

# PORTS *and* HARBORS

June, 1974

Vol. 19, No. 6

**Port of Boston**

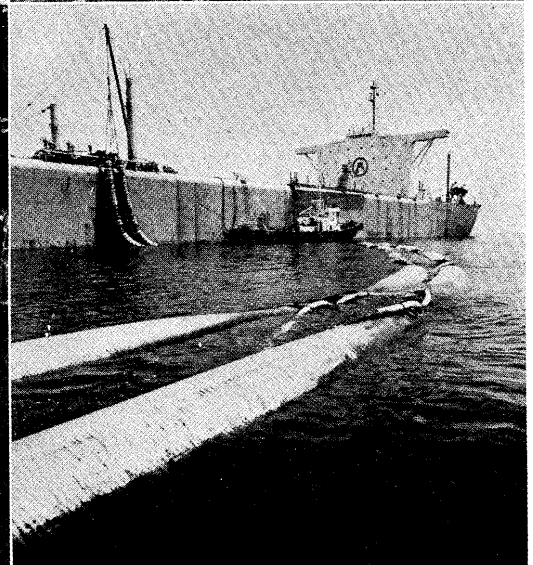
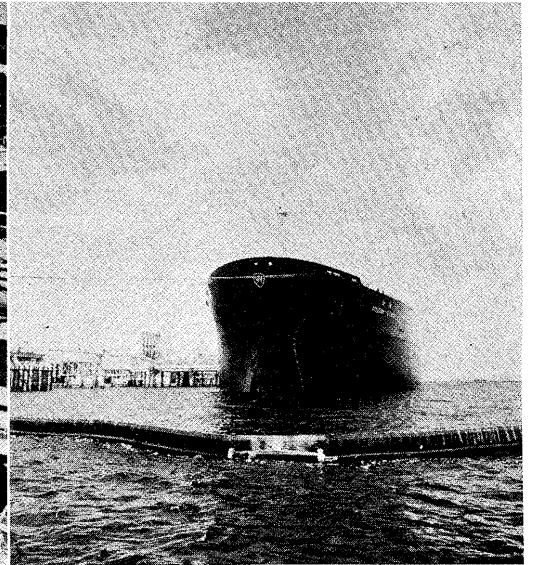
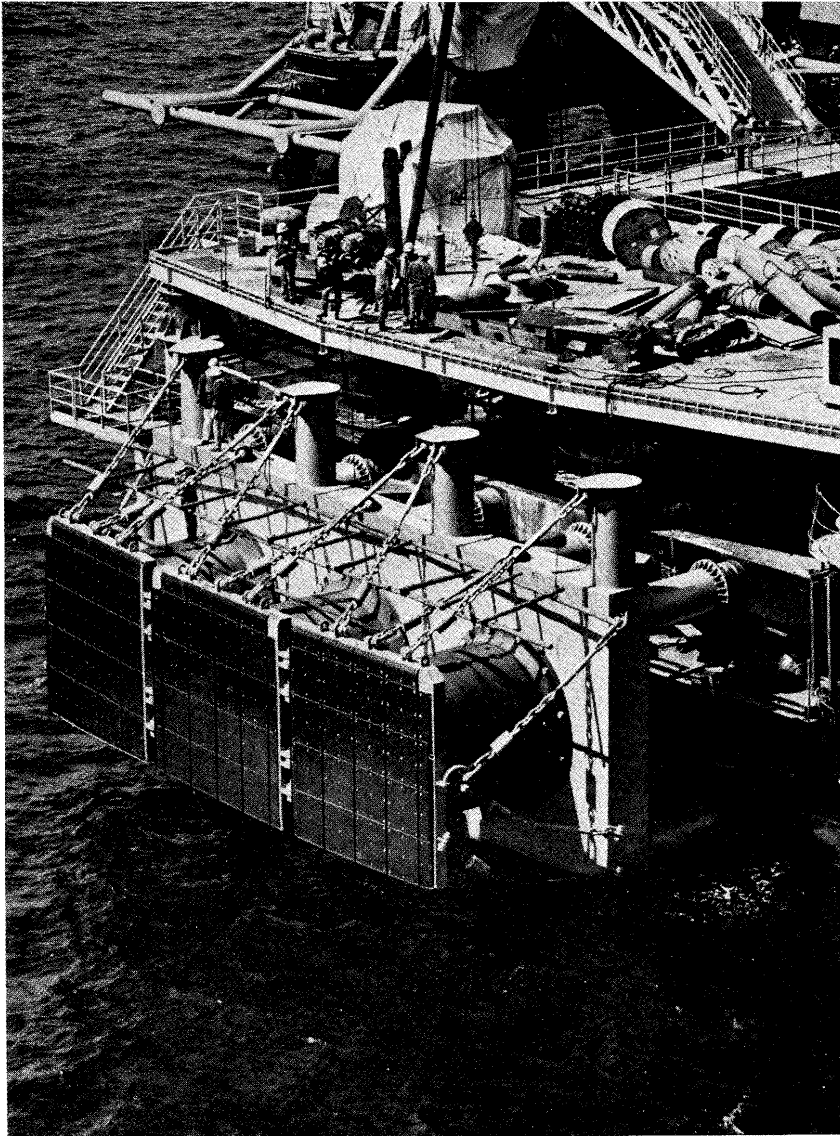


**IAPH Conference Singapore March 1975**

The Publisher : The International Association of Ports and Harbors

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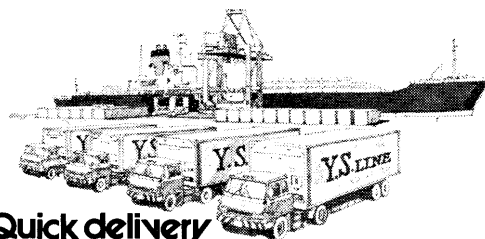
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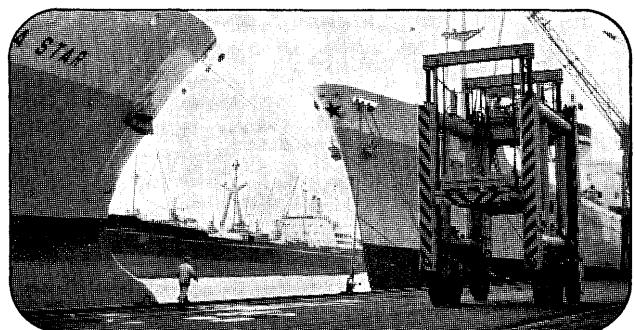
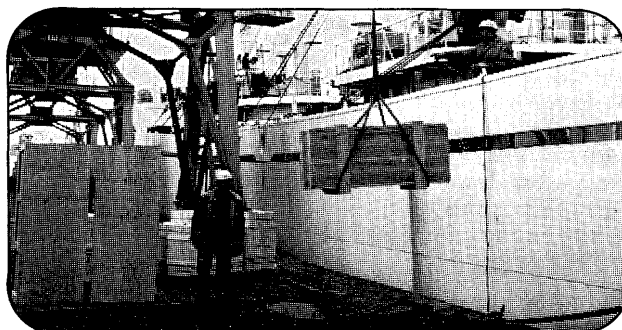
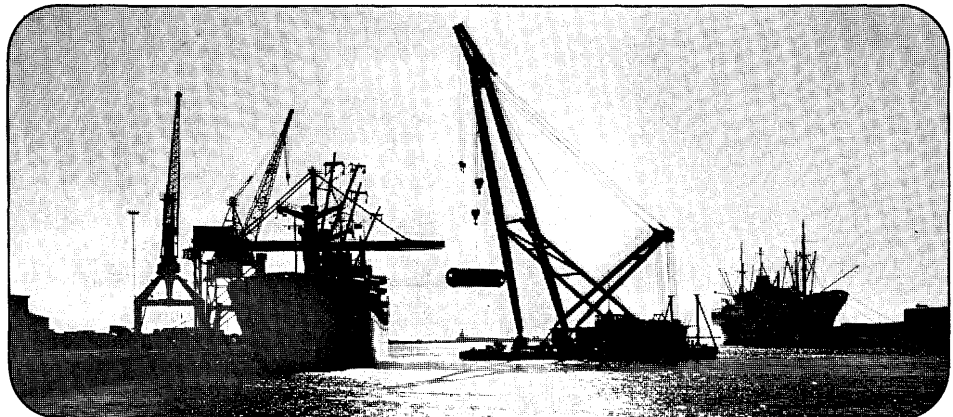
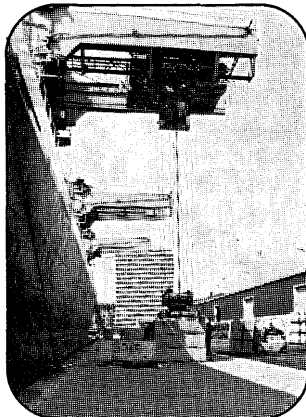
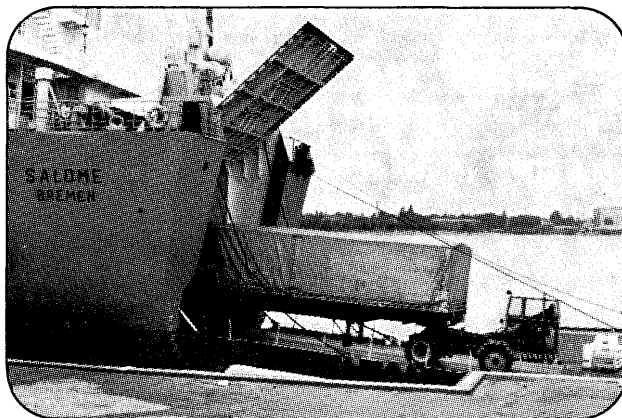


