

PORTS *and* HARBORS

March, 1974

Vol. 19, No. 3



Port of Auckland

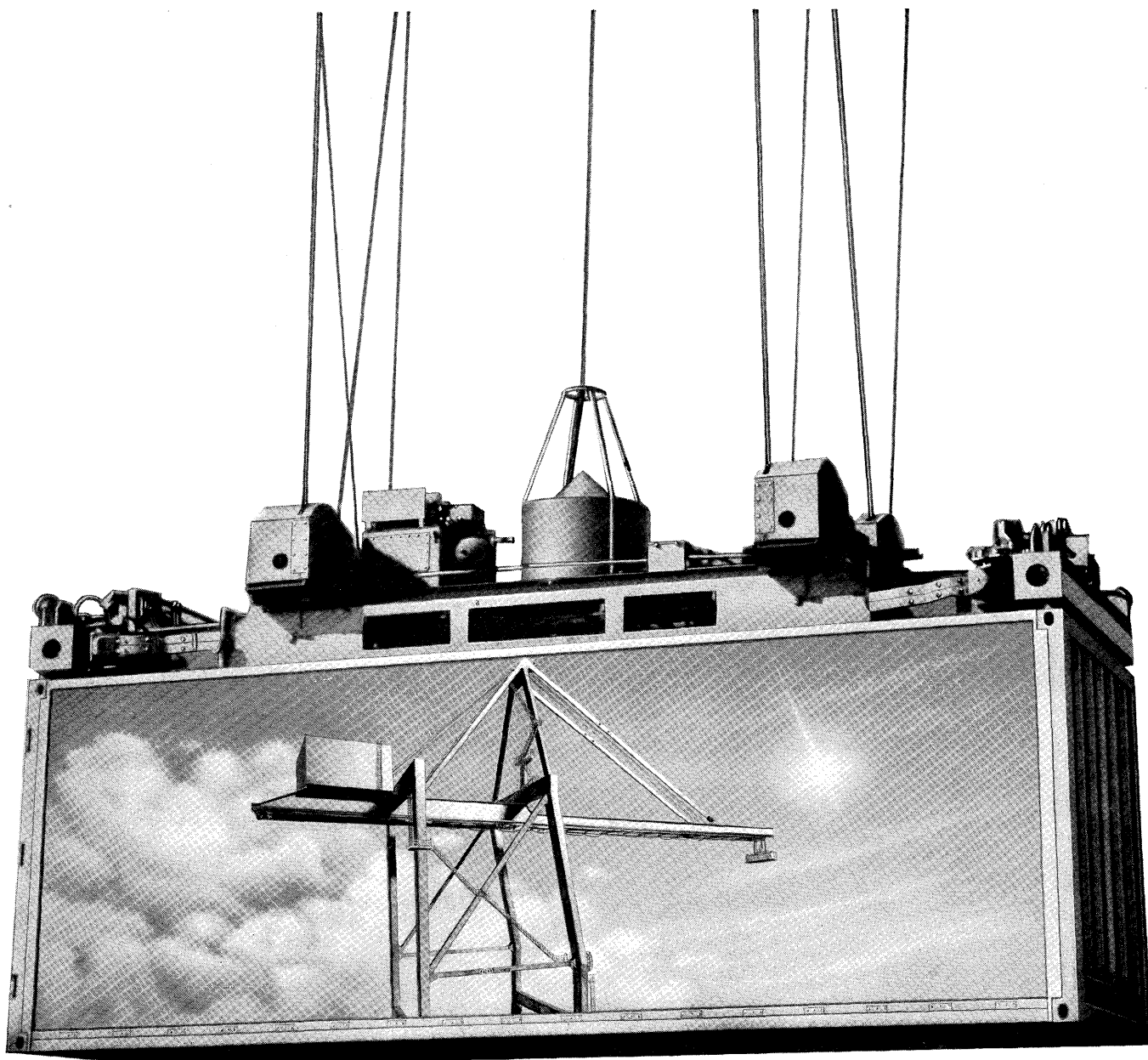
New Zealand

IAPH Conference Singapore March 1975

The Publisher: The International Association of Ports and Harbors

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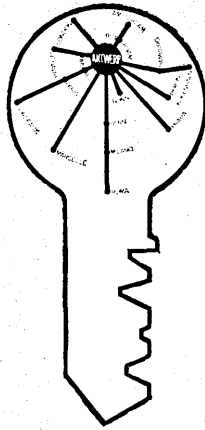
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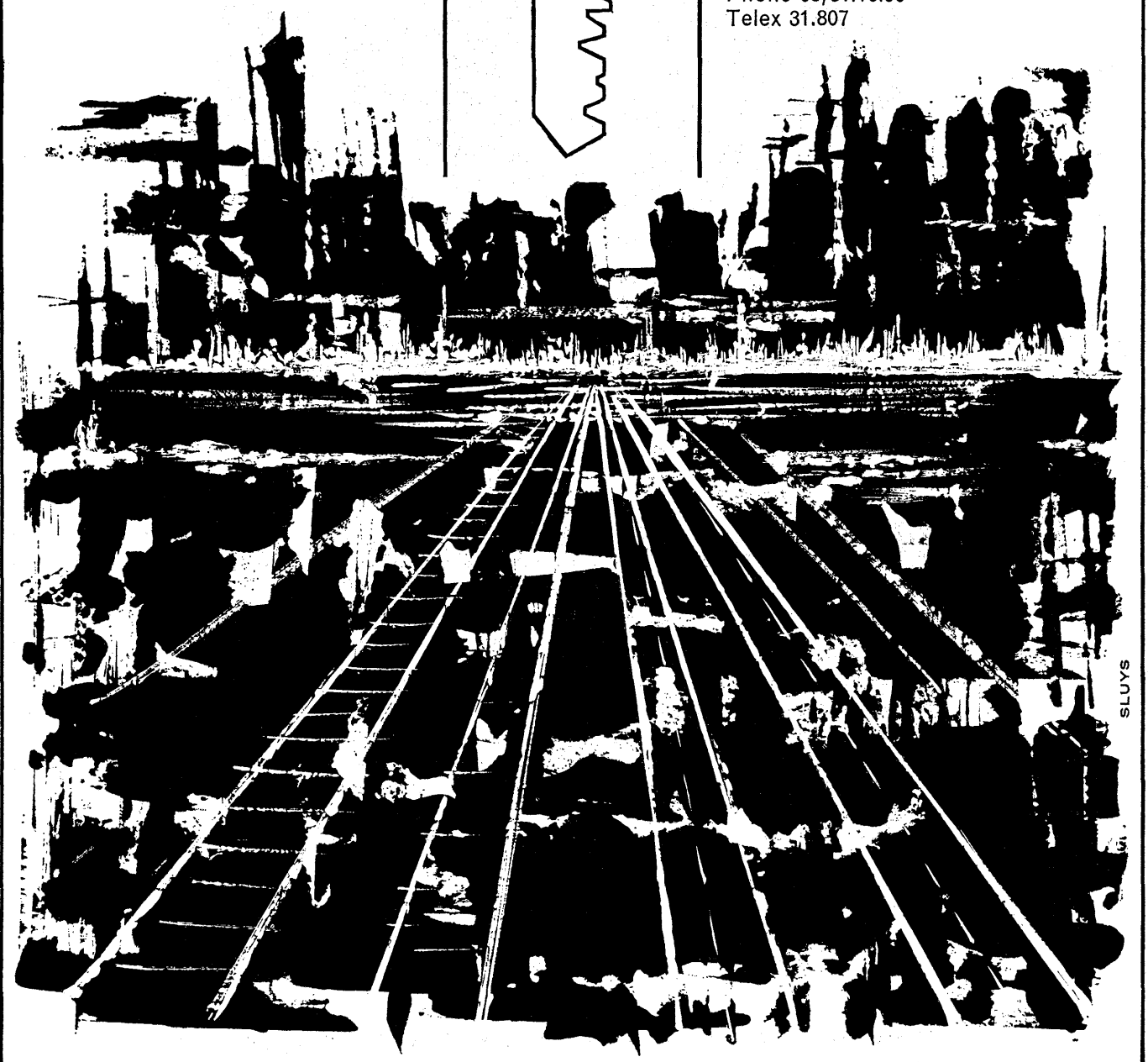
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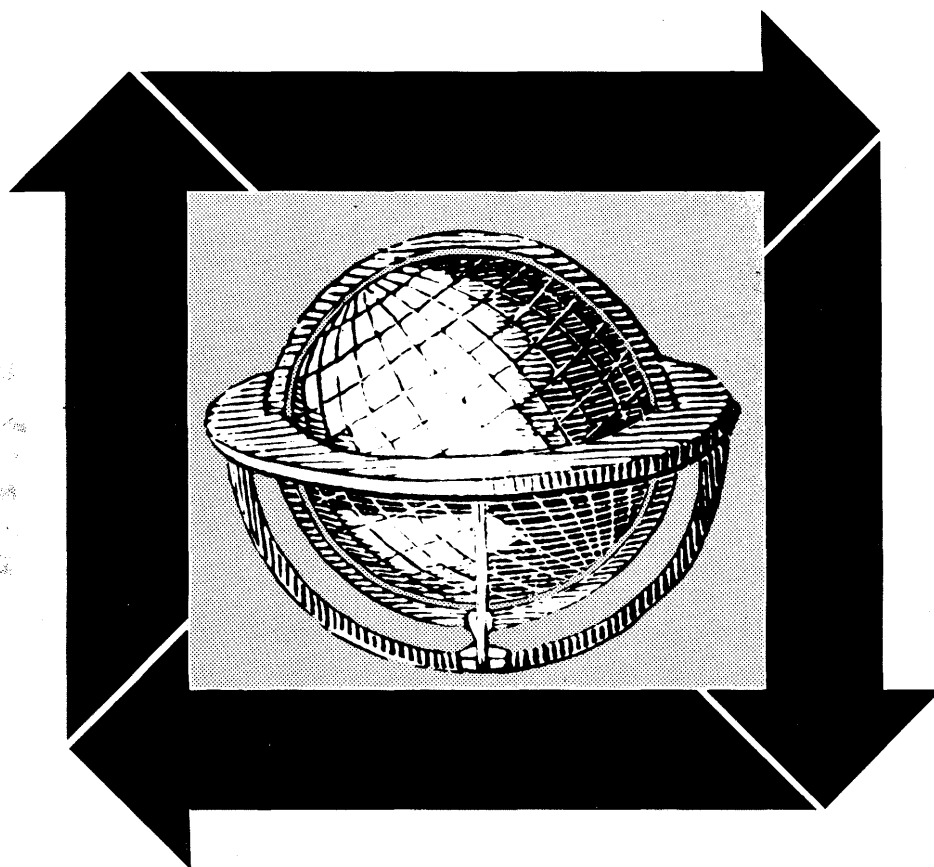


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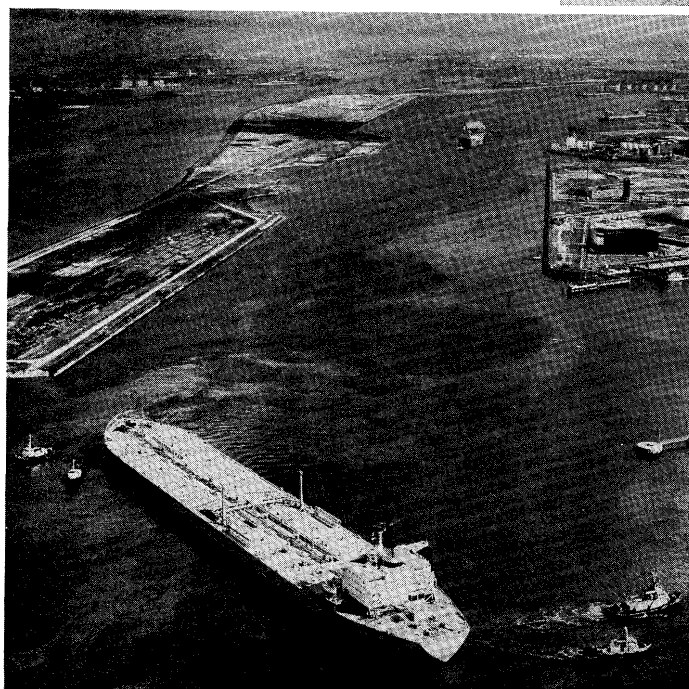


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N.G.O. Consultative Status, United Nations (ECOSOC, UNCTAD, IMCO)

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Robert L. M. Vleugels

General Manager, Port of Antwerp
City Hall, B-2000, Antwerp, Belgium

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General Manager, Port of Antwerp

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Secretary General:

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Head Office:

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

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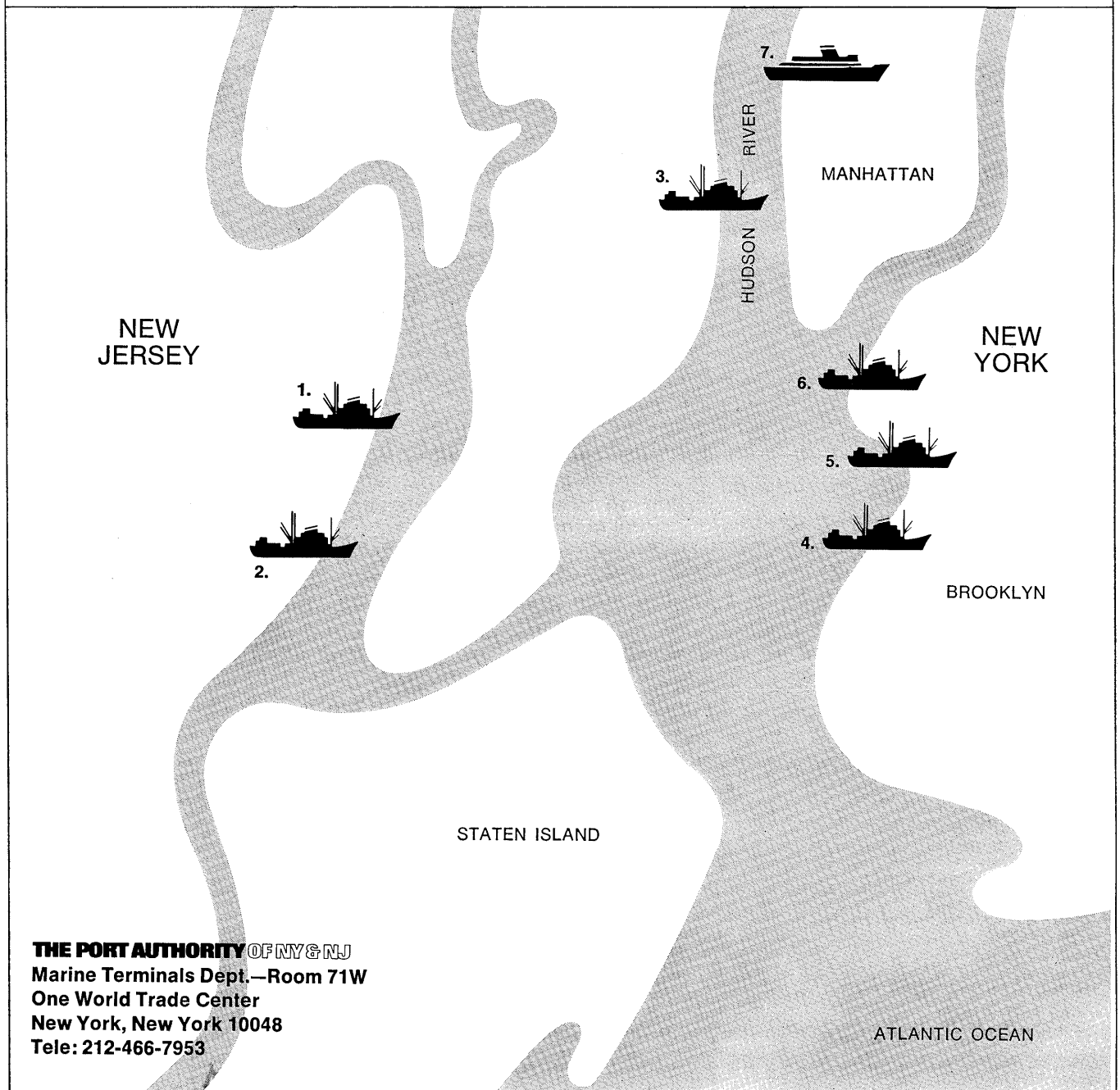
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The Cover:	
Port of Auckland, N.Z., where the Executive Committee is meeting in late March, 1974, at headquarters of the Auckland Harbour Board, the tallest building overlooking wharves at the far end of Quay Street down which the photographer was looking when he took this air picture from above Fergusson Wharf container terminal (foreground). (See also story on Page 20.)	

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PORTS *and* HARBORS

IAPH Head Office Announcements: Pages 7~16

Auckland Welcome Awaits Executive Committee in New Zealand

Message from
R. W. Carr, Chairman
Auckland Harbour Board

Auckland, 4 January:—Members and Staff of the Auckland Harbour Board are delighted that their port city should be the first in New Zealand to have the honour of an Executive Committee meeting of the International Association of Ports and Harbors. Auckland was the first New Zealand port authority to join IAPH with which we have been associated at Director level since the London conference in 1965.

As a country deeply conscious that the health of its economy is heavily dependent on shipping, New Zealand has much to gain from the experience of major world ports contributing substantially to the pool of expert knowledge from which the IAPH can refresh the operational policies of its Members.

On behalf of the Harbours Association of New Zealand we in Auckland now look forward to welcoming representatives from authorities controlling many of the world's great ports, and from the international body responsible for the better co-ordination and promotion of common policies.

The successful implementation of these policies grows in importance and value as port authorities everywhere face the challenges of shipping



Mr. R. W. Carr

and cargo-handling requirements now subject to such rapid technological changes of shape and direction.

Visitors to New Zealand for the March meetings will see at first hand the progress of port expansion plans designed to match local conditions and requirements with international practices and technological advances. For instance the Auckland Harbour Board, through its association with IAPH, has received valuable guidance on waterfront re-

development projects now in progress.

We are sure Auckland will provide a popular meeting place and that visiting delegates will enjoy New Zealand. Arrangements are well in hand for both business and social affairs, and a warm welcome awaits you.

A handwritten signature in dark ink, appearing to read 'R. W. Carr', with a stylized flourish at the end.

R. W. Carr

Meetings of Special Committees

1) Ways and Means Committee

On 25th and 26th March, a meeting of the Ways and Means Committee will be held at Auckland, New Zealand. It is expected that the outcomes of studies undertaken by the Committee will be reported to the Executive Committee meeting which is scheduled to be held at the same place from 27th to 29th March.

2) Containerization and Barge Carriers

On 1st and 2nd April, 1974, a meeting of the Special Committee on Containerization and Barge Carriers will be held at Sydney, Australia, under the chairmanship of Mr. Ben E. Nutter of Port of Oakland.

3) Committee on Large Ships

On 14th and 15th March, a meeting of the Committee on Large Ships will be held at Le Havre, France, under the chairmanship of Mr. Paul Bastard of Port of Le Havre Authority. (Rinnosuke Kondoh, Under Secretary)

Membership Note

New Member

Regular member

* Port Everglades Authority
Port Everglades, Florida 33316,
U.S.A.
Office Phone: (305) 523-3404
(Mr. Paul D. DeMariano, Port
Director (Acting))

More Condolences on Mr. King's Death

(Refer to "Ports and Harbors",
February 1974 issue, page 7.)

Ports of Douro & Leixoes

(Submitted to the December 17,
1973 session of the Board of Admin-
istration and approved.)

I have just been informed
through the I.A.P.H. Head Office,
in Tokyo, of the decease of Mr. A.
Lyle King, director of the New
York and New Jersey marine ter-
minals and immediate past presi-
dent of the I.A.P.H.

Mr. Lyle King was one of the
greatest world port authorities with
whom our port administration has
had intimate relations; with his
death Portugal lost one of its best
friends.

As his personal friend, close col-
laborator and sincere admirer I
cannot forbear expressing my deep
sorrow and propose that a vote of
condolences be registered on the
proceedings of this session and that
this be communicated to the New
York Port Authority and to the
widow of Mr. Lyle King.

Fernando Moreira
President

Administration of Ports
of Douro and Leixoes
Portugal

After the news of Mr. King's
sudden death was reported in the
January issue of this journal and
Secretary General's letter was cir-
culated to all IAPH Directors, more
condolences were turned in from
the following persons in addition to
the above and those already pub-
lished in the preceded issues.

Mr. Mustafa, A.A.K. Mana, Ag.
General Manager
Port of Aden Authority
People's Democratic Republic of

Surveys by Special Committees

1) Committee on International Port Development

Mr. John Lunch, Chairman of
the Special Committee on Interna-
tional Port Development has circu-
lated a questionnaire, on January
8th, 1974 to the Regular Members of
the Association regarding the train-
ing facilities in developed ports and
the requirements of ports in develop-
ing countries for such facilities and
technical advisers.

Followings are complete reproduc-
tion of Chairman Lunch's letter and
the questionnaire forms. (K. Yoko-
yama)

Yemen

Mr. A. S. Mayne, Chairman
Melbourne Harbor Trust Com-
missioners

Australia

Mr. P. K. Kinyanjui, Chairman
East African Harbours Corpora-
tion

Kenya

Mr. Bohdan Nagorski
Author of "Port Problems in
Developing Countries"
New York, U.S.A.

Changes of Chairmen of Special Committees

1) Ways and Means Committee

Mr. Thomas J. Thorley, General
Manager of Port of Long Beach,
U.S.A., has been elected the Chair-
man of the Ways and Means Com-
mittee by its members on January
31st, 1974, succeeding Mr. Bernard
J. Caughlin who has retired from
Port of Los Angeles as General
Manager effective January 2, 1974.

Mr. Caughlin has been elected a
Founder Honorary Member of this
Association in 1967 on the occasion
of the 5th Conference at Tokyo for
his long meritorious service for the
establishment of the Association,

8th January, 1974

Dear

The Special Committee on Inter-
national Port Development, which
has been reconstituted under my
chairmanship held its first meeting
on 9th May, 1973, during the 8th
IAPH Conference in Amsterdam.

At this first Committee meeting
and also during the Conference
working session on the problems of
ports in developing countries and
their solution, I put forward two pro-
positions which I believe received
general acceptance. These were:—

1. As part of the modern manage-
ment succession and development

(Continued on Page 10)

and has been playing an active role
in the Association, especially
through chairmanship of the Ways
and Committee during these past
years. Personal address of Mr.
Caughlin is as follows:

2731 Rockinghorse Road, San
Pedro, California 90732 U.S.A.

2) Constitution and By-Laws Spe- cial Review Committee

Mr. Del Taylor, Chairman of Na-
tional Harbours Board, Canada, has
been elected the Chairman of the
Constitution and By-Laws Special
Review Committee by its members
on January 31st, 1974, succeeding
the late Mr. A. Lyle King of the
Port Authority of New York and
New Jersey.

Mr. Del Taylor was one of the
initiators of this Committee which
was established at the post-confer-
ence meeting of the Board of Direc-
tors at Amsterdam, 1973, with the
aim of reviewing the Constitution
and By-Laws of this Association.
(Messages of the newly appointed
chairmen and the leaving chairman
will appear in the next issue.)
(Rinnosuke Kondoh, Under Secre-
tary)

(Tables not to scale)

Survey Form 1: TRAINING FACILITIES

Subjects for which courses are or could be provided (See Note 1)	Duration of Course	Level of worker for which course designed (See Note 2)	Fee charged for Course (Please show course fee separately from travelling expenses etc.)	If formal courses not provided, please state whether you can take people on general training attachments	Any Other Relevant Information

Survey Form 2: PROVISION OF MANAGERS FOR PROJECTS IN OTHER PORTS

Field of Experience from which Managers are Available (See Note 3)	Length of Overseas Tour for which Manager/Supervisor would be Available	Any Other Relevant Information

Survey Form 3: REQUIREMENTS OF PORTS IN DEVELOPING COUNTRIES FOR TRAINING FACILITIES OR ADVISERS IN 1974, 1975 and 1976

TRAINING REQUIREMENTS				ADVISERS REQUIRED			
Type of Training Facilities Required	Level of Trainee (See Note 4)	Number of Persons for which training required	Length of Course Required	Projects for which adviser required	State when adviser required	Duration of Attachment	State whether Accommodation provided

NOTES

(1) Please list the courses under the following categories:-

Port operation (a) Marine
(b) Cargo handling
(i) Conventional (including pallets)
(ii) Unit loads (containers, barge carriers packaged timber, etc.)

Engineering
Industrial Relations
Accident Prevention
Security
Management and Administration
Financial

(2) Please state the level under the following categories:-

Manager (indicating whether junior, middle or senior manager)
Other staff (indicating professional standing where appropriate)
Foreman
Dock Worker

(3) As set out in Note 1

(4) As set out in Note 2

(Continued from Page 8)

systems being introduced in ports in developed countries, developed ports could send potential top managers with suitable experience on short assignments to ports in developing countries to assist them in solving specific problems. The developed port would bear the cost of the assignment as part of the process of educating and training its managers. Thus both ports would benefit.

2. A survey of all forms of training and consultancy facilities available in developed ports should be carried out to provide a complete and up-to-date register of these; and at the same time a broad survey of the needs of ports in developing countries should be undertaken to help needs to be matched with facilities available.

