the provision of better port facilities.

1. All Tankers should be required to:—

- (a) Comply with "Port Manning

Scale" which should be designed to ensure an adequacy of deck personnel for the purposes of mooring, unmooring, securing tugs, etc., as in so many cases at the present time there appears to be a continuing trend towards undermanning relative to the urgency associated with these operations, despite the introduction of automatic devices. A vessel not complying with the Manning Scale should be required to embark an adequate number of shore riggers, especially trained for the purpose.

- (b) Ensure that when a pilot is aboard and language difficulties will occur, there should always be an officer on the navigation bridge who understands English and that the quartermaster is able to understand helm orders given in the English language.
- (c) Fit VHF R/T.

2. Large Tankers should be required to:—

- (a) Provide VHF R/T with adequate International Channels, not less than 32 in number, with additional facilities for their use in the wings of the bridge.
- (b) Place instruments such as radar displays, rudder indicators, compass repeaters, speed indicators, etc., in the conning position so as to allow simultaneous inspection and use by the pilot.
- (c) Have an adequate number of officers aboard holding internationally recognized certificates of competency.
- (d) Carry quartermasters holding certificates of competency in respect of their ability and experience in the steering of large tankers, particularly under conditions of small underkeel clearance.
- (e) Carry an accommodation ladder on each side so sited that boarding and landing is not endangered by the ship's propellers, or pilot hoist conforming to internationally approved standards, where freeboard is such that a climb or descent of more than 9 metres (30 feet) may be

required. In addition, a pilot ladder conforming with IMCO Regulations should be rigged and ready for use at the boarding or landing position.

- (f) Provide detail of vessels' manoeuvring capabilities, including information relative to astern power, turning circles, acceleration and de-acceleration data, stopping distances, etc., such detail also to be related to conditions of small underkeel clearances. Such detail to be posted in the tanker's wheelhouse or made available in card form to the Pilot.

3. In addition, Very Large Tankers should be required to:—

- (a) Be provided with three VHF R/T separate lines of communication, capable of being used simultaneously:—
 - (1) For port navigational information and shore based radar services.
 - (2) For tugs, berthing masters and boatmen.
 - (3) Portable sets for use between bridge, forward and after mooring stations.
- (b) Be fitted with accurate speed indicators, reliable at low speeds and under conditions of small underkeel clearance.
- (c) Be fitted with roll and pitch indicators.
- (d) Be fitted with indicators, showing underkeel clearances, forward and aft.
- (e) Be fitted with two radars with at least one display on the fore side of the wheelhouse in the conning position. One scanner to be fitted forward to avoid blind arcs, the other aft to present the outline of vessel on the display.
- (f) Have bridge wings extended to the ship's side.
- (g) Fit rudder and engine indicators in, or visible from, the bridge wings.
- (h) Have adequate stern power, not less than 50% of the designed full ahead power. Such stern power always to be available.
- (i) Be fitted with adequate anchor chain braking systems.
- (j) Have shown on the ship's side, conspicuous markings indicating where tugs may safely push

without incurring risk of damage to ship's shell plating.

- (k) Have available shielded lighting on the main deck for use as required to indicate vessel's dimensions to approaching vessels.
- (l) Be fitted with internationally accepted day and night signals which can be used to indicate that the vessel is restricted in her ability to manoeuvre. Where necessary, further accepted day and night signals may indicate that the tanker has right of way.
- (m) Be fitted with facilities for helicopter operations.
- (n) Employ more than one pilot, the additional number being decided by the navigational conditions in the port and its approaches.
- (o) Be fitted with means of registering on the navigation bridge the accurate draught of the vessel.
- (p) Be fitted with rate of turn indicators.

4. In any port:—

- (a) The approach channels leading to tanker berths should be of such a depth as to provide an adequate underkeel clearance. This clearance should take into account variations which may occur in the draught due to "squat" etc., and normally should not be less than 10% of the draught which the vessel may assume under these circumstances. In such cases where channels are exposed to sea and swell conditions, an underkeel clearance of more than 10% of the draught may be required.
- (b) No tanker should be permitted to enter any bend in the approach channels through which it must pass unless dredged and engineered to provide a curve of such a radius that is well within the turning characteristics or capabilities of that vessel. The cross section of the approach channels shall be adequate, taking into account a vessel's length, beam and draught.
- (c) Where Tanker Berths are situated in, or near, navigation channels used by other vessels or are in any position where the berthing or unberthing of tank-

- ers offers a hazard to passing vessels, and unless there are ample provisions or arrangements to safeguard passing vessels in these circumstances, particularly during periods of reduced visibility, then berthing and unberthing should be confined to the hours of daylight.
- (d) If, in the opinion of the appropriate authority, a tanker incurs navigational limitations because of size and draught, then that vessel should be required to display, by day as well as by night, a special signal. The signal should be internationally uniform and distinctive in character.
 - (e) Tanker Berths, including mooring bollards and dolphins, should be adequately illuminated and fendered and provided with adequate mooring facilities in respect of the number and the location of mooring bollards. The mooring bollards should be accessible at all times. Tankers over 600 feet in length should be assisted by mooring men using two mooring boats. Berthing masters and mooring boat personnel should be equipped with VHF R/T for communication with tankers.
 - (f) Where a berth is required to take large tankers, it should be fitted with shore based doppler giving an accurate speed of approach of a vessel and a lateral speed when berthing. The information from such shore installation should be made available aboard a tanker by means of a portable visual display in preference to communication by VHF R/T or visual display ashore.
 - (g) The type of tugs, their horsepower and bollard pull in tons, should be adequate for their purpose. The number of tugs employed should be at the pilot's discretion and the total bollard pull of available tugs should never be less than that agreed as a minimum for various sizes and conditions of loading of tankers.
 - (h) The appropriate local authority should be required to promulgate byelaws to implement the recommendations of the Safety of Life at Sea Conference (1960) in respect of Rule 25 Paragraph (c) of the Regulations for the Prevention of Collision at Sea.
 - (i) The approach area adjacent to the berth shall be at least 10% deeper than the minimum depth in the approach fairway to allow for generation of adequate astern thrust.
 - (j) The bollards on berths for large tankers should be furnished with warping winches.
5. **When oil carried in bulk by tankers including those of a large or relatively large tonnage, forms a substantial part of the trade of the port, then:—**
- (a) All sea-going vessels using the port and any other type of vessel which might be liable to interfere with the safe navigation of tankers, should not be allowed to navigate within the port unless equipped with VHF R/T, nor should any tug which might be required to assist tankers be allowed to operate without being similarly equipped.
 - (b) Should the navigation of tankers in pilotage waters be made hazardous or should any danger to life or property be possibly incurred as the direct result of the action of other vessels navigating without a pilot on board, then pilotage should be made compulsory.
 - (c) The Port should be required to install a VHF R/T information service and such a service should be managed and organized by the Pilots of the District so as to ensure its being used to the fullest advantage and, in particular, to enable all relevant information regarding shipping traffic, tide gauge readings and tidal predictions, visibility, velocity of currents etc., to be constantly available. A supply of portable VHF R/T sets should be available for pilots' use in the event of defect in, or absence of, ships' communication equipment.
 - (d) The appropriate local authority should have the power where necessary to regulate the movements of shipping during the passage of large tankers.
 - (e) The appropriate Local Authority should establish an Oil and Chemicals Safety Committee which would be required to promulgate information of all dangerous cargoes; the nature of the hazard and the necessary action to be taken in the event of fire, spillages and contact with personnel.
 - (f) A "stand-by" tug should be permanently maintained at a convenience station and this tug should be equipped to deal with emergencies associated with tankers.
 - (g) The Port Authority should institute a Consultative Committee consisting of pilots together with representatives of those who have a direct interest in the movement and berthing of tankers. The Committee should be responsible for suggesting rules for the regulation of this aspect of the port's activities and the frequent review of such rules. The Port Authority should always consult such Committee before the introduction of regulations affecting the safety of navigation of the tanker traffic.
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- Following on the above report from Mr. Smith, an IMCO document "Report on the Maritime Safety Committee on its 28th session" (MSC XXVIII/22 26 September 1973) reached here.
- In connection with Agenda Item 8 Report of the Sub-Committee on the Carriage of Dangerous Goods" which is described in Mr. Smith's report, the introduction of the following paragraph No. 42 and Annex IX of IMCO document seem to be indispensable. (K. Yokoyama, Deputy Secretary General)
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Handling of Dangerous Goods in Port

The Committee approved the text of a Recommendation on "Safe Practice on Dangerous Goods in Ports and Harbours," as given at Annex IX to this report, and requested that it be submitted for adoption to the Assembly at its forthcoming session. It was noted that this text relates to dangerous goods in packaged form, and that

the recommendations for the Handling of Dangerous Goods in Bulk, under preparation by the Sub-Committee on Ship Design and Equipment, will be dealt with separately.

ANNEX

RECOMMENDATION ON SAFE PRACTICE ON DANGEROUS GOODS IN PORTS AND HARBOURS

1. PURPOSE

1.1 To provide a standard framework within which port authorities or other relevant organizations can formulate regulations to ensure the safe storage and handling of dangerous goods.

2. APPLICATION

2.1 Applies to all dangerous goods as defined in the International Maritime Dangerous Goods Code which are handled to and from a ship in packages, freight containers, portable tanks and roll-on/roll-off vehicles within a port area.

3. DEFINITIONS

The term "Port Area" means the land and sea area within which actual harbour operations are carried out. It may include, for example, accesses to the port, anchorages, quays, harbour yards, delivery depots and storage depots.

The term "Port Authority" means an organization having effective control over the "Port Area."

The term "competent person" means a competent person acceptable as such to the "Port Authority."

The term "user of the port" means any person who by himself, or through his agents or employees, seeks to use the facilities of any port area for the berthing of any ship whether engaged on maritime or inland navigation and/or for the loading and/or discharge of any goods from such ship.

The term "ship operator" includes the shipowner, master, or any agent responsible for the operation of the ship.

The term "emergency services" means Police, Fire, Ambulance, Hospital or any other organization capable of rendering active assistance in the event of an incident.

4. RESPONSIBILITY OF PORT AUTHORITIES

4.1 It should be at the discretion of the Port Authority to decide to what extent such goods should be:

- (a) Allowed within the port area;
- (b) delivered or received direct from the ship to other waterborne craft for landing at some alternative berth;
- (c) delivered or received direct from ship to or from land conveyance;
- (d) deposited for any period in the port area.

4.2 It should be the responsibility of the Port Authority to publish the conditions under which dangerous goods will be accepted and such conditions should be based on the recommendations of the IMCO Code.

5. PRINCIPLES

5.1 All ports should give effect to the following principles:

- (a) Prior advice should be given by the ship operator to the Port Authority of the carriage of dangerous goods aboard any ship prior to the entry within the port area in accordance with the recommendations under 6;
- (b) The safe movement of the ship within the port area;
- (c) Notice should be given by the ship operator prior to the commencement of discharge to the Port Authority and where appropriate any other organizations, indicating those dangerous goods that are for discharge at that port and those remaining on board for onward carriage;
- (d) Prior advice should be given by the consignor or land carrier to the Port Authority, of dangerous goods being offered for outward shipment in accordance with the recommendation under 10.3;
- (e) Goods should be handled with due care and attention under the supervision of a competent person at all times and the most suitable type of cargo handling gear in good condition should be used having regard to the relevant provisions of the ILO Convention No. 32, the ILO Code of Practice "Safety and

Health in Dock Work," national laws and codes of practice, and where appropriate the Code of Practice for Handling Cargo recommended by ICHCA;

- (f) All goods received should be handled, stowed and segregated having regard to the following:
 - (i) the safety of all persons in the area;
 - (ii) the safety of all premises, ships and equipment within the area;
 - (iii) the safety of all goods from contamination or the risk of fire or explosion;
- (g) Emergency procedures should be laid down, detailing the action to be taken in the event of an incident involving dangerous goods within the port area and the sources (e.g. port authority, emergency services, etc.) of trained staff, suitable protective clothing, and any necessary equipment.

5.2 To give effect to these principles, it is recommended that all ports should incorporate in line with the recommendations of the IMCO Code, the following conditions in their regulations or by-laws.

5.3 As far as possible the following additional principle should be followed: Safe stowage and segregation of dangerous goods on board ships should be in accordance with the recommendations of the IMCO Code.

6. PRIOR ADVICE OF ARRIVAL OF DANGEROUS GOODS BY WATER

6.1 Port Authorities should prescribe that all ships carrying dangerous goods should give prior advice to the Port Authority at least 48 hours before entry into the port area or where this is not practicable (e.g. short sea traffic) as early as possible prior to entry into the port area.

6.1.1 The Port Authority should establish the minimum quantities of dangerous goods, which may vary from Class to Class, for which prior advice of arrival is required. In establishing these requirements, Port Authorities should be guided by the relevant local conditions, such as

climatic, industrial and environmental factors, population density, etc.

6.1.2 The Advice should be given by the most suitable means of communication and should only include the necessary information the Port Authority needs to process the ship.

7. MOVEMENT AND BERTHING OF SHIPS WITHIN THE PORT AREA

7.1 It should be the responsibility of the Port Authority to establish procedures whereby advice may be given to shipmasters regarding safe movement, and instructions should be given to shipmasters regarding berthing, mooring, maintenance of distance limits and the flying of appropriate signals.

8. DISCHARGE OF DANGEROUS GOODS

8.1 Port Authorities should specify under what conditions dangerous goods may be discharged including:

8.1.1 No ship carrying dangerous goods should commence discharge of any cargo until the Port Authority and where appropriate any other organization employing personnel for the discharge of goods from the ship have been supplied in writing with a list and a cargo plan of all dangerous goods carried aboard giving IMCO Classification and sub-division (including the correct technical name, UN Number, quantity, marks, type of packaging) and indicating those goods which are for discharge at the port and those remaining on board for onward carriage.

8.1.2 Where goods are for discharge overside to other waterborne craft a list giving IMCO classification and sub-division (including the correct technical name), UN Number, quantity, marks, type of packaging should be handed to the person in charge of the receiving vessel and/or organization responsible for the craft.

8.2 It should be the responsibility of the shipmaster to ensure that all dangerous goods notified for discharge at any port are appropriately marked and labelled in accordance with the International Maritime Dangerous Goods Code.

8.3 It is recommended that the

organization employing personnel for the discharge of goods from the ship should maintain a continuing record of the amount of dangerous goods which has been discharged.

8.4 Discharging of dangerous goods should commence as soon as possible after the arrival of the ship.

9. RECEPTION FROM SHIP AND STORAGE OF DANGEROUS GOODS

9.1 If it is proposed to permit dangerous goods to be stored in the port area the segregation of goods should be based on the principles of the International Maritime Dangerous Goods Code.

9.1.1 Dangerous goods having explosive properties should, however, be stored in separate places. The minimum distance and maximum amount should be laid down taking into account the safety of ships and the neighbourhood.

9.1.2 The special recommendations for Container Traffic—SECTION 12—and the Carriage of Dangerous Goods on Roll-on/Roll-off Ships—SECTION 17—of the International Maritime Dangerous Goods Code should equally serve as a basis for regulations in the port area.

9.2 Dangerous goods stored in the port area should be the subject of regular inspection by a competent person at least once daily and immediately after close of work and any damages, leakages, reported immediately to the Port Authority.

9.3 Dangerous goods should only be stored in transit sheds for a limited period of time to be specified by the Port Authority.

9.4 When dangerous goods are stored in large quantities in buildings these buildings should be constructed of suitable non-combustible material.