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Editor: Yoshio Hayashi

Published monthly by

## The International Association of Ports and Harbors

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

### President:

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

### Executive Committee

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President, IAPH  
General Manager, Port of Antwerp

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1st Vice President, IAPH  
Chairman/General Manager  
The Port of Singapore Authority

George W. Altvater  
2nd Vice President, IAPH  
Executive Director  
Port of Houston

Y. M. Raja Azam  
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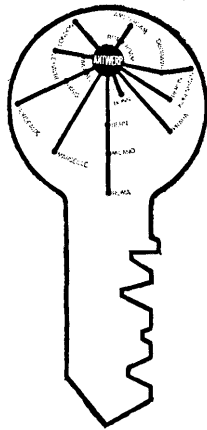
### The Cover:

Port of Boston is featured in aerial shot looking southeastward—from Chelsea Creek oil tank farm, past Massport's Boston-Mystic Container Terminal (beneath bridge at center-left) to Boston-Logan International Airport and Castle Island (top right).

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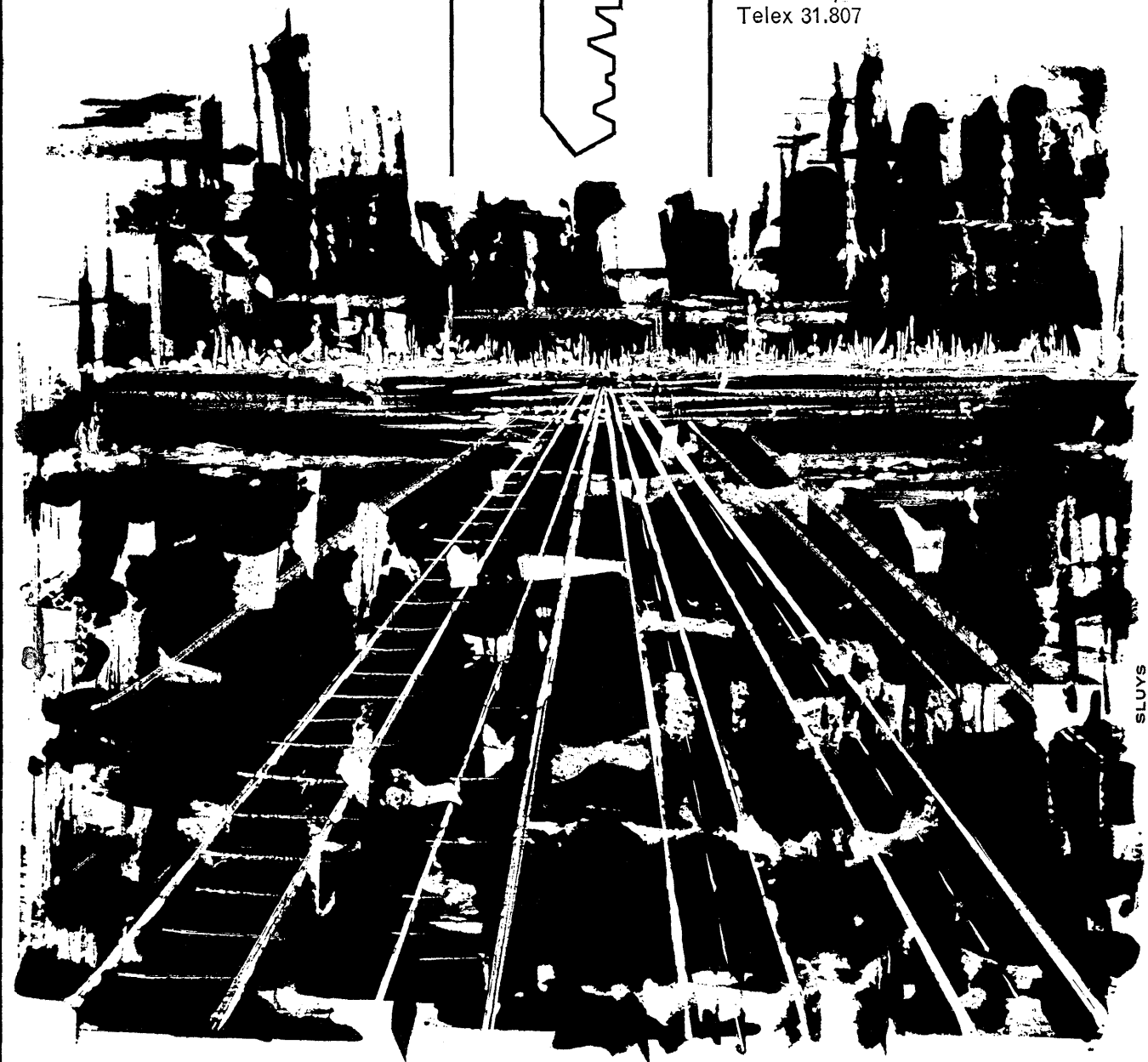
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# PORTS *and* HARBORS

**IAPH Head Office Announcements: Pages 7~28**

## Executive Committee Meeting was Held in Auckland, New Zealand

### NZ Transport Minister Opened The Meeting

Sir Basil Arthur, Minister of Transport, New Zealand, gave an address of welcome at the IAPH Executive Committee meeting held at Auckland Harbour Board Suite on March 27th, 1974, and declared the opening of the meeting. (The following is the complete reproduction of his address.) (RIN)

It gives me great pleasure to have the opportunity to address this meeting and on behalf of the Government of New Zealand to officially welcome the Association, its delegates and their wives. The Prime Minister has asked me to apologies that he could not be present but he joins with me in saying that we are honoured to have you visit our country and we are proud that you have chosen New Zealand as the venue for your Executive Committee meeting. I wish to thank you very much indeed for the kind invitation to be with you today, for my wife and myself, and to have the honour is pleasure indeed.

I had the pleasure of meeting some of the New Zealand harbours association conference in Dunedin last week, and I have met some others in my travels overseas. It is good to see you all again. New Zealand, as you will all know, is a small country in terms of size and population with only three million people on 103,736 square miles. We are essentially an island nation, bounded

on all fronts by the sea with no part of the country more than 68 miles from the ocean. This might make us good swimmers and boaties, the Mayor mentioned the yachtsmen, but it also presents difficulties, because we are an isolated country to a large extent. Our nearest neighbour to the West is Australia, 1300 miles and to the East, Chile and the South American continent 6605 miles distant. Yet per head of population, we are a major trading country of the world. Most of our established trading partners, and many of our new partners too, are separated from us by huge distances, so that clearly the importance to our island nation of our ports and harbours cannot be over-rated. These facilities are vital to the well-being of our nation, and therefore to our people.

It is not an exaggeration to say that we depend for our very existence on being able to transport both our primary produce and our growing volume of manufactured goods to the markets of the world.

And equally, of course, we depend for our existence on being able to receive the necessary goods and materials from other nations. Naturally we are not alone in this dependence on ports and shipping. Most of you here today represent countries which experience a similar degree of dependence on ships. It has been a fact of life for a long

Auckland—"Aotearoa—Land of the long white cloud"—was the choice for the meeting place of the Executive Committee to work over the blue-print of the next IAPH Conference 1975 under the Chairmanship of Mr. Robert L. M. Vleugels from March 27 to 29.