I enclose a questionnaire which is divided into three parts. (See Page 9). Forms 1 and 2 are designed to establish the nature of the training facilities in developed ports for personnel from other ports, and also which developed ports are prepared to make managers available as advisers for short assignments in ports in developing countries. Form 3, which is directed to developing ports, relates to their requirements for training facilities or advisers during 1974, 1975 and 1976.

I would be grateful if you could arrange for the forms to be completed and returned to me by 28th February 1974. Once all the information has been collated a copy of the survey report will be sent to all IAPH members because I believe this will assist them to identify the facilities they require and to make suitable arrangements: directly with the port concerned, through the Secretary-General, Dr. Sato, or through the Committee on International Port Development.

The Committee recognize that some ports in developing countries arrange help from agencies such as the World Bank or UNCTAD and other ports have their own consultancy arrangements. Naturally none of these arrangements are affected by the work of this Committee, which is endeavouring to provide a role that will support and enhance

the normal means of providing assistance to the development of ports.

I know you will recognize the importance of international co-operation in port development and my Committee believe that their work for which the help of all members of IAPH is vital, will play a significant and worthwhile part in this.

Yours sincerely,
John Lunch

2) Ways and Means Committee

In lieu of Mr. Bernard J. Caughlin, Chairman of the Ways and Means Committee, Secretary General has circulated a questionnaire, on January 8th, 1974, to the Regular Members of the Association regarding the figures of cargo tonnage handled at each of member. The survey is aimed at collection of enough material necessary for carrying out the duty bestowed onto the Ways and Means Committee.

Followings are complete reproduction of Secretary General's letter and the questionnaire form. (K. Yokoyama)

January 8th, 1974

To: All Regular Members of
The International Association
of Ports and Harbors

Dear Sirs:

In lieu of Mr. Bernard J. Caughlin of Port of Los Angeles, U.S.A., Chairman of the Ways and Means Committee of our Association, I would like to ask you for your kind cooperation in furnishing us with information regarding the figures of cargo handled at your port during the past year.

This survey is aimed for the collection of material necessary for the fulfilment of objectives bestowed onto the Ways and Means Committee in accordance with the IAPH Resolution No. 3 which was adopted at our 8th Conference at Amsterdam in May 1973, as reproduced hereunder.

**RESOLUTION INSTRUCTING
WAYS AND MEANS COMMITTEE
TO STUDY AND REPORT
ON MEMBERSHIP DUES
STRUCTURE**

RESOLVED that the Ways and Means Committee of THE INTER-

NATIONAL ASSOCIATION OF PORTS AND HARBORS shall make a comprehensive study of the membership dues structure of the Association, recommending a new dues formula with a view toward the Association becoming self-supporting at the earliest practicable time; and be it.

FURTHER RESOLVED that the Ways and Means Committee shall render its report at the Ninth Conference of the Association to be held in 1975.

The result of this survey is to be discussed at the coming meeting of the Ways and Means Committee which is expected to be held at Auckland, New Zealand, toward the latter part of March, 1974 and further reported at the meeting of the Executive Committee of the Association which is scheduled to be convened at the same place following the meeting of the Ways and Means Committee, therefore, you are earnestly requested to return the reply sheet as per enclosed herein to us not later than February 15th, with a copy to Mr. Caughlin at Los Angeles. (c/o Port of Los Angeles, P.O. Box 151, San Pedro, California 90733, U.S.A.)

I thank you very much for your kind assistance on the matter and am looking forward to receiving the reply from you at your possible earliest convenience.

With my best regards,

Yours very truly,
Hajime Sato
Secretary General

Questionnaire on the
"tonnage handled"

Please reply to:

Dr. Hajime Sato, Secretary General
IAPH Head Office, Kotohira-
Kaikan Bldg., No. 1, Kotohira-
cho, Minato-ku, Tokyo 105,
Japan

Target date: February 15th, 1974

Reply of _____
(Name of your organization)
Filled in by _____,
(Name of replier)
on _____
(date)

Question 1.

Is your organization, either

- 1) operating a port or ports in the public interest
[Yes] or [No]
- or, 2) In case of [No], having powers, jurisdiction or authority or charged with duties with respect only to the planning and development of port or ports of
 - a) nation-wide
[Yes] or [No]
 - b) a part of a nation
[Yes] or [No]
- or, 3) having operational responsibility over your own port properties, and planning, supervisory or other simply governmental, administrative duties over port properties which are not directly belonging to your organization, as well,
[Yes] or [No]

Question 2.

If your organization is a port operating body, please give the latest aggregated revenue tonnage handled figure* for your last annual year (calendar or fiscal, whichever is used at your port).

- (1) The period of the statistic: _____
- (2) The annual revenue tonnage figure (tons on which revenue is calculated*): _____

* Please read the following notes carefully, before filling in.

- 1) The "tonnage handled" means the amount of cargo which passed, in and out, through port properties (facilities and land) owned and exploited in any form or method by the port.
- 2) If the port is unincorporated, namely it is a department or in any form a subdivision of, or a body belonging to a superior body, the "tonnage handled" means the amount of cargo passed, in and out, through port properties which are under the port's jurisdiction, the exploitation of which is under the port's charge and the revenue out of which is under the port's direct responsibility. If your organization is charged with purely governmental, administrative function, as planning or supervision, over port properties which belong to other bodies, besides operating your own port proper-

ties, the tonnage passed through other body's port properties should not be included in the "tonnage handled" though your domestic law may require to do so.

IAPH's Consultative Status in IMCO Endorsed to Continue

The following is a full text of IMCO Resolution A.312 (VIII) adopted on 23 November 1973 by the Assembly at its eighth session on Relations With Non-Governmental Organizations.

This text informs IAPH members that IAPH's consultative status was endorsed by the Assembly to continue along with other non-governmental international organizations and that eight bodies anew were granted consultative status. (K. Yokoyama)

THE ASSEMBLY,

TAKING NOTE of Part XII of the Convention on the Inter-Governmental Maritime Consultative Organization and in particular Article 48,

RECALLING that Rule 1 of the Rules Governing Relationship with Non-Governmental International Organizations requires that the Assembly approve consultative status granted by the Council to such organizations,

RECALLING FURTHER that Rule 10 of the same Rules provides for periodic review of the list of non-governmental international organizations in consultative status with IMCO and a report to the Assembly on the continuation of such status.

HAVING CONSIDERED the request of the Council at its twenty-eighth, twenty-ninth and seventh extraordinary sessions to approve the grant of consultative status to the following, as bodies which are able to make a substantial contribution to the work of the Organization:

European Tugowners' Association (ETA)
International Maritime Pilots' Association (IMPA)
International Shipowners' Association (INSA)
Universal Federation of Travel

Agents' Association (UFTAA)
Engineering Committee on Oceanic Resources (ECOR)
EUROSAT S.A.
Friends of the Earth (FOE),
International Air Transport Association (IATA)

HAVING ALSO CONSIDERED the Council's determination at its seventh extraordinary session with regard to the continuation of the consultative status of certain organizations,

APPROVES the decision taken by the Council in conformity with Rule 1 of the above-mentioned Rules to grant consultative status to the above-mentioned bodies, and

ENDORSES the determination of the Council to continue the consultative status of the following:

International Chamber of Shipping
International Organization for Standardization
International Union of Official Travel Organizations
International Shipping Federation Limited
International Electrotechnical Commission
International Union of Marine Insurance
International Chamber of Commerce
International Confederation of Free Trade Unions
International Association of Lighthouse Authorities
International Radio-Maritime Committee
International Commission on Illumination
World Confederation of Labour
Permanent International Association of Navigation Congresses
International Superphosphate Manufacturers' Association Limited
European Nitrogen Producers' Association
International Maritime Committee
International Association of Ports and Harbors
Baltic and International Maritime Conference
International Association of Classification Societies
International Law Association
International Cargo Handling Coordination Association

(Continued on Next Page Bottom)

IMCO Resolution—Establishment of a Marine Environment Protection Committee—

IAPH members are well informed of the background information of the establishment of the committee above through Mr. Smith's report in this context which was published in page 11—12 of the last issue of this magazine.

The following is a full text of **RESOLUTION A.297 (VIII)** adopted on 23 November 1973 at its assembly—8th Session Agenda item 15 (Distr. General A VIII/Res.297 3 December 1973), which may be interesting to IAPH members. (K. Yokoyama)

THE ASSEMBLY,

TAKING NOTE of Article 1 of the IMCO Convention regarding the purposes of the Organization,

BEING AWARE of the increasing extent and importance of the activities of the Organization relative to the prevention of pollution of the land, sea or air by or from ships, vessels and other crafts operating in the marine environment (hereafter referred to as ships),

TAKING ACCOUNT of the Recommendations of the United Nations Conference on the Human Environment (Stockholm, 5-16 June

European Council of Chemical Manufacturers' Federations
European Industrial Space Study Group
Latin American Shipowners' Association
Oil Companies' International Marine Forum.

Mr. Srivastava Elected Secretary General, IMCO

Head Office was informed by a letter from Mr. Chadrika Prasad Srivastava, dated January 15 1974, that he was elected as Secretary General of IMCO by the Council on June 6th, 1973, and it was approved by the Assembly at its eighth session on November 14th, 1973. (K. Yokoyama)

1972), of the preparation for the Third Law of the Sea Conference and of relevant Resolutions adopted by the United Nations and also of the role of the United Nations Environment Programme established by Resolution 2997 (XXVII) of the General Assembly,

RECOGNIZING that in the environmental field, activities of the Organization are becoming increasingly involved with related activities of other United Nations bodies and organizations and that the Organization is being called upon to play a more significant role in this field,

NOTING with appreciation that the principal burden arising from responsibilities of the Organization for dealing with marine pollution from ships has hitherto been carried by the Maritime Safety Committee in addition to its important and extensive statutory obligations relative to the safety of life and property at sea,

BELIEVING nevertheless that overall efficiency of the Organization will be greatly enhanced in the future if matters relating to the protection of the marine environment are undertaken by a body specifically assigned for this purpose, thus enabling the Maritime Safety Committee to concentrate more specifically on the work relating to maritime safety which is also increasing in importance and magnitude,

HAVING NOTED the outcome of the IMCO Conference on Marine Pollution (London, 8 October—2 November 1973), particularly with respect to the conclusion of the International Convention for the Prevention of Pollution from Ships, 1973 and the adoption of associated Conference Resolutions,

HAVING CONSIDERED the Recommendations of the Council and its Ad Hoc Working Group on Marine Environment Protection with respect to the future role and activities of the Organization in this

field,

NOTING Articles 12 and 16(c) of the IMCO Convention concerning the establishment of subsidiary bodies,

RECOGNIZING that the objectives will be most effectively and efficiently achieved by the establishment of a permanent Committee to execute and co-ordinate all activities of the Organization relating to the prevention and control of pollution of the marine environment from ships,

DECIDES to establish a Marine Environment Protection Committee as a permanent subsidiary body of the Assembly pursuant to Article 16(c) of the IMCO Convention, with the following Terms of Reference:

“To assist IMCO in its consultations with other bodies within the United Nations system, especially the United Nations Environment Programme, and with other international organizations and expert bodies in the field of marine pollution, and to co-ordinate and administer, in consultation as appropriate with other bodies of IMCO, the activities of the Organization concerning the prevention and control of marine pollution from ships and in particular:

- (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, particularly with respect to the adoption or amendment 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 from ships to States, particularly developing countries, and, where appropriate, to make recommendations and to develop guidelines;
- (d) to promote co-operation with regional organizations concerned with the prevention of marine pollution from ships;

- (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 from ships including co-operation on environmental matters with other international organizations."

DECIDES FURTHER that:

- (a) Membership of the Committee shall be open to all States Members of the Organization and to other States Parties to Conventions in respect of which the Committee performs functions, provided that a State not a Member of the Organization may vote only when the Committee performs functions in respect of a Convention to which it is a party as provided in that Convention. However, the adoption of amendments to a Convention shall be in accordance with the procedures set forth in the Convention under consideration;
- (b) the Committee shall, except as specifically provided otherwise in its terms of reference, for example paragraph (a) thereof, report to the Assembly through the Council. The Council shall transmit reports of the Committee to the Assembly, together with its own comments and recommendations. As regards budgetary and other organizational matters, the Council shall exercise the same functions and control as it does over other sectors of the Organization's work;
- (c) the Committee shall follow the Rules of Procedure of Assembly except insofar as the Committee, with approval of the Assembly, adopts other rules. The Committee is empowered to adopt and apply its own rules in relation to the following subjects: sessions, credentials, publicity, agenda, election of officers, summary records and languages. The quorum for the meetings of the Committee shall be determined by the Committee itself,

REQUESTS the Secretary-General to take all necessary steps for the inauguration of the Committee

early in 1974,

REQUESTS the Council, the Maritime Safety Committee and the Legal Committee to provide all possible assistance and co-operation with the work of the Committee.

Marine Environment Protection Committee Meets in March

The first session of the Marine Environment Protection Committee will be held at IMCO Headquarters, London, from March 4 to 8, 1974.

According to IMCO DOCUMENT (MEPC 1/1 4 December 1973), provisional agenda for this session is as follows. (K. Yokoyama)

- Opening of the meeting
- Election of Chairman and Vice-Chairman
1. Adoption of the Agenda
2. Consideration and adoption of Rules of Procedure
3. Consideration of the Terms of Reference and methods of work of the committee including co-ordination with other IMCO bodies
4. Matters arising from the International Conference on Marine Pollution, 1973 including follow-up action with respect to:
 - (a) the International Convention for the Prevention of Pollution from Ships, 1973;
 - (b) Protocol Relating to Intervention on the High Seas in Cases of Casualties Involving Marine Pollution by Substances other than Oil;
 - (c) Resolutions relating to the work of the Committee adopted by the Conference
5. Development of a List of Substances other than Oil to be annexed to the Intervention Protocol
6. Review of outstanding items undertaken by the Sub-Committee on Marine Pollution
7. Possible convening of a technical symposium to discuss the outcome of the 1973 Marine Pollution Conference
8. Relations with other organizations in the field of marine pollution

9. Future work programme and date of next session
10. Other matters
11. Consideration of the Report of the Committee.

Provisional Agenda of the 23rd Session of the Sub-Committee on the Carriage of Dangerous Goods

IAPH members are already informed of the tentative schedule of the meeting above through the January issue of this magazine (Ref. Page 10).

Mr. A. J. Smith, IAPH Liaison Officer with IMCO, kindly suggested us in his letter of January 14th, 1974, that the subject matter of this meeting would be very important from the view point of a port authority and that any comment from IAPH members would be welcomed.

The following is the text of provisional agenda reproduced from IMCO, DOCUMENT (CDG XXIII/I 28 November 1973).

IAPH members are kindly requested to examine the report on the 28th session of Marine Safety Committee, IMCO, (Ref. Page 11—17 January Issue) and send any comment on this matter to Mr. A. J. Smith, British Ports Association, with copies to President Vleugels and Tokyo Secretariat, so that IAPH interest can be reflected on this meeting. (K. Yokoyama)

Election of Chairman and Vice-Chairman

1. Adoption of the agenda
2. Decisions of the Maritime Safety Committee and the Assembly related to the work of the Sub-Committee
3. Marine Pollution Aspect
 - (a) The International Conference on Marine Pollution, 1973
 - (b) Inclusion of Pollutions in the Code
4. Carriage of dangerous goods in unitized forms and in freight containers*
5. Portable tanks for dangerous

(Continued on Next Page Bottom)

World Population Conference, 1974

The United Nations World Population Conference convened by the Economic and Social Council will be held in Bucharest, Romania, from August 19 to 30, 1974.

Head Office is requested by Mr. Antonio Carrillo-Flores, Secretary-General of World Population Conference, in his letter of November 30, 1973, to advise him whether IAPH wishes to receive an invitation to be represented by observers at the Conference, not later than 15 February 1974, if possible.

Head Office in reply sent a letter to him on the day of January 10th expressing our wish of receiving an invitation, under the authorization of Mr. Vleugels, our President.

Members who may be interested in this Conference are kindly requested to contact Mr. Vleugels and Head Office in due course.

The full text of a brochure published by "World Population Conference" are introduced in this issue for the benefit of IAPH members as per undermentioned. (K.

Yokoyama)

"It is my hope that the World Population Year and Conference will rank in the history of the United Nations among the great events of the seventies and that they will bring us appreciably closer to the day when the world can say that the demographic problems facing us are understood, and actions to solve them are under way."

**Kurt Waldheim,
Secretary-General of the United Nations**

The Conference

The World Population Conference will be an unprecedented event. It will be the first occasion on which the international community has convened a world-wide political gathering to address itself to the question of population. At the invitation of the Government of the Socialist Republic of Romania, the World Population Conference will be held in Bucharest from 19-

30 August 1974.

As such it will be intergovernmental and political in contrast to various meetings of specialists and representatives of private groups on population in the past. It is also likely to have the widest representation of United Nations conferences, with invitations being sent to a larger number of Governments than to any in the past.

The Secretary-General of the World Population Conference, Mr. Antonio Carrillo-Flores, who was formerly Minister for Finance and Minister for Foreign Affairs of Mexico, is visiting as many countries as possible to hold consultations intended to identify areas of agreement which might emerge on a topic of considerable sensitivity for many. From such areas of agreement the work of the Conference could proceed towards action aimed at realizing a common goal.

At United Nations headquarters in New York, planning, research and the preparation of documents for the Conference are going forward under his leadership, in accordance with the wish of the United Nations Population Commission (which is the intergovernmental preparatory body for the conference), and with the support of the Department of Economic and Social Affairs of the Secretariat, especially its Population Division.

Agenda

It is for the Conference itself to decide what issues will come before it and what action, if any, it will take on them. Its range and subject matter in detail may be fully established only when it meets. But its agenda will in all likelihood include the following substantive items:

1. Recent population trends and future prospects
2. Relations between population change and economic and social development
3. Relations between population, resources and environment
4. Population, family and human well-being
5. World Population Plan of Action

An Advisory Committee is assisting the Secretary-General of the

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| <p>goods*</p> <p>(a) Road tank vehicles for dangerous substances carried by sea</p> <p>(b) Portable tanks for gases</p> <p>(c) Multimodal tank containers</p> <p>6. Amendments</p> <p>(a) Amendments to the Code</p> <p>(b) Amendments to Annex I of the Code</p> <p>(c) Amendments to the recommendations on Fumigation</p> <p>(d) Amendments to Class 1</p> <p>(e) Revision of Class 5.2</p> <p>(f) Revision of Class 7</p> <p>(g) Insertion in all Classes of information on UN Packaging Group</p> <p>(h) Amendments to the First Aid Guide for Use in Accidents Involving Dangerous Goods</p> | <p>7. Carriage of dangerous goods in limited quantities*</p> <p>8. Emergency cards for ships carrying dangerous goods</p> <p>9. Grouping of substances within classes by their properties</p> <p>10. Dangerous Goods in Ports</p> <p>11. Relations with other organizations</p> <p>12. Future work programme and date of next session</p> <p>13. Any other business</p> <p>14. Report to the Maritime Safety Committee</p> |
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* In order to facilitate the attendance of experts, it is suggested that the following agenda items should be considered on the following days:
—Agenda items 4 and 5—from Monday
—Agenda item 7—from Tuesday

Conference in the preparation of the World Plan of Action.

Human rights will bear directly on the last item and have implications for the others.

Family size for long was considered the exclusive concern of the couple, a question decided in the privacy of the home and the most intimate of human relationships. It continues to be so considered in that a fundamental and exclusive human right of the couple is to decide how many children they wish to have. At the same time, the prospect that the earth will have to carry twice as many pairs of feet and fill twice as many stomachs 35 years from now as it does today has brought an increasing number of Governments, as well as specialists and private groups and individuals to the conclusion that the ramifications of the question of population should be considered in an interdisciplinary context and as a concern of the international community as a whole. Ultimately the question touches almost everything that shapes and colours the quality of life and the hope for betterment in human society. Governments may see in the final item on the agenda, a World Plan of Action, the opportunity of advancing together in the quest for a better life from a common ground.

As one of the major preoccupations of the contemporary world, the demographic situation has become a legitimate field for international action within the framework of the Charter of the United Nations. That action, as may be seen in a number of resolutions by the General Assembly and other United Nations bodies, is based on the following principles:

- a) The goal of the population activities of the United Nations and its specialized agencies is to improve the quality of life.
- b) No effort should be spared to reduce the mortality rate. Even if many countries have recognized in the rate of population growth the source of serious problems, it is in the reduction of the birth rate that population should in time reach equilibrium, long and difficult though the process may be.
- c) Demographic policies, like all other policies connected with so-

cial and economic development, lie within the sovereignty of every nation.

- d) At the same time, such policies should respect human rights. The United Nations International Conference on Human Rights, which was held at Teheran in 1968, declared that "couples have a basic human right to decide freely and responsibly on the number and spacing of their children and the right to adequate education in this respect." This principle was reaffirmed in the Declaration on Social Development which the General Assembly adopted in 1969. The Declaration speaks of the right of the individual to the knowledge and the means necessary for the exercise of determining the number and spacing of children.
- e) International assistance in the field of population should not in any way affect or curtail other assistance for economic and social progress in the developing countries.

Preparations

In addition to the Advisory Committee of experts on the World Plan of Action, four symposia, each bringing together approximately 25 specialists, are being held between June 1973 and January 1974. The symposia, which will be concerned with population and development, population and the family, population and the environment and population and human rights, are being held in Cairo in June, Honolulu in August, Stockholm in September-October and Amsterdam in January, respectively. The symposia are designed to enable the principal issues which are likely to be considered at what will be an intergovernmental meeting to be placed in a scientific focus. The results of the symposia will be used in preparing the five official documents of the Conference, which correspond to the substantive items on its agenda.

Regional meetings have been held in Tokyo and Accra and will be held in Beirut, San Jose (Costa Rica), Addis Ababa, and possibly elsewhere. They contribute to a definition of the particular situation and needs of each region and help

ensure that they will be known at the World Population Conference.

Consultations with Governments will complement the work of the regional meetings.

The Conference Site

The Conference itself will be held at the Congress Centre in the Sala Palatuli Republici and at the Conservatorul Ciprian Borumbescu.

Parallel activities

A group of non-governmental organizations is arranging a population tribune in Bucharest at the time of the Conference but independent of it. The tribune, to be housed in the Faculty of Law, five minutes' walk from the Congress Centre, will provide the opportunity for any representative of a private group or individual with a legitimate interest in demographic, religious, moral cultural, sociological or other aspects of the question of population to express himself. A series of scientific lectures is also planned as part of the event.

Other parallel activities in Bucharest may include several cultural events, among them exhibits.

The Population Commission expressed a firm wish that youth groups should be involved to the greatest degree possible and plans are being made for young people to participate in parallel activities, so their views may be expressed.

If you are interested in further information about the Conference, write:

Office of the Secretary General
World Population Conference
United Nations
New York, N.Y. 10017

Further information about the Population Tribune may be obtained from:

The President
Conference of Non-Governmental Organizations in Consultative Status with the United Nations
c/o International Social Service
345 East 46th Street
New York, N.Y. 10017

World Population Year

The United Nations has designated 1974 as World Population Year. Mr. Rafael Salas, Executive Director of the United Nations Fund for Population Activities, is responsible

for devising and carrying out programmes aimed at increasing awareness everywhere of the character, complexity and magnitude of population questions and their bearing on human affairs.

The Conference is being prepared with the cooperation and support of the Fund. It will be the focal point of the Year, under which, throughout the world and over its full 12 months, a number of educational, technical and informational projects will be undertaken.

The World Population Year Secretariat welcomes news of initiatives by everyone pursuing the objectives of World Population Year. Such information should be addressed to:

World Population Year Secretariat
United Nations Fund for Population Activities
485 Lexington Avenue
New York, N.Y. 10017

Port of Calcutta to Host UNCTAD Seminar

The following is a full text of an UNCTAD PRESS RELEASE FOR USE OF INFORMATION MEDIA—NOT AN OFFICIAL RECORD (TAD/INF/676 4 January 1974) which reached us on January 22.

This information may be interesting to IAPH members, especially, in connection with the "IAPH Survey on Training Facilities etc." now in circulation among all IAPH members through the good offices of Mr. John Lunch, Chairman of Special Committee on International Port Development. (K. Yokoyama)

The Government of India will be the host between 29 January and 8 February 1974 to a sub-regional seminar on port management conducted with the assistance of the United Nations Conference on Trade and Development (UNCTAD).

Many ports have a greater cargo-handling potential with their existing facilities than they are currently achieving. The UNCTAD secretariat has recently carried out a study to identify the bottlenecks to higher berth throughputs, to assess

the benefits of elimination of these bottlenecks, and to recommend methods to do so.

These methods and their implementation will be described and discussed at a two-week seminar which UNCTAD will hold at the Institute of Port Management, Calcutta from 29 January to 8 February 1974. The seminar will be conducted by three members of the Ports Section of the UNCTAD secretariat: Mr. Eric Williamson, Chief of Section, who will be the seminar director, Mr. Gustaaf De Monie and Mr. Michael Daunt.

The seminar has been designed for senior management personnel with responsibility for ports operations and the speedy turn-round of ships in ports. Twenty-six participants from sixteen ports in Bahrain, Bangladesh, India, Iraq, Kuwait, Oman, Saudi Arabia and Turkey have been invited to attend. Methods of identifying the bottlenecks to higher berth throughput will be described and there will be an opportunity for discussion of the application of these methods in particular ports. The seminar will include guidance on the performance indicators which are necessary for the efficient management of ports.