9.5 Regulations should also deal with:

- (a) Smoking and use of naked flames or any other means of ignition;
- (b) The instruction of personnel as to the dangers involved;
- (c) The provisions of warning by notices and other means when dangerous goods are being handled;
- (d) Safety requirements that may

be necessary for individual classes of dangerous goods, including advising emergency services of the presence of highly dangerous goods in the port area;

- (e) The provision at all times for free access by the emergency services to areas (including ships) occupied by dangerous goods;
- (f) The need to ensure that vehicles and ships are capable of being moved in an emergency, and that the manpower and motive power required for this purpose is readily available.

10. RECEIPT OF DANGEROUS GOODS FOR OUTWARD SHIPMENT

10.1 The receipt and storage of dangerous goods in the port areas should be as recommended in paragraphs 9.1—9.5.

10.2 It should be the responsibility of the users of the port to ascertain from the Port Authority or person having operational control of the berth and the ship operator, the conditions under which dangerous goods will be received at the berth and into the ship and the obligation to comply therewith.

10.3 It should be the responsibility of the ship operator or shipper or consignor to make available to the Port Authority and/or person having operational control of the berth and the organizer of employed labour, 48 hours in advance but in any case not later than the time the goods are received on to port premises, a document specifying the correct technical name, marks, numbers, quantity and weight and IMCO Classification and sub-division and UN Number of any dangerous goods presented for shipment.

10.4 The document referred to in paragraph 10.3 above may take the form of a Shipping Note which may be required by the wharfinger or of the Special Stowage Order issued by the ship operator or his agent. A recommended form is given at Appendix.

11. HANDLING OF DANGEROUS GOODS — CARGO HANDLING GEAR

It should be the responsibility of

12. EMERGENCY PROCEDURE

12.1 In the event of an incident involving the leakage of dangerous goods in enclosed spaces, all personnel should be evacuated from that hold, if on board ship, or section of the building. If the incident should occur in an open space, all personnel should be withdrawn to a safe distance preferably to windward of the affected area. Transport, cleaning up or repacking of damaged packages should not be continued or started until the consignor has been consulted or other expert advice is sought.

12.2 Immediate steps should be taken to ascertain the actual contents of the package and, if there is a risk to personnel or premises, Emergency Services should be called.

12.3 It should be the duty of the Port Authority and/or operator of the wharf or the person responsible for the handling of these dangerous goods to have available details of the appropriate action to be taken having regard to the goods being handled and if emergency services are not readily available to provide the appropriate fire extinguishers, breathing apparatus, protective clothing etc., that may be required and to ensure that adequate personnel have been trained in their use.

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IMCO-CLASS 7 form : yellow
Other CLASSES form : white

(signature of the Master or his assignee)

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A New Canal Proposed to Link Lakes Ontario and Erie

**International Association of Great Lakes Ports
Toronto, Ontario
Canada**

November, 1973:—United States engineers have come up with a report showing that a new canal can be constructed through New York state to help ease the bottleneck expected to develop at the Welland Canal by 1990 because of increased shipping.

Economic studies and a projection of trends in waterborne traffic indicate that unless some structural improvements to the Welland Canal are made before 1990, traffic desiring to transverse the entire Great Lakes System will be constrained by the physical capacity of the canal. Because of these limitations, the Buffalo District of the U.S. Army Corps of Engineers has prepared a report that envisages the construction of a new Lake Erie—Lake Ontario deep-draft waterway about 38 miles long through New York state as a parallel canal to provide additional capacity to meet the need of traffic expansion.

Cost of the project, that would

take five years to complete, is estimated at \$2.6 billion based on 1972 price levels. Incorporated in the figure are interest charges during construction amounting to \$357,930,000. Annual charges would be \$176,116,000 including interest, amortization over a 50-year-period, operation and maintenance.

The U.S. project would use a channel in the Niagara River and then traverse a 325-foot drop across the U.S. Niagara Peninsula including the 240-foot Niagara Escarpment. The report stresses that the proposed waterway would provide additional capacity sufficient to meet the projected waterborne traffic demand between Lake Erie and Lake Ontario through the 2030-2040 decade.

The Welland Canal, which handled 63 million tons in 1971, is the existing link from Lake Ontario to the rest of the Great Lakes system. Built by Canada in 1932, it contains one guard and seven lift locks, each

800 feet by 80 feet, with a 27-foot depth.

The considered U.S. Canal would have a minimum bottom width of 600 feet to meet standards for two-way traffic and a minimum depth of 30 feet. Locks would be 110 feet wide and 1,200 feet between gates to permit passage of a maximum size vessel of about 105 feet by 1,000 feet, or about the same as the largest lock now in the system at Sault Ste. Marie. Four locks, each with a lift of 80 feet, are proposed for the overland section while the lock in the Niagara section would have a normal lift of five feet. For lockage, surge basins would be required to minimize surges in the channel in the overland section caused by rapid displacement of large volumes of water during filling and emptying of the locks.

The report adds that the overland section of the waterway would necessitate the relocation of approximately 300 residences, 12 roads, 4 railroads, 20 utilities and the acquisition of about 10,000 acres of land. In addition, the Niagara River section would require major bridge and railroad replacements, relocation of a waste treatment plant and the lowering of underwater utility lines.

Economic benefits from this project would be felt in the canal area itself and the total system. The report cautions that unless something is done to relieve the projected traffic jam in 1990 and provide facilities to handle larger ships, the Great Lakes region of the United States and Canada will lose a significant amount of future waterborne traffic.

"The potential loss for the U.S. would affect a Great Lakes tributary area representing 36 per cent of the nation's population and all or portions of 19 states," the report says.

It stresses that the movement of goods by ship is the most economical mode of transportation over long distances. And with the growing energy crisis and related costs, future studies could favour waterborne commerce, a low-energy transport mode.

If provisions are not made for the smooth flow of traffic through the Great Lakes system, the report points out that the shift to other modes of transportation would re-



sult in increased transportation costs which would be passed on to shippers and consumers in the Great Lakes area.

"Products that are now exported via the Great Lakes from the mid-continent area would not be as competitive in foreign markets due to the higher transportation costs," the report explains.

"The limitations on future growth of waterborne commerce, as controlled by the practical capacity of the Welland Canal, also inhibits growth in other system areas such as the St. Lawrence Seaway and Great Lakes ports. An unimproved Welland Canal could result in an underutilization of these other system components," was another of the report's conclusions.

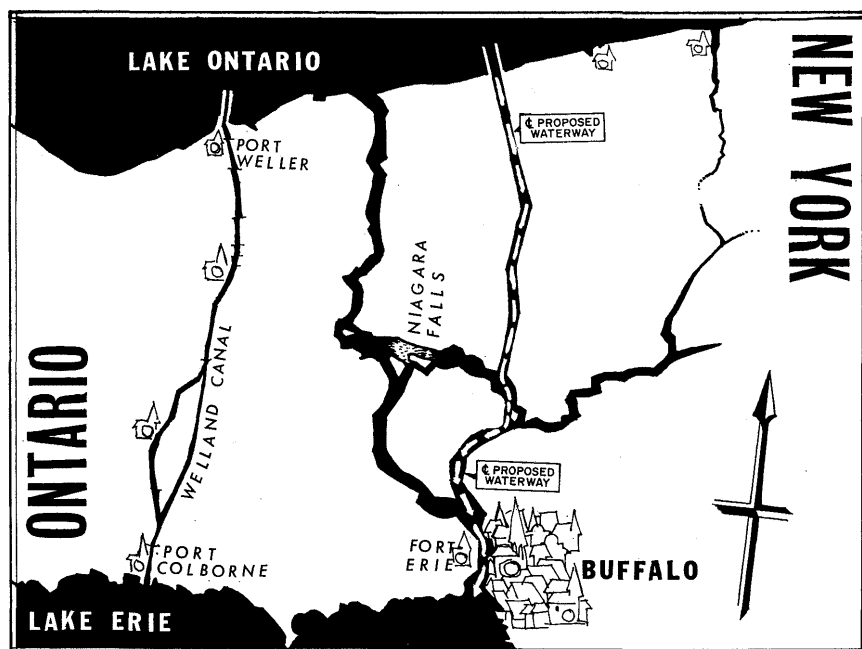
Other benefits include: savings to shippers through reduced traffic delays, increased efficiency, insurance against shutdown because of accidents, stimulation of regional development and increased tourism.

Recreational benefits include: a scenic parkway along the east shore of the canal, a hiking-biking corridor along the west shore, picnic areas, development of canal breakwaters into Lake Ontario to accommodate fishermen and the development of surge basins located adjacent to navigation locks for fishing, swimming, boating and ice skating purposes.

However, the report also lists a number of disadvantages. Increased tourism might be considered undesirable to residents because it would disrupt the quiet, rural atmosphere characteristic of this area. Also, water required for lockages on the canal would have a potential adverse effect on the power industry located along the Niagara River and could result in additional costs.

"Reduction in the tax base for Niagara County is another adverse regional economic effect," the report notes. But this would be temporary and would be partially offset after construction is completed by the relocation taking place in the area.

The environment was also taken into consideration and from interviews and field studies it was determined that the most significant impacts appear to be the acquisition of homes, disruption of the community and excavation and spoil re-



quirements.

Western New York is in a Zone 3 earthquake area where major earthquake damages might occur; therefore, the engineers took this factor into consideration when designing the waterway. However, no major earthquakes have been recorded in this region in recent history.

"Because of the distance from the nearest fault, about 60 miles away, and the relatively shallow depth of the excavation, the waterway would have virtually no effect on the occurrence of seismic disturbances," the report says.

The environmental consultant in the study found no adverse environmental impacts that would be of such a magnitude that the canal would be ecologically unacceptable.

The report says that construction of the waterway "is not economically justified, based solely on U.S. transportation savings and when analyzed as an increment to, rather than an integral part of, the entire system."

It recommends there should be "international cooperation to consider existing conditions and future needs of the total Great Lakes-St. Lawrence Seaway navigation system. The major goal should be the development of a system-wide program to make sure that proper timing, sizing and sequencing of future navigation improvements agree with the projected need."

When talking about benefits and

costs, the report explains that the primary benefits in the economic justification of navigation improvements are the savings to waterway users. A detailed transportation rate study for all commodities moving between the two lakes, taking into account their initial origin and ultimate destination, showed annual traffic benefits, discounted at 5½ per cent, to be \$76,500,000. This figure does not include secondary benefits or Canadian benefits.

"Because the canal would be considered an improvement of navigation, cost of construction would be a federal responsibility," the study reveals.

However, local civic, commercial and political entities have an interest in the outcome of the study because of the effect of the waterway on the region. The report emphasizes that these particular groups were the original proponents of the waterway and a moving force in getting authorization for the study.

The International Association of Great Lakes Ports (IAGLP), at a recent meeting in Chicago, endorsed the report and supported further studies.

"In calculating the benefits of this waterway, the report only took the Buffalo region into consideration," said an IAGLP spokesman. "This new canal would generate benefits that would apply to the total system."

(Continued on Next Page Bottom)

PLA Extends Radar Coverage for Safety of Thames Shipping

Port of London Authority

London, 31st October, 1973 (PLA News):—The Port of London Authority, as part of its programme of securing the highest standards of navigational safety in the Port of London, has just brought into service an extended facility of the PLA Thames Navigation Service which increases by some 20 nautical miles their radar surveillance of shipping movements in the busy estuarial approaches to the Port of London.

A new radar and communications station is housed in an extension of the HM Coastguard observation tower at Warden Point, some 160 ft above mean sea level on the Kent cliffs of the Isle of Sheppey. From here the radar scan takes in the area from Thames Haven to the seaward limit of the Port by the Sunk and Tongue light buoys. It gives a clear picture of the designated anchorages in the outer estuary, the shipping lanes, and the

deep-water channels of the Port Approaches beyond the range of the radar scan operated by the Thames Navigation Service at the Gravesend Operations Room. It also views over the Maplin Sands where PLA plan for new major seaport

facilities.

There is a direct land line and VHF communication between Warden Point station and the Gravesend Centre and within a year a new micro-wave link will enable the Warden Point radar display to be simultaneously received at Gravesend. The PLA has always enjoyed ready co-operation with HM Coastguard but this is the first time that a functional and organizational link has been formed between the two services which, at Warden Point, share the same premises with inter-connecting watch rooms on the same floor. These are continuously manned.

The compatibility of the two services is apparent and well served

Whether or not the new canal is constructed depends on a number of facts, including what future developments take place in Canada. "Some major waterway improvement is needed, either in the form of a new waterway or major structural improvements to the existing Welland Canal," the report warns. "A decision must be made by 1980 in order to prevent constraint of waterborne traffic in 1990."

The United States views the Welland Canal as the weak link in the St. Lawrence-Great Lakes system. However, the Canadian St. Lawrence-Great Lakes system. However, the Canadian St. Lawrence Seaway Authority has said that it expects to start work about 1980 on the "twinning" of the Welland Canal locks, creating four or five new locks about the same size as those in the U.S. proposal.



WARDEN POINT JOINT STATION OF PLA THAMES NAVIGATION SERVICE AND HM COASTGUARD SERVICE

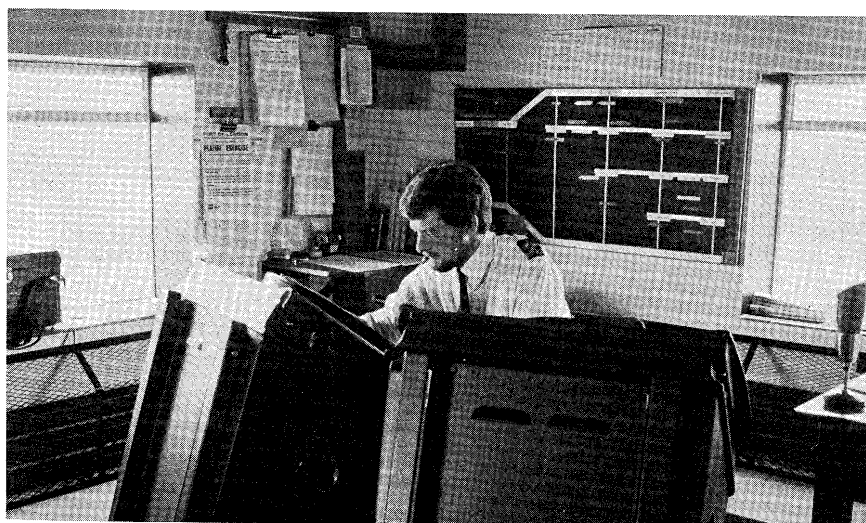
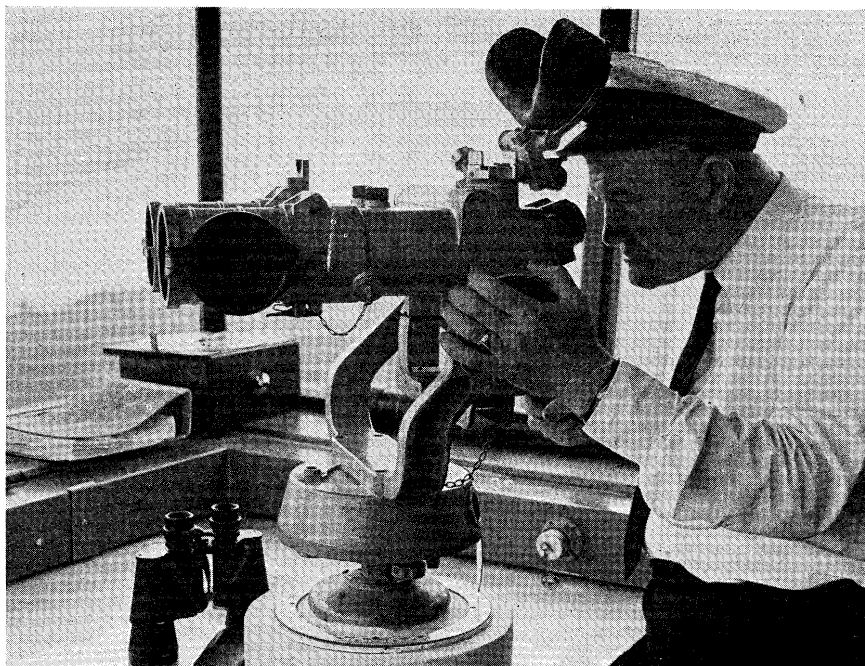
Picture shows exterior of the extended station which houses PLA Thames Navigations Service and HM Coastguard Service watch rooms which are interconnected and on the same floor.