Preceding this summit talk, in the same beautiful city of New Zealand, where variety of colorful autumnal blossomes come into bloom toward the end of March, also called to meet were the two Special Committees chaired by Mr. Thomas J. Thorley of Long Beach, California, and Mr. W. H. Brotherson of Sydney.

This issue of Ports and Harbors enjoys the honor of carrying three reports to the reader on the above three meetings of importance written by each chairman in person and turned in wasting no time, in company with the special message to Executive Committee meeting from Sir Basil Arthur, Minister of Transport of New Zealand, and photos provided by the good offices of our host Auckland Harbour Board. (Head Office)

time.

So in such a context a body such as the International Association of Ports and Harbours plays a worthwhile role. I'm impressed particularly by Article 3(c) "The establishment of relations with other international organisations, Associations and agencies on matters of mutual international interest concerning ports and harbours."

Indeed we need to work together. The forum provided by meetings  
**(Continued on Next Page Bottom)**

# President's Report

**Mr. Robert L. M. Vleugels**

Before I refer to the agenda of the deliberations of the Executive Committee, I want to stress that our colleagues of the Auckland Harbour Board and their able staff have contributed most effectively to the success of our meeting.

In making available to us many services, meeting rooms, stenographers, transportation, etc., they created most favorable conditions in which we really could work (the longest session went on from 9.00 am till 1.45 pm without coffee break indeed).

I hesitate to quote names, but cannot refrain from expressing respectful and heartfelt thanks to His Excellency, Sir Basil Arthur, Minister of Transport of New Zealand, who addressed our meeting and officially

opened it on behalf of the government of New Zealand. Moreover, he attended our first full morning session.

We are much indebted to his Worship, Sir Dove Meyr Robinson, Mayor of Auckland, who kindly welcomed us in his magnificent city adding his condolences to those who were unfortunate enough not to live in Auckland, a city which he quite rightly called probably one of the most beautiful cities in the world.

Of course, our colleague, Robert W. Carr, Chairman of the Auckland Harbour Board and Members of the Executive Committee, are entitled to be bestowed with all our gratitude. He may be proud of his port and of the staff of the Port Authority which is so well conducted by our

such as this can only be of benefit to all of us involved in transport matters. This principle of working together can best be seen in one specific issue which is of world-wide concern, and I refer to water pollution in port areas and to Resolution number 7 adopted at the eight conference of your Association in Amsterdam last year.

Marine pollution is an issue that all nations face. It is an international problem and for that reason, if for no other, it is not easy to find effective and final solutions. Only by co-ordination between those concerned with ports and shipping from the international point of view can we go any way towards achieving safe and pollution free waterways. Co-ordination and co-operation are the keys to tackling this problem. I therefore commend the attitude of your Association expressed in Resolution 7 concerning the provision in ports of facilities for the discharge of sewage from ships.

In November last year New Zealand was represented by Officers of the Ministry of Transport and the Ministry of Foreign Affairs at the Marine Pollution Conference in London. The Government is now

studying the convention which emerged from conference with a view to amending the relevant legislation in this country and allowing New Zealand to accede to the Convention. I realise that the legal issues involved here are of the utmost importance, and I understand that the problems of liability and wreck removal are also being studied by the legal Committee of IMCO. We in New Zealand are subject to the rapid technological changes in the shipping industry, and we are aware of the need for ports to provide the facilities for specialised ships. But first let me give you a bit of history—

In 1873, 100 years ago, the New Zealand shipping Company was formed in Christchurch to safeguard the interests of New Zealand exporters and to improve the service then offered by other overseas ship-owners. Control of the New Zealand Shipping Company later moved to Britain and we were left without a New Zealand domiciled link to our main markets. This matter of a New Zealand line was revived in 1922, and I would quote a President of the New Zealand Farmers Union of the time: "No state in the world," he said "is less self-contained than



**Mr. Robert L. M. Vleugels**

good friend, R. T. Lorimer, General Manager.

I like to thank most cordially, last but not least, the ladies of our New Zealand friends for their kindness in hosting the ladies' program.

I certainly should mention so

New Zealand. We exist by shipping, our future prosperity is entirely dependent on regular and economical communication by sea." "Our chief customers are half a world away. Everything we produce must be conveyed half across the world on others people's ships, and almost everything we need is carried on other people's ships."

Well, our goods still have to travel that same deep road but no longer are we entirely dependent on other people's ships. This natural desire to have a say in our own destiny last year led Government to establish the Shipping Corporation of New Zealand, to give us greater freedom and flexibility in the transport of our goods and to provide greater employment opportunities for New Zealand seamen.

Already the Corporation has purchased two modern refrigerated cargoes vessels for international routes, with the first of them leaving New Zealand just last week on the United Kingdom route with a capacity cargo. We are hopeful, indeed we are confident, that the Corporation will be able to enhance New Zealand's trading potential by watching closely for the development  
**(Continued on Next Page Bottom)**



many more. Allow me to say, Thanks to all of you, Kiwis for your hospitality, friendship and for your contribution to the growth and effectiveness of IAPH.

The Secretary General and his staff have achieved a meritorious job by carefully preparing an agenda which to my opinion fully expressed the growing activity and impact of our Association.

The points under discussion reflect the problems which our Association is faced with as well as the responsibilities which it has to take up in relation to other international organizations, not omitting the problems which are of daily concern to all of our members.

It is not a mere coincidence that before and after the Executive Committee meeting four committees of IAPH were in session.

- The Special Committee on Large Ships:

Chairman, Eng. Paul Bastard, General Manager, Port Autonome du Havre (France), meeting at Le Havre, on March 14th and 15th, 1974.

- Special Review Committee on Constitution and By-Laws:

Chairman, Mr. Del E. Taylor, Chairman, National Harbours Board of Canada (who unfortunately was unable to attend due to unforeseen circumstances). Mr. W. H. Brotherson, President of the Maritime Services Board of New South Wales, presided the meeting of the Committee at Auckland, on March 25th and

of new markets for our exports and new sources for our imports. We will benefit from the expansion of our export trade beyond our traditional markets. We have a very real desire, despite our limited size and population, to tread the path of international independence and self determination, we have a very real sense of nationhood, and encouraged by Government policies and actions, this is developing positively. I said earlier that we are subject to the rapid technological changes in the shipping industry, and we are aware of the need for ports to provide the facilities for specialised ships. The container boom hit us a few years ago, and we now have established ports here in Auckland and at

(Continued on Page 32)

26th, 1974.

- The Ways and Means Committee: Chairman, Mr. Thomas J. Thorley, General Manager, Port of Long Beach (U.S.A.), meeting at Auckland on March 25th and 26th, 1974.

- Special Committee on Containerization and Barge Carriers:

Chairman, Mr. Ben E. Nutter, Executive Director of Port of Oakland (U.S.A.), meeting at Sydney on April 1st and 2nd, 1974.

The Executive Committee further received reports from The Special Committee on International Port Development, Chairman, Mr. John Lunch, Director General, The port of London Authority (U.K.)

The Special Committee on Legal Protection of Navigable Waterways: Chairman, Mr. Andre Pages, Ingenieur General, Bureau of Ports and Harbours, Ministry of Equipment, France.

I like to express sincere thanks to all members of the Executive Committee who were able to attend and to the Chairman and Members of the Special Committees for their valuable advice.

We highly appreciated the keen interest of several New Zealand members who were admitted to follow our deliberations as observers.

The following Executive Directors were present.

Howe Yoon Chong (accompanied by Mr. Goon K. Loon)

George W. Altvater

Y. M. Azam

Robert Boeuf

W. H. Brotherson,

R. W. Carr

Ir. J. den Toom

Stanley Johnson,

P. K. Kinyanjui,

J. McConnell

Ben E. Nutter

Thomas T. Soules

Gengo Tsuboi

The undersigned as Chairman

From Secretariat:

Dr. Hajime Sato, Secretary General

Mr. Katsuya Yokoyama, Deputy Secretary General

Mr. Toru Akiyama, Secretary General Emeritus, granted his precious assistance.

Mr. J. Kerwin Rooney (Port of Oakland), Chairman of the Legal Counselors Committee of IAPH, secured effectively our respect for constitution and By-Laws.

For different reasons, some members had to be excused.

Dr. Chujiro Haraguchi (Mr. Kamon, Private Secretary attended)

Fumio Kohmura

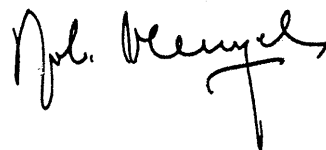
Dr. Fernando Moreira

Bruce Procope

D. E. Taylor

The agenda of the Executive Committee included six sections referred to in the following summary.