Increasing berth throughput is clearly an operational problem. However, the trade of most ports is growing, and therefore increasing the capacity of existing berths could postpone the need to invest in new ones. In developed countries, technological advances in bulk and unitized cargo handling have virtually eliminated the need to provide new conventional break-bulk berths. Indeed, many existing berths have become redundant. What happened in developed countries in the 1960s may well be repeated in developing countries in the 1970s if the present trends continue. Thus, the postponement of investment in conventional break-bulk berths, which produces its own immediate capital saving, might well have long-term advantages since such investment may never be required.

The cost of this seminar will be met out of funds placed at the disposal of the UNCTAD secretariat by the Governments of Denmark, Finland, the Netherlands, Norway and Sweden.

Nagorski Book Introduced in UNCTAD BIBLIOGRAPHY

"Port Problems in Developing Countries" by Bohdan Nagorski, among others, was introduced in the Bibliography section of UNCTAD Document "Review of Maritime Transport, 1972" — Distr. General TD/B/C. 4/106 27 July 1973.

In this section the report touches upon the highlights of this book briefly as below, while it is stressed that no attempt was made at a qualitative assessment or critical review of this publication.

"In this book, the author warns port planners in developing countries that stress should not be laid primarily on the size of the port nor on the number of berths. Of rather greater importance is the efficiency with which berths are operated. Efficiency can only be achieved by correct functional design and proper organization of port operations. The book is presented in two parts; part I deals with the various aspects of port planning, whereas part II considers port organization, including administration, operations, finances, personnel, free zones, port statistics, inland transport and auxiliary services." (K. Yokoyama)

ICHCA Biennial Conference 1975

Mr. Jhr. H. L. van Suchtelen, Secretary General of International Cargo Handling Co-ordination Association (ICHCA), has informed us in his letter of December 27th, 1973 that the ICHCA Council has agreed on the dates of May 11th—15th, 1975 for their next international conference which will be held in Florence, Italy. (Rinnosuke Kondoh, Under Secretary)

Briefings on USSR Ports Now Available

A brochure titled "SOVIN-FLOT'S GUID, 1973" is now available.

Last December the brochure above published by ASSOCIATION OF SOVIET SHIPOWNERS reached us. The introduction of this brochure says as follows.

(Continued on Next Page Bottom)

The First Session of Working Group on Wreck Removal, IMCO

(held in London, 3-7 December, 1973)

Report by MR. A. PAGES, Chairman of Special
Committee on Legal Protection of Navigable
Waterways of IAPH

IAPH members was informed in the December issue of this magazine that the Legal Committee, IMCO, set up a working group on wreck removal. The following is the full text of a report made by Mr. A. Pages who attended the first session above in company with Messrs. B. Golds and A. J. Smith on behalf of IAPH. (K. Yokoyama)

I—IMCO and THE QUESTION OF WRECK REMOVAL

The safety of navigation is endangered by the too many wrecks which mark off the sea routes and, in particular, the accesses to the Ports.

At its 1969 Session, the Council of IMCO had appreciated that the question of wreck removal was of capital importance. It committed the subject to its Legal Committee,

This book is chiefly intended for Masters of foreign flag vessels calling at the U.S.S.R. sea and river ports. It contains brief description of 28 Soviet ports visited by foreign vessels more frequently.

It is hoped that the information given herewith will be useful to Masters and Shipowners in getting some preliminary data and idea about Soviet ports.

Though the Publishers have made their best to ensure that the information contained in this book is correct, it must be clearly understood that this publication BY NO MEANS is an official Regulation neither for navigating in the Soviet territorial waters nor for calling at the U.S.S.R. ports since it is intended as a General Guide only.

to which valuable draft conventions were submitted by Spain, Liberia, and U.S.A.

At the closure of its June 1973 Session, the Legal Committee had resolved to entrust a limited working group with the task of elaborating a draft convention, prior to the opening of a diplomatic Conference, which is now envisaged to convene on the subject in the last part of 1974.

The participants of the working Group are representatives of Argentina, France, India, Liberia, Norway, U.S.S.R., UNITED KINGDOM, U.S.A.

Observers from other maritime nations, as well as from non governmental organizations (among them, I.A.P.H.) are admitted to the meetings of the working group.

The working group held its first

Necessary alterations and amendments to this edition will be done in due time without further notice.

Although IAPH members may be interested in the contents of this brochure, it is nearly impossible to introduce it through "Ports and Harbors," as it amounts to about 300 pages. Any member who wants to get this brochure are advised to make contact with Association of Soviet Shipowners whose address is as follows,

¼ ZHDANOV STREET
MOSCOW 103759, USSR
Cables: AQUA MOSCOW
Telex: 7217, 7636
Telephone: 296-50-32
296-57-26
(K. Yokoyama)

Session in December 1973 (at the London Headquarters of IMCO). Other meetings are scheduled to be held in 1974, before the above mentioned diplomatic Conference.

II—THE DECEMBER 1973—SESSION OF THE WORKING GROUP

Mr. E. H. WHITAKER (U.K.) and Mr. HEFFERMEHL (NORWAY) were elected to be the President, and the Vice-President of the Session.

Before writing the intended draft Convention, the working group had, as a preliminary, to draw up the inventory of the main points which were to be talked over, and of the main options to be made.

That was the main task of its December 1973 Session:

SCOPE OF APPLICATION OF THE CONVENTION

—Is the field of the Convention to be limited to international waters (including those extending over the continental shelf)?

Or, is it to be extended to territorial waters? and to domestic waters which are open to sea going vessels (bays, rivers)? If so, is the Convention to be valid "de plano" for such waters, or is it only to recommend that such an extension should be made in the internal Law of each Country?

—Is the Convention to be limited to the wrecks which present a hazard to the surface navigation? Or is it to take an interest in wrecks which, may also endanger the subsurface Navigation? Fishing gears? and the environment?

—What kinds of wrecks are to be considered? Only wrecks of ships and of their cargo? Or also of aircrafts, barges, . . .

DECLARATION AND SIGNALING OF A WRECK

—Who will be responsible for the declaration of a wreck? Are the international Conventions in force, which deal with the matter to be amended, or completed, in view of a better information of the sea faring people?

—Who will be entitled to deem it necessary or not, to mark the wreck? and to remove it? . . . The owner of the wreck? The

state of the flag? The State which exercises its sovereign rights, in its territorial waters? And else where, the closest, contracting state? Regional, or international authorities?

- Who will be in charge of marking the wreck? Its owner? One of the competent authorities, or states above mentioned?
- Who will have to bear the cost of this signalling?

REMOVAL OF A WRECK

Assuming that the competent authority has deemed it necessary to remove a wreck, who will be responsible for its removal (in any appropriate way, such as salvaging, blasting, cutting up . . .)? Its Owner? Or if he fails to do so, within required time, the competent state, or authority?

FINANCIAL MEANS TO BE PROVIDED IN ORDER TO COVER THE COST OF REMOVAL OF A WRECK

It is widely admitted that the owner of the wreck must be held responsible for meeting the expenses involved in its signalling and removal.

But he may remain unknown, or be insolvent; moreover the 1957 Bruxelles International Convention limits the liability of the owners of sea going vessels far below what such expenses may amount, while the removal of the wreck may be urgently needed.

In such cases, the international fund, of which the U.S.A. delegation has brought up the proposal should solve the difficulty. This highly interesting proposal raises many questions:

- On what basis is each nation expected to contribute to the fund? On the basis of the tonnage which is registered under its flag? On the basis of the length of coasts and sea routes it wants to protect? On the basis of its national product?
- Is the insurance of sea going vessels to be made compulsory, within the limits of liability of the 1957 Convention?
- Is the State of the flag to stand security for the owner of the ship? Or for his insurer?
- Is the Fund to work only, as a

Report on International Conference on Marine Pollution, 1973

IAPH members may be fully acquainted with the background information on the International Conference above through the information published in the October and December 1973 issues of "Ports and Harbors."

The following is the full text of a report from Mr. A. J. Smith of British Ports Association who attended the Conference on behalf of IAPH, which may exert a vital influence upon activities of ports. (K. Yokoyama)

An International conference on Marine Pollution was held in London during the period 8th October to 2nd November 1973 under the auspices of the Inter-Governmental

complement, above the limit of liability of the owner of the wreck? Or to cover up to the whole expenses, if the necessity arises.

III—COMMENTS

The working group on wreck removal will carry on its work during the present year. It will be appreciated that some points under discussion are of prime importance to the ports and, in particular:

- Scope of application of the Convention, with the case of territorial, and of domestic waters.
- Kinds of wrecks to take into account.
- Authority entitled to decide upon the need of the marking and of the removal of a wreck in port waters.
- Financial responsibility of vessels by compulsory insurance or by security granted by the state of the flag.
- Proposal of an international fund for wreck removal.
- Ets . . .

Maritime Consultative Organization.

2. Some 78 States were represented at the Conference and 20 Organizations within the United Nations system, including the International Association of Ports and Harbours, took part as Observers.

3. At its conclusion, the Conference adopted:

International Convention for the Prevention of Pollution from Ships, 1973

Protocol Relating to Intervention on the High Seas in cases of Marine Pollution by Substances other than Oil.

4. The Convention consists of: Articles

Protocol I—Provisions Concerning Reports on Incidents Involving Harmful Substances (in accordance with Article 8 of the Convention)

Protocol II—Arbitration (in accordance with Article 10 of the Convention)

Annex I—Regulations for the Prevention of Pollution by Oil

Annex II—Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk

Annex III—Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form, or in Freight Containers, Portable Tanks or Road and Rail Tank Wagons

Annex IV—Regulations for the Prevention of Pollution by Sewage from Ships

Annex V—Regulations for the Prevention of Pollution by Garbage from Ships

Of these Annexes, Annexes I and II are treated as "mandatory" Annexes, and Annexes III, IV and V as "optional" Annexes.

5. The Convention, when it en-

ters into force, will supersede the International Convention for the Prevention of Pollution of the Sea by Oil, 1954.

6. At its meeting on the 13th November, 1973, the Assembly of I.M.C.O. decided to defer consideration of the Report of the Conference to its next meeting late in 1974.

7. The following is a brief report on the results of the Conference from the specific standpoint of port authorities; attention also is drawn to certain matters which will be of concern to port authorities and to which the policies of port authorities will wish to have regard:—

Main objectives

These were the achievement, by 1975 if possible, but certainly by the end of the decade, of the complete elimination of the wilful and intentional pollution of the seas by oil, and noxious substances other than oil, and the minimization of accidental spills.

Application

The Convention will apply to any ship of any type and size including hydrofoil boats, air-cushion vehicles, submersibles, floating craft and fixed or floating platforms.

All aspects of intentional pollution and some aspects of accidental pollution from ships are covered.

Violation

Violations of the Convention will be punishable under the law of the flag state wherever such violation occurs; a violation within the jurisdiction of any Party to the Convention may be punishable under the law of that Party.

Prevention of Pollution by Oil

All oil-carrying ships will be required to be capable of operating with the method of retention on board associated with the "load-on-top" system or discharge to reception facilities.

In certain specially designated areas namely the Mediterranean Sea, Black Sea, Baltic Sea, Red Sea and "Gulfs" areas oil discharge has been completely prohibited. Ports in these areas shall be provided with adequate reception facilities of a capacity sufficient to meet the

needs of the ships using them without causing undue delay.

Elsewhere, Governments "undertake to ensure the provision . . . of adequate facilities" at

- (a) all ports and terminals in which crude oil is loaded into oil tankers where such tankers have immediately prior to arrival completed a ballast voyage of not more than 72 hours or not more than 1,200 nautical miles;
- (b) all ports and terminals in which oil other than crude oil in bulk is loaded at an average quantity of more than 1,000 metric tons per day;
- (c) all ports having ship repair yards or tank cleaning facilities;
- (d) all ports and terminals which handle ships provided with the sludge tank(s);
- (e) all ports in respect of oily bilge waters and other residues, which cannot be discharged by other acceptable means; and
- (f) all loading ports for bulk cargoes in respect of oil residues from combination carriers which cannot be discharged by other acceptable means.

The capacity for the reception facilities shall be as follows:

- (a) Crude oil loading terminals shall have sufficient reception facilities to receive oil and oily mixtures which cannot be discharged by other acceptable means from all oil tankers on voyages as described in (a) above.
- (b) Loading ports and terminals shall have sufficient reception facilities to receive oil and oily mixtures which cannot be discharged by other acceptable means from oil tankers which load oil other than crude oil in bulk.
- (c) All ports having ship repair yards or tank cleaning facilities shall have sufficient reception facilities to receive all residues and oily mixtures which remain on board for disposal from ships prior to entering such yards or facilities.
- (d) All facilities provided in ports and terminals under (d) above shall be sufficient to receive all residues retained from all ships that may reasonably be ex-

pected to call at such ports and terminals.

- (e) All facilities provided in ports and terminals shall be sufficient to receive oily bilge waters and other residues which cannot be discharged by other acceptable means.
- (f) The facilities provided in loading ports for bulk cargoes shall take into account the special problems of combination carriers as appropriate.

It is evident that from a port point of view, the terms and phrases used with regard to the provision of reception facilities will require to be clearly defined. The financing of reception facilities whether by Government Agency, Commercial Company, Port Charges or some other means will require careful consideration. The system of oil discharge monitoring and control will require to be clearly understood by port officers who may be called on to provide part of the evidence for a prosecution. Finally it will be necessary to establish that the pumping, piping and discharge arrangements of oil tankers are compatible with shore facilities at the ports.

Control of Pollution by Noxious Liquid Substances

Over 400 substances have been evaluated and included in the list of those noxious substances which are subject to control. The discharge of residues containing such substances will only be allowed either into reception facilities or into the sea under very special and stringent conditions.

Again, Governments undertake to ensure that reception facilities are provided according to the needs of ships using their ports, terminals or repair ports. Who will ultimately provide the facilities is unstated and will, in due course, require to be clarified.

Control of Pollution by Harmful Substances carried in Packaged Form or in Freight Containers or Portable Tanks or Road and Rail Tank Wagons

Although this aspect of control is not perhaps of direct interest to ports in a general sense, the require-

(Continued on Next Page Bottom)

Major Port City on New Zealand's Pacific Threshold Will Welcome IAPH Visitors

by R. T. Lorimer

General Manager

Auckland Harbour Board

(Special for "Ports and Harbors")

See front cover also.

Auckland, New Zealand — This port city where the first New Zealand meeting of the IAPH Executive Committee will be held in late March 1974 is the largest city and the biggest and busiest general cargo port in a South Pacific country renowned for its natural beauty as well as the mounting tonnages of farm and forest products exported to Europe, the Americas and Asia.

With a metropolitan population of 700,000, the city has grown round the Port of Auckland which has played a key role in the development of the northern region since European settlement began in the

1840s.

By 1851 there were two jetty-type wooden wharves. Today the Auckland waterfront offers more than five miles of berthage at nine wharves for conventional and bulk ships and special berths for container and roll-on vessels at a terminal where the most modern vessels are being successfully handled.

Timber, flax and whale oil were the major exports between 1840 and 1850 but by 1860 the developing farmland within easy distance of Auckland was contributing shipments of wool and hides.

From round a mere 3000 people

ment that packages should be durably marked with the correct technical name and further marked with a distinctive label indicating that the contents are harmful, is significantly important.

Prevention of Pollution by Sewage and Garbage

Ships will not be permitted to discharge sewage within 4 miles from the nearest land unless it has been treated in an approved plant on board. Specific minimum distances from land have been set for the disposal of all the principal kinds of garbage. The disposal of all plastics is prohibited.

Inevitably therefore, Governments undertake to ensure the provision of facilities at ports and terminals for the reception of sewage

and garbage without causing undue delay to ships and according to the needs of ships using them.

Though the relevant Annexes are not held to be mandatory their ratification by Governments is highly probable. It is necessary therefore, that ports should be able to assess their implications in the clearest possible terms. Definitions require clarification and the cost of providing facilities requires determination.

Concluding Remarks

It will be evident that if the findings of the Conference are to result in a diminution of marine pollution the role to be played by ports is crucial. The availability of reception facilities at the ports will be the determining factor.

in 1843 the population of Auckland had reached 8000 by 1860 and 12,500 by 1870. Since then in periods of peace and war, bad times and good, the growth of population and the business of the flourishing port have reflected the economic health of the city, region and nation.

The official district directly served by the port now contains approximately 1 million people as northern, eastern and southern boundaries include thriving farming centres. This means about one-third of New Zealand's population is closely involved with trade through the port.

The heavy flow of general cargo imports arriving by conventional and container ships striving for one-port calls in New Zealand, and the increasing aggregation of export containers from other parts of the country, saw trade through the Port of Auckland for the first time exceed 5 million tons last trading year ended 30 September 1973.

The port is linked with national rail and road systems which today bring the heaviest tonnages of exports to Auckland and distribute the high proportion of general cargo imports required outside the port district.

Coastal shipping to and from secondary ports in both North and South Islands today transport comparatively small tonnage of exports and imports. However, the present Government plans to encourage coastal services in support of regional development policies.

To service coastal trade and smaller vessels on Pacific Island runs, the Auckland Harbour Board maintains a subsidiary port at Onehunga on the west coast of the Auckland isthmus. The bar at the Tasman Sea entrance to Manukau Harbour limits the size of ships using Onehunga but operations there were profitable last year.

On the Pacific ocean or eastern side of Auckland isthmus a busv roll-on berth at Fergusson Wharf container terminal handles larger ships in the booming trans-Tasman trade with Australia. Larger coastal vessels also use this berth on the Waitemata.

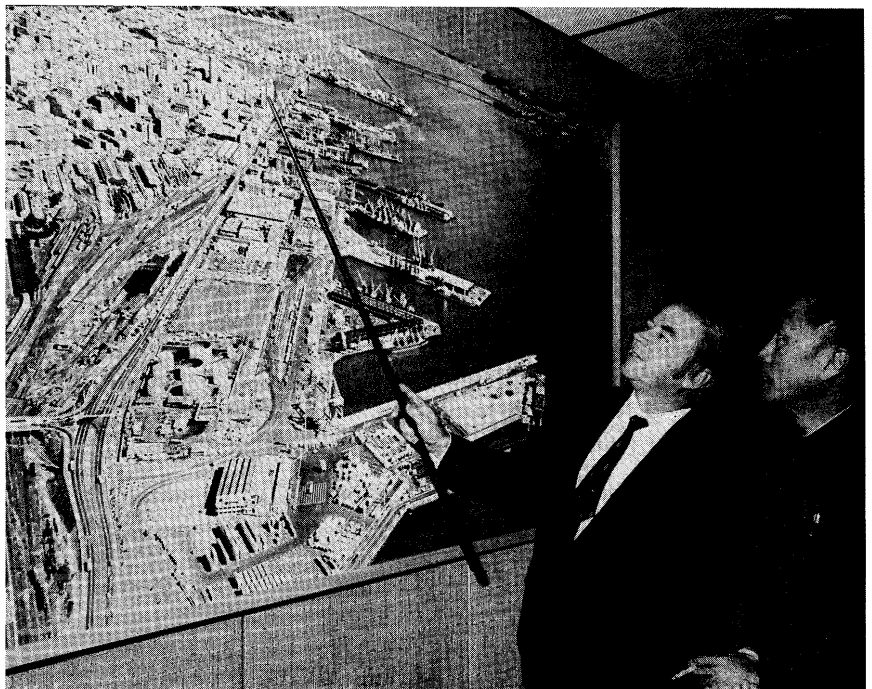
Growth of container traffic since the first ship worked the Auckland

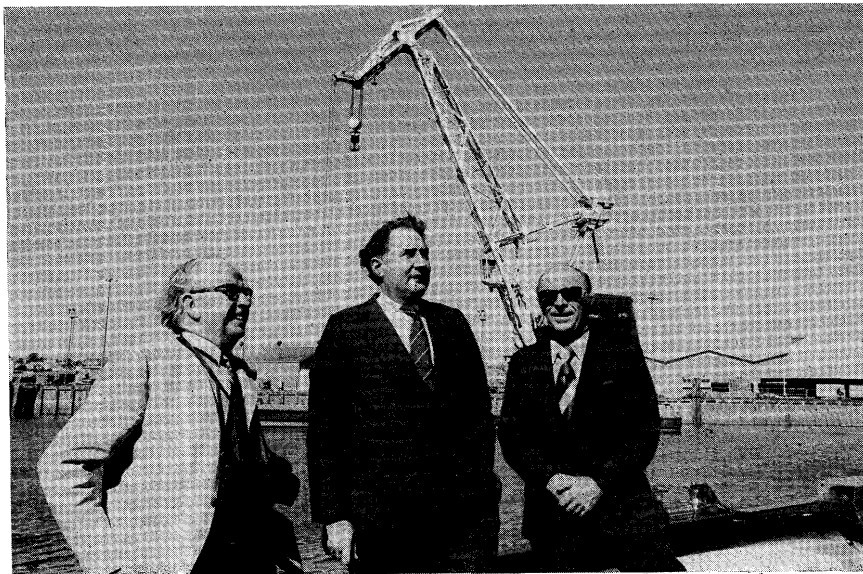
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↑ Auckland container terminal showing Fergusson Wharf complex with a ship under the crane, the present roll-on berth occupied by a trans-Tasman ship (right) and triangular Freyberg Wharf (left), one of those serving conventional ships. Across the harbour is one of the North Shore residential suburbs.

→ Mr. R. W. Carr, Chairman, Auckland Harbour Board, uses a wall picture in the Board's offices to show visitor Pai Hsiang-kuo, Minister of Foreign Trade, People's Republic of China, the Board's headquarters (where they were) in relation to the commercial port area and downtown Auckland (left, back).





Mr. R. T. Lorimer, General Manager, Auckland Harbour Board (right, facing camera), with Sir David Scott (left), British High Commissioner in NZ, and visitor Mr. Peter Emery, British Under-Secretary of State (Industry), on tour of the Auckland waterfront.

(Continued from Page 20)

terminal at the end of June 1971 gives the best indication of current shipping and trade trends.

In the last quarter of the 1972-73 trading year the terminal was handling container ships at the rate of nearly three a week. In the full year 87 container ships worked Auckland compared with 34 in the previous year.

Four ships in the United Kingdom service, 10 in the East Coast North America and 4 in the West Coast North America trades were regularly using Auckland by the end of the year.

More container ships and services plan to include Auckland on their schedules, among the new vessels being P & O's Remuera, largest refrigerated one to come into service, which early 1974 joins those already in the United Kingdom-Europe trade.

Other shipping companies, including Japanese, with interest in the different New Zealand trades have indicated their intention of converting from conventional to container shipping and terminal throughputs at Auckland are now expected to jump from nearly 30,000 boxes a year at present to about 50,000 a year by late 1976.

It is to cope with predictable requirements of container, conventional, bulk and roll-on services that the

Auckland Harbour Board has embarked on further development of its downtown waterfront on the Waitemata.

Fergusson Wharf is to be extended from its present 1500 ft. to about 1900 ft. with additional back-up land bringing the total area adjoining the berth to approximately 35 acres for easy handling of two large container ships simultaneously.

Roll-on operations will be transferred westward from the container complex to a redesigned and reconstructed wharf area on the sites of Bledisloe and Kings wharves, two of the older export ones currently serving conventional ships.

The Bledisloe-Kings project includes turning the basin between them into new land and also the provision of additional berthage for conventional vessels. Preliminary work is proceeding on this \$NZ10.5 million redevelopment.

In the last trading year the 2,633 ships of all types handled at Auckland landed 4.31 million tons of import cargo and lifted 1.07 million tons of exports.

Among the ships 79 passenger vessels, mostly on cruises, recorded nearly 50,000 people arriving and departing with 56,000 in transit.

Port earnings included \$NZ7.3 million from installations and services, \$NZ3.3 million from container facilities and \$NZ3.4 million from

plant and cargo services. Costs were up but the over-all surplus exceeded \$NZ1 million compared with a small deficit in the previous trading year.

North of the Auckland port district the Northland Harbour Board operates another successful New Zealand port, mainly an oil one for the Whangarei refinery. South-east of Auckland the Bay of Plenty Harbour Board's Port of Tauranga also thrives, chiefly as an outlet for New Zealand's expanding trade in timber products.

The Port of Auckland owes its high international rating as a major New Zealand port to general cargo imports and farm exports.

On the latest available figures imports through Auckland account for nearly 70 per cent of all iron and steel which New Zealand annually requires from overseas, 63 per cent of machinery and parts for the whole country, 60 per cent of all textiles, 41 per cent of all motor vehicles and parts and 20 per cent of manures and fertilizers for the all-important farming community.

More than one-quarter of all New Zealand imports arrive at Auckland. Exclude motor spirit and oil (Whangarei) and the proportion of national imports landed annually at Auckland now averages well over 40 per cent.

Of all New Zealand exports except softwood timber and logs (Tauranga), about one-fifth leaves from Auckland. Nearly 20 per cent of all New Zealand butter is exported through Auckland, 45 per cent of all milk products, 23 per cent of all meat and 18 per cent of the wool.

Goods from the increasing number of manufacturing plants now based in the Auckland area account for 95 per cent of all New Zealand exports of iron and steel pipes, and 63 per cent of all machinery and parts.

Despite a busy international port on one side and a coastal one on the other, Auckland remains a place of great natural beauty with city, suburbs, gardens, parkland and extinct volcanic cones overlooking both the Pacific Ocean and the Tasman Sea.