The lower tower supports the 25ft radar scanner which surveys the outer estuary from Thames Haven to the seaward limit of the Port of London at the Sunk and the Tongue light buoys. (Photo PLA)

• Top picture shows HM Coast-guard Officer making a visual survey of the estuary from his observation tower watch room. This interconnects with the PLA radar watch room and the two services have developed a joint system of monitoring shipping movements in the busy shipping lanes through the Port Approaches. The station is continuously manned giving round-the-clock vigilance. (Photo PLA)

• Middle picture shows PLA Radio Officer at the radar display consoles in the radar watch room in the new station. The position of shipping at the designated anchorages in the estuary is displayed on the magnetic wall chart. (Photo PLA)

• Bottom picture shows PLA Radio Officer consulting the two radar displays in the radar watch room of the station. (Photo PLA)



by the new arrangement which facilitates closer watch and earlier response to shipping needs, better information gathering and dissemination, and more effective operation of the Fishery Reporting Scheme. This is a method of planned fishing by the inshore fishing industry whereby the various craft engaged operate as a group and their location and movement is reported to Warden Point and advised to shipping in the Port approaches.

Warden Point will also aid Gravesend with information about vessels clearing Reporting Points under the provisions of PLA General Directions to shipping.

Equipment in the new station includes:—

Radar: Scanner at 163 ft above Mean Sea Level serving two displays by Decca, Type 729.

Radio: VHF Channel 12, main and stand-by RX and TX. VHF Channel 18, main RX and TX.

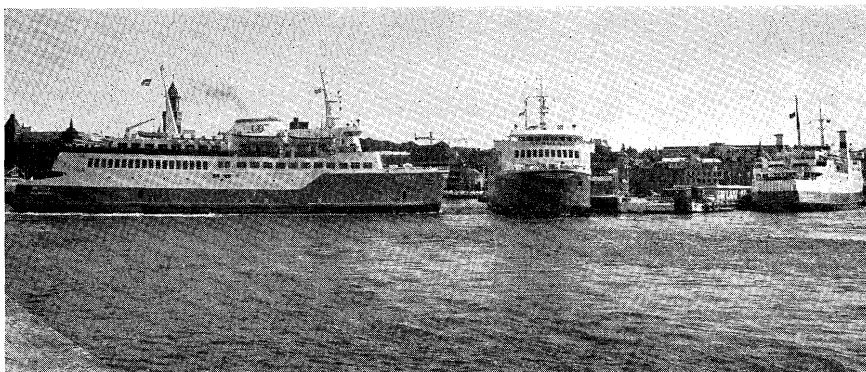
Telephone: Direct Line to Gravesend PLA Thames Navigation Service Headquarters.

Tide Gauge: UHF link with the Shivering Sands Tower gauge to station chart recorder.

Port of Helsingborg in Pictures



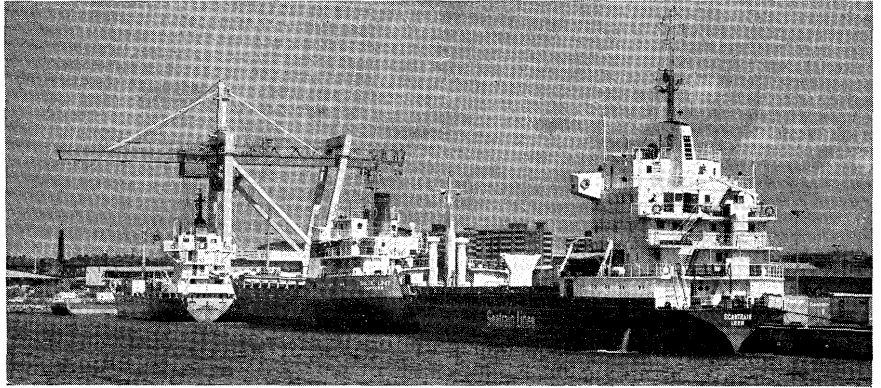
Aerial view of the Ocean Terminal with the ferry terminals of today in the distance. In the foreground unused land of 25,000 sq.m is projected for a new ferry terminal to allow large, modern RoRo vessels in 2 berths. More than 15 million Sw.Crs will be used for the berths with adjacent terminal building, marshalling areas, roads etc. The new port is planned to be put into operations in 1975, and it will be equipped with double rail-tracks in direct connection with the railway goods station of Helsingborg. The new facilities are expected to be of considerable value for the expanding RoRo traffic.



← It is quite impressive for a visitor to see the steady stream of ferry ships leaving and berthing at Helsingborg — the port having more frequent daily sailings than has any other port in Scandinavia: every 4 minutes there is an arrival or departure. Most of the ferries are combined passenger and cargo ships. The major part of cargo is shipped by RoRo vessels and the number of units in 1973 arrived at 330,000. The figure includes containers, flats, trailers and lorries.

More Pictures of Port of Helsingborg

→ The container harbour of Helsingborg—the Skane Terminal—completed in 1969 is already the next largest container harbour in Scandinavia. An increasing number of LoLo and RoRo vessels are making regular calls to the terminal.



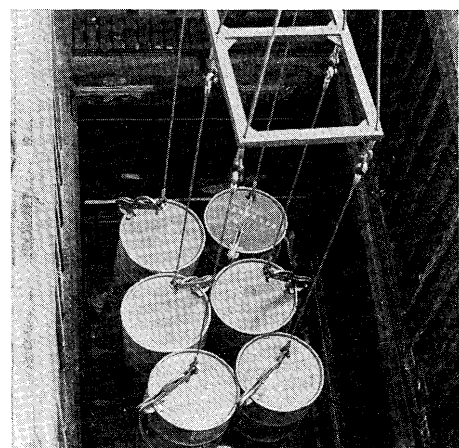
Swedes are hearty coffee consumers. With a population of 8 million people the Swedes are consuming 110,000 tons of coffee a year. No less than 30 pct of all coffee for Sweden is discharged at Helsingborg. The import is made by modern general cargo ships and the coffee comes from Brazil and Kenya.



Stevedoring work is not a privilege for men at Helsingborg. There are also women stevedores busy in the terminal work with loading and discharging. The women are doing their stevedoring work very well and are much liked by the male fellow-workers.



Import of fruit from overseas countries is considerable at Helsingborg, being one of the largest ports for fruits and vegetables in Scandinavia. Prompt discharging, safe and careful treatment combined with low handling charges are the reasons behind the last few years rapid growth of the import.



A new tool has been introduced to grip barrels efficiently and safe. The new tool contributes not only to increased production but it also promotes the safe handling of such cargo. The new tool is combined with a spreader so that 6 barrels can be loaded at a time.

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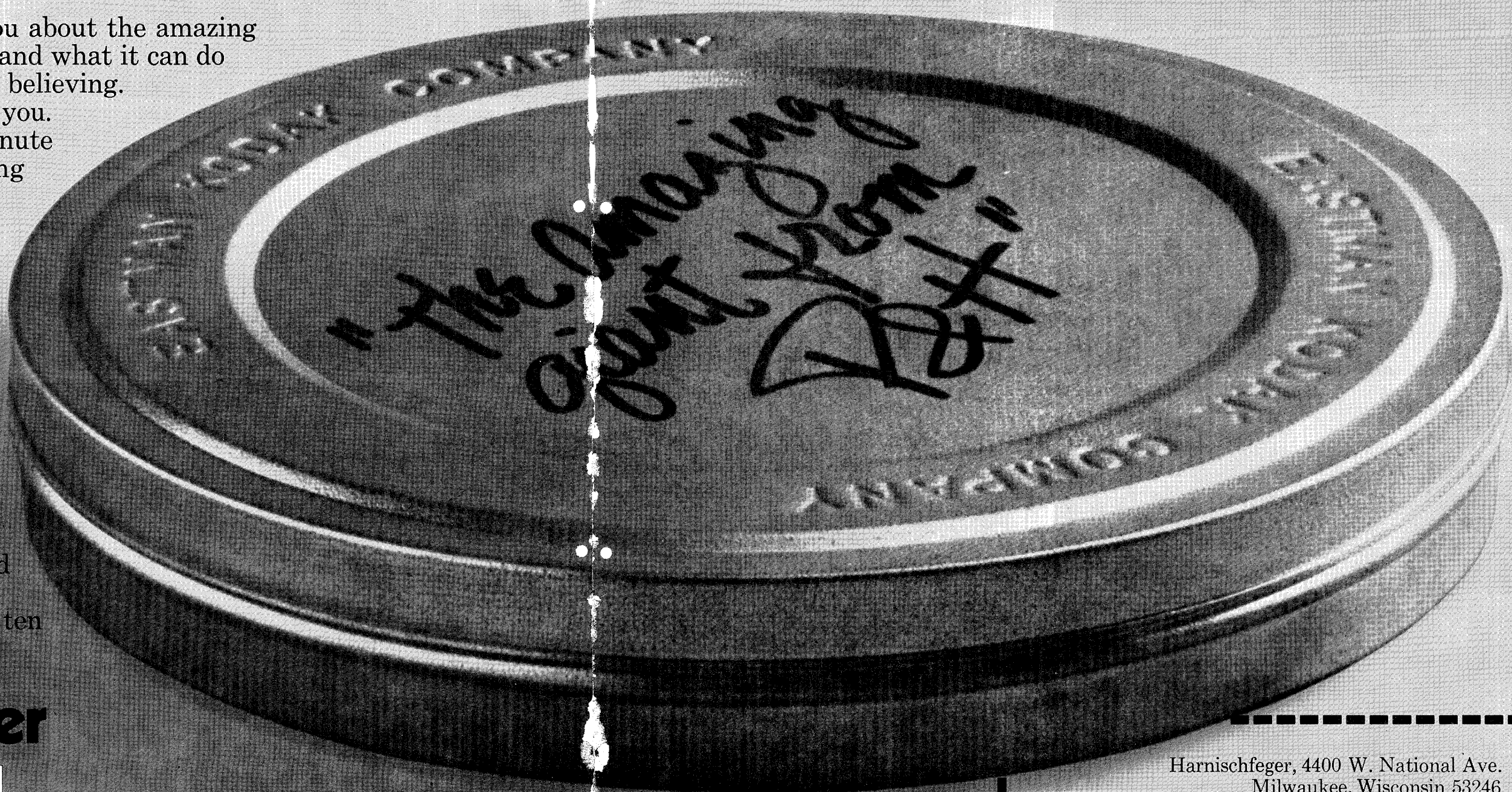
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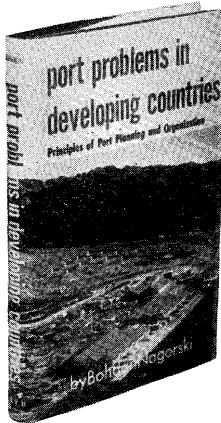
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—Assistant Secretary General, ICHCA

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IAPH News:

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• **PORT EVERGLADES AUTHORITY**, Florida, U.S.A.: Capt. Noel R. Bacon, Port Director, visited IAPH Head Office on Thursday, November 1, accompanied by Mr. Akira Moromi, of Japan External Trade Organization. Capt. Bacon was received by Mr. K. Yokoyama, Deputy Secretary General. He was traveling in Japan as member of the Florida Delegation featuring a slogan "Business Opportunities in Florida".

• **PORT OF SEATTLE**: Capt. Merle D. Adlum, Port Commission President, and Mr. J. Eldon Opheim, General Manager, accompanied by Mr. Kazuhiko Asakura, Representative in Japan, called briefly at the IAPH Head Office on Wednesday, November 14 afternoon and were received by Dr. Hajime Sato, Secretary General, and Mr. K. Yokoyama, Deputy Secretary General.

• **PORT OF LE HAVRE AUTHORITY**: A reception was held on Monday, November 26, 1973 from 6.00 until 7.30 p.m. at the French Trade Center, Akasaka, Tokyo by Mr. Paul Bastard, General Manager, Mr. Rene Genin, Trade Development Director, and Mr. Jean A. Monnin, Japan Representative.

Prior to the reception, a press interview was held in the same place from 4.30 until 6.00 p.m. where Mr. Bastard briefed the press on the up-to-date demand-supply problems of petroleum in France and Europe, the Antifer Oil Terminal and its pipelines (for receiving one million DWT tankers) under construction by the Port, and the Port Authority's desire to attract Japanese enterprises to the industrial zone of the Authority.

ICHCA's TASC is to Tackle Condensation in Containers

London, 23rd October, 1973 (ICHCA Press Information):—The International Cargo Handling Coordination Association (ICHCA) has formed TASC (Technical Advisory Sub-Committee) to keep the Association in the forefront of developments in the handling and transportation of cargoes, and allied fields.

TASC will determine those areas in which ICHCA should be active. It will review and study technical matters of present and future importance to all those who form part of the international transport chain.

TASC has been formed by bringing together "bright young men" from ICHCA's international membership. TASC is at present comprised of representatives from Australia, Belgium, France, Netherlands, Portugal, Spain, Sweden and United Kingdom. Members from other countries will be nominated shortly.

Members hail from all sectors of the Transport Industry and range from an Airline Cargo Executive and a Shipowner, to a Transport Research Consultant and a Container Stowage Expert. TASC's Chairman is Mr. E. van Dijk, Vice-Chairman of the ICHCA Council.

At the inaugural meeting, held in London recently, TASC decided that the first matter of review should be the problem of 'Condensation in Containers'. Condensation is the cause of some concern to those involved in Intermodal Container Transport.

TASC considered that this problem required further practical study and research. It therefore decided that the subject would provide a suitable basis for a first report.

TASC would therefore like to hear from any person or organization who would be willing to offer assistance, or take part in the study. Those with practical experience of the problems of 'Condensation in Containers' would be particularly welcome.

A study into the 'Transport Chain of Agricultural Primary Products' is also planned. All enquiries are most welcome and should be addressed to: Geoffrey Stokoe—TASC, Technical Secretary, ICHCA Central Office, 15 Wilton Road, London SW1V 1LX, United Kingdom.



Photographed at the Port of Le Havre Authority reception (See story on this page.) on November 26, 1973 evening (French Trade Center, Akasaka, Tokyo) were, left to right, Messrs. K. Yokoyama, P. Bastard, H. Sato, R. Genin and J. A. Monnin.

NPC Book :

Container and Roll-on Traffic Through British Ports

**National Ports Council
London**

Statistics published today by the National Ports Council* show a further increase in 1972 of 3.2 million metric tons in the goods traffic passing through British Ports on container and roll-on services. The total number of loaded units on these services was 1,940,693, weighing 22,460,000 tonnes, compared with 1,728,935 units, and 19,307,000 tonnes in 1971. Of the 1972 total, 1,087,571 units (11,697,000 tonnes)

were carried on specialized 'lift-on' container services.