1. Financial Affairs—Report by the Secretary General
2. General Affairs — Membership Problems and Liaison with international organizations; UNCTAD, IMCO, ECOSOC, ECAFE, PIANC, IAPH/PIANC/IALA Joint Committee.
3. Special Committees: Reports from the Chairmen
4. Report by the President on his enquiry among the Board of Directors
5. On the 9th Conference in Singapore
6. On the 10th and 11th Conferences of IAPH



Robert L. M. Vleugels  
President, IAPH

## Agenda of The Executive Committee Meeting

### I. Financial Affairs

1. Report by Secretary General
  - a) Interim Settlement of Account for 1973
  - b) Prospect for the future (1974-1977)
2. Questions and Approval on the Secretary General's Report
3. Report of the Chairman of the Ways and Means Committee
4. Discussions and Decisions on New Dues Scheme for Regular Members introduced by the Committee

### II. General Affairs

1. Reports and Requests for co-operation by Secretary General
  - a) Membership
  - b) Membership Unit Increase
  - c) Membership Directory



**Opening ceremony 27 March. From left, Robert T. Lorimer (General Manager) and Robert W. Carr (Chairman, Auckland Harbour Board), Sir Basil Arthur (New Zealand Minister of Transport) and George W. Altvater (Executive Director, Port of Houston).**



**Opening ceremony 27 March showing top table from left R. W. Carr, speaking (Chairman, Auckland Harbour Board), Sir Dove-Myer Robinson (Mayor of Auckland), Lady Arthur, M. Vleugels, Sir Basil Arthur (New Zealand Minister of Transport), Mrs. Carr, Dr. Hajime Sato (Secretary-General).**

- d) 8th Conference Proceedings
- e) Ports and Harbors
- f) Nagorski Book
- g) Others
- 2. Discussions and Approval on Secretary General's Reports and Requests
- 3. Report by Secretary General on the Relationship with UN and other international organizations and the Liaison Officers of IAPH with these organizations.
- 4. Discussions and Decisions on:
  - a) How to designate and authorize IAPH delegates attending meetings of these organizations

- b) How to deal with various requests and questionnaires from the organizations above
- c) How to express IAPH's thanks to cooperators

### III. On Special Committees

- 1. Secretary General's report in general
- 2. Reports and Comments by Chairmen of Special Committees on:
  - a) International Port Development
  - b) Large Ships
  - c) Containerization and Barge Carriers

- d) Legal Protection and Navigable Waterways
- e) Ways and Means Committee (1.-3. in the above)
- f) Constitution and By-Laws Special Review Committee

### IV. Report by President on the outcomes of his four questions circulated to the Directors of IAPH, dated 13 July, 1973

### V. On the 9th Conference

- 1. Report on preparation
  - a) Secretary General
  - b) Mr. Howe Yoon Chong
- 2. Discussions and Decisions on Conference matters
  - a) Programme
  - b) Suggested Themes for Papers and Discussions and manner of presentation thereof
  - c) Registration fees
  - d) Others

### VI. On the 10th and 11th Conference sites

- 1. Decision on the 10th Conference site . . . Houston
- 2. Exchange of views on the 11th Conference site in European Region in 1979
  - a) Le Havre
  - b) East Africa Coast
  - c) Possibly also Hamburg

## Programme of The Executive Committee Meeting

**Tuesday, 26 March 1974**  
18.00-19.00

Cocktail by Mr. L. M. Vleugels, President of IAPH at Hobson and Fitzroy Rooms, South Pacific Hotel in honor of Auckland Harbour Board and members of Executive and Special Committees of IAPH and their ladies.

**Wednesday, 27 March 1974**  
10.00-

Welcome by the Hon. Sir Basil Arthur Bt. Minister of Transport followed by Greetings from His Worship the Mayor of Auckland, and the Chairman, Auckland Harbour Board.

11.00-12.30

Business Session

12.30

Luncheon at Board's Dining Room



14.15-17.00

Business Session

19.00-20.00

Dinner hosted by Auckland Harbour Board at the Ball Room, Hotel Inter-Continental in honor of Committee members of IAPH and their ladies.

**Thursday, 28 March 1974**

10.00-12.00

Business Session

12.30-13.00

Luncheon at "Trillos" Westhaven followed by Inspection of Port in Motor Yacht "Sirdar".

17.30-19.30

Cocktail Party by Auckland Harbour Board at Board suite.

**Friday, 29 March 1974**

09.00-13.45

Business Session

## Ladies Programme

**Monday, 25 March 1974**

Visit to Orakei Marae to see progress on this project and to learn of the New Zealand Maori way of life.

14.00

Leave for guided tour of Auckland War Memorial Museum.

**Tuesday, 26 March 1974**

10.00

Car trip covering Auckland's North Shore Beach Resort returning to hotel approximately 12.30.

Afternoon free.

**Wednesday, 27 March 1974**

10.00

Ladies to accompany their husbands to the Opening Ceremony of the Executive Committee meeting.

Followed by launch trip on Waitemata Harbour returning for Buffet Lunch in the Harbour Board's dining room at 12.30.

19.00-20.00

Cocktail and Dinner at Hotel Inter-Continental.

**Thursday, 28 March 1974**

10.00

Coach tour to view scenic attractions of Metropolitan Auckland.

12.30-13.00

Luncheon at "Tillos" Westhaven followed by Inspection of Port in Motor Yacht "Sirdar".

17.00-19.30

Cocktail Party in Auckland Harbour Board Suite.

**Friday, 29 March 1974**

Free Day.



Executive Committee in session March 27 President Robert L. M. Vleugels (General Manager, Port of Antwerp). Sir Basil Arthur, Minister of Transport in the New Zealand Government, attended the opening session and is seated on Mr. Vleugels' left (right in picture).



Auckland Harbour Board luncheon 28 March when the Chairman, (R. W. Carr) presented President Robert L. M. Vleugels with a souvenir of the first IAPH gathering in New Zealand.

# Ways and Means Committee

Report by  
**Mr. Thomas J. Thorley**  
Chairman



**Mr. Thomas J. Thorley**

In accordance with the Amsterdam Resolution No. 3, the Ways and Means Committee was established as a special Committee by the decision of the Board of Directors. The Amsterdam Conference directed that

the Ways and Means Committee of the International Association of Ports and Harbours shall make a comprehensive study of the membership dues structure of the Association, recommending a new dues formula with the view towards the Association becoming self-supporting at the earliest practicable time. It further directed that the Ways and Means Committee shall render its report at the 9th conference of the Association to be held in Singapore in 1975.

Accordingly, the Ways and Means Committee met in Auckland, New Zealand, on the 25th and 26th March 1974, and made recommendations to the Executive Committee of the International Association of Ports and Harbours. These recommendations followed the intent of the Association to become self-supporting at the earliest practicable time. After quite extensive deliberation recommendations were made to the Executive Committee in order

to achieve this goal. A new dues structure for the port members was formulated and presented to the Executive Committee. Also a new definition of "tonnage", which pertained to the dues structure, was formulated. In addition, a revision of the unit rate informing the regular members to achieve the self-sufficiency was also presented to the Executive Committee with a recommendation that the dues of the associate members would also be increased proportionately to the regular members.

The Ways and Means Committee recommended the first step of the new dues structure should be taken at the 9th conference to be held in Singapore and that further, a second step should be taken at the 10th conference to be held in Houston, Texas so that self-sufficiency will be attained by January 1st, 1978.

Several other matters were considered by the Ways and Means Committee in Auckland, and these recommendations will be the subject of the conference at Singapore in 1975.

A handwritten signature in dark ink, appearing to read 'T. J. Thorley'.

**T. J. Thorley**  
(Signed)



**Ways and Means Committee under Chairman Thomas J. Thorley (Long Beach) in session on 25 March. (See page 12.)**

# Special Review Committee on Constitution and By-Laws

Report by  
**Mr. W. H. Brotherson**  
Acting Chairman



**Mr. W. H. Brotherson**

In the absence of the regular Chairman, Mr. Del Taylor, the President of the Association, Mr. Vleugels, requested that Mr. W. H. Brotherson, President of the Maritime Services Board of N.S.W., act as Chairman at the meeting of the Special Review Committee on the Constitution and By-laws held in Auckland on 25-26 March, 1974. Other members present were—Mr. A. S. Mayne, Mr. J. Kerwin Rooney, Mr. Goon Kok Loon and Mr. P. Kinyanjui. Mr. T. Akiyama, who was also involved in the meeting of the Ways and Means Committee held at the same time, attended the Constitution and By-laws Committee at various periods.