It is a port city with thousands of pleasure craft, large and small, un-

(Continued on Next Page Bottom)

World's First 10,000 TPH Unloading Terminal

by Paul Soros, President

Soros Associates International Inc.
New York, N.Y., U.S.A.

Historical Background

Conneaut has a long and illustrious history as a major Great Lakes port for coal and iron ore. The first dock was built in 1892 for unloading iron ore from the Mesabi Range for shipment to the Pittsburgh steel mills via the Shenango & Lake Erie Railroad, later to become the Bessemer & Lake Erie Railroad.

The Pittsburgh & Conneaut Dock Company was incorporated in 1893. The world's first Hulett automatic ore unloader was constructed at Conneaut in 1899. Steam operated, it was the model for the giant electric Hulett's used today, named after its inventor, George Hulett, who was a Conneaut resident.

The first coal dock and car dumper was built in 1897. The car dumper was replaced with a steam operated unit in 1914, which was later electrified and recently adapted form part of a shiploader.

The first Rail-To-Storage-To-Ship type coal terminal on the Great Lakes was constructed at Conneaut in 1965.⁽¹⁾ Designed by Soros Associates, it incorporated

der sail or power on the Waitemata and Manukau Harbours and round islands in the Hauraki Gulf, the Pacific Ocean approach to Auckland.

Here on behalf of the Harbours Association of New Zealand the Auckland Harbour Board, which like all New Zealand port authorities is a local body elected every three years by voters within the Government-defined district it serves directly, will welcome visitors for the Executive Committee and other March meetings of IAPH.

numerous advanced features in technology.⁽²⁾ With a shiploading capacity of 11,000 TPH and a coal storage capacity of over 3 million tons, it is the fastest and largest coal port on the Great Lakes. The new 10,000 TPH capacity ore unloading terminal is the largest in the world. It was completed in 1973. Figure 1 is an aerial view of the combined coal and ore terminals.

Ship-to-Storage-to-Rail Concept

Traditionally, iron ore was unloaded directly from ships into rail-

road cars, transported to the steel mills, stored and the different grades eventually mixed and fed in the appropriate amounts to the blast furnaces.

The concept of a Ship-To-storage-To-Rail type Great Lakes ore terminal is essentially the successful Rail-To-Storage-To-Ship concept of the Conneaut coal terminal in reverse. It produces the following benefits:

1. Railroad loading is independent of ship arrivals.
2. Ships can be unloaded faster. All delays or interruptions connected with the railroad are eliminated.
3. Winter storage at the port permits year-round utilization of the railroad and reduces storage space requirements at the steel mill.
4. Railroad cars loaded with the exact material and weight specified can be delivered to the Pittsburgh steel mills within a day, making it feasible to feed the blast furnaces direct from the port, bypassing the steel mill ore yards.

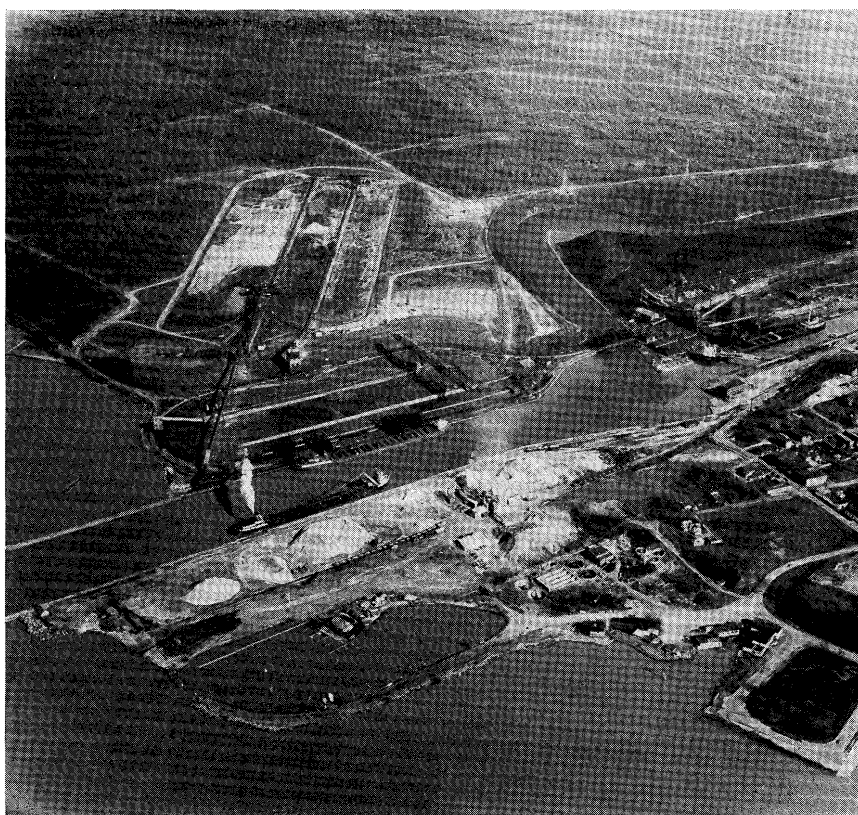


Figure 1: Aerial view of Conneaut coal and ore terminals designed by Soros Associates. Coal loading rate is 11,000 TPH, ore unloading rate is 10,000 TPH, a world record.

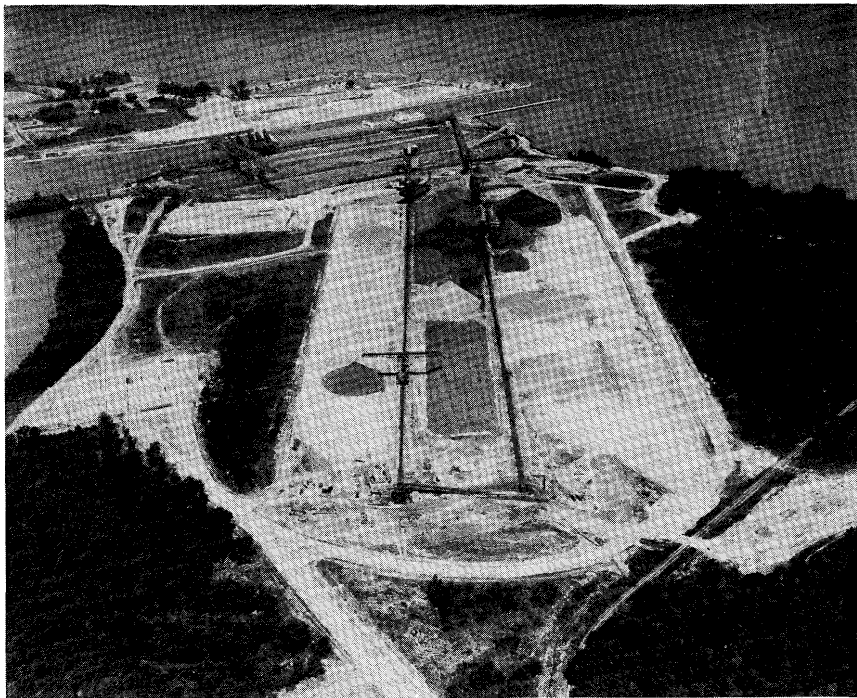


Figure 2: Aerial view of ore terminal shows material from the self-unloader Roger Blough stockpiled by the Master Stacker. At the same time, a train is loaded with materials reclaimed by Bucketwheels No. 1 and No. 2. Slave Stacker, in foreground, finished operation.

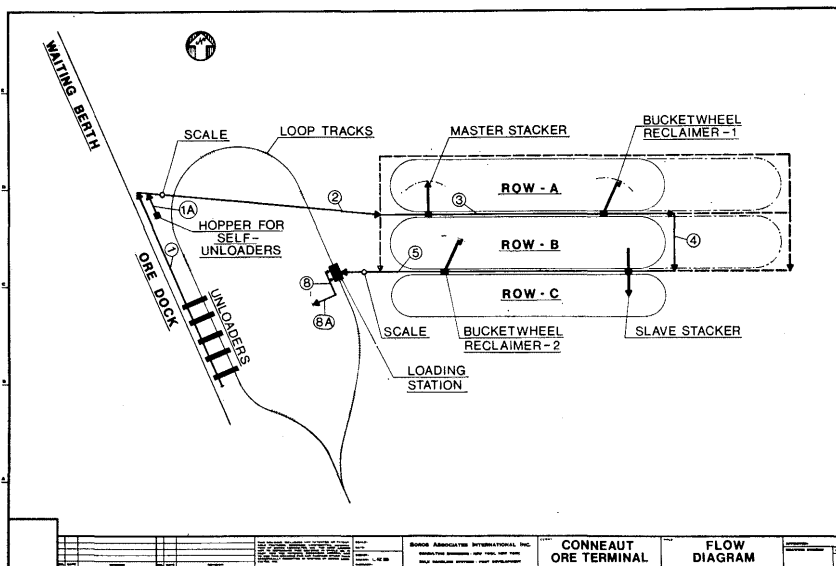


Figure 3: Flow diagram.

Design Criteria

In light of the overall system concepts, the following criteria was used in the design of the terminal:

1. The material handling system to handle all types of ores, pellets and stone.
2. Capability to accommodate all types of Great Lakes bulkers and self-unloaders which can

unload at rates up to 10,000 TPH.

3. Initial storage capacity of 3.2 million tons of multiple grades.
4. Capacity to load four hundred 100-ton railroad cars (40,000 tons) in twelve hours. Railroad cars vary in size and capacity. Carloads to be within 1% of allowable weight and weight distributed over the axles within

2% accuracy.

5. Maximum reliability.

6. Provision for expansion.

An aerial view of the ore terminal is shown in Figure 2.

A schematic diagram of the material handling system is presented in Figure 3.

Ship Unloading

The Hulett unloaders were modified to load onto a conveyor belt instead of into railroad cars. New belt feeders were installed, in order to reduce maintenance. Conveyor No. 1 has a capacity of 10,000 TPH and can receive the combined output of five unloaders.

A self unloader hopper was located to suit the existing as well as the new 1,000 ft. long self-unloaders (See Figure 4).

Stockpiling

The entire receiving and stockpiling conveyor system utilizes 72" wide belts and has a capacity of 10,000 long TPH. The initial storage capacity is 3.2 million tons in multiple grades. Provision was made to lengthen the piles, and also to add more rows.

Material from the ore dock reaches the Master Stacker via Conveyors No. 2 and No. 3. Conveyor No. 2 is equipped with a belt scale. The Master Stacker has a 150-foot long slewing and luffing boom and is mounted on three-point supports.

There are three modes of operation for the Master Stacker:

Mode 1. Stockpile material in Row A or Row B (See Figure 5).

Mode 2. Stockpile material in Row C via the Slave Stacker (See Figure 6).

Mode 3. In emergency, it is possible to bypass storage and send the material direct to the loadout station at the reduced rate of 5,000 TPH via the boom conveyor of Bucketwheel No. 2 and Conveyor No. 5. (Provision was made to install an additional conveyor and go direct from Conveyor No. 2 to Conveyor No. 5 in the future.)

Slave Stacking System

The Slave Stacking system is a patented development of Soros Associates. It was built under non-exclusive license by the Link Belt Co., the successful bidder on the material

handling system. The Slave Stacker has a 210-foot long conveyor. It travels on the same runway as Bucketwheel No. 2 and creates a third row of stockpiles, without the substantial cost of an additional stockpiling conveyor or additional runway (See Figure 6).

Reclaiming

The initial installation incorporates two bucketwheels, each with a capacity of 5,000 TPH.

The bucketwheel boom conveyors are 120 feet long. The rotating upper frame is supported by a three-point suspension system.

The bucketwheels incorporate variable speed slewing drives and surge hoppers with feeders, to assure sustained performance with a variety of materials and to provide uniform material flow to the conveyor system.

Bucketwheel No. 1 feeds Conveyor No. 3 and operates East of the Master Stacker. Bucketwheel No. 2 feeds Conveyor No. 5 and operates West of the Slave Stacker. The conveyor system feeding the railroad loading station utilizes 54" wide belts and has a capacity of 5,000 long TPH.

The reclaim system has three normal modes of operation:

Mode 1. Master Stacker is not in operation. This is the case when there is no vessel at the dock and during the winter shutdown of navigation.

- a. Bucketwheel No. 1 can reclaim from entire Rows A and B.
- b. Bucketwheel No. 2 can reclaim from entire Rows B and C.

During operation of one of the bucketwheels, the other bucketwheel travels to the next material in needed. This is a key factor in fast loading of a train with several grades of materials. Also, the availability of two bucketwheels minimizes downtime for the entire railroad loading operation.

Mode 2. Master Stacker is stockpiling material into Rows A or B (See Figure 2).

- a. Bucketwheel No. 1 can reclaim material from Row A or B East of the Master Stacker.
- b. Bucketwheel No. 2 can re-

claim material from entire Row B or C.

Mode 3. Material is stockpiled in Row C via Master Stacker and Slave Stacker (See Figure 6).

- a. Bucketwheel No. 1 can reclaim from Rows A and B, East of the Master Stacker.
- b. Bucketwheel No. 2 can reclaim from Rows B and C, West of the Slave Stacker.

Storage Pad

The entire storage yard has a prepared base, made up of crushed stone. To construct this at the lowest cost, crushed stone was delivered in shipload quantities by self-unloaders and spread with the Master and Slave Stackers (See Figure 5).

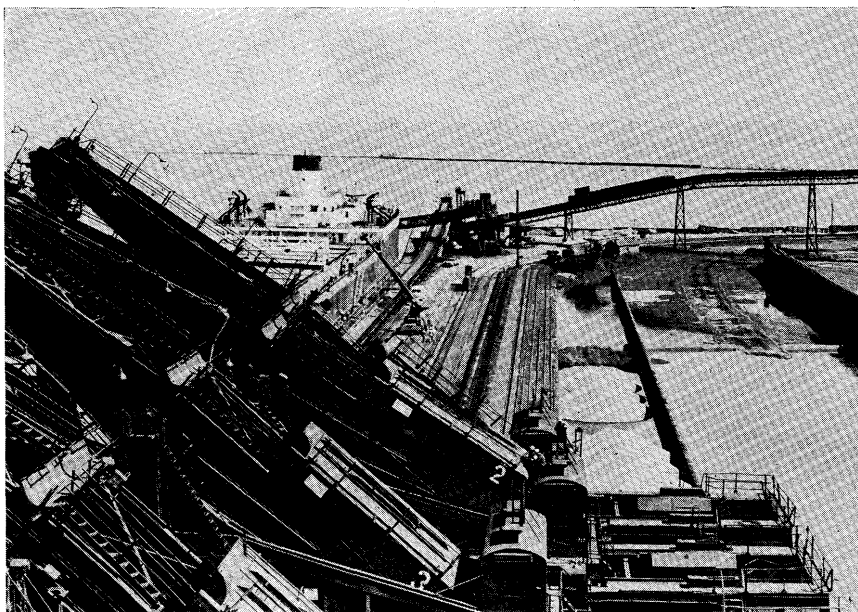


Figure 4: Receiving hopper is located to be accessible to the Roger Blough as well as to all other self-unloaders.

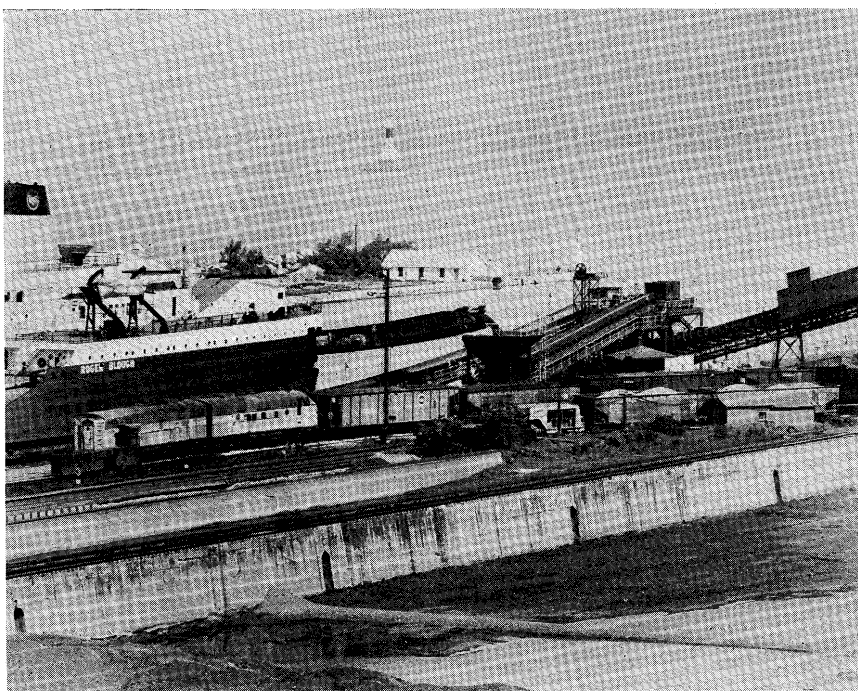


Figure 4: Receiving hopper is located to be accessible to the Roger Blough as well as to all other self-unloaders.



Figure 5:—Crushed stone for storage yard base was received in ship-loads and spread by the stacking system.

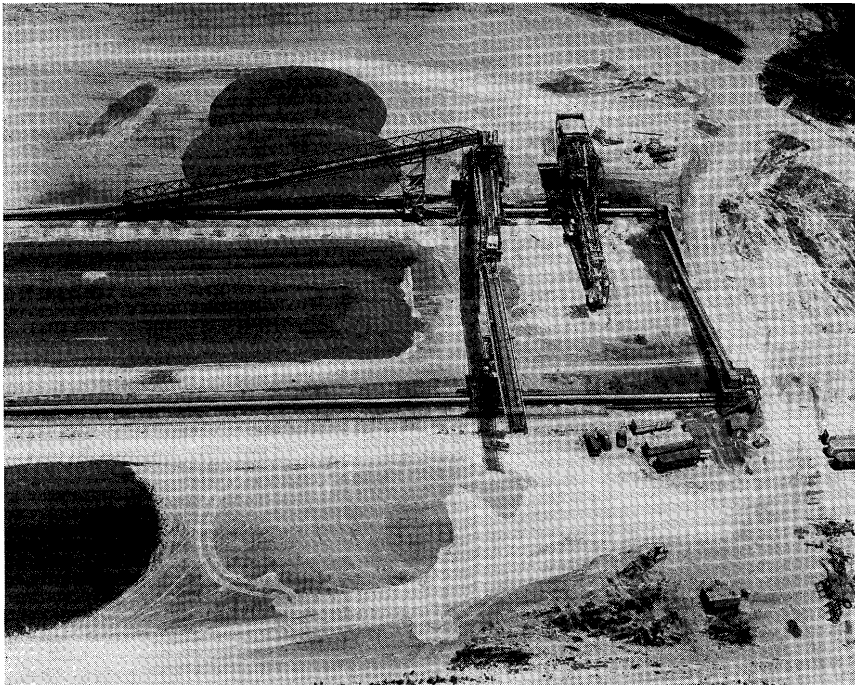


Figure 6: The Slave Stacking System (patented by Soros Associates) creates a third row of stockpiles without the cost of an additional conveyor or additional runway.

Railroad Loading

The car loading station has a bin with double hoppers (See Figure 7). Each hopper has a 72" wide belt feeder. The feeders are arranged to discharge either to a 60-ton weigh hopper at the rate of 3,000 TPH or to clean-out Conveyor No. 8. at the rate of 1500 TPH. The two 60-ton weigh hoppers are mounted on load cells and fitted with hydraulically operated single undercut gates and hydraulically operated swinging discharge spouts arranged to discharge vertically or 5 feet either side of vertical.

The weigh hoppers are filled with the appropriate amount by the belt feeders. As the pre-determined weight is reached in each weigh hopper, the appropriate belt feeder is stopped. The operator positions the car beneath the loading spouts by remote control of the locomotive and positions the loading spout in the desired location and after seeing that the weigh hoppers are full and the weight recorded, he activates the weigh hopper undercut gate and discharges the material to the rail car.

When the hopper is emptied, the gates close, the net weight is recorded and the process is repeated while the next car is positioned beneath the discharge spouts.

When sufficient cars have been loaded with a particular material, there may be material left in the bin with the double hoppers. This material is cleaned out by operating the 72" belt feeders under the weigh hoppers one at a time at half speed, discharging onto Clean-Out Belt No. 8 at the rate of 1500 TPH. The excess material can be stockpiled in the old ore yard via Swiveling Stacker Conveyor No. 8A, for later disposal to rail cars by the existing ore bridge.

Cars are moved through the loadout station by radio-controlled locomotives and loadout is controlled by a minicomputer so that the precise amount of material required is placed in each car. Hopper scales, with an accuracy of 0.1%, do the final weighing into cars.

The mini-computer control system has been developed to provide the most efficient and accurate handling of ore and stone into railroad cars. The computer will be interconnected to the loadout operator's console, the railroad company's billing office and the Production Control office at the Pittsburgh & Conneaut Dock Company main office. Each location will be provided with a 23-inch CRT monitoring unit so that progress of loading orders can be observed on a real-time basis.

When information is received by the computer concerning an order, calculations will be made automatically for the reclaim operator as to the amount of material to be provided to the loadout bin. These calculations will consider material density distance between the working stockpile and the bin, number of units reclaiming and inventory on the belt or at the bin.

Future Expansion

Provision has been made in the design of the system to permit expansion without interruption of operations. A phased expansion program was envisioned, depending on the additional product mix that would have to be accommodated. Soros Associates is currently engaged in operation research and design studies regarding the phasing of possible expansion steps.

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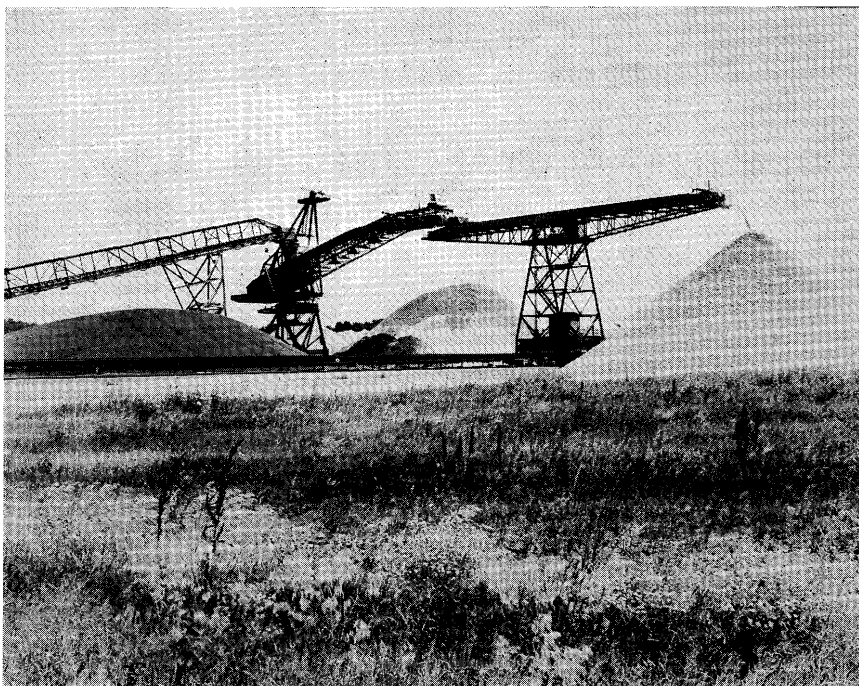


Figure 6: The Slave Stacking System (patented by Soros Associates) creates a third row of stockpiles without the cost of an additional conveyor or additional runway.

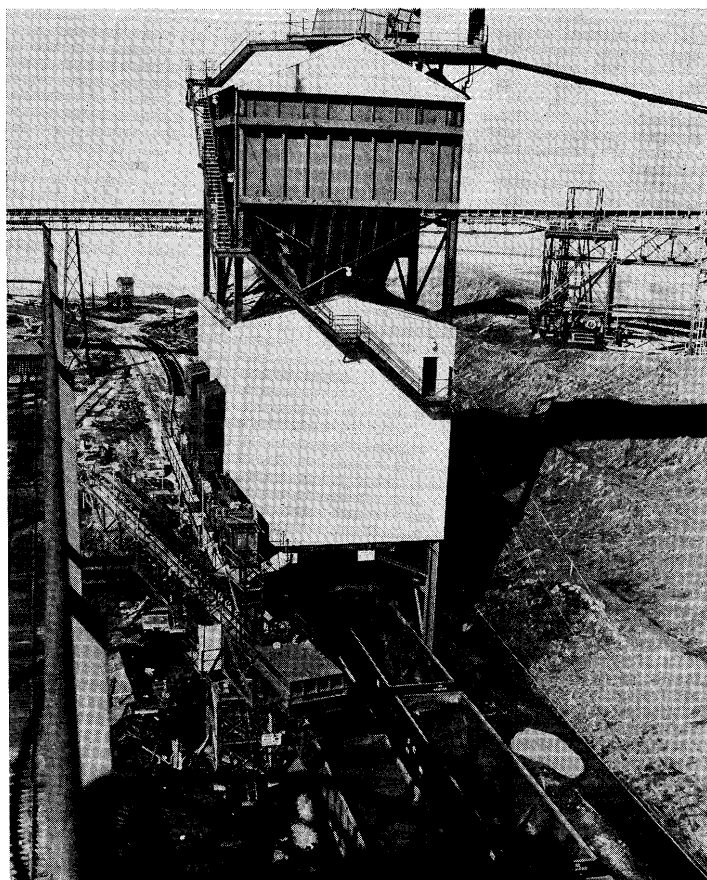


Figure 7: Railroad loadout capacity is 40,000 tons in 12 hours. All type and size cars are loaded with pre-set weights, evenly distributed over the axles. Left over material can be placed in old ore yard by swiveling stacker.