The Council's statistics show that the rate of growth is fastest in the roll-on services. For the second year running these services recorded an increase in their share of the total market for unit-load cargoes. In 1970 these services had 43.9 per cent of the market; in 1971 44.2 per cent, and in 1972 their share totalled 47.1 per cent.

There are now 46 British ports with specialized unit-load services, of which 29 offer lift-on services. Specialized shipping companies offering lift-on services at British ports now total 82, together with 32 companies offering roll-on services for

road goods vehicles and 27 offering services only for accompanied cars or import/export vehicles. Unit load services from British ports are now operated on 267 different shipping routes.

London remained Britain's leading container port, with 2.7 m. tonnes in 1972 compared with 2.4 m. in 1971. Other ports with substantial container or roll-on traffic whose figures are available for publication are: Dover, 2.0 m. tonnes (1.6 m. tonnes in 1971); Felixstowe, 1.9 million tonnes (1.5 m in 1971); Southampton, 1.7 m tonnes (1.1 m in 1971); Liverpool, 1.5 m tonnes (1.6 m in 1971); Hull, 1.3 m tonnes (1.0 m in 1971); Preston 1.2 m tonnes (1.5 m in 1971); and Tees and Hartlepool, 474,000 tonnes (350,000 tonnes in 1971).

The car-accompanied tourist traffic on roll-on vessels again increased in 1972 (by 6 per cent over 1971), with a 12.8 per cent increase on the cross channel routes to France (where the hovercraft services from Dover and Ramsgate showed an increase of 9.9 per cent and bus and

* Container and roll-on port statistics, Great Britain, 1973. Published by the National Ports Council, Commonwealth House, 1-19 New Oxford Street, London, WC1A 1DZ. Price £2.50.

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coach movements increased by 42.0 per cent).

The number of new vehicles being delivered by manufacturers via roll-on services again showed a large increase (38 per cent above the 1971 level), predominantly as imports (61 per cent increase) rather than exports (12 per cent increase). Of the total of 744,000 vehicles carried in 1972, 242,000 were on services with France (204,000 import, 38,000 export). New vehicles carried on deep sea services (with America, Japan, Australia and Africa) totalled 53,000 (25,000 imports, 28,000 exports).

This new issue of the Council's unit-load statistics contains 33 tables, including details by type of unit, overseas countries of origin and destination, and port and port group. For the first time trade with Spain and Portugal is separately identified. There are separate tables with details of accompanied car traffic and import/export vehicles. New this year are tables showing the annual movements in market share of roll on and lift on services and the number of port authorities and shipping companies involved in this traffic.

TRANSPORAMA '74

Toronto, Canada:—The Transporama '74, industrial transportation & physical distribution exhibition will be held April 23-4-5, 1974 in Toronto. Sponsored by the Canadian Importers Association, the exhibition will be highly valuable, profitable and informative event.

Participation by such members demonstrates the great interest and enthusiasm on the part of Canadian Government and industry. At the 1972 show, the Port of Toronto traffic chief was elated by the number of visitors at their booth, Peter Hunter, container consultant, felt that the show was the best container exhibition held in North America, "Container News" declared the show a resounding success. An estimate of several thousand well-qualified visitors attended the 1972 show and Transporama '74 is to be expanded.

Advisory committee members feel that Canada can offer the world more of its unique experience in

physical distribution. Unusual methods used in harbours such as Toronto, which is a great distance from the Atlantic seaboard, must be of interest to outside agencies.

Reaction to the last show has been so favorable that Transporama '74 has grown to include a commercial vehicle and accessory show as well as a display of commercial aircraft and associated ground equipment.

All aspects of industrial transportation are to be covered, thus many overseas and U.S. visitors are expected. Provisional block bookings at large downtown Toronto hotels have been made, should visitors require accommodation.

For further information write to: Containerization and Physical Distribution Exhibition, 952 Queen Street West, Toronto 145, Canada.

IAPC Book

"1973 Pollution Control in the Marine Industries", the third publication in the series, is a unique reference for the entire field of marine pollution control, published by International Association for Pollution Control headquartered in Washington D.C., U.S.A.

This book of over 400 pages provides information on: international policy considerations, legislation and regulations, standards and enforcement procedures, research and technology, environmental considerations for ports and harbors, analysis of the market for marine pollution control, economic assessments, environmental impact statements, and arctic considerations.

This new publication is an invaluable information source for those who are presently involved in the marine field such as vessel owners and operators, shipbuilders, naval architects, marine equipment and service suppliers and those who hope to supply services of equipment to this new part of the marine industry in the future. This book should be required reading for those in marine management, operations, marketing, and engineering.

The charge for this publication is \$25 (\$20 for IAPC members). For further information, write to:

International Association for Pollution Control

4733 Bethesda Avenue, Suite 303, Washington, D.C. 20014 U.S.A.

(Refer to "Ports and Harbors" September, 1973 page 46.)

Priority to Vessels Carrying Petroleum Products

Cornwall, Ontario, November 9, 1973 (Seaway Notice No. 17 of 1973, The St. Lawrence Seaway Authority):—This notice cancels and supersedes Seaway Notice No. 16 of November 9, 1973. Mariners are advised that effective immediately all vessels carrying petroleum products will be given priority to transit the Welland Canal and the Montreal-Lake Ontario sections of the St. Lawrence Seaway.

The priority will apply to all vessels involved in this trade in both the upbound and downbound directions.

Masters of vessels engaged in the movement of petroleum products are required to notify the appropriate traffic control centre.

Seaway Notice No. 18 of 1973

Cornwall, Ontario, November 21, 1973 (The St. Lawrence Seaway Authority):—

Closing of The 1973 Navigation Season

Reference is made to Seaway Notices No. 12 & 13 (1973) which set out details of closing dates for the 1973 Navigation Season. Mariners are reminded that the firm closing dates are as follows:

A. Montreal-Lake Ontario Section—December 16, 1973

- i) No upbound vessels will be accepted at CIP-2 for transit through St. Lambert Lock after 1200 hours (noon) on December 16, 1973.
- ii) No downbound vessels will be accepted at CIP-13 for transit through Iroquois Lock after 1200 hours (noon) on December 16, 1973.

B. Welland Canal—December 31, 1973

- i) No upbound vessels will be accepted at CIP-15 (Lake Ontario) for transit of the Canal after 1200 hours

(noon) on December 31, 1973.

- ii) No downbound vessels will be accepted at CIP-16 (Lake Erie) for transit of the Canal after 1200 hours (noon) on December 31, 1973.

C. Sault Ste. Marie Canal (Canadian)—December 12, 1973

No vessels will be accepted for transit either upbound or downbound after 1200 hours (noon) on December 12, 1973.

D. Sault Ste. Marie Canal (United States)—January 31, 1974

The U.S. Corps of Engineers advises that their Sault Ste. Marie Locks are scheduled to close on January 31, 1974 but the closing date will be extended on a day-to-day basis, weather permitting, thereafter.

General Information

The following information is brought to the attention of mariners:

1. Ocean Vessel Status—Nov. 19, 1973 (midnight)

Year	Number of Ocean vessels Above	
	St. Lambert	Port Weller
1973	139	105
1972	178	125
1971	233	176

- 2. Commencing Thursday, November 22, 1973, the Seaway Entities will start broadcasting daily, via radio messages, the ocean vessel status and current water temperatures.

Ingenious Loop Belt Conveyor System

Hamilton, Ontario, November 7, 1973 (Stanley Public Relations Ltd., Toronto):—An ingenious \$1.5 million loop belt conveyor system which will unload up to 6,000 tons of bulk ship cargo hourly was brought into operation this week by Canada Steamship Lines of Montreal. The system is installed aboard the new 30,000 ton Great Lakes self-unloading ore carrier M.S. "H.M. Griffith". The 730-foot long ship arrived here yesterday on her maiden voyage from Thunder Bay.

Designed, manufactured and installed by Stephens-Adamson Divi-

sion of Borg-Warner (Canada) Ltd. of Belleville, the system is designed to quickly elevate large tonnages of bulk material such as coal or iron ore pellets where space is at a premium. It can be applied to land-based installations such as mines and processing plants as well as self-unloading ships.

The below-deck conveyor is located at the after end of the "H.M. Griffith" and measures only 33 feet long and 16 feet wide. Since the conveyor requires so much less space than a conventional zig-zag pattern of conveyors, the ship's cargo carrying capacity is increased from 27,000 to 30,000 tons.

The ship's loop belt system consists of two huge conveyor belts which travel over and around a convex curve formed by idlers. The inside belt is 9 feet wide and the outside belt is just six inches narrower.

The bulk material is trapped between the belts while in the curve. It is then released by removing one of the belts after being elevated more than 60 feet from the ship's hold to the deck boom conveyor level. Since the system requires fewer transfers than any other, degradation of material is minimized and pollution from dusting is virtually eliminated.

The belts are driven by two powerful electric motors with a total output of 800 horsepower. They are fed with the material by three 84-inch wide service conveyors each 600 feet long, almost the entire length of the ship's cargo hold.

Stephens-Adamson introduced the loop belt conveyor system in 1972. Since then the company has received orders for six systems worth nearly \$10 million. The first self-unloading ore carrier to be equipped with the system was the J.W. McGiffin, sister ship of the H. M. Griffith, in the spring of 1972.

Port Delegation to New York

Montreal, Quebec, November 23, 1973 (Port of Montreal Press Release):—A delegation of several members of the Port of Montreal Authority led by its Chairman, Mr. J. M. Chabot, will be in New York next Wednesday, November

28, 1973, to establish contacts with present and prospective customers as part of the Port of Montreal's overall cargo solicitation programme.

At the occasion of a luncheon meeting to be held at India House, the Port Manager, Mr. Nicholas Beshwaty, will present to a group of high level representatives of shipping lines the many advantages of using Montreal as a gateway port for the huge midwest industrial and consumption market.

The programme also includes a reception to be held in the Canadian Consulate where a large audience of traffic managers, freight forwarders, importers and exporters will be briefed on the port of Montreal facilities and services through visual aids and especially prepared material.

This promotion tour is organized with the active cooperation of the Canadian Consulate and Quebec Government House in New York.

Facelift for Squamish

Canada-Japan Trade Council Newsletter, September, 1973:—Squamish, 30 miles northwest of Vancouver at the head of Howe Sound, had for years been the southern terminal of the British Columbia Railway, handling coastal trade down to Vancouver until 1956 when the railway extended south to a North Vancouver site. Continued expansion of the rail system and resource development have put increasing pressure on this facility. In 1970 it was decided to develop Squamish as a modern forest products terminal capable of handling ocean ships up to 35,000 DWT. Cattermole Timber Ltd. and the B.C. Railway formed Squamish Terminals Ltd. to operate the new port, for which Swan Wooster Engineering handled planning, design and construction supervision. The new terminal includes a 1,000-car railcar manufacturing plant of the B.C. Railway.

Home Port Welcome for the "Ontario"

Toronto, Ontario, November 20, 1973 (Toronto Harbour Commissioners):—Champagne corks popped as more than 100 guests toasted

the arrival of the 4,835-ton cargo ship Ontario on her first visit to her home port of Toronto.

But the event was significant because the Ontario is the first Canadian-owned vessel engaged in overseas liner service to visit Toronto since the 1959 opening of the St. Lawrence Seaway.

The Montship Line, one of whose vessels was Canadian, was the only other Canadian line with a service between Toronto and overseas ports. But that was in the pre-Seaway era.

The vessel was purchased in Australia by Bomar Navigation Ltd. of Montreal and renamed Ontario according to the line's Toronto agent R.G. Redburn Ltd.

Capt. J. R. Bouchard, the company president, told shipping and Harbour Commission officials at the welcoming ceremony that it is planned to use the vessel on cargo runs between the Great Lakes, Gulf of Mexico and South America and eventually place orders in Canada for several new ships.

Record Foreign Tonnage Pace Continued

Baltimore, Md., November 5, 1973 (News From Maryland Port Administration):—The port of Baltimore continued a record setting foreign tonnage pace in August 1973 by handling 3.2 million tons of import-export cargo.

The tonnage figure for the eighth month of the year brought the port's overall foreign waterborne commerce to more than 23.6 million tons for 1973, a total not reached until the month of October in 1972.

According to the Maryland Port Administration, an agency of the Maryland Department of Transportation, the most recent 1973 tonnage figure is 16.7 per cent or over 3.37 million tons ahead of last year's pace and further increases the port's chances of breaking its all-time yearly record of 32 million tons set in 1957.

Continuing to highlight the port's foreign trade increase during August were exports, which rose 24.5 per cent to more than 6.7 million tons. Imports also increased steadily to a total of 16.9 million tons, a rise of nearly 14 per cent.

Grain cargoes again led the list of exports for Baltimore, registering a total of 2.53 million tons, an increase of 872,100 over the same period last year. Wheat jumped over 110 per cent to 225,064 tons while corn rose 83.3 per cent to a figure of almost 1.6 million tons.

Also continuing as significant exports were coal, which reached a mark of 2.7 million tons, a 7.5 per cent rise over 1972, and iron and steel products, which jumped 82,141 tons over last year to a total of 360,309.

Petroleum and petroleum products were Baltimore's leading imports and the largest single commodity handled at the port according to the August figures. Petroleum registered a huge 6.9 million tons, a rise of 15.3 per cent over 1972.

Iron ore imports also were impressive, increasing 23 per cent or 1.16 million tons to an overall mark of nearly 6.2 million tons.

If the port continues its current average rate of 2.95 million tons of foreign trade per month for the remaining months of 1973, it will

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 Dart Line—Northern Europe
 Finnliness—Northern Europe
 Japan Line—Far East
 K Line—Far East
 Maritime Coastal Containers Limited—Halifax
 Mitsui OSK Lines—Far East
 N.Y.K. Line—Far East
 New England Express Line—Northern Europe
 Sea-Land—Puerto Rico, Europe, Far East
 Y-S Line—Far East
 Zim Line—Mediterranean and Far East

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easily surpass its overall 1972 total of 29.1 million tons of import-export cargo and set a new foreign commerce record of over 35 million tons for a single year.

Second Office in U.K. Opened

Baltimore, Md., October 29, 1973 (News From Maryland Port Administration):—The port of Baltimore's trade promotion efforts in the United Kingdom have been expanded by the opening of a new Maryland Port Administration office in Birmingham.

The Birmingham location, to operate as a branch of the MPA's London field office, gives to port of Baltimore additional representation in two of the major concentrations of commerce and trade in the British Isles.

The new branch office will be staffed by Stanley G. Armstrong, who has been appointed MPA assistant regional manager in the United Kingdom.

Mr. Armstrong succeeds Kenneth L. Newton, who recently was promoted to head the port of Baltimore's London office as manager. Mr. Newton replaced Austin G. Tofield, who retired at the end of September.

Although functioning as Mr. Newton's assistant, Mr. Armstrong's base of operations in Birmingham, about 100 miles northwest of London, will give port of Baltimore solicitation in the industrial heartland of England a much wider, more concentrated focus.

The London office is one of four overseas and eight overall field locations operated by the MPA on behalf of the port of Baltimore. Others are situated in Brussels, Tokyo, Hong Kong, Baltimore, Pittsburgh, New York and Chicago.

A veteran of more than two decades of association with the shipping industry, Mr. Armstrong, 39, has been a freight salesman and sales manager for more than 12 years. His previous employment was with Ferrymasters, Ltd., which represents Sea-Land Service, Inc., in the United Kingdom.

The MPA, an agency of the Maryland Department of Transportation, has long been considering

Full Container Service on Charleston-Far East Route

South Carolina State Ports Authority

November 14:—American President Lines will inaugurate full container service from Charleston to the Far East and Southeast Asia December 1.

The service will begin with the initial voyage of the SS President Pierce, third Pacesetter class vessel to enter APL's fleet this year.