In presenting the report to the Executive Committee, Mr. Brotherson said his Committee had particular regard to the views expressed by the Board of Directors at its meeting in Amsterdam relating to the constitution and which had, in fact, led to the establishment of the Committee to review the Constitution and By-Laws.

Mr. Brotherson said his Committee was of the view that there should not be any far reaching changes in the Constitution and By-Laws and that the Board of Directors should continue to be the policy making body of the organisation. He said this had been a somewhat confused issue in the minds of delegates at Conferences, it being apparent that some were under the impression that the Executive Committee formulated the policy whereas, in fact, the Executive Committee is responsible for administration.

The recommendations submitted to and approved by the Executive Committee with minor amendments will now be considered by the Board of Directors and ultimately by the Conference. If adopted, they will provide for a continuation of the

present system of election of the Board of Directors in terms of the By-Laws. However, as the elected policy making body, The Board of Directors would then be charged with the responsibility of placing before the Conference, the names of the persons nominated by the Nominating Committee as President and Vice-Presidents.

The three existing regions, i.e. The American Region, The Asian Region and the Europe Region which includes Africa are to be retained but it was recognised that, because of possible changes in the membership of the regions, this could need further consideration at a later date.

In the past, the Nominating Committee has been appointed by the President but the amendments will provide for three members of the Committee to be elected by the members of the Board of Directors from each of the three regions.

Provision has been made for the election of a President and three Vice-Presidents, one from each of the three areas. The names of the persons recommended by the nominating Committee would be presented to Conference by the Board of Directors—One of the Vice-Presidents would be designated First Vice-President, not as an indication of automatic succession to the position of President but rather as a means of ensuring that, if the President is unable to continue in office, someone would be available to occupy the position without the need for further election.

Members of the Executive Committee are currently appointed by the President, but the amendments to the By-Laws will provide for the President, three Vice-Presidents and Immediate Past President to be ex-officio members. In addition, three members of the Executive Commit-

tee would be elected by the Board of Directors from each of the three regions and the remaining five members, to make a total of 19, would be appointed by the President who would have regard to maintaining a balance between the three regions.

As the President and Vice-President would be elected following the submission of their names to Conference by the Board of Directors and the recommendation of the Nominating Committee, both elective bodies, it would not necessarily follow that they would be associated with the venue of Conferences. Rather is it envisaged that they would be career administrators, skilled in port affairs and possibly holding office for more than one term.

So far as Conferences are concerned, the amendments envisage the appointment, by the Board of Directors following a recommendation by the host authority, of a Conference Chairman who would preside at sessions of conference, other than business sessions, and would be associated with the social functions. Unlike the President and Vice-Presidents of the Associations, who would be elected at a Conference and remain in office until the next Conference when they would be eligible for re-election, the Conference Chairman would hold office for the period of the Conference only. The Conference Chairman would be empowered to appoint Conference Vice-Chairmen.

In order to overcome any confusion or overlapping in the function



**Constitution and By-Laws Special Review Committee in session, 25 March, under Chairman W. H. Brotherson (Maritime Services Board of New South Wales) who took over in the absence of D. E. Taylor (National Harbours Board, Canada).**

of the President and Vice-Presidents on the one hand and the Conference Chairmen and Vice-Chairmen on the other, the amendments provide for the inclusion in the By-Laws of a definition, prepared by Mr. Akiyama, of what is meant by a plenary session.

Previous practice has been for the President of the Association to appoint the members of the various Standing Special and Conference Committees. However, the proposed amendments provide for the creation, by the Board of Directors, of such standing and special committees as it considers desirable and at this stage it has been suggested that one such Standing Committee be the Finance Committee which was previously known as the Ways and Means Committee, a title which was considered to be misleading to many members of the Association.

The proposed amendments provide for the Conference Committees, apart from the Nominating Committee which will be elected, to be appointed by the President as is the existing practice. However, it has been suggested that, in addition to the Bills and Resolutions Committee and the Honorary Membership Committee, a further Committee to be known as the Credentials Committee be established with responsibility of ensuring that members of the Association submit the names of

persons entitled to vote on behalf of the members at a Conference. It is also in mind that the functions of the Committee be extended to include surveillance over the credentials of the Board of Directors.

Although the existing By-Laws have been framed to provide for meetings of the Bills and Resolutions Committee to be held as far as possible at a time when all regular members at a Conference will be free to attend, the proposed amendments will put this beyond doubt. Members will be encouraged to attend the meetings of the Committee and express their views on any subject under consideration, the intention being that, in this way, members will have a greater say in the running of the affairs of the Association.

The question of the status of members and the difficulties experienced by the Secretary General in determining the eligibility of applicants for various categories of membership has been covered in the proposed amendments by the inclusion of a requirement that applications for regular membership should be first scrutinised by the Director in the applicants country before acceptance.

A further matter in connection with the amendment of the By-Laws and which is really only a machinery measure relates to the election of members of the Board of Directors

from the three countries covered by the East African Harbours Corporation and from four other areas which already have members on the Board of Directors but which may not be regarded strictly as countries as prescribed in the By-Laws. The amendments will name those areas and indicate that, as from a given date, they will be eligible for representation on the Board of Directors.

Apart from the recommended amendments to the By-Laws, the Executive Committee also discussed the role of the Board and stressed the need that they keep in close contact with the members they represent in the various countries in order that the membership may be kept well informed as to the activities of the Association.

In concluding his remarks when presenting the report of the Special Review Committee on the Constitution and By-Laws, Mr. Brotherson made particular mention of the amount of work done by a number of members in presenting documents for consideration by the Committee.

*W. H. Brotherson*

**W. H. Brotherson  
(Signed)**



# Special Committee on Containerization and Barge Carriers

Report by  
**Mr. Ben E. Nutter**  
Chairman

Following the successful Executive Committee meeting in Auckland, the Special Committee on Containerization and Barge Carriers met in Sydney under the good hostship of the Maritime Services Board of N.S.W. The meeting was successfully conducted on April 1st and 2nd under the chairmanship of Mr. Ben E. Nutter.

Executive Committee members and their wives were also invited to visit Sydney on their way back from Auckland and many of them enjoyed the special programme arranged by Mr. Brotherson, the Board's President, including the following.

## Sunday 31 March

Inspection of Port by delegates and ladies.

## Monday 1 April

a.m. Bus tour of Eastern Suburbs beaches, Lunch at Royal Automobile Club

p.m. Inspection of Container Terminals, Informal Dinner in Oriental Room, Menzies Hotel

## Tuesday 2 April

a.m. Inspection of Opera House

p.m. Inspection of Botany Bay

Mr. Ben E. Nutter, Chairman of this Committee, came to Tokyo on April 23rd and handed in his report

in person on the outcome of the meeting above for the benefit of all IAPH members.

The photograph shows the ladies and gentlemen invited are gathering at the entrance of the Board's building. (K.Y.)

The I.A.P.H. Special Committee on Containerization and Barge Carriers met April 1 and 2 at the Maritime Services Board Offices in Sydney, Australia.

Attending the meetings were Committee Chairman, Ben E. Nutter, Executive Director, Port of Oakland, U.S.A.; W. H. Brotherson, President, the Maritime Services Board of N.S.W., Australia, R. W. Carr, Chairman, Auckland Harbour Board, New Zealand; F. Koh, Bureau of Public Works, Division of Ports and Harbors, The Philippines (representing Carlos L. Castillo, Assistant Director); Goon K. Loon, Port of Singapore Authority (representing Loh Heng Kee, Director Operations); A. S. Mayne, Chairman, Melbourne Harbor Trust Commissioners; Howe Yoon Chong, Chairman; Port of Singapore Authority, Thomas J. Thorley, General Manager, Port of Long Beach, U.S.A. and R. T. Lorimer, General Manager, Auckland Harbour Board,



**Mr. Ben E. Nutter**

New Zealand as observers and K. Yokoyama, IAPH Head Office, Tokyo.

A number of topics were considered during the two-day session. An early item discussed was the request of the Executive Committee that there be an additional study on roll-on/roll-off ship developments at world ports. The committee agreed to undertake a study on container, LASH, ro-ro and other specialized shipping facilities so as to be able to disseminate current "state of the art" information to people throughout the world. The group discussed in great detail a survey format for gathering the information. It is scheduled that the results will be presented at the Singapore Conference.