Port of Baltimore Sets Foreign Trade Record in 1973

Baltimore, Md., December 30, 1973 (News from Maryland Port Administration):—The port of Baltimore will handle approximately 36 million tons of foreign waterborne commerce in 1973, according to a year-end statistical report issued today by Joseph L. Stanton, Maryland Port Administrator. This represents an all-time record for the port of Baltimore.

"Highlighting the new record figure were substantial increases in exports, imports and container cargo," said Mr. Stanton, whose agency, the Maryland Port Administration is a division of the Maryland Department of Transportation. He reported that overall 1973 tonnage will record an increase of almost 4.5 million tons, or nearly 15 per cent more than the 31.5 million tons of 1972. The MPA figures are based on firm statistics for the first nine months of the year and the best current tonnage projections available for the closing three months of 1973.

Several significant maritime movements contributed to the port breaking its former foreign waterborne commerce record of 32 million set in 1957 by 4 million tons, according to Mr. Stanton.

Exports

Goods leaving the port of Baltimore for foreign destinations registered 10 million tons in 1973, an increase of 22 per cent or more than 1.82 million tons over the year before. "The major commodity classification responsible for this new record was bulk cargo exports, which gained about 1.3 million tons over the 1972 total of 6,639,963," said Mr. Stanton. Additionally, general cargo exports showed a solid increase of 513,625 tons or 33 per cent to a figure of about 2.05 million tons.

Imports

Imported commodities for Baltimore reached a mark of 26 million tons in 1973, an 11 per cent increase over the previous year's total. Bulk cargo imports totaled 23.5 million tons, 17 per cent or 3.4 million above the 1972 volume of 20.1 million. General cargo imports showed a decrease of 724,995 tons from last year, registering 2.5 million for 1973.

Container Freight

Baltimore substantially improved its position as the number two containerport on the U.S. East Coast during 1973 with the movement of a total of about 2.5 million tons of containerized freight through the port, a 39 per cent increase over 1972. Of this volume, a record 1.8 million tons were carried in 157,000 boxes through Dundalk Marine Terminal, the port's center for container activity. These container figures surpass all U.S. Atlantic ports except New York.

Leading Commodities

For the second consecutive year, the largest single item in terms of tonnage handled in the port of Baltimore during 1973 was imported petroleum and petroleum products. About 10.7 million tons of foreign petroleum was received at the port's 12 petroleum piers and a facility operated at Piney Point, Md., for which Baltimore is the official port of entry. The 1973 figure is up more than 1.5 million tons, or 16.4 per cent, over the nearly 9.2 million tons of petroleum for last year.

Another major import during 1973, according to MPA figures, was iron ore, which reached a tonnage of 10.2 million. "This figure, about 21.2 per cent or 1.78 million tons over the total for the previous year, reflects the turnabout to an

upward trend in U.S. steel production for 1973," Mr. Stanton noted.

In the area of exports, the largest single cargo was coal, which increased 17.2 per cent or 644,667 over 1972 to a mark of 4.4 million tons. Other major exports showing increases were grain (led by a 63.7 per cent rise in corn and 24.6 per cent rise in soybeans), up 977,992 tons to a total of 3.18 million. Iron and steel products increased 22.6 per cent to a half million tons.

Ship Traffic and Labor

Baltimore's ocean ship traffic during the past year totaled 4,310, a decrease of 82 arrivals, or 1.9 per cent from the rate of 1972. An important factor in this area, it was noted, was a decline in ship transits through the Chesapeake and Delaware Canal of 49.4 per cent from the previous year. This was due, the MPA explained, to the collision of a freighter with a major rail bridge spanning the waterway which forced the canal to close in early 1973 for almost six months.

Statistics of the Steamship Trade Association of Baltimore show that the port's 4,800 longshoremen worked a total of 5,424,751 hours at the docks during the period covered by the 1973 contract, an increase of 555,737 from the previous year's total of 4,869,014 hours.

Another important area of port operations, receipts collected by the U.S. Customs Service in Baltimore, registered about \$151,548,047 in 1973, a rise of 11.3 per cent over 1972's totals.

Since records for 1973 were not complete at the time of Mr. Stanton's statement, his report was based on actual cargo handled during the first 9 months of the year, with careful projections made for the remaining three months.

Shipbuilding

During 1973, Baltimore continued its reputation as one of the world's most diverse ports, offering a wide range of service to shippers, particularly in the area of shipbuilding and repair. Several firms in the port specializing in this area had a steady, productive period over the past 12 months.

General Ship Repair reported about a 30 per cent increase in busi-

ness for the past year and expects activity in their yards to remain strong throughout 1974. Maryland Shipbuilding and Drydock Company continued a major expansion of their facilities during 1973, with the intention of soon being able to build and repair vessels of as much as 100,000 deadweight tons.

The largest shipbuilding and repair facilities in port, those of Bethlehem Steel, had a very busy year in 1973. In addition to the work performed by their repair yards, Bethlehem's shipbuilding facilities laid the keels for two 120,000-ton tankers, and delivered two 120,000-ton and one 70,000-ton tanker during the past year. At the end of 1973, the yard has on order five 265,000-ton tankers, two 120,000-ton tankers and one 726-foot-long container ship. Bethlehem expects to add 1,500 employees to its shipbuilding force of 3,700 over the next 18 months.

Port Development

"Baltimore continued as a pacesetter among U.S. ports in developing modern facilities during 1973," said Mr. Stanton. The major expansions of the port during the past 12 months included the dedication in May for a new \$21.7 million extension to container facilities at Dundalk Marine Terminal; the commencement in September of construction work on a \$16.1 million, three-berth marginal cargo terminal at the south side of Locust Point; the beginning of work in October on the port's unique 30-story World Trade Center; and the development of a new \$2 million cruise passenger terminal at Dundalk terminal in December.

In addition, the port's trade development and promotion program was extremely active in 1973, he said. Achievements included trade tours to Europe, including the first Maryland trade solicitation inside Russia, and East Asia; major trade promotions in New York and Puerto Rico; and the opening of new trade offices in Hong Kong and Birmingham, United Kingdom. Also, the MPA inaugurated a new cruise promotion drive directed at the travel industry with programs in Pittsburgh and Cleveland.



With ten ships occupying its berths at one time, Baltimore's 550-acre Dundalk Marine Terminal epitomizes the record flow of import-export cargo that moved through this major American port in 1973.

Outlook for 1974

In relation to the coming 12 months, Mr. Stanton expressed a generally optimistic outlook for the port, but also sounded notes of caution. "Although we expect Baltimore to continue to grow in terms of cargo tonnages in 1974," he said, "intangible factors, such as the energy crisis and the general condition of the U.S. economy, could have a modifying effect on commodities moving not only through Baltimore, but through all other major American ports."

Mr. Stanton noted that the current restrictions prohibiting the importation of Middle East oil to the United States have had little or no effect on Baltimore, since practically all petroleum moving through the port comes by way of Venezuela. "Barring any unforeseen political developments," he said, "the flow of petroleum to Baltimore should continue to be strong in 1974."

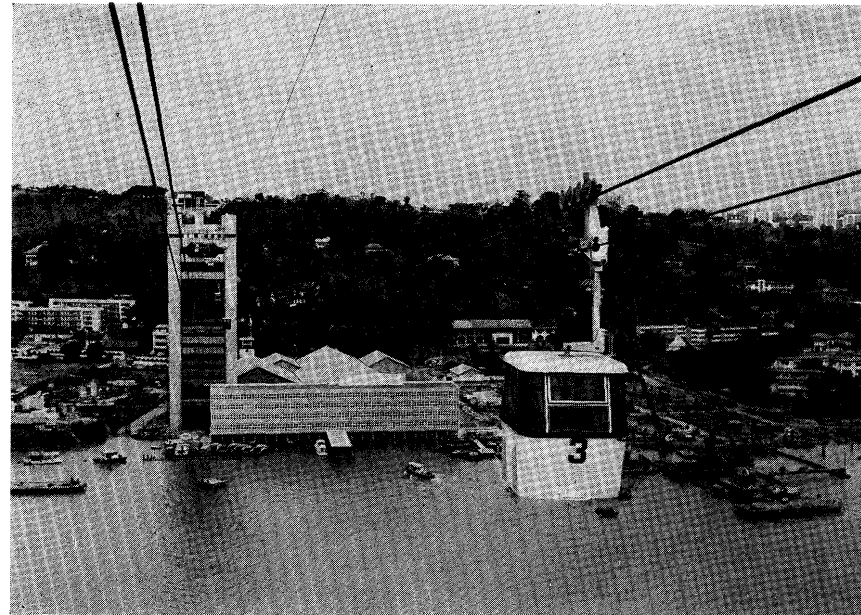
However, the Port Administration pointed out one possible adverse effect on the port resulting from the fuel shortage. "If the current short-

age continues or becomes more severe, there could be drastic cutbacks in international shipping which would likely result in decreased ship traffic for Baltimore and most other U.S. ports."

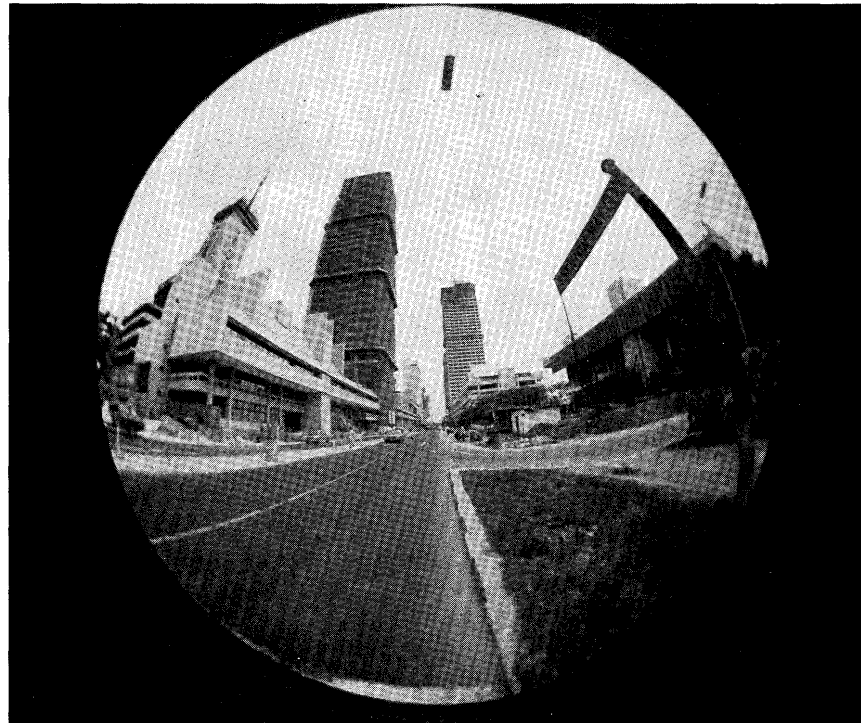
Other cargo areas that Mr. Stanton expects to continue to have impressive totals in 1974 include container business, which this past year reached tonnage levels originally predicted for 1976, export coal and grain and import iron ore.

In addition, Mr. Stanton said that efforts will continue during the coming year to expand the port's trade development and cruise promotion programs, and all services offered by the Port Administration to customers of the port of Baltimore.

Singapore Beckons You for the Ninth IAPH Conference in March, 1975



Singapore Cable Car—Port of Singapore Authority



Fisheye picture of Shenton Way—Port of Singapore Authority

IAPH Singapore 1975

Delegates to the 9th IAPH Conference next year are assured of a very pleasant and enjoyable sojourn in Singapore. The Conference proper apart, the programme, we hope, will make the participants stay in the multi-racial Republic as interesting and memorable as possible, with emphasis on hospitality and originality. It will be an unforgettable experience!

Social events will start off with an informal gathering like a Singapore-styled "Satay Nite", during which many delegates and their ladies will be able to renew their friendships. Exotic Asian food, such as "satay" (see February 1974 IAPH Journal) and Asian cultural programmes including "Ronggeng" during this "nite" will quickly enable delegates to sample a little of Singapore's multi-racial atmosphere and life-style.

Following this, other functions will include a "Singapore By Nite" tour, to take in such popular places like Chinatown and Glutton's Square. Another event will be a picnic on the Republic's tourist resort, Sentosa Island, where participants can soak in the sea and sunshine. And, of course, there will be rides on the cable car across the main fairway of Keppel Harbour. This will give the participants a panoramic view of the ships and wharves.

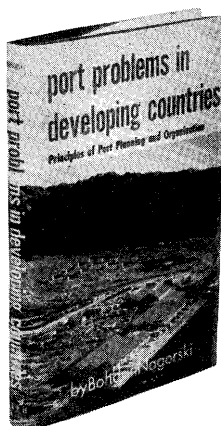
Highlights for the ladies will include shopping sprees, visits to the Jade House and Orchid Gardens and Chinese Cooking and Flower Arrangement Courses. For the men, it is hoped to organise an IAPH Conference Golf Championship—perhaps the ladies can join in too.

More details on the events will be released in due course.

(Port of Singapore Authority)



Ronggeng Dance—Port of Singapore Authority



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Topics

NPC Book :

"Organisation of the British Port Transport Industry"

by George Adams, a Senior Instructor of the National Dock Labour Board; price £2.50; format: 280 pages 254 mm × 171mm., IBM Set 10 pt. Publisher: The National Ports Council, Commonwealth House, 1-19 New Exford Street, London WC1A 1DZ, England.

The objective of this book is to provide a comprehensive yet reasonably compact picture of the organization of the British port industry. There are few up-to-date books on the industry—there is none written by anybody quite so close to the quayside as the author, who worked in the industry for 32 years as a lighterman, a stevedore and now as an instructor. Apart from his practical experience Mr. Adams is also a member of the Chartered Institute of Transport.

The book is based on a series of study notes prepared by Mr. Adams for the National Port Council's Directed Private Study Course. The notes have been updated to take account of changes in the industry up to the end of 1972. The following subjects are covered: the development of organization; the people who work in the ports; concepts of organization; types of administrative structure and the functions of port authorities; the private sector; employers and their organizations; customs; port health and conservancy; dock labour and the trade unions; joint committees and other industrial relations machinery; Factories Act; the Dock Labour Schemes; the Harbours Act and the National Ports Council; transport systems linked with the ports; port users; documentation; comparison with European ports; proposals for

port re-organization in Britain. Appendices on proposals for re-constitution of major port trusts and the Aldington/Jones Interim Report are also included.

While the opinions and judgments are those of the author, the Council hope that the publication of this book will contribute both to a better understanding of the industry for those who work in it and to more informed comment from those outside it.

Book :

"JANE's Freight Container 1973/74"

Edited by Patrick Finlay

"RUSSIAN NUCLEAR POWERED AIRSHIP AN ANSWER TO THE ENERGY CRISIS?"

The Russians may have already found one answer to the energy crisis in the shape of a nuclear powered airship, according to the latest edition of Jane's Freight Containers published in London today (24th January) by Sampson Low, Marston & Co. Ltd. price £15.00, and shortly in America by McGraw Hill.

In the 'Trends for the Future' section of the book, mention is made of reports that a number of Soviet ministries have given their support to a project for a nuclear powered airship. The airship, as designed, is said to have a payload of 180 tons of containerized freight or capacity for 1,800 passengers. A cruising speed of 190 mph was claimed for this craft. Ukrainian engineers, according to Soviet sources, have developed a new type of suspension system to enable the projected Soviet heavy-lift airship to transport general cargo and bulky engineering equipment.

It was also stated that designers in Leningrad had recently drafted prototype drawings for an airship which would have a maximum

range of 15,000 km and have room for 200 passengers or the equivalent weight in cargo.

The book contains a diagram showing a nuclear powered 'channel shaped wing-in-ground effect aircraft' projected as a high speed container vessel by the Water Research Company of Phoenix, Arizona, which would, the designers claim, perform its task better than conventional container vessels, being more economical to run in the long term.

The question of propelling container ships by nuclear power will undoubtedly be considered next year, the Editor says, when the design of ships for the 1980's to replace those not using the Panama Canal, will be discussed. In his Foreword, Mr. Finlay writes "It would be reasonable to guess that these vessels will be designed for the carriage of up to 5,000 20 ft equivalents but will be unlikely to exceed about 12m (39.4 ft) draught as this is about the maximum depth at many deep sea container berths in service throughout the world."

The Editor also points out that there are now some 14,500 containers in service with heights of 9 ft or 9.5 ft. These units are employed mainly on the trans-Pacific services and move between privately operated or single user facilities. It is very likely that in the future these containers will be handled at common user or publicly operated facilities where there are sometimes problems in differentiating between 8 and 8.5 ft units. It is suggested that overheight containers should be painted with a band in a contrasting colour at the 8 ft level which, after all, is the standard except for the ISO type 40 ft units. This will enable those engaged in handling operations to recognize their particular container quickly.

A completely new chapter detailing freight handling facilities at major world airports has been added to the book's Airfreight Section. One item of particular interest mentioned in this section is the proposed Arctic Resource Airplane (which would be fueled by liquid hydrogen), and be capable of carrying a maximum payload of 2,300,-

000 lbs.

This year coverage of port facilities in the USSR has been greatly increased, with details of six major ports as well as of the central shipping container authorities, and Soviet Railways. There is also an analysis of the comparative figures for lift-on versus conventional handling operations in the Introduction to this section, which discusses the USSR's adoption of containerization.

In 1972 the Publishers of Jane's Freight Containers decided to offer an annual prize for the best paper submitted by students at Thurrock Technical College in Essex. Included in the 1973/74 edition of the book, is the first award winning paper produced by Mr. G. A. Avory, a Traffic Officer with the Port of London Authority, in which he sets out lucidly the day-to-day problems met by those involved in maritime container operations.

Recognized as a vital book in the container world, the latest edition of this work follows the format established over the past five years, giving comprehensive coverage of all aspects of containerization and showing the increasing use of containers in sea, rail and air freight operations throughout the world.

Trade Growth at Montreal

Montreal, Quebec, December 18 (News Release, Port of Montreal, National Harbours Board):—The total cargo tonnage handled at the Port of Montreal during the year 1973 will reach 24.2 million tons for a net gain of 2.1 million tons over 1972, and close to the record year set in 1970.

At a press conference held today at the Port of Montreal building, the Port Manager, Mr. Nicholas Beshwaty, stated that he was most encouraged with the year end results which indicate, beyond doubt, that the erosion of general cargo to other ports, which had plagued the Port of Montreal during the last few years, had stopped and, as a result, favourable improvements in this field were evident. He remained confident that given conditions, such as, stable industrial relations and increased productivity, the outlook for the immediate future is

encouraging and the Port of Montreal should experience further growth and prosperity in the years ahead.

Commenting on the evolution of cargo traffic during the past year, it was pointed out that 150 million bushels of grain were shipped in 1973, compared to 125 million bushels in 1972. In addition, petroleum and petroleum products will account for 8.1 million tons in 1973, showing a drop of 700,000 tons under the 1972 tonnage.

It was also estimated that 3.7 million tons of general cargo will be handled in 1973 compared with 3.5 million tons in 1972.

Movement of containers continues to increase as foreseen. During the current year more than 125,000 units of 20 feet equivalent will have been handled, representing over 45% of the total general cargo tonnage.

Port activity last winter remained relatively busy and during the period between December 15, 1972, to March 31st, 1973, a total of 304 vessels called at the Port of Montreal with shipments totalling some two million tons.

Mr. Beshwaty also noted that during 1973 an amount of approximately \$9 million was spent on modernization and modification of port facilities to meet the challenge of technological changes and shipping needs.

Modernization and Improvement of Port Facilities and Services

During the year 1973, an amount of \$9 million was spent for modernization and maintenance of port facilities listed hereunder:

1. Construction of an 800 ft wharf at Sections 79-80, to be completed in 1974, for the extension of Cast Container Terminal.
2. Paving of marshalling area of SABB Container Terminal.
3. Construction of a RO-RO ramp to serve Care Line vessels at Section 73.
4. Construction of a new roadway between George V Avenue and Lakefield Avenue, Section 94-95.
5. Construction of a hall for longshoremen adjacent to shed 77.

6. Construction of a restaurant at Section 67.
7. Construction of a second railway track to serve sheds 63 and 64.
8. Demolition of sheds 18, 19, 34, 44, and 45 to increase open space area for containers, automobiles, steel, etc.
9. Extension of harbour shop garage.
10. Construction of the Jacques Cartier Terminal which will be completed in Spring 1975.
11. Construction of a new office building for truck control no. 1.
12. Construction of a new 12 inch water main to service Bickerdike pier.
13. Modifications to transit sheds to facilitate handling of general cargo.
14. Purchase of the Survey and Inspection vessel M/V Maison-neuve.
15. Purchase of six front end loaders to be used for grain unloading and snow removal.
16. Improvements to open space and roadway lighting.
17. Replacement of electric motors and drives in grain elevators.
18. Purchase of police patrol cars and trucks.

Toronto Chairman Resigns

Toronto, Ontario, January 3 (Toronto Harbour Commissioners):—Harold W. Thomson, Chairman of the Toronto Harbour Commissioners, has resigned from the five-man harbour board. His resignation, for medical reasons, became effective last Dec. 31.

Mr. Thomson, 67, was appointed commissioner in February, 1971, by the Federal Government on the recommendation of the Toronto Board of Trade.

He retired from business as vice-chairman of the Canadian Imperial Bank of Commerce in April, 1971, but still holds a directorship.

Toronto Hits Proposed Revisions in Great Lakes Pilotage Regulations

December, 1973 (The Toronto Harbour Commissioners, Toronto, Canada:—Great Lakes pilotage has reared its controversial head again, prompting the Toronto Harbour Commissioners to send a letter of protest to Canada's Transport Minister Jean Marchand urging the Federal Government to reconsider proposed revisions in the regulations.

The smouldering issue, which has caused violent reaction among port authorities and shipping circles, has now gone one step further to prevent a master of an overseas vessel from sailing his ship in the open waters of Lake Ontario on his own.

The Toronto Port Authority said there is no safety factor justifying the compulsory use of pilots in these open waters. In the letter to the transport minister signed by Harbour Commissioner chairman Harold W. Thomson, it was pointed out that this practice was "not only unnecessary but costly and contrary to the general public interest."

"I've said it before and I'll say it again because it seems that some people just aren't listening," said Toronto's Harbour Master Capt. John Mann. "This is feather-bedding of the worst kind. It's enough to boggle the mind.

"This isn't the first time that we've complained," revealed the harbour master. "In 1964 the Harbour Commissioners made a substantial presentation to the Royal Commission on Pilotage and we've done it on numerous occasions since then."

Until now it was possible for the captain of an overseas vessel who had made two trips up the lakes to take a Ministry of Transport examination and obtain a "B" license, renewable every two years.

This license enabled him to cross

the open waters of the lake without the assistance of a lake pilot. It also allowed him, if he so desired, to dock the ship on his own in the Port of Toronto, although a harbour pilot is available if required.

New regulations proposed by the Federal Government call for the dropping of the "B" license which could mean that every foreign freighter crossing Lake Ontario will need a lake pilot on board.

"These proposals are ridiculous," said Capt. Mann, "especially since a lake pilot does not have to be on the bridge while a vessel is crossing open waters—he can be below sleeping if he wishes."

The present cost of having a lake pilot on board is \$60 for each six-hour period, plus docking and undocking fees, so a vessel can expect an outlay in the region of \$200 for a one-way crossing of Lake Ontario into the Port of Toronto, compared to the \$5 it costs to obtain a "B" license for two years.

"Most of the captains who come into Toronto," explained Capt. Mann, "have experience in far more crowded waters than Lake Ontario, like the English Channel, where pilotage is not compulsory, and they are perfectly capable of bringing their ship into port."

Should a captain with a "B" license be too tired or unfamiliar with the Port of Toronto to dock his own vessel, a local harbour pilot who knows the port like the back of his hand is available to do the job.

If the "B" license is dropped, lake pilots will be docking all vessels in Toronto.

"We have even had the situation on several occasions," pointed out the Harbour Master, "where a lake pilot bringing a vessel into the Port

of Toronto has never been here before."

Qualifications for becoming a pilot on Lake Ontario do not necessarily include a visit into the Port of Toronto.

"As of now" said Capt. Mann, "all lake pilots are fully employed," and added that "in recent weeks, vessels without "B" licenses have been frequently given waivers to proceed across the lake without a pilot, but lake pilots have, in most cases, been waiting at Toronto to board the vessels and act as harbour pilots."

The harbour master explained that these waivers completely contradict the Great Lakes Pilotage Authority's argument that pilotage on the open waters of the Great Lakes is essential for the safety of shipping, since at this time of year weather conditions are usually at their worst.

The pilotage situation has already had repercussions in the Great Lakes shipping industry which would be greatly accelerated should the proposed regulations come into effect.

"All lake shipping companies," said Capt. Mann, "are experiencing difficulty in retaining their junior officers since they are attracted by the highly lucrative job of piloting which has little responsibility attached to it."