The 30,300-ton Pierce is one of five large containerships that will be sailing on APL's Atlantic/Straits route and providing service every 14 days to the Port of Charleston.

After her initial call, the Pierce will take on cargo at New York (Dec. 3), Baltimore (Dec. 5) and

a resident operation in the Midlands area of England. Great Britain as a whole was the port of Baltimore's second most active European trading partner in 1972 behind West Germany, with a total of 900,279 short tons of import-export cargo worth almost \$313 million.

As a major area of trade in the British Isles, the Midlands is a source of such manufactured items as automobiles, bicycles, heavy machinery, iron and steel products, fabricated metals and other goods. In the past, the London office staff had to make frequent trips to cover accounts in the Birmingham vicinity.

Mr. Armstrong is expected to concentrate his activities in Birmingham, Coventry, Leicester, Manchester, Liverpool and other major Midlands points. He will report directly to Mr. Newton, whose overall responsibility will be for all of the United Kingdom, in addition to countries in Scandinavia and the Iberian Peninsula.

Mr. Armstrong, who resides in Walmley, Sutton Coldfield, Warwickshire, can be contacted through the MPA London trade development location until he is situated with office space in Birmingham.

Norfolk (Dec. 6). Her first voyage, under the command of Capt. William Barton, will take her to San Francisco, Los Angeles, Yokohama, Kobe, Keelung, Saigon, Singapore, Hong Kong, Keelung, Kobe, Nagoya and Los Angeles before returning to the East Coast.

On subsequent Atlantic/Straits voyages, Charleston will be the last outbound port of call on the U.S. East Coast. APL service will be accommodated at the SPA's North Charleston Container Terminal.

W. Don Welch, executive director of the S.C. State Ports Authority, welcomed the new service, calling it a "valuable new link to Far East markets".

Welch noted that 388 ships providing Far East service moved through Charleston last year. The new APL service, Welch said, "is a definite sophistication of what the Port of Charleston can offer South Carolina and the Southeast in the way of modern and efficient shipping services."

South Carolina's return investment effort has focused on the Far East in recent years. "The advent of service by American President Lines will certainly enhance our state's attraction to investors in the Far East," Welch commented. "The potential has barely been tapped."

William J. McGowan, vice president-sales, commented, "The scheduling of fully containerized ships into Charleston is in response to the growing demand for increased service between the Southeastern United States and the Far East. APL is placing its largest and fastest ships on this trade to give shippers in the area the best service and most complete coverage possible."

Other APL containerships calling at Charleston will include two new Pacesetters which already are sailing on Atlantic/Straits service; the final



Port Everglades, Hollywood-Fort Lauderdale, Florida:—Cities of Fort Lauderdale & Hollywood with Port Everglades in the foreground. The Channel Entrance leads west from the Atlantic Ocean to the turning basin and south along the Intra-Coastal Waterway. Port Lauderdale-Hollywood International Airport is shown, two miles southwest of Port Everglades. Port Everglades is Florida's Deepest Harbor with 39 feet of depth at present and plans for dredging to 46 feet soon. Three hundred acres of undeveloped land visible to the south of the present turning basin will be developed into additional facilities including a container terminal.

Pacesetter which is scheduled to make its first voyage from Charleston in January; and a converted Seamaster vessel with a container capacity of 1,066 20-foot equivalents.

Like her sisterships, the *Pierce* is a 24-knot vessel capable of carrying 1,186 containers (20-foot equivalents). She features cargo areas with dehumidification systems for protection of climate or weather-sensitive cargo and facilities for transporting refrigerated cargo on deck.

The *Pierce* was built by Ingalls Shipbuilding Division of Litton Industries in Pascagoula, Miss. at a cost of \$22 million.

The combined services offered by APL and its American Mail Line division, include direct container sailings from California, the Pacific Northwest and Canada to the Far East; a Korean feeder service between Kobe, Pusan and Inchon; and a South Asia Extension Service sailing from Singapore to Pt. Kelang, Karachi, Bombay, Cochin, Colombo, Penang and Djakarta.

Headquartered in San Francisco, APL is the oldest, continuously operated American flag carrier. Its history traces back to 1849 when the paddle wheel steamer, the *SS California*, sailed from New York carry-

ing prospectors to the California gold fields and mail to the Oregon Territory. APL has been serving the Orient since 1867 when its predecessor company began the first commercial trans-Pacific steamship service to Japan and Hong Kong.

Charleston agent for APL's new containerized service is Southern Shipping Company, Two Adgers North Wharf, Charleston, S.C. 29401, 803-722-8481.

1973 Port Handbook Available

Buffalo, N.Y. (Niagara Frontier Transportation Authority Newsletter, September/1973):—The 1973

Port of Buffalo Handbook is now available to all interested persons. The Handbook details all of the port's facilities and services available to ships calling at the Port of Buffalo. It also lists and describes other transportation modes linked to the port including the Buffalo and Niagara Falls airports which are also operated by the NFTA. Requests for this publication should be mailed to the address shown on the masthead.

Waterman Line Service

Charleston, S.C., November 20 (News from South Carolina Ports): —The Port of Charleston is included in a new Waterman Line break-bulk service linking four U.S. Atlantic ports with the Far East.

Six 20-knot C-4 Mariner vessels, all American-flag and Waterman-owned, will be used in the service.

The first sailing from Charleston will be December 8 by the SS Lyman Hall, followed by the John Penn on December 15.

Overseas, twice-monthly calls are scheduled at Manila, Saigon, Hong Kong, Kaohsiung, Keelung, Naha, Kobe and Yokohama. In addition, Bangkok and Pusan will be served once a month.

Other U.S. Atlantic ports served are New York, Philadelphia and Baltimore.

While the Mariner freighters are essentially break-bulk, they are designed to carry 100 twenty-foot containers. Each has 60 and 30-ton capacity booms capable of handling outsize pieces; deep tanks, and refrigerated compartments.

A Waterman spokesman said that Charleston is to be served monthly after the December sailings.

The local agent for Waterman is Street Brothers, Inc. The line's headquarters are at 120 Kall St., New York, N.Y. 10005.

Waterman Steamship Corp. has operated a Far East service from Gulf ports for many years. One of America's long-established ocean carriers, it also serves the Red Sea and Persian Gulf, India, Pakistan and Burma.

Far East Trade Promotion

Charleston, S.C., November 8 (News from South Carolina Ports): —State Ports Authority efforts to expand South Carolina's business overseas are centered this month in the Far East.

Charles A. Marsh, SPA trade development director, will call on prospective shippers and long-standing customers in Taiwan, Hong Kong and several key Japanese cities.

He will be accompanied by the Ports Authority's Far East director, Minosuke Shimozato, and Tokyo office manager Richard Kuan.

In the first extensive tour of the Far East by SPA personnel since Board Chairman W. W. Johnson and Executive Director W. Don Welch visited there last April, Marsh and the Authority's Tokyo staff will call on a number of steamship and rail lines and U.S. importers.

Welch sees the trip as an entree to a much larger market for South Carolina from Far East sources. "During the fiscal year ended last June 30," Welch said, "388 ships from the Far East moved through the port of Charleston carrying nearly a half-million tons of cargo. We feel the potential of Far East business has barely been tapped."

The SPA executive director also noted that since the Far East is currently the Ports Authority's second largest area of world trade, "the potential there is clearly indicated."

Welch pointed out that the port of Charleston is at a distinct competitive disadvantage from trade with Russia and Red China. "This is of course due to Charleston's strategic location as a military and naval installation area," he said. "It therefore behooves us to aggressively pursue world trade in every area of the free world we can."

Promotions Announced

Galveston, Texas, November 2 (News from the Port of Galveston): —Promotions at the Galveston Wharves (Port of Galveston) were announced yesterday by Harry H. Levy, Jr., chairman of the Board of Trustees, and C. S. Devoy, executive director.

Effective immediately, these changes follow the promotion of Devoy, 50, at the last board meeting from general manager and port director to Executive Director.

Levy and Devoy also announced the appointment of Paul Haney as manager of public relations.

Devoy recently started his 11th year as chief executive officer of the Port and was recently named president of the American Association of Port Authorities.

Trade Representative Named

Long Beach, Calif., 11/14/73 (Port of Long Beach News): —John H. Calloway, 28 year veteran with the Long Beach Harbor Department, has just been named to the position of Trade Representative, according to an announcement by General Manager Thomas J. Thorley.

Calloway is the latest addition to the rapidly-expanding staff of the Trade Development Division of the Port of Long Beach, headed by Director Dean J. Petersen.

Calloway, who is well known in the harbor area, is a member of the Masonic Order and Order of the Eastern Star. His wife Kathryn is immediate past Grand Worthy Matron of the Golden State Chapter of the Order of the Eastern Star.

Intermodal Rail Interchange

Long Beach, Calif., 11/14/73 (Port of Long Beach News): —The Port of Long Beach will become the first major harbor in America to boast its own intermodal interchange for trailers and containers when it puts a new 30-acre rail facility into operation early in January, according to general manager Thomas J. Thorley.

Following long research and planning, the unique rail yard will initially provide 2000 feet of double track capable of handling 40 of the 89-foot flatcars at one time. Each car carries two 40-foot containers or piggyback trailers.

Layout of the yard is such that a straight "pull-through" operation is possible, with on backing of trains necessary. It is located in the Middle Harbor within two miles of very berth in "America's most modern

port." The yard is also readily accessible to neighboring Port of Los Angeles and will be available to shippers at both harbors.

Trade Development Director Dean J. Petersen revealed that a mobile Piggy Packer with 90,000-pound capacity has been ordered for delivery in December 1973. The Piggy Packer will be used to lift containers on and off railroad cars and transfer them to chassis for movement to and from shipside for loading by one of Long Beach's twelve gantry cranes.

With an initial capacity in excess of 1500 boxes monthly, the intermodal interchange will expand trackage and add additional mobile loaders as demand for this service grows. The Port now owns more than 60 miles of rail tracks in the 10.9 square mile Long Beach Harbor District.

Petersen added that the facility is a direct outgrowth of requests from shippers in the Los Angeles-Long Beach Harbor area for a local rail transfer yard. Presently, containers must be trucked 25 miles or more to yards operated by the three railways serving Long Beach, Santa Fe, Southern Pacific and Union Pacific.

New Harbor Handbook Offered

Long Beach, Calif., 10/29/73 (Port of Long Beach News):—A completely revised Harbor Handbook has just been published by the Port of Long Beach and is now available to all those interested in a detailed description of every berth and facility in "America's most modern port," including metric measurements.

Long Beach has just completed its new \$50-million, 225-acre container complex, with ten berths served by a dozen giant cranes centralized within two miles of the open ocean. Two port automobile import-export facilities, a port container freight station and a port rail-truck transfer yard are among other recent additions described.

Copies may be obtained by writing to Port of Long Beach, Public Relations Division, P.O. Box 570, Long Beach, Cal. 90801.

Environmental Achievements Cited

Long Beach, Calif., 10/29/73 (Port of Long Beach News):—The Port of Long Beach has been named as the first recipient of a special annual award for "Environmental Improvement and Protection" presented by The American Association of Port Authorities.

Long Beach was recognized for its comprehensive program and broad scope of achievement in environmental matters that included special concern for and attention to oil spill prevention and control, debris removal, harbor sewage system, port beautification, air pollution control, vessel traffic control and water sampling program.

The award, which included a scroll and a living tree memorial to be planted in the port, was presented to the Port of Long Beach by Kenneth Biglane of the Environmental Protection Agency during the recent AAPA Convention at San Diego.

Twenty commercial ports in the western hemisphere submitted entries in the competition for the Environmental Improvement Award. It is sponsored by the American Association of Port Authorities to focus attention on the environmental concern of port authorities and also to encourage other service industries and organizations to participate in the same type of program.

At luncheon ceremonies following the actual tree planting, special recognition was given by Mayor Edwin W. Wade and Harbor Commission president Henry H. Clock to those agencies and port tenants who have contributed to making Long Beach America's most modern — and cleanest — port. These include Exxon for a portwide ship bunkering system, Jacobsen Pilot Service for a perfect non-spill safety record extending back 50 years, Metropolitan Stevedoring for environmental safeguards at the bulk loading terminals, and to the Department of Oil Properties, Long Beach Oil Development, Thums, Champlin, Mobil and Powerline for construction of filtration plants to eliminate discharge of waste water into the harbor.

Others cited by the Port for their role included the Texaco and Arco tanker terminals, U.S. Coast Guard, Department of Fish and Game, Long Beach Naval Base and Shipyard, Petroleum Industry Coastal Emergency Cooperative, State Regional Water Quality Control Board and County Air Pollution Control District.

The port entries were reviewed by a high-level panel of Federal environmentalists in Washington D.C. Judges were Rear Admiral W. M. Benkert, Chief, Office of Marine Environment and Systems, United States Coast Guard; Armour Armstrong, Chief, Office of Ports and Intermodal Systems, Maritime Administration, Department of Commerce; and Kenneth Biglane, Director, Division of Oil and Hazardous Materials, Environmental Protection Agency.

In commenting on the new program, AAPA Executive Director Paul Amundsen said: "The American Association of Port Authorities salutes the City and Port of Long Beach as the 1973 Environmental Award winner among United States ports. It is hoped that they fly their environmental flag proudly for the important contributions they have made, and to let the nation's harbor communities know that the port industry is working hard to find solutions to many problems facing our country today and in the years ahead."

Small Craft Marine

Los Angeles, Calif., November 8, 1973 (Port of Los Angeles):—The Los Angeles Board of Harbor Commissioners this week (Wed., Nov. 7) authorized Harbor Department General Manager Bernard J. Caughlin to apply to the California State Department of Navigation and Ocean Development for a \$7.7 million loan for final construction of a small craft marina in the north basin of Cabrillo Beach at the Port.

Caughlin also was authorized to submit an application to the South Coast Regional Conservation Commission for exemption of the marina project under procedures established by the Coastal Zone Conservation

(Continued on Next Page Bottom)

Major Construction Projects

Estimated at \$118 Million

Port of Los Angeles

Los Angeles, Calif., October 26:— Total investment in major construction projects presently planned at the Port of Los Angeles during the next 10 years is estimated at about \$118 million, according to a report submitted to the Board of Harbor Commissioners by Bernard J. Caughlin, Harbor Department general manager.

John Y. Chu, president of the Board, said the commission had requested an overall survey of future expansion plans at the Port in relation to expected cargo movement and other activities at the Harbor.

"At the same time," he said, "we

Act (Prop. 20), which can allow exemptions for projects started before the law went into effect.

Already, substantial funds have been invested in planning, engineering and economic studies, and a small craft launching ramp, which is being operated by the Los Angeles Department of Recreation and Parks.

The Harbor Department also has previously applied for a \$200,000 loan from DNOD for design and specifications for this marina project.

John Y. Chu, president of the Harbor Commission, said that the work already accomplished should qualify the project for exemption, in the opinion of the Board.

The small craft marina is part of a five-segment plan which will develop most of the Port's West Channel, including the north basin of Carbrillo Beach, into a major recreational area.

The new small craft marina would create about 950 small craft slips, plus supporting parking areas, landscaping, coffee shops and restaurants, public rest rooms and specialty shops.

Private investment in the north basin segment is expected to reach about \$10 million.

realize that this is a preliminary plan and will require revision as conditions change and as more information about the future becomes available."

The study, which will guide the Harbor Commission in setting priorities in construction in the years ahead, was prepared by the Port's Planning and Research Division, under the direction of Donald A. Walsh.