The next item undertaken was a discussion of progress in equipment technology, including shoreside gear, vessel construction and advancements in barge capability.



It was suggested that ports with a great deal of technical know-how in this area should prepare articles for publication in the I.A.P.H. magazine as a means of information dissemination.

A sub-committee of Mr. Nutter, Mr. Mayne and Mr. Stanley Johnson was proposed to screen the material for publication, and if necessary, to send it back to those who submit it for modification or further clarification.

The committee then turned its attention to efforts that can be made to achieve true intermodal capability in all forms of transportation.

A wide-ranging discussion followed as to the impediments to intermodality that are encountered in various portions of the world. Mr. Bortherson noted "There are weaknesses, but I think we are fast reaching the stage where someone will have to do a study on this by tracing a piece of cargo through the system from the time it leaves the ship, until it goes out to a depot and on to its being received in the factory".

Mr. Lorimer suggested that members from the Committee could produce articles on the experience and method of operation of container activities at their respective ports, giving both the strong points of their systems as well as principal factors that inhabit the total concept.

He suggested that the information should be distributed throughout the I.A.P.H. membership.

It was hoped that the Australian ports will make the first such contribution to the Journal.

The April 2 session opened with a detailed discussion of the survey format that will be used to gather information on container, LASH, ro-ro and other specialized shipping facilities. The survey form, purpose of the study and amplifying information will be sent to all I.A.P.H. member ports, as well as non-member ports listed in Container News' facilities survey.

Under new business, the Chairman brought up a proposal made the previous day that a more explicit statement of the purposes of the Committee be made, the only present statement being "...to aid the development of modern, efficient terminal facilities throughout the

world."

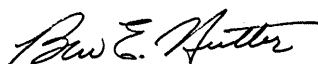
It was decided that that statement is not adequate to describe the duties of the Committee and that a new one will be drafted and a suggestion made to the Secretariat that it might be a good idea to have all the Special Committees show on the page where they are listed, the purpose of their respective Committees.

All members present approved the recommendation.

The panel then discussed the need for standardizing terminology so that information regarding freight equipment and systems can be better understood on a worldwide basis. The group emphasized the value of a uniform system of terms when collecting statistics on ports and terminals matters.

A draft proposal was suggested for adoption by the Committee and recommendation to the Association, the proposal calling for uniformity in terms regarding containerization. Mr. Brotherson, Mr. Mayne and Mr. Carr will make the recommendation to the Association.

The group decided that the next Committee meeting will be before the full Board of Directors meeting in Singapore. The two-day meeting of the Special Committee on Containerization and Barge Carriers was adjourned.



Ben E. Nutter

## Executive Visits IAPH Head Office

Mr. Ben E. Nutter, member of the Executive Committee of IAPH, Executive Director of Port of Oakland, visited the Head Office of the Association in Tokyo on April 25th, 1974, availing the opportunity of his Port's Commission's visit to the South East Asia.

He visited the Head Office for the purpose of observing the operation of Head Office on behalf of the Executive Committee of the Association. He was met by Mr. Toru Akiyama, Secretary General Emeritus, and given detailed information on staff members and business operation of the Head Office. (RIN)

## Arrangements for the Singapore Conference Being Expedited

Deputy Secretary General, Mr. K. Yokoyama, visited Singapore on April 4th on his way back from Sydney where the Special Committee on Containerization and Barge Carriers met on the 1st and 2nd of April.

He was welcomed by the members of the Planning Committee which was established in May 1973 in the Port of Singapore Authority for the purpose of organizing the 9th Conference. Mr. Yokoyama had very meaningful talks on the 9th Conference with the Committee members headed by Mr. Loh Heng Kee, Director of P.S.A. and IAPH Alternate Director of Singapore. The accom-



From left to right, Messrs. Chak Siew Chuun, Tan Hock Lye, Yap Cheng Tong, Goon Kok Loon, Cheng Tong Seng, Loh Heng Kee, Katsuya Yokoyama, Kenneth Seah and Miss Lie Guat Yong.

panying photograph shows the members who joined this meeting. (K.Y.)

## Mr. Tozzoli Replies to U.N. Human Rights Division

Mr. Anthony J. Tozzoli, IAPH Liaison Officer with ECOSOC, Director of Marine Terminals Dpt., the Port Authority of NY & NJ, has replied in his letter of March 26, 1974 to Mr. Marc Schreiber, Director of Division of Human Rights of U.N. that there is no exploitation of labor through illicit and clandestine trafficking among members of IAPH.

The reply was made in response to Mr. Schreiber's letter of December 28, 1973 in connection with the UN's request in collecting information, comments and suggestions on the subject matter. (REF. March issue)

Mr. Tozzoli replied and commented as follows:

An analysis of the replies received from nine Directors representing the three IAPH regions—American, European and Asiatic—indicates the non-existence of the exploitation of labor through illicit and clandestine trafficking among the 185 member ports of the International Association of Ports and Harbors.

The exploitation of labor issue, although of general humanitarian concern to IAPH, is not particularly relevant to the operation of ports and harbors throughout the world. Port administrators are especially cognizant of the significant contributions of a stable and highly skilled labor force to the successful operation of seaport facilities. That fact, in and of itself, precludes the utilization of migrant workers in port-related activities. In addition, port and harbor workers are traditionally included among the most strongly organized international labor unions. (RIN)

## More Condolences of Mr. Gaku Matsumoto's Death

(Refer to "Ports and Harbors", May 1974 Issue, Page 7)

After the news of Mr. Gaku Matsumoto's death was informed by the Secretary General's letter dated

# Gaku Matsumoto, Father of IAPH

By Toru Akiyama,  
Secretary General Emeritus

I was shocked, as if struck by a thunderbolt, when the sad news of Mr. Matsumoto's passing away reached me at Auckland, New Zealand, where I was attending the interim Executive Committee meeting of IAPH preparing for the 9th

Conference.

It must have been prearranged by God that his death should come on the very day when sitting in one room were all of the top-leaders of the world organization, of which he was the true founder and to which

March 28th, 1974 circulated to all members, more condolences were turned in from the following persons. (TKD)

Mr. Loh Heng Kee

Director (General Services)

Port of Singapore Authority

Mr. Eldon Opheim

General Manager

Port of Seattle, U.S.A.

Mr. M. D'Lima

Secretary

Karachi Port Trust, Pakistan

Mr. Mustafa

A.A. Mana, Ag. General Manager

Port of Aden Authority

People's Democratic Republic of Yemen

Mr. J. Morris Gifford

Director General

National Ports Council, U.K.

Mr. Andre Pages

Ingenieur General

Bureau of Ports and Harbors

Ministry of Equipment, France

## Mr. Kinyanjui now chairs East African Ports Association

Mr. R. K. A. Gardiner, Executive Secretary, Economic Commission for Africa (UN) has informed us in his letter of March 27, 1974 that the formation of the Port Management Association of East African Countries has completed, by adopting a Permanent Constitution and Rules of Procedures, at the second meeting of its Council, held from 22nd to 24th January, 1974 at Addis Ababa, Ethiopia.

The Association is now consists of port authorities/undertakings of

Burundi, Ethiopia, Madagascar, East African Harbours Corporation (representing Kenya, Uganda and Tanzania), and Somalia, while Zambia is an Associate Member.

The following gentlemen were appointed officers, while the Secretariat Head Quarters was established temporarily in the offices of the Ethiopian Ports undertaking, Assab, Ethiopia.

1. Mr. P. K. Kinyanjui—Chairman (East African Community)
2. Mr. Ahmed Hagi Ali  
—Vice-Chairman (Somalia)
3. Mr. Daniel Kinwanguzi  
—Vice-Chairman (Burundi)
4. Mr. Seyoum Tegegn-Work  
—Secretary (Ethiopia)
5. Mr. Josefa Raharison  
—Treasurer (Madagascar)

The Association holds within its frame the following 3 Study Groups:

- Study Group No. 1 (Technological studies)
- Study Group No. 2 (Ports Planning)
- Study Group No. 3 (Management and Operation)

Mr. Gardiner has concluded his letter stating that if our Association might wish to contact this new Association and to consider offering technical assistance when required to this new international body.

The contact is:

Mr. Seyoum Tegeng-Work  
Port Manager of Assab  
P.O. Box 58, Assab, Ethiopia  
(RIN)

growth he had devoted so much of his passion, enthusiasm and love.

At the Auckland meeting this sad news was passed around immediately and President Mr. Vleugels proposed to the members to stand up and offer a few minutes' silence and prayer, which was solemnly carried out by all of us.