Under the Canada Shipping Act the master is fully responsible for the operation of his vessel.

Many inland operators are experiencing a steady erosion of masters and mates from their Great Lakes fleet. This year one line alone lost three senior officers, two qualified masters and a first mate to the pilotage authority.

"The depletion of our certified personnel will eventually affect the safety of our operations," noted a spokesman for the line, "because in many cases, it is our more able employees who opt for pilotage.

"The cream of our personnel is being skimmed from the top every year," he added, "and this can only reduce the overall standards of competency."

The Toronto Harbour Commissioners see the additional and needless costs involved in compulsory pilotage as the key factor, especial-

ly at this time of economic and energy crisis.

In his letter Chairman Thomson asked Transport Minister Marchand to "give serious consideration to having this unnecessary cost removed, particularly in this time of rising prices, difficulties in expanding Canada's export markets and, in addition, with the energy crisis, everything should be done to encourage the movement of cargo by water."

Tonnage Record in 1973

Beaumont, Texas, January 8 (Port of Beaumont):—Total tonnage moving over public port facilities at Port of Beaumont in 1973 exceeded four million tons for the first time ever, as a total of 4,077,540 tons was recorded, according to port commission president W. R. Kimbrough.

The new record is 32 percent and nearly a million tons better than the previously recorded high of 3,098,102 tons in 1966. It is 42 per cent and 1.2 million tons higher than 1972.

The port's grain elevator, leased and operated by Continental Grain Company, also recorded an all time high and a 51 per cent increase over 1972, as it shipped 3,449,406 tons of export grain, mostly wheat and soybeans, up 1.2 million tons from 1972.

General cargo for the year totaled 628,134 tons, the highest total since 1970, an increase of 7 per cent and 41,455 tons over 1972.

Leading export commodities for the year were bulk wheat, bulk soybeans, iron and steel scrap, bagged wheat flour, bagged rice, bagged chemical fertilizers, military cargo, corn soya meal, synthetic rubber and resin, paper products and lumber.

Leading inbound commodities for the year (including import and intracoastal) were pig lead, military cargo, shell, alum, steel billets, anchor chain, coffee and paint.

Brussels Office Manager

Charleston, S. C., January 2 (News from South Carolina State Ports Authority):—Gustav J. M. Moris has been named manager of the South Carolina State Ports Au-



Mr. Gustav J. M. Moris

thority's new European regional office in Brussels, Belgium.

The Brussels office is located at the International Center Rogier near the new World Trade Center. It is the fourth out-of-state operation established by SCSPA. Similar trade development offices were opened in January, 1973, at New York, and Tokyo, and in June, 1973, at Chicago.

International regional office personnel solicit cargo and seek improved shipping services for S. C. Ports Authority facilities at Charleston, Georgetown, Port Royal, and the Piedmont Inland Port at the Spartanburg-Greenville airport. They also provide close liaison with industrialists, traders, investors, and governmental leaders, for the S. C. State Development Board.

Opening of the latest Palmetto State office overseas culminates several months of searching by the South Carolina agency for a suitable location and a qualified European representative.

"We are delighted to announce the appointment of Mr. Moris to head this all-important phase of trade development growth for the State of South Carolina," said W. Don Welch, SPA executive director. "His expertise in this particular office will provide another strong link in our Trade Development effort."

Charles A. Marsh, director of the Authority's Trade Development

Division, noted that cargo volumes handled at South Carolina port facilities are heavily oriented to European markets.

"Last year nearly 50 per cent of all cargoes passing through our ports either originated or terminated in Europe," Marsh said. "The Brussels office gives us a valuable new capability to provide a broader range of services to our many interests in Europe."

Moris, 44, is married and the father of three children. He is a linguist and public relations specialist with broad port experience. Since 1966, he had been European sales manager for the Massachusetts Port Authority's Boston port facilities and Logan International Airport.

For seven earlier years, he represented the Virginia State Ports Authority in Europe, also operating out of Brussels.

Moris attended college in Brussels. He speaks and writes seven languages fluently, including English.

The secretary of the new office is Miss Catherine Becker, a U.S. citizen who formerly lived in Alexandria, Va.

Alltime Tonnage Record

Duluth, Minn., January 12 (Seaway Port Authority of Duluth): — The movement of import-export cargoes through the Port of Duluth-Superior in 1973 has literally smashed the alltime tonnage record of the previous year, the Seaway Port Authority of Duluth announced Saturday.

Duluth Port Director C. Thomas Burke said final reports show that international cargoes totaled 8,933,548 tons in 1973 for a 70.3 per cent increase over the 5,245,344 tons handled in 1972.

In addition to the overall tonnage record, Burke said new seasonal highs were recorded in such categories as overseas shipments of grain and both miscellaneous bulk cargo imports and exports. The 1973 navigation season for oceangoing vessels was also the longest in Duluth-Superior's 15-year history as a world port.

The 8.9 million tons of import-

export cargo which moved over Duluth and Superior docks in 1973 boosted the volume of international cargo handled since the opening of the St. Lawrence Seaway in 1959 to 54,994,156 tons. Although uncertainties exist in predicting the outlook for the 1974 shipping season, particularly in view of the energy crisis and the availability of bunker fuel for tramp ships using the Seaway, Burke said he is confident that the 60 million ton mark will be surpassed to continue the high tonnage volumes which thus far have typified the "Seaway Seventies."

Texas A & M Unit Studies Superport

Galveston, Texas, December 5 (News from The Port of Galveston):—The Port of Galveston this week asked Texas A&M University to evaluate environment and economic aspects of locating a deepwater superport in Galveston.

Under terms of a \$7,500 contract, researchers with the Industrial Economics Research Division of Texas A&M Engineering Experiment Station at College Station, are to:

1—Evaluate the economic impact of an onshore deepwater port, as currently proposed for Galveston, in contrast to earlier studies of offshore terminals.

2—Define the gross environmental impact resulting from construction and operation of a deepwater onshore port, including the digging of a channel 100 feet deep to more than 50 miles into the gulf.

3—Prepare a work plan covering further studies which should be undertaken before beginning deep-dredging and construction of an onshore superport.

The effort, to be completed by late January, will draw on a dozen or more earlier studies A&M researchers have conducted on port and related coastal zone problems. Galveston is putting \$5,000 into the new study. Texas A&M Sea Grant Program will provide the other \$2,500.

The Port of Galveston presented its case for locating a deepwater port here before the Texas Offshore Terminal Commission in October. The commission is also considering

proposals from other port and industrial interests.

Cargo Tonnage Up Again

Houston, Texas, 12/7/1973 (Port of Houston News Release):—Total cargo handled at the Port of Houston exceeded the 7 million ton mark for the third straight month in October. The total of 7,077,748 tons showed an increase of 3.5 percent over September 1973 figures and 14.6 percent ahead of October 1972.

A more than one million ton in-

crease in bulk cargo handled, compared to figures for October of last year, was main factor in the high tonnage mark and was due in part to unusually large receipts of crude oil. Bulk grain shipments again numbered more than one million tons. Total bulk cargo movement for the year to date stands at 64,877,118 tons as compared to 50,843,948 tons in October a year ago.

General cargo activity was slower than in recent months, but a total of 13,084 units of import passenger vehicles were landed in

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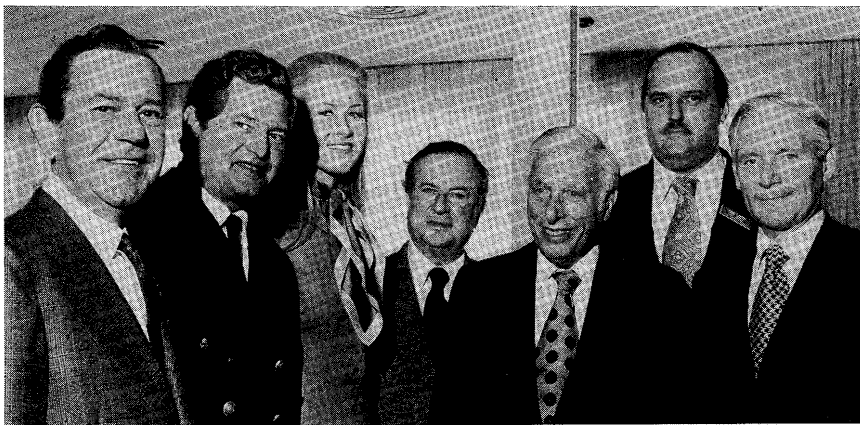


These companies:

ACT/PACE—Australia and New Zealand
 American Export Lines—Northern Europe, Mediterranean, Far East
 Atlantic Container Line—Northern Europe
 Atlantica Lines—Mediterranean
 CNCA (Portuguese) Line—Portugal
 Columbus Line—Australia and New Zealand
 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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San Francisco, Calif., December 10 (Marine Exchange of the San Francisco Bay Region):—A "HERO" SHIP'S NAMESAKE was honored recently at San Francisco when the GRIPSOLM made her maiden arrival at the Golden Gate. Successor to the gallant World War II Swedish-American Line vessel which—as a neutral ship—repatriated diplomats and prisoners and performed other essential mercy services, the sleek "white Viking" liner was greeted by civic, industry and port officials. Taking part in the reception were Jorgen Frederiksen, a director of the Marine Exchange and vice president of the East Asiatic Company, Captain Lars Granqvist, master of the vessel, Maritime Queen Leslie Valstad, Vernon Kaufman, special assistant to the Mayor, Cyril Magnin, Chairman of the San Francisco Port Commission, Jim Hagan, Marine Committee of the San Francisco Junior Chamber of Commerce, and John Fraser, United States resident director for Swedish American Lines. Commemorative gifts were presented Capt. Granqvist, including inlaid tray depicting San Francisco Bay and Telegraph Hill, by Mr. Frederiksen on behalf of the Marine Exchange. The 23,000 ton GRIPSHOLM carries 350 passengers who are served by a crew of 375. Her call marked the first visit of a Swedish-American liner at the Golden Gate since World War II.

October, and bagged rice exports were substantial.

Containerized cargo movement continues to gain ground with the total number of units handled in the January-October period better by 77.5 percent over the similar 1972 period.

Total cargo tonnage for the Port in the year to date stands at 70,793,170 tons as compared to 55,752,552 tons last year.

Compromise Negotiations Delay New Railyard

Long Beach (Port of Long Beach News):—The new 30-acre rail facility at the Port of Long Beach, California, for the primary purpose of handling containers, is going forward with meetings scheduled between the principle parties including Union Pacific, Southern Pacific and Santa Fe Railroad—the Port of Los Angeles and the Port of Long

Beach.

The meetings, scheduled to start late in January, are expected to negotiate some compromises resulting in effective changes that will benefit shippers through the Los Angeles-Long Beach Metropolitan Area.

According to Dean J. Petersen, Director of Trade Development for the Port of Long Beach, the necessity of these meetings has caused a temporary delay of the opening of the railyard as all parties are concerned with a study that will balance an equitable diversion of container or piggyback traffic along the Pacific Coast. Petersen also states that the new Long Beach facility is a direct outgrowth of the need and requests from shippers in the harbor area for a local rail transfer yard — and its inauguration is expected to take place in the near future.

New Board President

Los Angeles, Calif., January 9 (Port of Los Angeles): — The Los Angeles Board of Harbor Commissioners today (Wed. 1/9) elected Frederic A. Heim as its new president until regularly scheduled new terms of office begin next July.

Heim, 47, succeeds John Y. Chu, who resigned his position on the Harbor Commission due to the press of personal business. Heim had been serving as vice president of the Commission since his appointment by Mayor Tom Bradley last August.

At the same time the Board picked Natale (Nate) DiBiasi to serve as vice president of the Board until July.

Heim, a native of Berlin, Germany, was educated at Harvard College and Harvard Business School. A resident of Southern California for 22 years as an active businessman, he is a member of the Sierra Club, American Civil Liberties Union and Harvard Club.

Heim and his wife, Eileen, have a daughter, Erica Leslie. The family's leisure activities include sailing, skiing and water skiing.

His term as a Los Angeles Harbor Commissioner expires on June 30, 1978.

DiBiasi, born in Tione, Italy on January 4, 1917, is associated with the International Longshoremen's and Warehousemen's Union, Local 13, of Wilmington, California.

The Harbor City resident is also a member of the Wilmington Democratic Club, the Sons of Italy and the Catholic Maritime Club.

DiBiasi and his wife, Donna, have two sons, Vincente and Dennis.

His term as a Harbor Commissioner expires on June 30, 1976.

Restoring Damaged Plant

Los Angeles, Calif., January 9 (Port of Los Angeles):—Even before official investigations as to the cause of a major fire to a Starkist foods plant on Terminal Island has been completed, Los Angeles Harbor Department staff members met with company officials to speed the construction of a new facility.

"We want to help Starkist get



San Francisco, Calif., December 13 (Marine Exchange of the San Francisco Bay Region):—WELFARE COMMITTEE met the Port Director when Miriam Wolff (center) boarded the MS CASPIAN SEA at the Port of San Francisco recently to welcome the China Ocean Shipping Co. vessel loading California cotton as the first commercial shipment from the Golden Gate in 25 years to the Peoples Republic of China. Following presentations to Captain Jack Rigby by Miss Wolff, the San Francisco Marine Exchange and the Junior Chamber of Commerce, participants grouped in the ship's welfare committee meeting cabin, with the above results. The 10,738 gross ton motorship is of Somali Republic registry. Transmarine Navigation Corp. are San Francisco agents.

back to normal operation as quickly as possible," Donald A. Walsh, general manager of the Harbor Department, said. Along with Harbor Commission President Frederic A. Heim, Walsh chaired a meeting in which the heads of the Port's property management, engineering, legal and planning and research divisions participated this week.

"The area in which we can be most helpful to Starkist in replacing the plant is in guiding them through the necessary requirements for construction permits. By now we are building quite an expertise in environmental legislation," Walsh noted.

It is estimated that it will take a minimum of six months to produce the required environmental impact assessments, declarations and reports for permits to reconstruct the plant which produced fish products both for human and pet consumption.

The fire affected about 300 jobs in what is the largest single fish processing area in the U.S. Los Angeles led the nation in both tonnage and value of the catch in figures released during 1973.

"What we are looking for is help

in getting over some of the hurdles in putting our operation back at full level," a Starkist spokesman summed up during the meeting.

Second Deputy General Manager

Los Angeles, Calif., January 2 (Port of Los Angeles): — John Y. Chu, president of the Los Angeles Board of Harbor Commissioners, announced today (Wed.-½) the appointment of Donald A. Walsh, the Harbor Department's planning and research director, to the vacant position of second deputy general manager.

Walsh, 50, also was named general manager of the Harbor Department on a temporary basis for a period not to exceed 120 days.

The second deputy general manager's position had been vacant since June 1973.

The vacancy in the general manager position was created with the retirement of Bernard J. Caughlin, effective January 2. At present no civil service list of candidates for the general manager post has been established, and the Los Angeles city charter requires that a general man-

ager be designated to lead the city department of 550 employees.

The City Personnel Department is continuing to accept applications for the general manager's position, and a permanent replacement for Caughlin is expected to be named by the end of April.

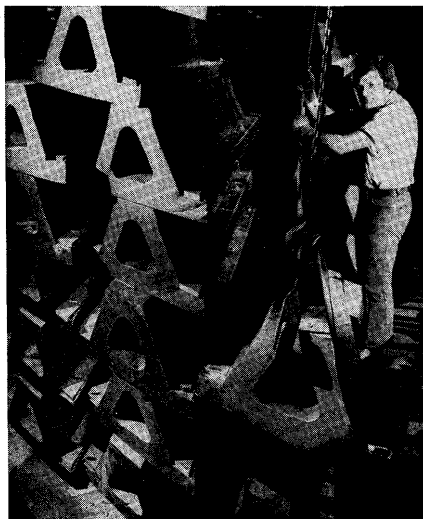
Walsh, as second deputy general manager, will earn \$40,632 per year. The 1st deputy general manager post, also vacant but expected to be filled in the near future, pays at the same level.

Walsh joined the Harbor Department in June, 1969, as planning and research director. A resident of San Pedro, he was born in Albion, Ill., Sept. 9, 1923.

He earned his bachelor of science degree in civil engineering at Illinois Institute of Technology in Chicago. He also attended UCLA and La Salle Extension University.

The new deputy general manager has worked for various construction companies and consulting organizations throughout the U.S., and has had extensive overseas experience.

Walsh was the project manager for a nationwide study in Bolivia of



DOCK SHOCK, January (Goodyear International, Akron, Ohio):—Rubber shock absorbers, especially engineered for high impact absorption and easy mounting on docks, are prepared for shipment at a Goodyear facility in Akron, Ohio. Weighing almost a thousand pounds each, the 10-foot-long bumpers will protect giant ships at a pier in New Harbor. ships at a pier in New York Harbor.

all modes of transportation, the chief structural engineer on an American air base construction in Spain, and a special consultant to the U.S. Navy on reopening the port of Santo Domingo after a revolution. He also served as consultant to the U.S. Foreign Aid agency on development of 12 commercial port sites in Vietnam.

He is married and has three children.

Regular Cruise Service

New Orleans, La., January 14 (Port of New Orleans News Release):—Royal Viking Line's brand new 22,000-ton ROYAL VIKING SEA will inaugurate regular passenger cruise ship service here when she arrives at the Port of New Orleans in October, prior to a 13-day Caribbean cruise.

Company officials have announced that regular service will afford single class luxury sailings from New Orleans to Caribbean ports of Mexico, Guatemala, Honduras, Jamaica, Haiti and the Virgin Islands

on the first voyage, and to historic and exotic ports throughout the world on subsequent sailings.

The Norwegian flag vessel is the third and final Royal Viking Line ship to enter worldwide cruise service, following her recent completion at Wartsila Helsinki Shipyard, Finland. Her length is 583 feet; draft is 24 feet and cruising speed is 21.5 knots.

Approximately 500 passengers are accommodated in 298 staterooms (including 30 deluxe rooms, 8 suites and 104 staterooms which can be connected into 52 pairs).

The San Francisco-based Viking Line firm has announced inclusion of New Orleans as its only U.S. Gulf port-of-call in a continuing service which will offer cruises extending to as long as 94 days and reaching around the world. Sister ships of the line are the ROYAL VIKING STAR and the ROYAL VIKING SKY. All three were launched within the last 24 months and all have approximately the same accommodations.

Owners of the line are members of a combine of three Norwegian steamship companies, A. F. Klaveness and Co. A/S, Nordenfjeldske and Bergen Lines.

Accommodations include a dining room large enough to seat all passengers at one time, a lounge, bar, night club/dance studio, theater, card rooms, library, heated swimming pool, elevators, television and radio center for closed circuit and external reception, with outlets in all passenger staterooms, beauty parlor, barber shop, hospital and gift shop.

The vessels are completely air conditioned, with individual thermostat controls in all staterooms.

The line's first sailing from the Port of New Orleans will depart October 26 with its first stop at the Mexican port at Playa Del Carmen (near Cozumel). Its subsequent calls will be at Port Barrios, Guatemala; Puerto Cortes, Honduras; Montego Bay, Jamaica; Port-Au-Prince, Haiti; Fort Lauderdale, Florida, and return to New Orleans November 8.

The first round-the-world cruise, lasting 94 days, departs New Orleans

January 6, 1975, with a stopover at Fort Lauderdale before transiting the Panama Canal. Following will be calls at Acapulco, Mexico; Papeete and Moorea, Tahiti; Auckland and Wellington, New Zealand; Sydney, Australia; Port Moresby, New Guinea; Bali, Indonesia; Singapore, Malaysia; Colombo, Sri Lanka; Bombay, India; Seychelles Islands; Mombasa, Kenya; Durban and Cape Town, South Africa; Rio de Janeiro and Salvador, Brazil; Bridgetown, Barbados; Fort Lauderdale (on April 9) and return to New Orleans.

Royal Viking is the first of several cruise lines to announce the beginning of regular passenger service from New Orleans, the nation's second largest port and largest on the Gulf of Mexico. The port is readying accommodations for passenger ships at its Poydras Street Wharf, which is adjacent to the downtown New Orleans business area.

The port presently is holding serious negotiations with officials of several other cruise lines planning regular service beginning this year. A delegation of some two dozen New Orleans and Louisiana port, government and tourist officials made a formal promotion trip to Miami late last year to help develop passenger cruise service.

All New Orleans area travel agents are handling bookings and information for Royal Viking Line, a company official reported.

New Board President

New Orleans, La., January 10 (Port of New Orleans News Release):—James E. Smith, president of T. Smith and Son, Inc., New Orleans stevedores, has been elected president of the Board of Commissioners of the Port of New Orleans succeeding Eads Poitevent.

Smith was appointed to the board in February, 1971 by the then Governor John J. McKeithen, for a full five-year term of office. He had previously been named to fill a vacancy on the board created in 1969 by the resignation of Robert R. Barkerding Sr., when the latter accepted the top staff position of executive port director and general manager.

The new board president is a third generation member of his family active in the stevedoring firm, which was founded in the 1880's.

A graduate of the University of Notre Dame, he is a member of the Chamber of Commerce of the New Orleans Area, New Orleans Board of Trade, International House and Propeller Club of the United States, Port of New Orleans. Long active in civic and business circles here, he is a past president of the Water-front Employers Association of Greater New Orleans.

He is a brother of Terence J. Smith, who also was a member of the board, serving from 1956 to 1961 and as president in 1959.

The board also elected Frank G. Strachan as its new vice-president; John Meghrian, secretary; Lawrence J. Israel, treasurer, and Poitevent as finance chairman.

New Director of Marine Terminals

New York, N.Y., Jan. 11 (News from The Port Authority of NY & NJ):—The appointment of Anthony J. Tozzoli of Washington Township, New Jersey as Director of Marine Terminals for The Port Authority of New York and New Jersey was announced today by A. Gerdes Kuhbach, Acting Executive Director of the bi-state agency. Mr. Tozzoli succeeds A. Lyle King, who died last month.

The Marine Terminals Department is responsible for the planning, construction, leasing and operation of the Authority's piers and docks, including the major terminals in Elizabeth, Newark and Brooklyn, as well as the Passenger Ship Terminal now nearing completion on the West Side of Manhattan.

Mr. Tozzoli, formerly Deputy Chief Engineer of the bi-state agency, had previously served for twelve years in the Marine Terminals Department where he worked closely with Mr. King in the development of the container facilities at Elizabeth and Port Newark, and of the Passenger Ship Terminal.

Mr. Tozzoli started his Port Authority career in the Engineering Department in 1946, where he parti-



Mr. Anthony J. Tozzoli

cipated in construction, coordinating and design activities. He then went to the Marine Terminals Department, where he headed up first the Construction section, later the Planning section, and then served as Manager of both.

Born in North Bergen, New Jersey, Mr. Tozzoli received his Mechanical Engineering degree from Stevens Institute of Technology in 1945, and subsequently did graduate work at Bowdoin College, Massachusetts Institute of Technology and Cooper Union. He served as an Ensign in the U.S. Navy during World War II.

Mr. Tozzoli is a Professional Engineer in both New York and New Jersey, and is a member of the National Society of Professional Engineers and the American Society of Civil Engineers. In 1971, he received the Port Authority's Executive Director's Award of Achievement "in appreciation of his outstanding work in the conception, evaluation and implementation of the water surcharge method" of stabilizing soils at the Elizabeth-Port Authority Marine Terminal. His work in this field won him last year the first Martin S. Kapp Foundation Engineering Award of the American Society of Civil Engineers.

Mr. Tozzoli is 49 years old, and married to the former Jeanne Clarihew of Teaneck; they have three children—Douglas, 17; Lynn, 16; and Robert, 9.

Record Foreign Trade Cargo

New York, N.Y., January (News from The Port Authority of New York and New Jersey):—The Port of New York-New Jersey handled a record volume of 38,659,000 long tons of oceanborne international cargo during the first six months of 1973, a 24.1% increase over the same period in 1972. In addition, 230,000 tons of foreign trade moved by air, an increase of 18.7% over the first six months of 1972.

The bi-state Port's tonnage figures for the first half of 1973, the most recent data available, are derived from data obtained from the Bureau of the Census, U.S. Department of Commerce, and analyzed by the Port Authority of New York and New Jersey.

Oceanborne General Cargo

General cargo trade at the Port of New York-New Jersey rose to 8,150,000 tons due to export growth spurred by strong overseas demand. This is an increase of 3.8% compared to the first half of 1972, with a substantial increase in exports offset by a slight decline in imports.

General cargo exports totaled 2,884,000 long tons during the first half, up 12.7% over the comparable period in 1972. Oceanborne general cargo imports posted a slight decline during the first six months, with volume falling 0.5% to 5,267,000 long tons.

Oceanborne Bulk Cargo

In contrast, bulk cargo trade evidenced very strong gains during the first six months of 1973, with volume rising to 30,509,000 long tons, up 30.9% over the comparable period in 1972. Almost the entire increase was due to petroleum imports.

Airborne Cargo

Commercial foreign air cargo handled at the Port of New York-New Jersey posted record gains for both airborne exports and imports, with export advances outstripping import gains by a wide margin in the first half of 1973.

There were sharp gains in commercial air exports during the first

half with a volume rise to over 121,550 long tons, up 28.2% compared to the same period in 1972.

On the import side, airborne goods entering via the Port of New York-New Jersey totaled 108,460 long tons, up 9.6% over the same period in 1972.