The two largest proposed projects are a \$30 million supertanker terminal capable of berthing oil carriers with a capacity up to 250,000 dead weight tons (DWT), and improvement of the existing Outer Harbor oil terminal at an estimated cost of \$11.8 million.

In a report prepared by an independent research firm and recently accepted by the Los Angeles Board of Harbor Commissioners, it was noted that the probable completion date of the trans-Alaskan pipeline will be 1977. Two years later an estimated 2,000,000 barrels-per-day will be shipped from Valdez, the southern end of the pipeline. Approximately 30 per cent of this total is expected to come to Los Angeles.

Much of the oil will be carried on the larger tankers because of cost advantages, and if the Port of Los Angeles is to maintain its strong oil importing business, it must have facilities to handle these ships, which range up to about 1,100 feet in length, 170 feet wide, and with a draft of about 70 feet.

Work on the supertanker project is proposed to begin in 1975, and would be completed in 1978.

Plans for improvements to the Outer Harbor oil facility, considered an interim project to the supertanker proposal, are presently being drawn.

The project is essentially a deepening of the fairway to the oil terminal and an adjoining bulk load-

ing facility to a depth of 60 feet from its present 51 feet draft.

This would allow fully-loaded tankers of the 120,000 class to call at Los Angeles Harbor. Presently this is the largest vessel regularly calling on the Pacific Coast trade routes, but the independent report indicated if larger ships began making West Coast stops, the Port of Los Angeles will require the expanded facilities.

One of the 21 major projects listed in the preliminary 10-year capital budgeting program presently underway are construction of a container terminal on the Main Channel of the Port. Relocation of the Wilmington-San Pedro Road in the West Basin area of the Harbor and the Fish Harbor small craft marina are under active consideration.

The first phase of work at the container terminal, which will be the Port's principal Lighter-Aboard-Ship (LASH) facility, is the building of a 1,000-foot-long wharf, to eventually support a container crane.

Located just north of the Princess Louise floating restaurant, the total project cost of the 32-acre terminal, to be completed during 1974, is estimated at \$4.1 million.

Realignment of the Wilmington-San Pedro Road will begin later this year, and will require about 18 months to complete. Approximately 100 new acres will be added to the current 57 acres of backland, with direct access to the waterfront in the West Basin area.

Most of the new area is expected to be devoted to container terminal use. The project costs are estimated to be \$6.5 million.

Another major project to be undertaken at the Port of Los Angeles is the dredging of the certain channels and basins. Along the Main Channel the proposal is to deepen it from 35 to 45 feet.

Cost to the Los Angeles Harbor Department only will be about \$3.1 million for this major project, since the U.S. Army Corps of Engineers has the responsibility for maintaining the nation's navigable waterways and will be doing the major dredging.

The presently proposed Port dredging projects are the supertanker

terminal, the interim Outer Harbor deepening and a new channel to a planned liquified natural gas facility near Berth 303 on Terminal Island.

Other tentative capital improvement projects for the Port of Los Angeles are modifications at the Consolidated Marine, Inc., terminal in San Pedro and the Classification Yard in Wilmington, expansion of the Matson terminal on Terminal Island, and construction of another small craft marina in the Cabrillo Beach area.

Included also are a new Harbor Department headquarters building, development of the Reeves Field Navy facility on Terminal Island and the possible relocation of the bulk loader now in the Outer Harbor.

Mr. Caughlin Retiring

Los Angeles, Calif., October 31, 1973 (Port of Los Angeles):—John Y. Chu, president of the Los Angeles Board of Harbor Commissioners, said that Bernard J. Caughlin, general manager of the Harbor Department since June 1954, today (Wed. Oct. 31) submitted a letter to the Board announcing his retirement, effective January 1.

In accepting the letter "with sincere regret" on behalf of the Board, Chu said, "Mr. Caughlin has devoted a great deal of time and personal energy to the development of our Harbor. He leaves the Department with an outstanding record of accomplishment.

"At the same time," Chu continued, "we hope that he will be available to us on a consulting basis to handle special projects, for the Port, because of his vast experience in international shipping, and because of his wide acquaintance with shipping executives, labor leaders, government officials, and others throughout the world who are involved in international commerce."

Chu, pointed out that, during the more than 21 years that Caughlin served as the top executive of the Department, the Port of Los Angeles not only maintained its position of leadership among ports, but advanced steadily to become one of the most important cargo-handling centers in the world.



San Francisco, November 13, 1973:—HOW TO TALLY IMPORTS was one of the key issues recently discussed at a World Trade Club luncheon meeting by Tariff Commissioner George M. Moore (center) and officers and directors of the San Francisco Customs Brokers and Freight Forwarders Association, led by John A. Sundfeldt, president (left). San Francisco Marine Exchange transportation facilitation chairman J. J. Greene (right), vice president of General Steamship Corp., Ltd., also participated in the session. The import experts and cargo expeditors heard the recently-reappointed Commissioner prophesy that "the next two or three years will be historic in terms of international trade expansion." He termed such growth "the only way to maintain peace" and deemed a high level of world commerce as assuring flow of ideas, cultures and people. The Commission is under a Congressional mandate to report by September 30, 1974 the feasibility of shifting the U.S. Tariff Schedule to the Brussels Tariff Nomenclature. Inherent in adopting the BTN is utilizing a CIF basis for reporting values of import cargos, which has stirred trade criticism. Revised regulations by the Treasury Department go into effect December 10 to ease industry reporting requirements. Commissioner Moore compared reluctance of the United States to follow the world shift to metric measurements with similar U.S. slowness in adopting the Brussels tariff system. Only the U.S. and Canada—among the world's major trading nations—has yet to shift to the BTN. Canada, however, has already adopted the Brussels classifications for chemicals. Industry input and advice to the Tariff Commission is sought as it develops and completes the Customs Evaluation Study, he emphasized.

Under Caughlin's management, Harbor gross revenues increased from \$5.2 million in 1952 to \$19.5 million in 1973. In the same period, net income from Harbor operations, before depreciation, increased from \$2.2 million in 1952 to \$8.9 million this year, and after depreciation from \$1.3 million in 1952 to \$5.9 million currently.

Major expansion of the Port to meet the needs of increased shipping activity also was a hallmark of Caughlin's administration.

Before joining the Department in 1946, Caughlin, 67, held various executive positions with the Luckenbach steamship Company for 24 years. With the Port of Los Angeles, he served first as assistant general manager for five years, then as acting general manager for 2½ years before being appointed to the top administrative post.

Long prominent in professional activities, Caughlin was decorated in March 1965 as a Knight in the Order of Leopold 11, an order con-

ferred on him by the Belgian government for his contributions toward the increase of commerce with that nation.

Caughlin has served as president of both the American Association of Port Authorities and the Propeller Club, general chairman of World Trade Week in Los Angeles, and as an active member of the International Association of Ports and Harbors, the National Export Expansion Council and the Foreign Trade Association of California. He was named by the United States Maritime Administration as the port official to be responsible for the operation of all seaports in Southern California during declared wartime emergency conditions.

Inviting Japanese Investments

New Orleans, La., November 6, 1973 (Port of New Orleans News Release): — Louisiana industrial sites may soon be used for new Japanese manufacturing plants.

"It is very timely for Japanese industrialists to be looking hard at locating plants and investing in Louisiana," said Governor Edwin W. Edwards who recently helped play host to a high level investment research mission of nine Japanese business men who visited potential plant sites in the New Orleans and Louisiana area.

Edwards plans a trip to the Far East next Spring.

"I look forward to my visit to Japan next March, in return for this and many other visits of Japanese leaders to Louisiana," he said. "All of us in New Orleans and throughout Louisiana have appreciated, through the years, the fact that Japan is the leading exporter and importer through our ports in New Orleans, Baton Rouge and Lake Charles."

The mission's members visited potential investment and development sites by water and land in the metropolitan New Orleans area and later flew to Baton Rouge for an aerial view of upriver industrial development.

Ichiro Moritani, president of Moritani Corp., Tokyo who headed the mission, said that, from what was seen, his report on doing business in

Louisiana in the future will be a favorable one.

Co-hosts of the mission's visit were officials of the Economic Development Council of the Chamber of Commerce of the New Orleans Area, the Louisiana Department of Commerce and Industry and the Board of Commissioners of the Port of New Orleans.

Money for Refrigerated Warehouses

Philadelphia, Pa., October 7, 1973 (City of Philadelphia News Release): —The Port of Philadelphia will benefit by \$5.1 million for construction and improvements along the waterfront as a result of voter approval of the City bond issues at the Nov. 6 election.

City Representative and Director of Commerce Harry R. Belinger said that the Port bond is self-supporting and will be repaid from tenant rental revenues.

"This is a period of intense competition among Port cities," Belinger said, "and it is vital to the economy of this entire area that the \$5.1 million for Port improvement be approved by the voters. The new business which the marine terminals will attract will favorably affect labor and many port-related industries."

Of the \$5.1 million, \$3.6 million is earmarked for building a refrigerated warehouse at the modern Tioga Marine Terminal. The remaining \$1.5 million will be used for the enlargement of the present refrigerated warehouse building at the Packer Avenue Marine Terminal.

Belinger said there is a real need for additional freezer storage space in the Port area. He noted that Mrs. Paul's Kitchens, for example, one of the nation's leading frozen seafood marketers, recently switched all of its fish imports to the Port of Philadelphia from New Bedford, Mass. Company officials predict their fish imports will increase from the present 40 million pounds annually to 50 million pounds in 1974-75 and 60 million pounds in 1975-76.

"The frozen food business is constantly growing, and we should be in a position to handle such imports

as frozen orange juice, frozen meats and similar commodities," Belinger said.

Directing the construction on the waterfront is the Philadelphia Port Corporation, a non-profit agency representing the City, State, and the Greater Philadelphia Chamber of Commerce.

The Port improvement bonds are part of the total \$76.6 million in Bond authorizations for municipal improvements which the voters are being urged to approve on the Nov. 6 ballot.

San Diego Newsletter—October-November

Orient Marketing Trip: — Two Port Commissioners and two staff members recently completed a two-week Port promotion trip to Asian markets. Chairman D. D. Williams and Vice Chairman C. R. Campbell were accompanied to Japan, Hong Kong and Taiwan by Port Director Don Nay and Trade Development Director Bob Mercer. Calls on officials of trading, shipping, banking and manufacturing firms were made by the Port team. Information on the container terminal at National City was provided appropriate companies, augmenting a six-month long, newspaper advertising campaign featuring the terminal which now is being conducted in the Tokyo press.

Trade Mission Set: — Central American Trade Mission was taken by the Trade Development people early in November. Several people representing San Diego local firms, including one of the directors for the Chamber of Commerce, will be making the trip. Other representatives of the business community, interested in exploring the commercial possibilities in Central America, are being invited to attend. Bill Stonehouse is representing the Port of S.D.

Continue Fight For Russian Trade: —Port Director Don Nay is not convinced that the presence of the Navy ships in the San Diego Harbor is the reason for not permitting Soviet vessels to use this harbor. He has informed legislative representatives that he feels refusal to

(Continued on Page 40)



$$c^2 = b^2 + a^2?$$

Exactly. The square on the hypotenuse equals the sum of the squares on the other two sides. You see NKK is a kind of right-angled triangle insofar as it has three sides to its business, and the activities of two of them are closely related to those of the third.

Thus the world's sixth largest shipbuilder occupies

one side, with heavy industries on the second side and steelmaking on the hypotenuse...three NKK divisions converging at an angle but working in parallel.

Sharing their individual expertise, they have helped to mould NKK in its present form—a strong, rectilinear structure and the world's fifth largest steelmaker.



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NIPPON KOKAN

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KOKANSHIP TOKYO
Telex: J22578, J24391

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permit Russian ships in San Diego Bay is discriminatory . . . he notes that in this day of increased cooperation between the U.S. and USSR, it would seem high time that both principals drop restrictions on all port areas and enter into a meaningful free trade agreement. State Department officials, however, will not lift the ban on Soviet shipping in the San Diego Port District as long as key naval installations are located here, U.S. Representative Lionel Van Deerlin (D-San Diego) has pointed out. (San Diego is the only port city on the West Coast or the Hawaiian Islands off limits to Soviet ships.) Van Deerlin said the San Diego Port District could be processing about 8,000 tons of cargo a month from Warsaw-pact countries which would generate about \$64,000 in business each month. The Congressman stated that every effort is being made to accommodate the Navy presence with Soviet maritime shipping, which will require the Port Security Committee of the State Department to revise or realign the policy now applicable to the Port of San Diego.

Embarcadero Maritime Museum Grows:—The San Diego Maritime Museum Association has named Lt. Gen. Louis Metzger, USMC (Ret.), as Director of Development. He will direct a drive to raise \$500,000 to restore the steam ferryboat BERKELEY recently purchased at San Francisco. The ferryboat is at "B" Street pier where it is being outfitted as a floating maritime museum for nautical exhibits. Captain Kenneth Reynard, executive director of the Association, is in charge of restoration. The BERKELEY is now part of the museum that consists of the ferryboat, the STAR OF INDIA and the MEDEA, a steam yacht that was a recent addition and berthed next to the BERKELEY.

Small Boat Sailors Receive Warning:—The U.S. Coast Guard is going to begin issuing citations to recreational boaters who hamper the passage of freighters, Navy ships and other large vessels into and out of San Diego Harbor. The Coast Guard says sailboats are refusing to give way to larger ships confined

to the deep water channel. Negligent operators of sailboats face fines of up to \$500, according to the Coast Guard.

Ports Urged to Cooperate:—The new president of the Pacific Coast Association of Port Authorities thinks ports are going to have to cooperate more and compete less if they are to survive. Association President William Duncan told the organization's annual convention aboard the QUEEN MARY that Canada has learned that ports working together receive benefits that competitive ports do not. Duncan is manager of the Port of Vancouver, B.C.

Second Entrance Boosted:—A U.S. Army Corps of Engineers' report released during the latter part of September minimized concern that a second entrance to San Diego Harbor might adversely affect that present entrance and beaches. The report, requested by Representative Lionel Van Deerlin did, however, recommend further hydraulic model studies to determine the severity of silting and the need for extensive dredging which were questioned by Van Deerlin. The report indicated that a second entrance decision is at least two years away. The District is as keen as ever for the second entrance into San Diego Bay, despite delays in getting Federal fundings and the need to convince environmentalists that the entrance through the Silver Strand to the Bay will not upset the Bay's ecology. It must also justify the cost on the basis of benefits to commercial shipping and recreational boating.

"Navy Day Fair":—The 188th anniversary of the United States Navy was observed on Broadway Pier Oct. 12, 13 and 14. The central attraction was "Navy Day Fair—1973" which featured exhibits of nearly all major Navy installations in the San Diego area. Coordinating the program was the Navy League of the United States and the office of the United States and the office of Commandant, 11th Naval District. The theme of the fair and the Navy Day celebration for this year was "Family Tradition." The theme was suggested to emphasize the contribution of each sector of the Navy "family"

—active duty, dependents, reserves, Navy civilians and retirees—in the accomplishment of the Navy's mission. The guided missile cruiser SHICAGO, the LPD ANCHORAGE and two of the new PT boats of the United States Navy were berthed at Broadway Pier during the period. Static displays included environmental protection exhibits, the capsule in which the most recent space lab astronauts returned to earth and the helicopter used in the pickup of the recovery vessel.

Higher Net Income

San Francisco, Calif., November 1 (Port of San Francisco News):—The Port of San Francisco today reported a higher net income for the fiscal year ended June 30, 1973, than for either of the two prior fiscal years.

The Port registered a \$451,528 surplus for the period as compared with \$302,181.81 for 1971-72—a 49.4 per cent gain, the 1972-73 figure was also \$40,431 higher than that for 1970-71, or 9.8 per cent.