We, his most intimate friends in Japan and abroad, used to call him "Father of IAPH". With his death, many of us have lost a grand colleague.

All of us in IAPH have lost a staunch friend and great leader. His passing has created a great void in our heart which is not easy to get refilled.

### **A Man of Great Charm**

I feel it a great honor that I was given the opportunity for sounding a personal note about him. My comments, I hope, will also reflect the experiences and memories of many others who were in association with him.

It happened that I had the fortune of working closely with Mr. Matsumoto over 20 years, during which I found him to be a man of great charm as well as of great leadership. He had a strong sense of responsibility and self-sacrifice; he was as courageous as foresighted and had a forceful power of persuasion, philanthropic philosophy and, above all, a firm belief in world-peace. He always gave us inspirations through action. I count it a great luck for our Association and my humble self to have had someone of his calibre as our leader.

### **Deeply Rooted in Samurai Spirit**

Mr. Matsumoto was born in 1887 in Okayama Prefecture, Japan, 20 years after the great Meiji Revolution was accomplished (1867). The old feudal system and the social structure of the four classes—samurai warriors, farmer, artisans and merchants—had long been abolished and equality of all people was established. But even after that revolution the leading spirit of "samurai" class still prevailed and it constituted the back-bone of the new government. As a deep-Meiji man, he strongly inherited the "samurai" spirit. He was a great lover of Japanese traditional cultures, but still remained fair and open to Western civilizations.

He served the government after graduation from the Law College of Tokyo Imperial University. He was an extremely bright and effective official and served as Governors of three prefectures in his late thirties and early forties, after spending his younger years mostly in the Bureau of Civil Engineering of the Home Affairs Ministry. During his tenure of the office of the chief of Port and Harbor Section, he succeeded to establish Japan Port and Harbor Association in 1922. After the services as governors he was appointed the Director-General of the Bureau of Peace and Order in the aforementioned Ministry. This was the most prominent and powerful position in the whole Japanese officialdom, having the entire police force under command, closely related to the heart of politics. He was so successful in the position that everybody who knew him, even by name only, thought that he would stand for the election of the Imperial Diet and would be a big political leader.

He left the civil service when he resigned from the office. Against everybody's expectation, he was never involved in the politics ever since. I guess that he did not like or could not stand inside intrigues of political circle. It must have been incompatible with his philosophy. From this time on he solely devoted himself in promoting public interest within his reach.

### **Had to Say "Yes"**

One day in the fall of 1952, he visited me in my office, then, of the Vice-Minister of Transport. He said that the Japan Port and Harbor Association would celebrate the 30th anniversary of its founding at Kobe in 1952, and that as a part of its celebration program, he would like to invite foreign ports and port-related people to hold a meeting to discuss problems of common interest with the possible support of the Mayor of the said city, Dr. Chujiro Haraguchi. He asked for the Government's approval and support.

He reasoned that the ports were connected by ships rendering the same kind of services, and that unless the ports of both ends could achieve the same standardized good quick dispatch services of ships, the efforts of the port at one end in effect would be nullified by the

failure at the other end. But the ports of the world had never met together and attempted to exchange their views. Therefore, he thought, it would be very meaningful, if he could succeed in getting consensus of the representatives present at such a meeting to establish a permanent world port organization. I felt it most sensible, and promised him every possible help. Thus, the rail was set and I became involved ever since in the issue.

I retired from Government office in January, 1952. Mr. Matsumoto came to me at once and urged that I should help him to realize his vision, because I had approved his idea and I had now quite free time, I could not help but say "yes". The preparation work was started in close cooperation among Mr. Matsumoto, Dr. Haraguchi and myself, but mostly conducted by Mr. Matsumoto himself. I was dispatched to AAPA meeting held at Washington D.C., toward the end of March, 1952 to explain the outline of Kobe Conference and to solicit attendance as many as possible.

The Kobe International Port and Harbor Conference was successfully held with the attendance of 32 foreign guests, delegates and representatives besides 134 Japanese delegates on October 9th and 10th, 1952.

On the last day, a resolution was adopted to the effect that a permanent organization of international ports and harbors be established at the next conference of the same nature, that the Port of Los Angeles would sponsor the next conference in 1954 and that in the meantime, the Japan Port and Harbor Association and the host port of the next conference should be charged with all necessary preparations.

### **One Difficulty After Another**

Mr. Matsumoto's strenuous efforts to materialize the Kobe resolution started right way. The first difficulty he was faced with then was how to proceed the preparation work of truly international scope at far isolated Tokyo with no fund whatever in hand. But he was always ingenious to overcome difficulty. He formed up the Preparatory Council within Japanese circle and the International Preparatory Committee composed of the members of foreign



residents in Japan influential in business circle and recommended by diplomatic and consulate services. The host port, the Port of Los Angeles sent down to Tokyo Mr. Arthur W. Nordstrom, Assistant City Attorney, Chief Counsel for Harbor Department of Los Angeles. Mr. Matsumoto had already worked out a trial draft of the Constitution and By-Laws of the new organization, referring them to the Council and the Preparatory Committee. He worked with the Attorney closely and efficiently and all the framework of the new organization and programs of the next conference was amicably agreed upon. He was very happy at the moment.

The second conference at Los Angeles was scheduled on November 1-5, 1954, and invitations were issued in July of the same year. But the response was so poor that Mr. Matsumoto's worry began. At last the host port decided to postpone the conference. To break the deadlock, Mr. Matsumoto flew to Los Angeles and San Francisco in person availing himself of the general meeting of the American Association of Port Authorities, and held several meetings with important figures of the port circle and persuaded them all to stick to the Kobe resolution. He was given very warm and strong support from Mr. Bernard J. Caughlin, then General Manager of the Port of Los Angeles, for which he was always grateful to him.

In the meantime, some protesting letters from other similar international organizations came in. I could notice a shade of agony in his ever unchanging countenance. He wrote a very cordial and detailed letter clarifying his belief. This letter was indeed well written and effectuated amicable understanding of the opponents. No other man than he, who had such deep thought on the subject, could possibly produce such a paper. I believe this could stand as a bible for the Association for a long time. (The text is on page 17 of "IAPH Ten Years' Wake", recently distributed to all members.)

#### **Baby Needed More Nursing**

After securing favorable replies from 232 invitees of 45 countries, out of 1,000 sounding letters, the Los

Angeles Conference was successfully carried out at Hollywood Roosevelt Hotel on November 7th, 1955, and the International Association of Ports and Harbors was formally established to his greatest satisfaction. At the Conference he was offered the Presidency in recognition of his meritorious contribution, but he refused it on the ground that the newly born baby was so weak and fragile that unless he rendered some more nursing services, it might melt away like spring snow. So, instead of the Presidency, he took the position of the Chief of the Central Secretariat, bringing the Head Office to Tokyo. We felt that this position was too mean for such a big man like Mr. Matsumoto, but as it was his own choice, we could not say anything further about it.

The site selection for the Second and Third Conferences of IAPH was also quite a headache for him. The Second Conference had been originally scheduled for 1958 to be sponsored by the Port of Callao, Peru, but due to unforeseen adverse economic conditions, this was cancelled. However, like a message from Heaven, an invitation to Mexico City came from our Mexican Director, Mr. Daniel Ocanpo Siguenza, under the sponsorship of the Minister of Maritime Affairs, Admiral Manuel Zermeno Araico, for June, 1959, one year behind the schedule, and it was realized.

The Third Conference was also a problem. According to the By-Laws it should have been convened in 1961, or at latest in 1962, counting from 1959 Mexico Conference. But no invitation arrived in time. He dispatched many sounding letters in vain. The future prospect was dark and seemed almost hopeless. However, again came a last-minute rescue to him this time from Mr. Amoss, the General Manager of the Port of New Orleans. The Third Conference was held in May, 1963, under the hostship of the said port. You can imagine how Mr. Matsumoto was thankful to Mr. Amoss. Thus two crises were overcome.

Before the Third Conference, the Port Authorities of London and New York joined the Association. The dream of Mr. Matsumoto began taking shape. Since then he had no problem in choosing conference sites.

There were always more than two candidates, and a rotation system of conference-site by region was customarily established.

#### **Now Grown into a Man**

Tokyo sponsored the Fifth Conference. Japanese people concerned were very pleased to welcome the Conference back to Japan again after 15 years travelling from Kobe Conference, fully grown up and in good shape. The local people not only those directly related to ports, but also including those who learned of the great event through Mr. Matsumoto's name, made substantial contributions and concerted efforts to lead the Conference most pleasant and successful in honor of the Great Leader.