1974 Construction Budget

New York, N.Y., Jan. 10 (News from The Port Authority of NY & NJ):—The Port Authority of New York and New Jersey 1974 Budget contains construction expenditures totaling \$317 million, including debt service during construction. Adoption of the Budget by the Commissioners of the bi-state agency was announced by Chairman James C. Kellogg, 3rd, following the monthly Board meeting this afternoon. The Budget also provides \$261 million for current operating expenses, \$158 million for scheduled interest and principal payments and \$8 million for expenditures applicable to future years.

The construction budget provides for work on mass transportation projects such as the Kennedy International Airport Rail Service project, the extension of PATH to Plainfield and the extension of Erie Lackawanna rail service into Penn Station, New York, as well as for continuing work on major programs begun in prior years.

Rail and Bus Commuter Facilities

In 1974, the Port Authority has planned expenditures of \$32 million for the continued rebuilding and modernization of the Port Authority Trans-Hudson (PATH) Rapid Transit system, including \$19 million for construction contracts at the Journal Square Transportation Center. In midtown Manhattan, \$12 million is planned for construction work on the Port Authority Bus Terminal and Extension. The 1974 Budget also includes \$23 million for the Kennedy Airport Rail Service project and \$18 million for the extension of PATH between Penn Station, Newark, and Newark International Airport and into Union County to Plainfield, and \$11 million for the extension of Erie Lackawanna rail service into Penn

Station, New York.

Air Terminals

The continuing work on the Newark International Airport Re-development Project is expected to require capital expenditures in 1974 of \$47 million, including \$10 million for roadway and taxiway improvements. LaGuardia Airport's gross capital expenditures of \$29 million include \$17 million for the structural parking facility under construction. At Kennedy International Airport, \$18 million is planned, primarily for construction in the Central Terminal Area, and taxiway and runway improvements.

Marine Facilities

The Port Authority has provided \$28 million in 1974 for the completion of container berths, wharf construction and upland area development at the Port Newark and Elizabeth complex.

World Trade Center

Capital expenditures of \$86 million at The World Trade Center include \$64 million for construction contracts primarily for the remaining structural and finishing work in the North and South Tower Buildings, the Northeast Plaza Building, and the U.S. Customs Building, as well as initial construction for the Southeast Plaza Building.

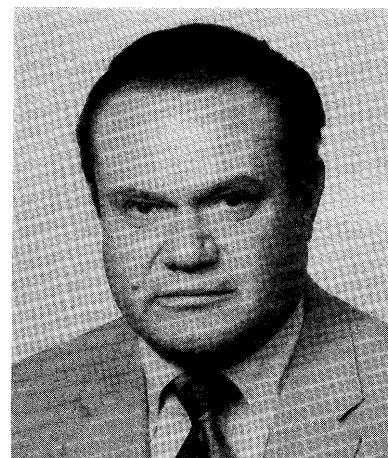
Tunnels and Bridges

In 1974, the Port Authority has planned expenditures of \$6 million for the Hudson River Crossings, and an additional \$5 million for the Staten Island Bridges, mostly for the New York Plaza and highway construction at the Outerbridge Crossing.

Assistant Vice President

New York, N.Y., January 14 (Soros Associates Incorporated):—Mr. Paul Soros, President of Soros Associates, Consulting Engineers, New York, N.Y., has announced that Mr. Anthony M. Grant has joined the firm, with the position of Assistant Vice President.

"Mr. Grant has an international reputation as an expert in bulk material handling systems. We are



Mr. Anthony M. Grant

pleased that his outstanding record of accomplishments will be available to the firm and to our clients at a time when Soros Associates is engaged in engineering the majority of the large bulk terminals planned around the world" said Mr. Soros.

Mr. Grant served with Hewitt-Robins Engineers for 21 years, advancing from Mechanical Engineer, to Project Engineer, to Chief Engineer to the Manager of Engineering. He has wide range of international experience in Europe, South America and Asia and is recognized as an authority on every aspect of bulk material handling.

He studied mechanical and electrical engineering in Poland, Russia and Germany and is a Registered Professional Engineer in the State of New Jersey.

Dedication of Container Crane

San Diego, Calif., 10 December, 1973 (Port of San Diego News Release):—All is in readiness for the activation and dedication of National City's 24th Street Terminal container crane, it was announced today by Port Director Don Nay. Ceremonies will commence at noon Wednesday at the base of the 200 foot high machine.

President pro Tempore, Senator James R. Mills, (D) San Diego will be the keynote speaker. Yard equipment to be demonstrated will include the \$302,500 bridge crane for moving containers from the pier to the terminal yard.

The public is invited to attend

the short ceremonies which will be concluded by 12:30 p.m.

The terminal is located at the foot of 24th Street in National City. Motorist should take the 24th Street off-ramp from Interstate 5, then drive directly west to the site.

Parton Excavation

Alton, Hampshire, England, 2nd October, 1973 (Press Information from Bos Kalis Westminster Group):—Land & Marine Engineering Limited has awarded Rock Fall Limited a sub-contract for the drilling and blasting of boulder clay and hard material in the trench to be excavated for Parton Sewer Outfall at Parton in Cumberland.

This project will be carried out under supervision of Waterhouse & Partners, the consulting engineers who are acting on behalf of the Cockermouth R.D.C.

The trench with a bottom width of 3m and length of 280 m will be drilled and blasted by means of 2 drill rigs mounted and operated from Land & Marine's pulling barge 'Odin.'

The Parton project is the fifth trench project awarded to Rock Fall Company Ltd. for the fragmentation of the bottom material for pipelines and outfalls.

Forth Crossing by Pipeline

Alton, Hampshire, England, 2nd October, 1973 (Press Information from Bos Kalis Westminster Group):—Land & Marine Engineering Limited of Bromborough, Cheshire have been awarded a contract by the British Gas Corporation (Scottish Region) for a pipeline crossing of the Forth.

The contract consists of the construction, laying and testing of two 460 mm welded steel gas pipelines under the River Forth, near the village of Dumore, where the river is approximately 650 m wide. The pipelines will be pulled across the river into a dredged trench which will then be backfilled, so that the pipelines are at least 1.5 m below the bed of the river. A valve compound will be constructed on each river bank after the pipelines have been placed in position.

This scheme was designed by



San Francisco, Calif., December 21 (San Francisco Customs Brokers and Freight Forwarders Association):—CUSTOMS VARY, according to the San Francisco Customs Brokers and Freight Forwarders Association when it recently staged its annual year's end party. So Santa Claus attended in his Mexican version—as portrayed by Armando Galaviz, Association member and partner of Mittlestaedt, Galaviz & Mylin. Among those giving cheer to the festive occasion was honored guest Roland Raymond (left), recently-appointed Regional Commissioner, U.S. Customs Service, headquartered in San Francisco. Association President John A. Sundfelt joined in season's greetings to the 75 members and guests present at the celebration.

Land & Marine and then tenders for the works were asked from Land & Marine and other interested contractors.

Forth Crossing Survey

Alton, Hampshire, England, 2nd October, 1973 (press Information from Bos Kalis Westminster Group):—Land & Marine Engineering Limited of Bromborough, Cheshire have been awarded a contract by the Fife & Kinross Water Board for carrying out a feasibility study and design for a water main across the River Forth near Kincardine Bridge. This 406 mm diameter pipeline will be constructed in welded steel and will be approximately 720 m long. After the design and the specification are completed tenders will be asked for the scheme.

Grimsby Dock Development

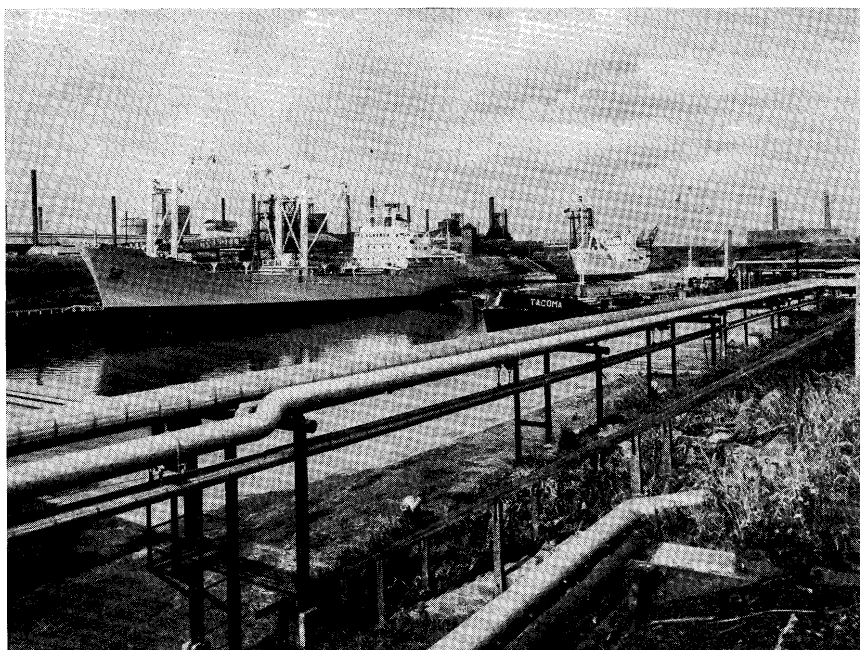
London, 21 November (B.T.D.B.):—Three contracts totalling more than £200,000 have now been awarded by the British Transport Docks Board in connection with

the £400,000 scheme to establish an import terminal for Volkswagen cars at Grimsby docks.

The largest of these contracts, worth £146,000, has gone to Demex Construction Limited, of Wolverhampton, and involves the widening of shipping access to the port's Alexandra Dock and construction of bridge ramp foundations for the roll-on/roll-off berth at which the cars will be discharged.

A £27,000 contract has also been placed with Allen Gwynnes Pumps Limited, of Bedford, for the supply and installation of three Archimede-type screw pumps, each capable of delivering 80 cu. ft. of water per second, as part of the same scheme: and a £40,000 order for sheet steel piling has now been completed by the British Steel Corporation's Appleby-Frodingham Works at Scunthorpe.

Work on widening the Union Dock cutting, through which ships pass between the Royal and Alexandra docks, is due to begin early in December and will eventually involve the demolition of the existing



Partington Basin, Manchester (Manchester Ship Canal Company)

cutting wall and cill, and the removal of the floodgates. The new cutting will have a width of 95 ft. compared with the present 44 ft., enabling Alexandra Dock to be used by the largest vessels able to enter Grimsby's enclosed dock system. The work is expected to take a year to complete.

The removal of the floodgates in the Union Dock cutting makes it necessary to provide a system of weirs and pumps to obviate the possibility of the River Freshney, which flows into Alexandra Dock, flooding parts of the town. A contract to construct a pump house for the new pumps is among the contracts still to be let under scheme, and others include the provision of a footbridge across the widened cutting, and the supply and installation of bridge ramp machinery for the roll-on/roll-off berth.

The agreement between the British Transport Docks Board and Volkswagen (GB) Ltd. for the provision of the new terminal at Grimsby was announced on 25 September. The terminal is scheduled to come into operation early in 1975 and is expected to deal eventually with up to 50,000 vehicles a year.

Bridgewater Transport Services

Manchester, 16.10.73 (Manchester Ship Canal Company): — On 28th October, 1973 the transport operations of the Bridgewater Department will become a separate division of the company under the name Bridgewater Transport Services. These operations include road haulage, associated warehousing and customs and forwarding services. Mr. C. L. Ranson, who has been deputy manager of the Bridgewater Department since 1967, will be manager of the new division. The adoption of the new trading name marks in particular a further stage in the development of the Company's road transport business.

In Manchester a modernization scheme costing over £200,000 is to be carried out during 1974 at the Company's Castlefield depot on Chester Road. This will involve filling in a canal arm, replacing three old warehouses by a single span 20,000 sq. ft. building and constructing a new vehicle maintenance workshop, offices and improved access, servicing and parking facilities for the growing fleet of articulated units.

Oceanography Conference

Bordeaux, France:—2nd International Colloquium on the Exploitation of the Oceans is scheduled to be held in Bordeaux during 1st-4th October, 1974. (Refer to "Ports and Harbors," April, 1971, page 24, for news captioned "OCEAN-EXPO.")

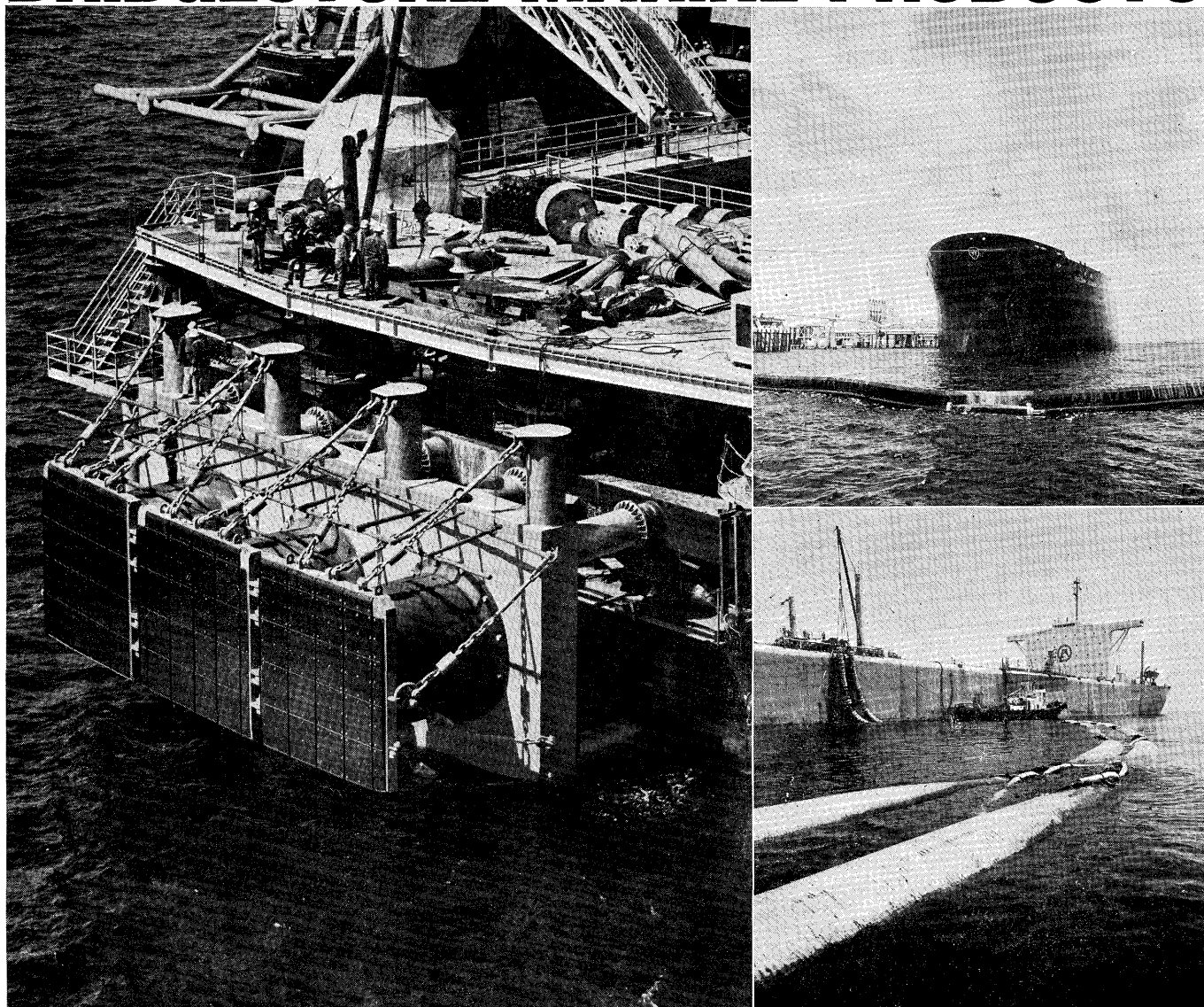
The first international Colloquium on the Exploitation of the Oceans was held in Bordeaux in March 1971. It gave an opportunity for an international comparison of existing research programmes, results obtained, and strategies in industrial development with regard to the oceans. It is intended that the second Bordeaux Colloquium, to be held in October, 1974, will provide a forum for the expression of ideas and facts and for discussion, with a view to finding some solution to the conflicts already arising between the different forms of exploitation of marine resources, or between the different categories of user: oil or mining interests, carriers, fishermen and those concerned with aquaculture.

Bordeaux is a rendezvous every three years for industrialists, people involved in traditional marine trades, and academics; the aim is to attract scientists, engineers, technicians, lawyers, managers and economists so that their discussions will result in some progress towards rational and harmonious use of the resources of the seas, while respecting the value of the marine environment.

For information on the above conference and on the OCEAN-EXPO 74 (2nd International Exhibition on the Exploitation of the Oceans, Bordeaux, October 1-6, 1974), write to:

Secretariat d'Organisation
du Colloque International
sur l'Exploitation des Oceans
ACOBOR
B.P. 315-16-75767
Paris Cedex 16
France.

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BRIDGESTONE

Tokyo, Japan

Port of Le Havre Flashes— September, October & November, 1973 (Extracts)

A Queen Among Containerships:

Messageries Maritimes' new containership *Korrigan*, one of the largest in the world, arrived in Le Havre on July 18th to take on new containers for Hong Kong. Her powerful 88,000 hp engines give her a speed of over 26 knots and she can carry 2,800×20 ft containers. This was her first trading visit to a French port.

Be your Own Guide: Le Havre's many visitors no longer need a guide to take them round the port. They have only to go to the Port Authority Building near the main entrance to the docks, on any day of the week, including Sundays and public holidays, and in return for a F 100 deposit collect a cassette-player and either the English or French version of a recorded commentary covering a ten-mile circuit round the port, with five stops on the way. The stops are at the most interesting parts of the port and at each one the commentary describes all the different facilities in sight.

Container Trains to Spain: Inter-container, the joint commercial subsidiary of the different European railway organizations, put two new container trains into service on July 13th, between Paris and Barcelona and Paris and Madrid. For the time being there are three departures a week in each direction. Inter-container plans to extend the two services shortly to Le Havre and so give port users a direct high-speed rail connection with Barcelona and Madrid. Customs formalities are carried out on departure and arrival in order to reduce delay at the frontier, where the containers are simply transferred on to Spanish rolling stock, which uses a broader gauge.

New Roll-on/Roll-off Terminal Opened: A specialist terminal has been opened in Le Havre to supplement the ro-ro berths already existing, its construction fully justified by the ever-increasing use of this method of loading and unloading vessels by means of a ship-to-shore ramp along which can be driven or

"rolled" any kind of vehicle (whether wheeled or tracked, self-propelled or towed) or any kind of cargo mounted on specialized low-loaders.

The Norwegian vehicle-carrier *Autoroute* inaugurated the centre on September 13th, when it arrived to take on 475 new cars for Goole, on the east coast of England.

Two berths for sea-going vessels and one for barges are already in service, together with 30 acres (12 ha) of back-up land. Of the two sea-going berths, one can take vessels up to 525 ft/160 m while the other can handle ships up to 690 ft/210 m.

The terminal will eventually provide seven berths for merchant vessels and will cover a total area of 173 acres (70 ha).

More and More Russian Ships in Le Havre: 1964 saw 51 Russian vessels enter Le Havre, with 2,500 passengers and 138,000 tons of freight. By 1972 the figure had risen to 209 ships, with 13,000 passengers aboard and 902,000 tons of freight.

Further Rise in Cruise Traffic Our splendid floating ambassador, the *France*, made dreams come true for 152,600 passengers during the 1972/73 season, against 140,600 in 1971/72.

Le Havre for Quick Turnrounds: A productivity study of the principal dockside berths in Le Havre shows that tankers spend an average of 30 hours in harbour, ro-ro vessels between 4 and 5 hours and containerships 12 to 15 hours. The time spent by conventional freighters, which still account for half the general cargo handled, varies widely and depends on the tonnage involved and the facilities used.

A PHA Stand at The World Congress of Forwarding Agents: The Port of Le Havre Authority had a stand at the World Congress of Forwarding Agents which was held at Cannes, in southern France, between September 17th and 20th. A series of giant photographs and an extremely up-to-date audiovisual programme gave members a good idea of our achievements.

Doubling the Score — For The Third Time!: Barring some unforeseeable last-minute upset, the Port of

Le Havre will probably have succeeded by the end of the year in doubling its throughput for the third time in less than 15 years. Overall traffic went up from 10 m tons in 1949 to 20 m in 1961, and then to 43 m in 1968, and now looks almost certain to pass well beyond 80 m by the end of the present year.

Another point deserving mention is the continued progress in general cargo. A few figures will suffice to show how Le Havre has steadily improved its position:

In 1959 the Port of Le Havre held the 4th place in France for general cargo, with 1,900,000 tons. By 1964 it had moved up to 3rd place with 2,500,000 tons, and in 1972 it came out 2nd with 4,600,000 tons.

At the end of the first nine months of 1973, overall traffic is 40.8% up on the same period last year, while general cargo has continued its steady advance with an increase of 23.5%. By October 2nd the port had handled 66 million tons of merchandise this year, equivalent to the total amount handled in 1972.

General Assembly of the I.D.I.T.

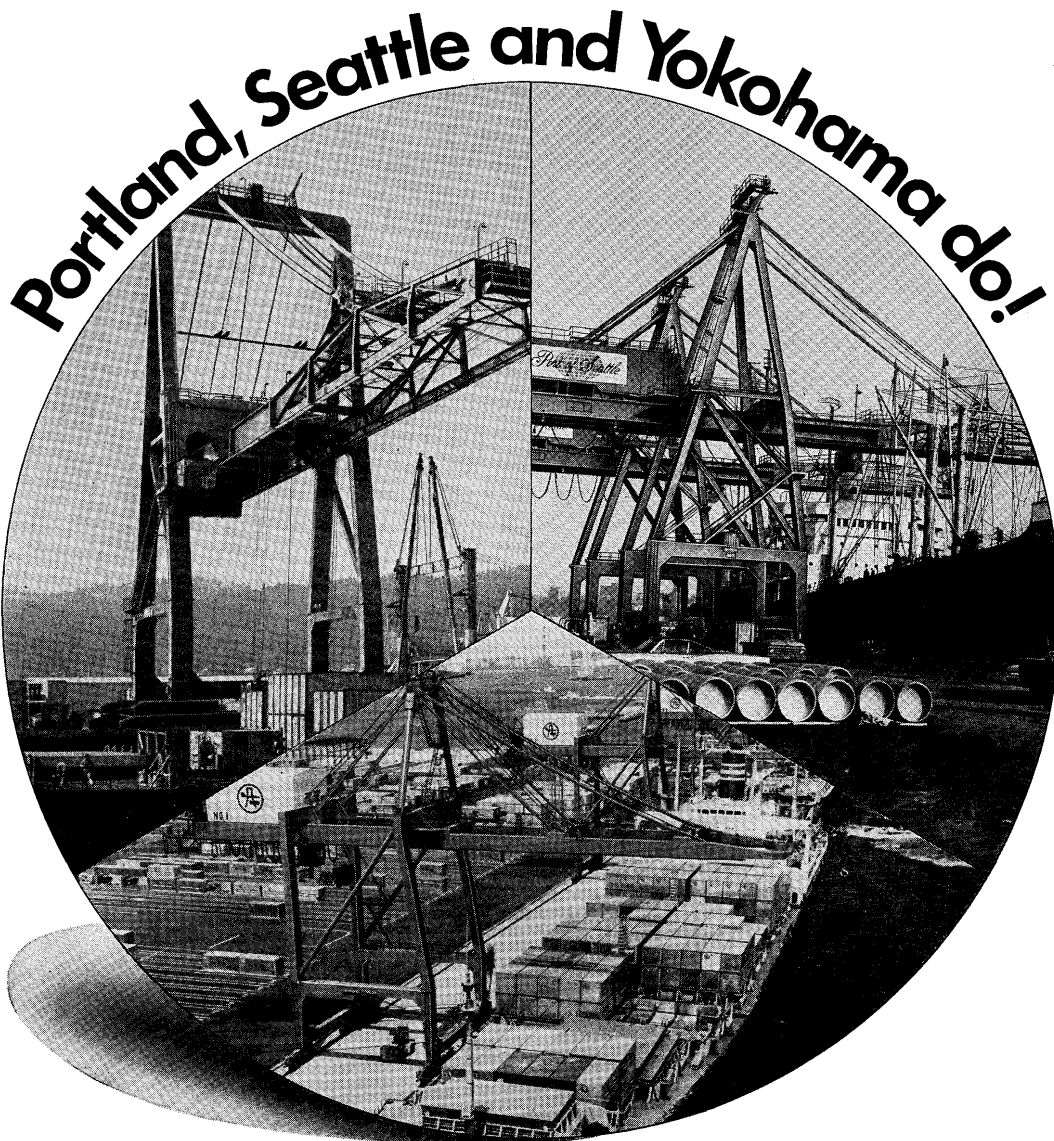
Rouen (Information Bulletin of the Port Authority of Rouen, October 9th 1973, International Issue): —The Institut du Droit International des Transports (I.D.I.T.) held its fourth General Assembly at the Rouen Chamber of Commerce and Industry.

After the opening speech given by the President, Mr. Vaudour, Mr. Pierre Emo, Barrister at the Bar of Rouen and General Secretary of the I.D.I.T. presented the results of the year's activities.