Both the two recent fiscal years included strike periods, that for 1971-72 by far the more severe. During that year a longshore strike closed the Port to nearly all shipping for 135 days. During 1972-73 a 40-day Masters, Mates & Pilots tie-up shut down American-flag shipping.

However, fiscal 1970-71 was a nonstrike year.

Port Director Miriam E. Wolff credited the 1972-73 gain largely to a 21.5 per cent in port operating income (partly offset by an increase in operating expenses) and a decreased loss in Belt Railroad operating costs.

Net operating income prior to interest earned and interest expense was \$1,434,699. However, interest expense (on harbor improvement bonds) increased by \$1,222,110.

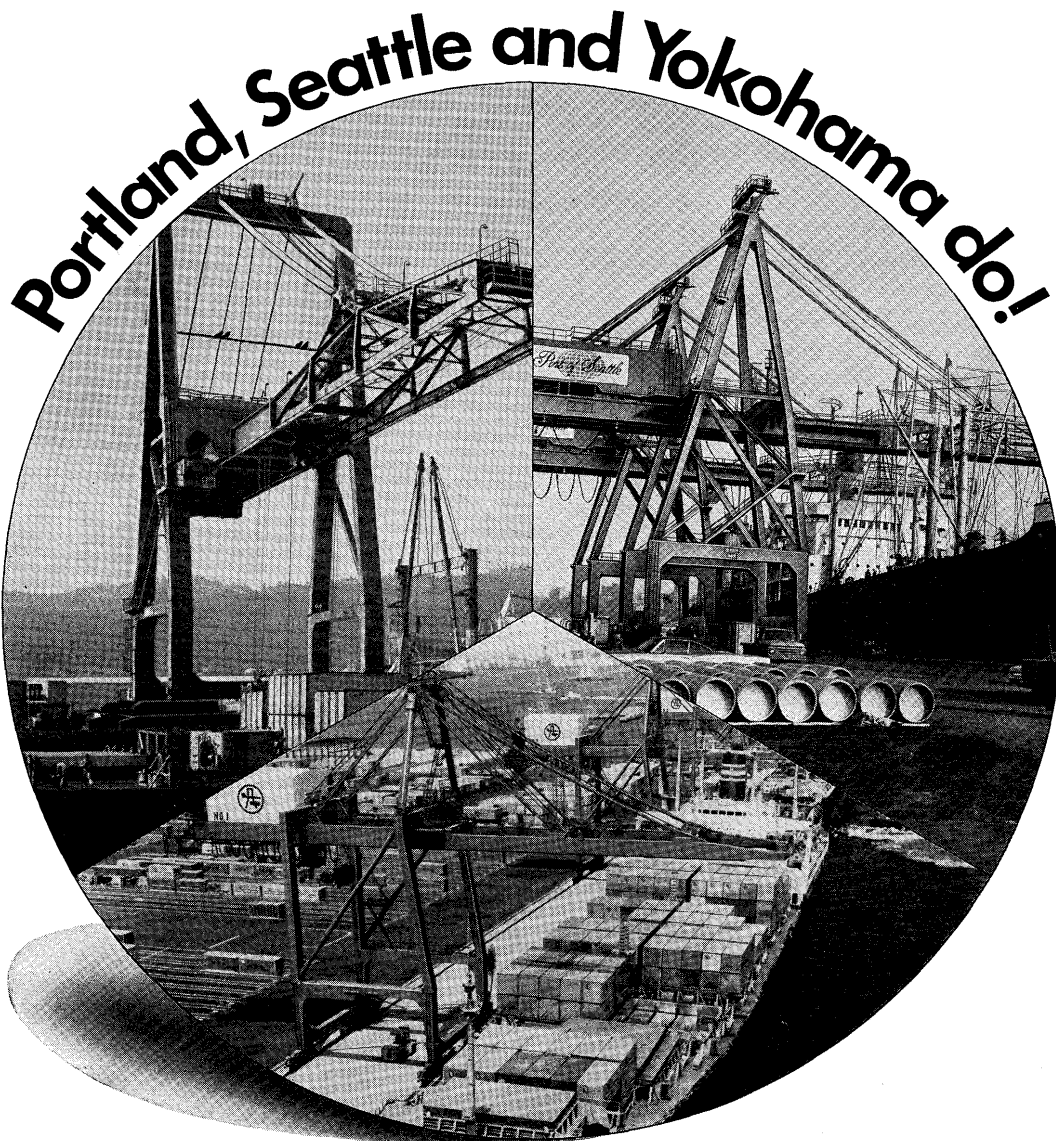
"We recognize the longshore strike adversely affected the previous year," Miss Wolff said. "However, the figures for this year do reflect a good turnaround."

S.F. Brokers, Forwarders Have New Leadership Team

San Francisco, Calif., 9/27/73

(Continued on Page 42)

Boom with us?



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

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

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

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

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

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



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

(Continued from Page 40)

(S.F. Customs Brokers and Freight Forwarders Association): — New officers led by John A. Sundfelt, manager of Frank P. Dow Co., will head up the San Francisco Customs Brokers and Freight Forwarders Association in 1973-74.

Just elected by members of the Golden Gate traffic expeditors' group—in addition to Sundfelt as president—are: Bonnie Biejen, manager of Harper, Robinson & Co., who will serve as secretary, and Kevin Maloney, marketing director of Enterprise Shipping Co., treasurer.

Sundfelt succeeds James J. Burns, president of Thorniey G. Pine, Inc. Burns, and Ted L. Rausch, SFCBFFA 1973 vice president and president of Ted L. Rausch Co., continue as directors of the Brokers and Forwarders association.

U.S. Lines Begins Weekly Container Service to the Far East via Savannah

Savannah, G., November 7, 1973 (Georgia Ports Authority News Release): —United States Lines has announced it will initiate weekly containerliner sailings from the Far East to the port of Savannah, Georgia, to accommodate "increasing traffic from that region to the Southeastern United States."

"We plan to meet these accelerating demands and better serve the needs of importers and shippers in those areas," added James P. Rafter, Vice President of Marketing for the Containership Company.

He said service would commence on November 21st with the sailing of the S.S. American Liberty from Hong Kong. It is scheduled to arrive in Savannah on December 18th.

Mr. Rafter explained the introduction of this call would also expedite the direct shipments of Far East cargo to Europe, as the company already operates an express South Atlantic service from Savannah to Europe.

United States Lines operates a fully - containerized Tri - Continent service between the Far East, Guam, the United States and Europe, utilizing a fleet of 16 modern container ships.

Mr. Rafter said the company plans to open its own office in Savannah to supplement its new expansion plans there. The new service will emanate from the company's principal Far East ports, Hong Kong as well as Kobe and Yokohama in Japan, which also handle shipments from Keelung, Manila, Kaohsiung, Singapore and Pusan.

Forth Tanker Terminal

Alton, Hampshire, England, 2nd October (Press Information from Bos Kalis Westminster Group): — Land & Marine Engineering Limited, submarine pipeline specialists based at Bromborough, Cheshire, have been awarded a sub-contract by George Wimpey & Co. Ltd. for the construction of the submarine pipelines to a tanker terminal being constructed for B.P. in the Firth of Forth. The contract consists of two 1220 mm diameter steel pipelines running 710 m from the shore to the terminal which is situated in over 30 m of water. There is also one 762 mm diameter pipeline 240 m long in the contract.

At the terminal end, vertical riser pipes will be connected to the submarine lines to extend them up to above water level. The pipelines will be constructed in 'strings' on shore and after the trench has been dredged they will be pulled out into position using a 150-ton winch.

Cyprus Project

Alton, Hampshire, England, 2nd October (Press Information from Bos Kalis Westminster Group): — Early in 1973 Westminster Dredging Company Ltd. was awarded a contract for major dredging in Cyprus.

The contract awarded to Westminster by POMGRAD, the Yugoslavian main contractor, involved the removal of some 2,300,000 cubic meters of spoil for the creation of the new Limassol Harbour.

Bucket dredger 'Foremost Southampton' was commissioned for the project and this involved the dredger being tug-towed to Cyprus direct from Southampton. This tow of 3,200 miles, which was completed without incident in 25 days in the longest tow yet undertaken for 'Foremost Southampton'.

The initial phase of the contract involved the winning of sand for dumping as the foundation for one of the newly constructed breakwaters and once this tricky operation was completed dredging commenced on the main contract requirements.

Supported by two split barges and other support craft 'Foremost Southampton' operated continuously and no less than 4,850 barge loads of spoil had been dumped at sea by the end of the contract period.

Westminster Dredging Company Limited is a member company of the Bos Kalis Westminster Group.

Metrification of References

London, 19th November (PLA News): —On and after 1st January, 1974 the metric system will be used when referring to depths and tidal heights in the Port of London. This change has been timed to coincide with the publication of metric Admiralty charts of the Thames Estuary and approaches (see Admiralty Notice to Mariners 230/72).

DEPTHS

Depths on P.L.A. hydrographic surveys and charts will in future be expressed in metres and tenths. Hydrographic surveys will be completed in metric units from mid-November 1973. P.L.A. charts are in process of metrification and the new editions will start to become available in December 1973 but the process of change will not be complete until sometime in 1974.

TIDAL HEIGHTS

Metric tide boards will be placed in December 1973, including Lock Cill boards at dock entrances. Imperial unit boards will be removed early in 1974.

P.L.A. Tide Tables already show predicted heights in metres and tenths as well as in Imperial units; this practice will continue until 1975: in 1976 metric units only will be shown. Tables of hourly heights for 1974 will be in metric units only (metres, tenths and hundredths).

BROADCAST INFORMATION

From 00.01 1st January, 1974 metric units only will be used in

broadcasts and radio messages originated by the Thames Navigation Services.

BRIDGE HEIGHTS

A table of heights of bridge arches in metres and tenths has been prepared; copies may be obtained on application to the Director of Marine Services at Port of London Authority, Thames House Gallions Entrance, London, E. 16. Telephone No. 01-476-6900. Extension 96/246.

Talk to City Master Mariners Club by N.N.B. Ordman

London, 9th November (PLA News):—In a talk to the City Master Mariners Club on the 8th November, Mr. Noel Ordman, an Assistant Director-General of the Port of London Authority said:

"Those of us who have a responsibility for the well-being and future of Britain's greatest port have, in my view, a right to expect the support and understanding of those sections of the public whose activities in business, or professionally, are connected with maritime trade. It is, therefore, important that we should seize the opportunities that are open to us to spread this understanding and, at the very least, to correct inaccurate impressions which, unfortunately, sometimes gain currency.

"For example, we are sometimes accused of being uninterested in conventional general cargo. Nothing could be further from the truth. Recently, our Director-General, Mr. John Lunch, paid a visit to China (the first port chief to have been invited to do so) where he was successful in negotiating a substantial increase in conventional general cargo trade for the Port of London. This visit is but one illustration of the fact that this type of cargo is of very great importance to the port and will continue to be so for the foreseeable future and we will spare no effort to secure it. It is not, I think, fully appreciated what great strides we have taken to provide the shore-based navigation services which are of such increasing importance to safe navigation in ports and their approaches. We can safe-



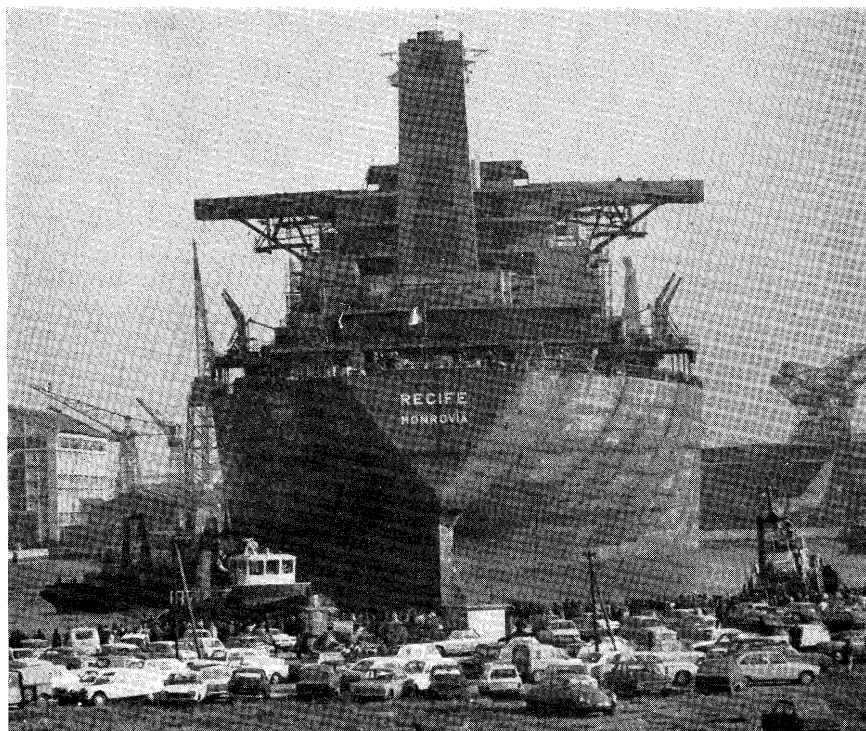
TILBURY DOCK: This picture shows whole of dock with container and unit load berths in foreground with River Thames (Gravesend Reach) in background. (PLA)



TILBURY DOCK: This picture shows Foreground (Centre—39 Berth—O.C.L.—Australia, Left—41 Berth—Common User Container Berth, Right—37 Berth—Roll-on/Roll-off) Background, Right to left—(36/38 Berth—Exports to India and Pakistan, 40 Berth—Common User Container Berth, 42 Berth & 44 Berth) (—Packaged forestry product Berths) (PLA)

ly claim to be amongst the world's leaders in this context and we are continuing to improve our services. Indeed, we are now engaged in researches designed to lead to a very significant advance in this respect."

In discussing the gradual move of the port's activities down-river, Mr. Ordman commented that Maplin stands out as a site which is unsurpassed in the United Kingdom and equalled in but a few parts of the



Dunkirk, France:—The 160,000 tonne "RECIFE," tanker, bulk—, ore-carrier, was launched at the France-Dunkerque Dockyard on October 27, 1973. (Port Autonome de Dunkerque)

world in its potential for port development. Its location in relation to United Kingdom centres of production and consumption and its proximity to the Continent is self-evident. What may not be so apparent are its topographical and geological characteristics. Here we have natural deep channels capable of comparatively inexpensive improvement adjacent to an area of sandbanks which can be reclaimed by the simple process of dredging and deposition in an area where suitable fill is abundantly available. Our good fortune (which, he said, was not a matter of chance) in having such a site within PLA limits is the envy of many ports throughout the world.

"Clearly," said Mr. Ordman, "we must avail ourselves of this situation to secure the future of the port and those who work in it."

Port of Le Havre Flashes—July-August 1973

Leningrad—New York Passenger Service: The Russian liner Mikhail Lermontov called at Le Havre on June 3rd while on her way to New York to inaugurate the first direct

service between the Soviet Union and the United States. There is to be one round trip a month between Leningrad and New York, with stops at London, Bremen and Le Havre.

At the Airport: Work has begun on installing the Localiser, the first part of the Instrument Landing System that will enable planes to land in poor visibility. It is an improvement made all the more necessary by the constant growth in traffic. On the evening of May 17th, for instance, ten commercial or executive aircraft landed or took off within the space of two hours.

France's Biggest Merchant Ship: The 280,000 dwt tanker Saphir, owned by the Compagnie Navale des Pétroles, arrived in Le Havre on May 28th at the end of her maiden voyage.