Firstly, he recalled to members the conference held in the autumn of 1972 in the sumptuous surroundings of Rouen's Préfecture buildings kindly extended to the disposition of the I.D.I.T. by the Prefect Mr. Eriau and by Mr. Michel Dubosc, President of the Seine-Maritime General Council. The topic of the conference was the "Legal Regulations in Combined Transport". The increased attend-

(Continued on Page 48)

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
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(Continued from Page 46)

dance in comparison with the conference held in 1971 (192 of which 44 from overseas) was also underlined.

The conference held the 13th and 14th October 1972 was also made an occasion to render concrete a project which a number of jurists held in particular interest in bringing about the International Centre for the Study of Transport Law (C.I.D.I.T.) of which the presidency was entrusted to the President Mr. Vaudour. Unfortunately this federative organization has as yet been unable to become a reality owing to the fact that the required financial support, both in France and overseas, has not been granted.

It was also mentioned that the 30th March 1973 in the congress rooms of the Port of Le Havre Authority, Mrs. Martine Remond, Assistant Tutor at the Faculty of Law and Economic Science of Rouen, gave a lecture before a large audience on the legal aspects of problems arising from "the pollution of the seas".

Mr. Emo also expounded on the activities of various commissions, notably that of the Commission of "Road Transports" which is progressing seriously in its study of combined transport ensuing from the conference held in 1972, and of the "Fluvial" commission which coordinates the activities of the four sub-commissions which it formed for the purpose of elaborating a report with a view to reforming French inland waterway law in harmony with Rhenish law. This latter commission is at this juncture in a position to draw-up a synthesis of its studies.

Furthermore, yet again this year, the I.D.I.T. organized informative lectures on Transport Law for persons of the profession. Those taking part expressed their satisfaction and encouraged the I.D.I.T. to continue in this field.

In the field of information the I.D.I.T. still edits its quarterly publication "Les Transports au fil des Revues" the number of readers of which has again increased this year.

Lastly the I.D.I.T., having offi-

cially participated in the "Eurexport" exhibition, will not hold a conference in 1973 but the subject of that to be held in 1974 has already been chosen and will have as subject "The transport of natural gas".

Container Facilities Impress Copenhagen Shipping Men

Hong Kong (Hong Kong Trader, November 1973):—A distinguished delegation from the Port of Copenhagen Authority, Denmark, visited Hong Kong in August to inspect and study the Colony's shipping facilities.

Their verdict was summed up by the leader of the delegation, Count A. Moltke, who is Chairman of the Copenhagen Harbour Board. "The achievements of Government and private enterprise are really remarkable," he said. "It is truly amazing what has been achieved here. Judging by the loading and discharging figures we have seen you have quite a lot to show the world."

The mission's initial surprise came with its first tour of Hong Kong's bustling harbour. The constant activity, the buzzing to and fro of junks, lighters and ferries, quite apart from the constant heavy traffic of tankers, freighters and container ships, was in sharp contrast to the delegation's own port. However, both harbours have at least one thing in common—container terminals.

The delegation was extremely impressed during a visit to Hong Kong's container terminal at Kwai Chung. Count Moltke said that what had been seen and learned by the delegation would be invaluable for Copenhagen's own plans to improve container handling facilities. He described Hong Kong's facilities as comparable to any of the world's sophisticated ports.

Travelling with Count Moltke in the delegation were Mr. O. Muller, Permanent Under-Secretary of State, Ministry of Commerce; Mr. Eigil Andersen, General Manager of the Port of Copenhagen Authority; Mr. O. Weikop, Mr. H. Lannung, Mr. K. Enggaard and Mr. P. B. Neilsen—all members of the Danish Parliament; and Mr. Chr. Hunder-

rup, Managing Director of the well-known Burmeister and Wain shipyard in Copenhagen.

The delegation's two day visit to Hong Kong was the second leg of a tour of the Far East and part of a series of familiarization tours the Port of Copenhagen Authority undertakes every two years. Apart from field trips and visits to container terminals, the group also had discussions with Marine Department officials and Government and industry representatives.

Shipper Problems

Hong Kong, December 15 (The Week in Hong Kong):—Two Hong Kong representatives next week will take part in a Bangkok conference on problems facing shippers in the Far East region. They are the secretary of the Hong Kong Shippers' Council, Mrs. Susan Yuen, and the Assistant Director of Commerce and Industry (Commercial Relations), Mr. Paul K. C. Wong. The conference, organized by the Economic Commission for Asia and the Far East (ECAFE), will begin on Monday (December 17) and last three days. The meeting will consider plans to develop co-operation among shippers at national regional and sub-regional levels. The quality and frequency of shipping services available to shippers also will be assessed. Special attention will be devoted to relationships between shippers' councils or other representatives of shippers and shipping conferences. Ways of strengthening shipping bodies so that they can meet conferences on more equal terms also will be investigated. The meeting is the second organized by ECAFE to promote shipper interests in the region. The first meeting, hosted by the Hong Kong Government last year, resulted in a training course to help in the establishment of shippers' councils.

Seawise Salvage Begins

Hong Kong, December 24 (The Week in Hong Kong):—Work on scrapping the hulk of Seawise University, the former passenger liner Queen Elizabeth that caught fire and sank off Tsing Yi Island in January 1972, will start after the Christmas

holidays. The giant salvage operation will be undertaken by the ship's owner, the Island Navigation Corporation, a member of the C. Y. Tung Shipping Group. The first stage will involve the removal of the ship's superstructure above the waterline. Investigations will then be made to determine whether the hull should be refloated or cut into pieces and removed. The entire salvage operation is expected to take two to three years to complete.

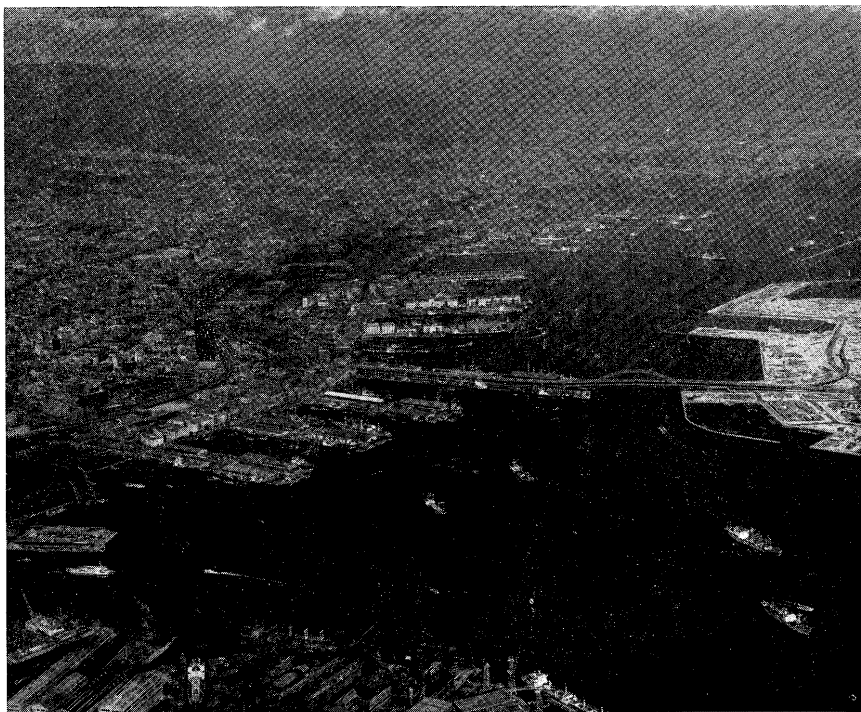
Advisory Group on Pollution

Hong Kong, December 29 (The Week in Hong Kong):—A high-powered group has been formed to advise on the problem of environmental pollution in Hong Kong. The group, to be known as the Advisory Committee on Environmental Pollution, has been created by the amalgamation of the former Advisory Committee on Air Pollution and the Advisory Committee on Environmental Pollution on Land and Water. The new committee, which comes into effect on January 1, will advise on all forms of pollution control on land, sea, water, air and noise. The committee's terms of reference call for it to keep under constant review the state of the environment and pollution, and to advise the Secretary for the Environment on appropriate measures that might be taken to combat pollution of all kinds.

Port Director-General Retires

Penang, Malaysia (Publication of the Penang Port Commission, October, 1973):—The Director-General, Penang Port Commission, Encik Ismail bin Ngah Marzuki, J.M.N., P.K.T. is retiring at the end of the year. He is on leave prior to retirement from 1st August, 1973 to 12th January 1974.

Encik Ismail bin Ngah Marzuki has been with the Commission since February 1960, and by the time he retires he would have completed 14 years' service. He is the first Malaysian to be appointed to the executive position of the Commission. Initially he was seconded to the Commission from Government Service as a Supernumerary Assistant General Manager and in Janu-



General view of Port of Kobe and Kobe C.I.T.-Center Bldg.

ary 1962, after he was transferred permanently to the Commission, he was appointed Assistant General Manager, and in January 1963 he was appointed General Manager when the last expatriate holder of the post left on Malayanization. The post of General Manager is now designated as Director-General.

Encik Ismail served the Government in the Public Works Department from July 1942. After qualifying in Civil Engineering in England in 1950 he was posted to Perak, Selangor, Pahang and P.W.D. Headquarters. He occupied various Senior Engineer posts in both District and State levels and was also posted to the Water Supplies, Roads, Research and Design branches at Headquarters.

During his term of office in the Penang Port Commission, the Commission successfully planned and implemented projects on expansion of port facilities and services i.e. Butterworth Wharves costing approximately \$60 million, modernization of the tug and lighter fleets and reorganization of the administration structure of the whole Commission for greater efficiency and better

service to port users. Encik Ismail was awarded the J.M.N. by the DYMM Yang Di Pertuan Agong in 1967 and again in 1971 he was awarded the P.K.T. by His Excellency the Governor of Penang. He has expressed satisfaction that before he retires projects which he helped to plan with the assistance of his able, dedicated and loyal officers and staff are now under active implementation. These projects which are designed to meet the future demands on the Penang Port Commission for handling greater volume of trade and commerce are the bulk cargo handling terminal at Prai costing approximately \$18 million, the sixth berth at Butterworth costing about \$6 million, the preparation and production of the Master Plan for port expansion in the next 20 years, and the expansion of the ferry service which will cost approximately \$20 million. He is optimistic about the future of the Port of Penang and the Commission in particular, in view of the rapid industrial development in Penang and north of West Malaysia, the East-West Highway project and the Government's liberal and progres-

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sive trade policies.

Whilst he is on leave Tuan Haji Mohd. Azuddin bin Haji Zainal Abidin, A.M.N., P.J.K., is acting as Director-General. Encik Lim Teik Chuan is acting as Director of Operation and Encik C. Natkunasingam is acting as Traffic Manager. Cik Animah bte. Awang is acting as Management Services Manager.

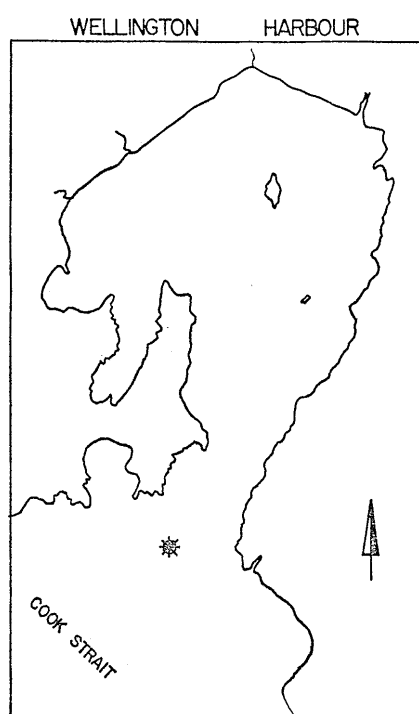
200 Years Ago

Wellington, New Zealand (Extracted from Wellington Harbour Board's Christmas Card 1973-74):—

COOK'S SECOND VOYAGE—COOK DISCOVERS WELLINGTON HARBOUR

"It was during his second voyage that Cook discovered Wellington Harbour. On Tuesday, 2nd November, 1773, he sailed from Cloudy Bay across the Strait to the North Island. He writes: 'As we approached the above-mentioned shore we

discovered on the east side of Cape Tierawitte (Terawhiti) a new inlet



★ COOK'S ANCHORAGE 1773

I had never observed before . . .

" . . . Soon after we had anchored several of the natives came off in their canoes, two from one shore and one from the other . . .

" . . . We had not been at anchor here above two hours before the wind veered to N.E., with which we weighed; but the anchor was hardly at the bows before it shifted to the south. With this we could but just lead out of the bay, and then bore away for the south under all the sail we could set . . . "

Focus on Marsden Point

Whangarei, New Zealand (The Northland Harbour Board, "Points North", No. 3, 1973):—Marsden Point, 10 miles down harbour from Port Whangarei, is once more the centre of national attention, with the announcement that the Government is considering proposals to double the capacities of both the national oil refinery and the present 240-megawatt power station.

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The cost of the refinery development has been put as high as \$100 million, and the power station at about \$62.5 million. Under present plans, both would be completed early in 1978.

Refinery expansions, currently being discussed between Government and oil companies, would involve the installation of sophisticated processing systems.

The refinery manager, Mr. H. E. C. Van Der Keyl, has said that present plans envisaged a catalytic cracking unit and an alkylation plant, which would pave the way for the development of a major petro-chemical industry at Marsden Point.

Gasoline

The catalytic cracker would convert heavy products into lighter components for motor gasoline,

while the alkylation process would convert waste gases into gasoline components.

New plant would be sited to the south of the existing processing facility, which at present has a capacity for handling 700,000 barrels of feedstock per day.

The refinery currently occupies half of 293 acres reserved for expansion needs.

Last year, 87 per cent of the national gasoline demand was supplied from Marsden Point, as was 75 per cent of gas and diesel oil, and 100 per cent of bitumen fuel.

When the proposed expansion was completed, said Mr. Van Der Keyl, the Marsden refinery would again be able to supply 100 per cent of New Zealand's oil needs.

A proposal for the establishment, at Marsden Point, of a new power plant was made by the Planning

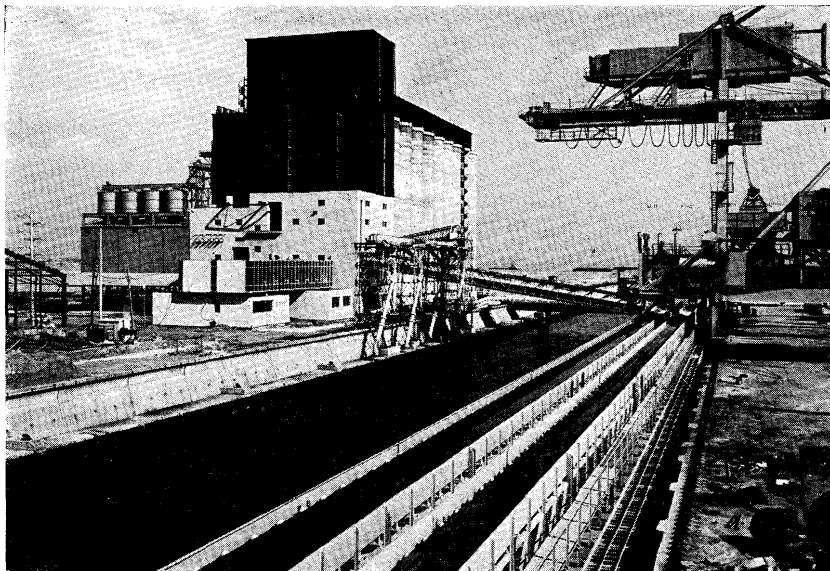
Committee on Electric Power Development in New Zealand.

Identified as Marsden B, the proposed new facility is of a complementary size and generating capacity to the existing power station at Marsden Point. It is not yet known whether the new facility will be built on adjoining land as an independent unit, or whether it will become an extension to the present station.

Marsden B would be an intermediate and firming station, designed to help cover the increasing industrial load on the national grid, and to meet any shortfalls which could occur in the hydro system.

Shortage

In its report, the committee predicted that New Zealand could be short of electric power until Marsden B, together with the planned



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1000 megawatt coal station at Huntly, was in service.

To link the new generating station with the national grid. N.Z. Electricity Department engineers are already looking at a 75-mile transmission line between Marsden Point and Henderson, north-west of Auckland.

Between the existing power station and the Henderson transmission facility is a line carried by 600 supporting towers. It is thought that these might also be used to carry the new one-inch diameter circuit.

Record Tourist Year

Whangarei, New Zealand (The Northland Harbour Board, "Points North", No. 3, 1973):—Major A. J. Voss, Chief Executive Officer of Northland Travel Promotion Inc., is optimistic that the end of 1973 will show a marked rise in tourist numbers and tourist spending in North-

land.

He told the annual meeting of the NTP Board of Control that the tourist industry of the north could end this year with a record total of 600,000 visitors who had spent over \$10 million.

This would represent an overall increase of between 20 and 25 per cent over the previous year, he said.

He felt that the increase would be due to "off peak loading" caused by visitors coming at other than traditional times such as the Christmas Holidays.

The effect was a sustained flow, which was far more suitable than heavy seasonal influxes.

Major Voss reported that the tourist industry was expanding facilities to cope with demand. There were 76 new motel units under construction in Northland, while some 105 more were planned.

Supporting facilities like bus

tours, museums and other historical attractions, and sea and harbour cruises, were also being expanded, he said.

Record-Breaking Year

Karachi, Pakistan (K.P.T. News Bulletin, September 1st, 1973):—During the year ending 30th June, 1973, the Port handled 9.6% more cargo than the previous record figure of 9,436,661 tons during 1970-71. This Increase in the volume of traffic is due to 14% increase in Imports and 4.8% in Exports.

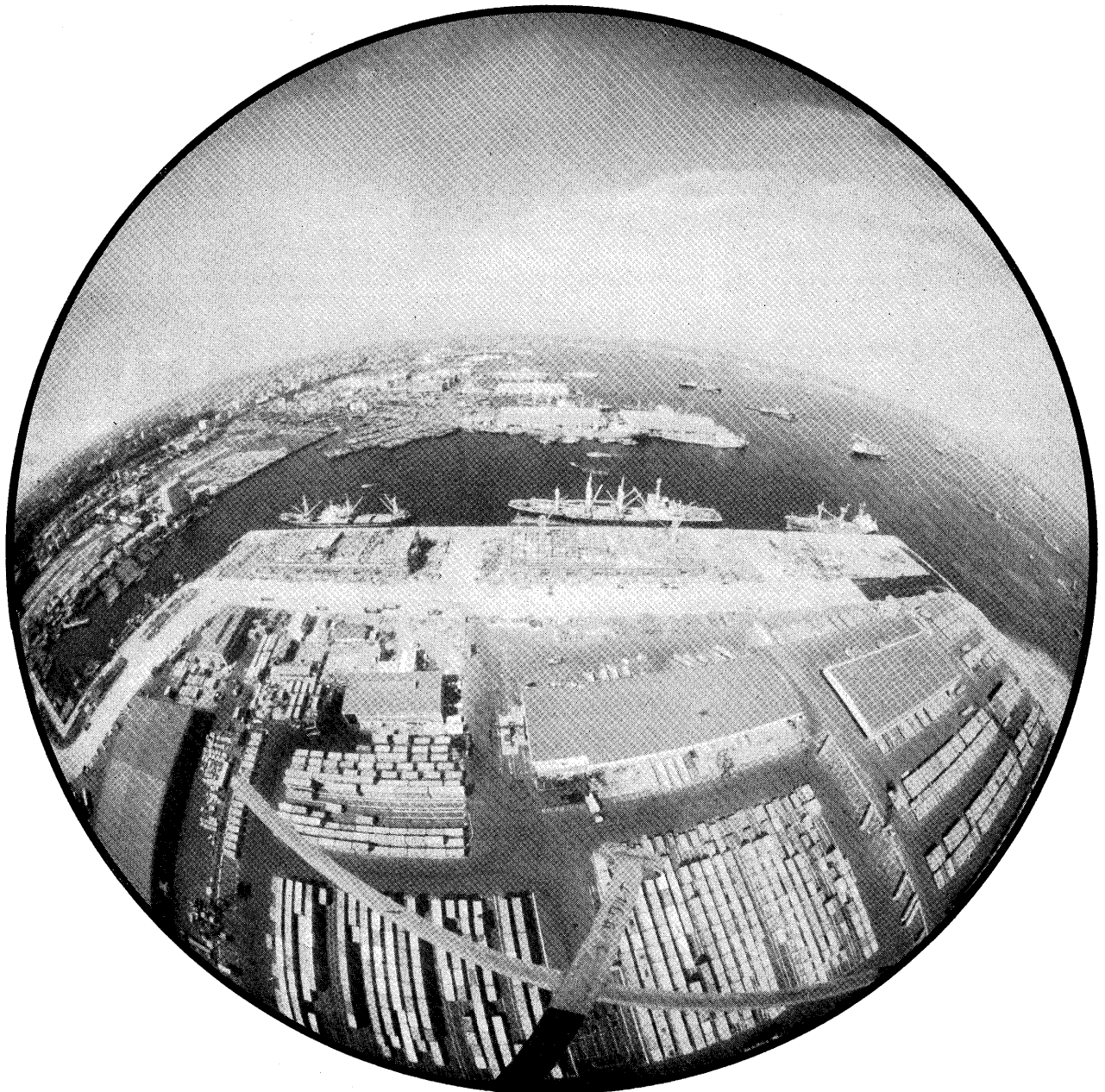
Passenger Traffic:

During 1972-73, the passenger traffic handled also rose by 156%. 145,294 passengers including 114,038 pilgrims passed through the port. The increase was due to the pilgrims traffic by 358% over the last years' figure.

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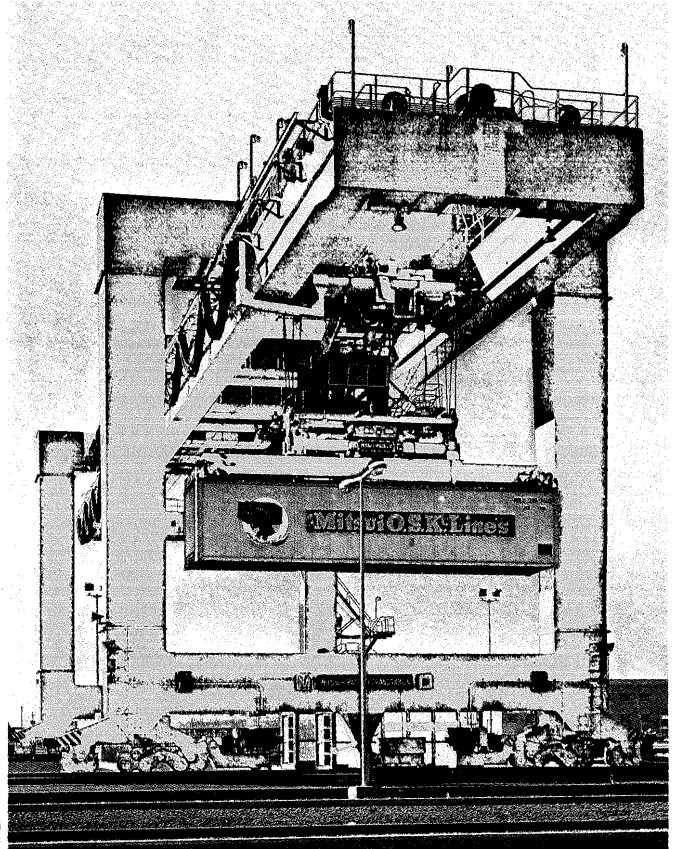
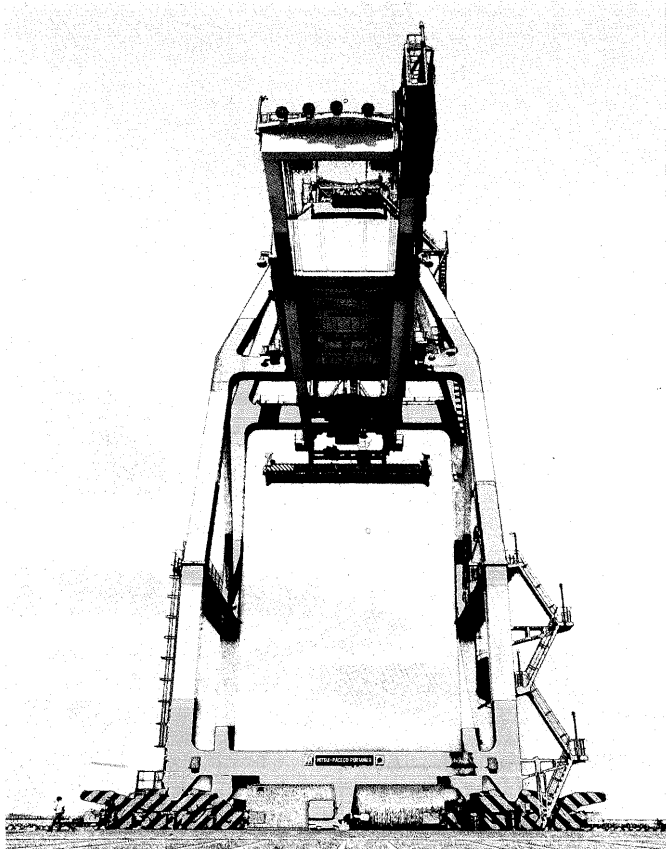
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