All Records Smashed: At a time of the year when oil imports normally begin to drop, the total traffic of the port has continued to increase steadily, contrary to even the most optimistic expectations. The latest figures show that 7,328,000 tons were handled in the month of April alone, against 4,784,000 tons

for the same month last year. Never before has there been such a big difference for the same month in succeeding years.

With a third of the year gone, total traffic amounts to 31,152,000 tons against 21,895,000 tons for the same period in 1972, representing an increase of 42%.

Though all types of traffic are up on last year, general cargo stands out in particular with an increase of 21%.

Car ferries were extremely active in April, with 55,000 passengers against 38,000 in April 1972. Cars carried were up from 6,000 to 12,000 and lorries from 4,000 to 6,000.

The only France-Ireland Car Ferry: The car ferry Saint Patrick, launched in February and delivered in May 1973, is now operating a regular service between Rosslare and Le Havre for the Irish Continental Line, a company formed by the association of three established companies, Irish Shipping Ltd (50%), Lion Ferry of Sweden (25%) and Fearnley & Eger of Oslo (25%). The ship is fitted with all the latest navigational and safety aids and can carry 200 cars and lorries on two car decks. Most of the 158 cabins have showers and toilets. The Saint Patrick will be sailing three times a week from Le Havre, where she uses the Normandy Ferries facilities.

Strange Cargo: On May 25th the French ro-ro vessel Borodine took on a load of uranium hexafluoride for the Soviet Union. This very special cargo arrived from the French Atomic Energy Commission in 12 containers.

New Line: Mardina Lines inaugurated a new scheduled service last April to Kenosha, on Lake Michigan, with sailings from Le Havre every ten days.

Industrial Promotion: So much land has been set aside for new industry as part of the port's current development that in 1971 the Port Authority decided to open a special industrial promotion office in Paris.

Mr. Pierre de Roujoux is in charge of the office, which forms part of the Planning and Development Department. His main tasks

(Continued on Next Page Bottom)

100 British Business Leaders Visit Port of Amsterdam

Amsterdam, 29th October 1973 (Vereniging "de Amsterdamsche Haven" Persbericht):—The Port of Amsterdam recently played host to 100 leading British businessmen, all of whom have ties with the port. The two-day programme included a symposium and a number of informal meetings and receptions attended by members of the British and Dutch business community.

The British group was made up of people who have ties with the Port of Amsterdam and included importers and exporters, manufacturers, freight forwarders and agents as well as trade officials.

The first day included a buffet dinner at the official residence of Amsterdam's Burgomaster Dr. I. Samkalden who welcomed the group on behalf of the Port and City of Amsterdam. The following day there was a morning programme aimed at providing detailed information about how the Port of Amsterdam serves as a Gateway to the Continent.

Following a buffet luncheon aboard a harbour launch which toured the port, the group with Dutch counterparts attended a symposium chaired by Mr. E. G. Stijkel, President of the Amsterdam Chamber of Commerce and Industry. The panel was made up of Dutch businessmen and local officials from the city, port and Schiphol Airport. In mutual, lively discussions, the commercial ties were strengthened.

The two-day visit wound up with a reception at the Heineken Brewery.

are;

1) To establish permanent contact with any firm or organization that could benefit from having a base in the port/industry complex. In practice this covers everything from banking to heavy industry.

2) To publicise, by promotional campaigns and otherwise, the facilities that Le Havre can make available to industry.



PORT OF AMSTERDAM SYMPOSIUM: Reception at the Heineken Brewery wound up a two-day visit by 100 British business leaders to the Port and City of Amsterdam. Pictured here are (from left to right) Mr. W. R. Bongers, Managing Director of the Amsterdam Port Association, Mr. R. W. Le Poole, Managing Director of KNSM, Vice President of the Amsterdam Chamber of Commerce and Industry and Chairman of the Amsterdam Port Association, Mr. K. A. Warmenhoven of Heineken's, Mr. E. E. Pollock of the British Transport Docks Board, Mr. P. F. Turk of Dunlop, Ltd., and Mr. A. C. O'Donnell of Browne Geveke & Co.



PORT OF AMSTERDAM SYMPOSIUM: Buffet lunch aboard a harbour launch gave 100 British businessmen a chance to talk with their Dutch counterparts on an informal basis. Tour of port was part of a two-day programme aimed at pointing out Amsterdam's advantages as a Gateway to the Continent.

The port's policy in this field is to make every possible effort to tailor facilities to individual require-

ments, and so provide industrialists with really effective assistance.

Mr. de Roujoux is 39 and a grad-

uate of the St Cyr Military Academy and the School of Political Science. He is married, with one child, and devotes his leisure hours to drawing and riding.

He is always extremely happy to arrange a meeting in Paris with anyone from France or abroad who needs full information on any aspect of Le Havre's industrial development, or who would like to make a detailed tour of the port.

Cargo Basin Taking Shape

Hong Kong, Oct. 27 (The Week in Hong Kong, Hong Kong Government Information Services):—The first of 11 large-scale cargo-handling basins planned for Hong Kong is taking shape on the Wan Chai Reclamation. The cargo-handling basins will cater for the increasing demand for conventional cargo lighter facilities up to the early 1980s. The Wan Chai basin, a pilot scheme to be run by the Marine Department, will provide comprehensive cargo handling facilities for vessels and vehicles. A canteen, toilets, shower facilities and public telephones will be provided for workers using the basin. An administrative building and shroffs office will be located within the compound. A second cargo-handling basin to be run on similar lines to the Wan Chai pilot scheme will be built in Kwun Tong later. Sites earmarked for the other basins are the Chai Wan Reclamation, Shauiwan, Western Reclamation, Kowloon Bay, Tong Mei Road in Tai Kok Tsui, Shamshuipo, Rambler Channel, Tsuen Wan and Castle Peak.

NBC Orders 4 446,500-DWT Tankers

Tokyo (IHI Bulletin, Nov., 1973):—IHI concluded on Nov. 1 a contract with the Medirian Transportation Co., Liberia, a subsidiary of the National Bulk Carriers Inc. (NBC) of the U.S., for the construction of four 446,500-DWT tankers totaling ¥80,000 million (U.S.\$307.7 million) in value.

The contract for one of the biggest deals was signed at IHI Tokyo Head Office by Mr. E. L. Hann, Vice-President of the NBC, and Dr.



H. Shinto, President of IHI.

The ships ordered are 446,500-DWT (200,000-GT) tankers of the same type. Each will be 360.4 meters in length, 68 meters in width and 31.6 meters in depth (draft 25 meters), and its main engine will be powered by a 45,000-SHP (80 rpm) IHI steam turbine plant capable of developing a service speed of 15.1 knots.

All the four tankers will be constructed at IHI Kure Shipyard, with the first ship scheduled for delivery on September, 1976, and the second, third and fourth vessels slated for completion respectively on January, 1977, May, 1977 and September, 1977.

With the latest order for the four tankers, IHI will have built a total of 27 vessels (about 6,000,000 DWT) for the NBC.

483,939 DWT Tanker Delivered

Tokyo, Nov. 1 (IHI News Release):—A 483,939 dwt tanker built by the Kure Shipyard of IHI (Ishikawajima-Harima Heavy Industries Co., Ltd.), Japan, was delivered to her owner, Globtik Tankers Ltd. of the U.K., on October 31.

Those attending the christening and delivery ceremonies held at the yard on that day included Mr. R. N. Tikkoo, Chairman of the Globtik Tankers Ltd., her owner, Mr. G.

Tsuboi, President of the Tokyo Tanker Co., Ltd., her charterer, and Mr. K. Okubo, Vice-President of IHI, the builder.

During the course of the christening ceremony, Mr. Aiko Takiguchi, wife of Mr. T. Takiguchi, President of Nippon Oil Co., was the sponsor and christened the ship the "Globtik London."

The Globtik London is the sister ship of the 483,664 dwt Globtik Tokyo which was built in February, 1973 by the same shipyard and is the largest ship now in service.

The new ship measures 379 meters in overall length, 62 meters in breadth, 36 meters in depth and 28 meters in draft. Powered by a 45,000 ship IHI turbine, she cruises at a service speed of 14.7 knots.

The keel of the ship was laid in January, this year and she was launched in June. After delivery to her owner, the Globtik London was chartered to the Tokyo Tanker Co. and left Kure Port on November 1 for the Persian Gulf on her maiden voyage to carry crude oil to Nippon Oil Group's central terminal station (CTS) at Kiire in Kagoshima Prefecture, southern Japan. The ship carries about 580,000 kiloliters of crude oil on a single voyage.

The construction cost of the ship is approx. 16,424 million yen. (Refer to Ports and Harbors, March, 1973, page 50.)

Container Terminals in OSAKA BAY



HANSIN (OSAKA BAY) PORT DEVELOPMENT AUTHORITY

Kobe C. I. T. Bldg.

2-1, 5-chome, Hamabe-dori, Fukiaiku, KOBE, JAPAN

Kra Canal Project Technically Feasible

Canada-Japan Trade Council Newsletter, October 1973: — Long discussed and exceedingly costly — between \$4 and \$6 billion—a canal-industrial base project for the Kra Isthmus across the Malay Peninsula was found technically feasible at a multi-nation meeting in Tokyo this summer. After being given the green light, next step will be to get financing from some 25 banks in Japan, Europe and the U.S. The major companies involved are LTV Corp. of the U.S., Nissho-Iwai of Japan

and a French engineering firm, CITRA.

Japan's chief interest in the proposed Kra route lies in its ability to provide a by-pass to the difficult Malacca Straits route and shorten the haul of oil for Japan from the Middle East. Not only are increasingly larger tankers experiencing problems of water depth on the old route but the narrow passage presents other navigational hazards. The Kra plan envisages a large industrial complex adjacent to the canal which help to ease Japan's mounting problems arising from industrial pollution, overcrowding and shortage of labour.

15th Term of Office

Whangarei, New Zealand (Points North, Published by The Northland Harbour Board, Vol. 6, No. 3):—Mr. R. K. Trimmer has been elected to his fifteenth successive term of office as Chairman of the Northland Harbour Board.

Mr. Trimmer joined the Whangarei Harbour Board in 1958 and

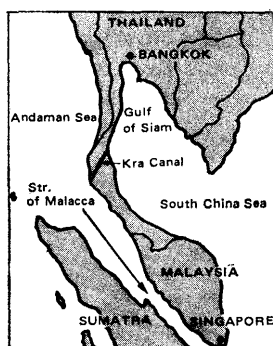
became its Chairman in October, 1959. He continued as its Chairman until 1965, when he was elected Chairman of the amalgamated Northland Harbour Board, an office he has held ever since.

Also re-elected was the Board's deputy-Chairman, Mr. A. W. Leslie, of Kaero, who is also a member of the Whangaroa County Council.

In an address to the annual meeting of the Board last month, Mr Trimmer stressed unity of purpose, and stated that he would continue to work for the development of Whangarei and Northland both individually, and with any institution dedicated to fostering the prosperity and development of "this lovely part of New Zealand."

New Cargo Tonnage Peak

Whangarei, New Zealand (Points North, Published by The Northland Harbour Board, Vol. 6, No. 3):—A record total of 7,176,515 tons of cargo was handled by the Port of Whangarei in the year ended 30th September, 1973), the Chairman of





SANKO LINE



THE SANKO STEAMSHIP CO., LTD.

President : Toshio Kohmoto

Tokyo Head Office : 11, 1-chome, Yuraku-cho, Chiyoda-ku, Tokyo, Japan

Osaka Head Office : 25, 1-chome, Edobori-Kamidori, Nishi-ku, Osaka, Japan

the Northland Harbour Board, Mr. R. K. Trimmer, announced in his annual report.

He went on to say that the figure represented an increase of 157,930 tons on the previous 12 months.

The total volume handled through all the Board's ports—including bunkers and intra-harbour cargo—was 7,654,518 tons.

Mr. Trimmer detailed a number of the Board's other activities. In the afforestation programme, he said, 272 acres of land had been prepared, and planted with 234,700 pinus radiata seedlings.

The total area now developed under the programme was 610 acres, and the total number of trees planted—583,700.

On the Board's industrial lands programme, said Mr. Trimmer, was the Hihiaua Block subdivision scheme which would be a valuable revenue producer both for the Board, and for the Whangarei City Council.

He anticipated that the subdivision would earn a large rental income for the Board, and a high rat-

ing income for the Council.

Commenting on a total reduction in public debt in the year of \$712,375, Mr. Trimmer said this demonstrated that the people of Northland could be confident in the soundness of the Board's finances.

Complaints Cell

Karachi, Pakistan (Karachi Port Trust, K.P.T. News Bulletin, August 1st, 1973):—

PUBLIC NOTICE

A Complaints Cell has been set up in the Head Office of the Karachi Port Trust to deal with the complaints of the trade. This Cell will be under the direct charge of the Deputy Traffic Manager, Mr. S. Zahid Hussain.

All complaints regarding pilferage, damage to cargo and stacking, etc. should be lodged with this Cell either through correspondence or directly by the parties concerned. While doing so, the following particulars of the consignment should, as far as possible, be made available so that immediate enquiries can be

instituted:—

1. Name and date of arrival of the vessel.
2. Marks and numbers of the consignment.
3. Index Number.

SECRETARY.

Record Tonnage During 1972-73

Karachi, Pakistan (Karachi Port Trust, K.P.T. News Bulletin, August 15th, 1973):—The Port of Karachi handled a Record Cargo of Over 10 Million tons during the year ending 30th June, 1973.

This was a significant achievement especially as during the year under review there were labour problems as well. Yet the Port Management's efforts and constant persuasion and incentives to the Port Workers & Dock Labour enabled the Port to achieve the Record figure of 10,374,535 tons (Total Imports 7,189,442 tons and Total Exports 3,158,093 tons) during the period 1st July, 1972, to 30th June, 1973.



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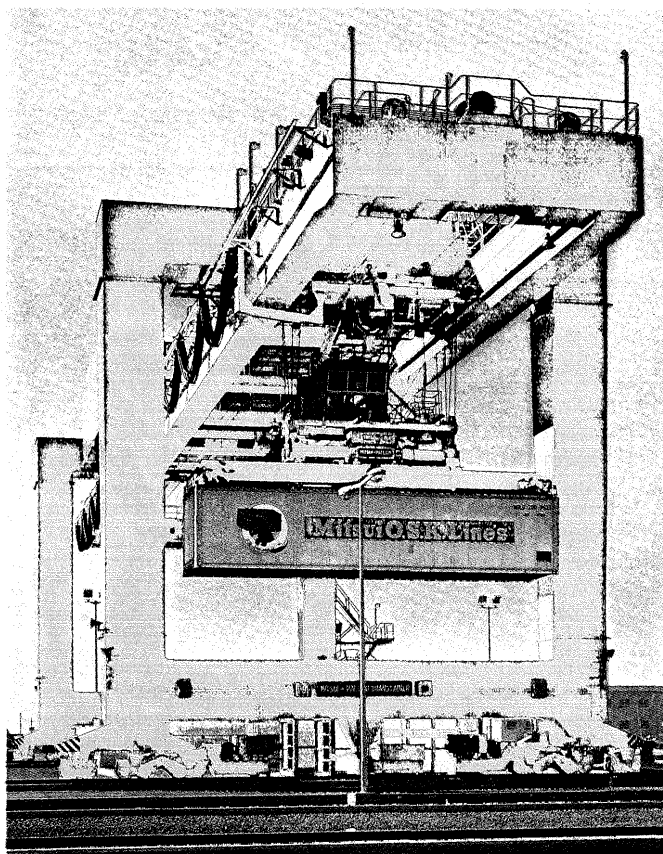
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