On the occasion of the Tokyo Conference, as he felt confirmed that the Association had reached maturity walking away from its infantile stage, he wanted to dedicate his remaining life to his another dream of promoting a world trade center organization which, he thought, was closely linked to the ports and more directly connected to the promotion of the welfare and peace for the peoples of the world. So he tendered his resignation as the Secretary General of IAPH, designating me as his successor.

During Mr. Matsumoto's tenure of the Secretary General, the financial condition of IAPH was so poor that the office space of the Secretariat was very small. It was so crowded with the tables and chairs and bookcases that his conference with his staff or with outside collaborators like us had to find its space in a corner of the room encased by two walls and book cases where we could barely squeeze in. Noboy with such brilliant past history could have tolerated such a situation, unless he had had true affection and sense of self-sacrificing responsibility towards his mission.

Even after his retirement, he attended every meeting of IAPH advisors which I held personally and gave us his enlightening advice, despite his inconvenience in legs which he suffered heavily during last few years.

I believe IAPH is now facing a new critical stage of "casting off old  
(Continued on Next Page Bottom)

# Mr. Smith's Reports on IMCO Meetings

Recently we have received a letter dated April 5 from Mr. A. J. Smith, IAPH Liaison Officer with IMCO, which provided us with very important information.

The report that reached here comprises the following three parts.

- (I) Marine Environment Protection Committee  
4—8 March, 1974
- (II) Legal Committee  
18—23 March, 1974
- (III) Marine Safety Committee  
25—29 March, 1974

All of the contents of the report are closely related to IAPH Activities especially in regard to

- (1) 9th Conference Resolution No. 7 and No. 8,
- (2) Executive Committee's decision at its meeting at Auckland in March, 1974, on an IAPH draft appeal to IMCO,
- (3) Suggested themes for the 10th Conference in Singapore.

The following is a full text of these reports which, we believe, will offer something valuable to all IAPH members. (K.Y.)

## REPORTS ON THE WORK OF IMCO

### (i) Marine Environment Protection Committee

The first session of the Marine Environment Protection Committee, established under Resolution A. 297 (VIII) was held in London from 4th to 8th March, 1974, under the Chairmanship of Mr. Per Eriksson (Sweden) with Mr. G. Lopez-Lira (Mexico), Vice-Chairman.

It will be understood that it being the first session of the Committee, discussion was largely devoted to procedural and related matters.

Rules of procedure were agreed.

Members are already aware of the Terms of Reference of the Committee; it is evident, however, that the closest collaboration and co-operation will take place between this Committee and the Legal and Maritime Safety Committees and other bodies to ensure the smooth progress of work in hand.

With regard to the division of work between MSC and MEPC on safety matters and pollution matters, it was generally agreed that:

- (a) MEPC should be responsible for matters relating to control of intentional pollution from ships, vessels and other craft operating in the marine

environment, and remedial measures after spillages;

- (b) MSC should be primarily responsible for matters relating to prevention of maritime accidents; and
- (c) MEPC should be substantially responsible, but MSC to some extent as well, for matters relating to the minimization of spillages as a result of maritime accidents.

In agreeing on the above interpretations, the Committee emphasized that these criteria should be regarded as general guidelines rather than rigid rules and each question should be treated in a flexible manner on its own merit.

The Committee considered matters arising from the 1973 Pollution Conference and other outstanding items of relevance and drew up an Action Plan in which three main Categories of items were established, namely:—

**Category I**—items which require to be completed before the 1973 Convention or an Annex thereto enters into force.

**Category II**—items which should be initiated as soon as possible but which do not necessarily have to be completed before the Convention enters into force.

**Category III**—items which should start as soon as practicable but which could be completed in a longer term.

These Categories serve only to indicate the target date for completion of work and the degree of effort to be made by members in preparing necessary information and material. The attention of members is drawn particularly to the following items considered to be of especial interest to ports:—

Subject	Action Required
Pollution manual (Category 2)	(i) To develop devices and chemicals used in dealing with oil and other harmful substances discharged in the sea. (ii) To complete pollution manual.
Reception facilities for residues (Category 1)	To ensure the provision and maintenance of adequate reception facilities as soon as possible in compliance with the provisions of the Convention and its Annexes.
Marine environment protection (Category 3)	To undertake necessary action on matters which will arise from the United Nations Conference on the Law of the Sea.
Methods of enforcement of the present Convention (Category 1)	To initiate action by Governments towards early implementation of the 1969 and 1971 Amendments to the 1954 Oil Pollution Convention.

With regard to the Protocol Relating to Intervention

skin" and outgrow to the true adult. The high handed guidance of such deep thinking man as Mr. Matsumoto is needed more acutely than ever before, but he is no more.

Buddha said anything liveth must perish. We have to take it for granted. But Mr. Matsumoto! We assure you that IAPH, for which you poured so much of your passion,

will last and prosper and will contribute to the betterment of the world with the wisdom of the member people. Please be rested in peace.

on the High Seas in Cases of Casualties Involving Marine Pollution by Substances other than Oil, the Committee has considered that it would assist users of the list of such substances if chemical formulae were also provided wherever possible in addition to technical names.

The Committee considered a suggestion by the Secretariat to organize a technical symposium for the purpose of discussing various scientific, technical and economic matters arising out of the 1973 Convention which may assist countries in early acceptance and implementation of that Convention. In order to assess the degree of support which could be expected for the idea of such a symposium, the Committee agreed that the Secretariat should circulate an enquiry to governments and other interested bodies asking whether they would support the idea of such a symposium and would wish to participate.

Depending on replies received the Committee will decide at its next session whether to proceed with a symposium.

Finally, the following is a list of items, not in order of priority, which will be included in the Agenda for the second session of the Committee commencing 18th November, 1974:—

1. Status of international conventions relating to marine pollution from ships.
2. Establishment of the list of substances to be annexed to the Intervention Protocol.
3. Development of improved methods of enforcement of the present convention requirements, with particular reference to arrangements for inspection at loading and repair ports.
4. Preparation of a standardized form for communicating information on penalties imposed for breaches of the 1973 Convention.
5. Means for ensuring the provision and maintenance of adequate reception facilities in ports.
6. Review of availability of oil discharge monitoring and control equipment.
7. Development of a standard method of identification of the source of discharged oil.
8. Progress report on the development of standards and test methods for operational requirements of a sewage treatment plant.
9. Status report on the evaluation of hazards of new liquid substances, and categorization of such substances.
10. Progress report on studies of procedures and arrangements for the discharge of noxious liquid substances.
11. Further development of a comprehensive manual on oil pollution of the sea and consideration of extension of manual to cover other noxious substances.
12. Progress report on the work of other IMCO bodies such as the Maritime Safety Committee, the Legal Committee and the Technical Co-operation Committee, relating to the prevention and control of marine pollution from ships.
13. Formulation of an outline of a comprehensive plan for the development of measures aimed at protecting the marine environment from pollution from ships.
14. Marine pollution activities outside the Organization.

15. Technical symposium on prevention of marine pollution from ships.

## (ii) Legal Committee

The Legal Committee met from 18th to 23rd March, 1974, under the Chairmanship of Mr. G. A. Maslov (USSR).

As suggested in my last report, the Committee were able to devote only a limited time at this session to consideration of draft articles of a Convention on Wreck Removal and Related Issues.

Draft articles which were prepared by the IMCO Secretariat on the basis of guidelines provided at the last session of the Committee and decisions of a Working Group, were provisionally agreed by the Committee.

For the information of members the draft articles, numbered and titled, are set out below:—

- |              |   |
|--------------|---|
| Article I    | Definitions                                       |
| Article II   | Geographical Scope of the Convention              |
| Article III  | Reporting and Locating of Wrecks                  |
| Article IV   | Determination of Hazard                           |
| Article V    | Marking a Wreck                                   |
| Article VI   | Rights and Obligations to Remove Hazardous Wrecks |
| Article VII  | Financial Liability for Locating and Removal      |
| Article VIII | Financial Liability for Excess Costs              |
| Article IX   | Right of Recovery                                 |
| Article X    | Evidence of Financial Security                    |
| Article XI   | Settlement of Disputes                            |

It is intended that the next session of the Committee commencing 29th April, 1974 will examine the draft articles in detail.

## (iii) Maritime Safety Committee

A meeting of the Maritime Safety Committee took place from 25th to 29th March, 1974, under the Chairmanship of Dr. L. Spinelli (Italy).

Matters of specific interest to ports discussed at the meeting included:—

### Carriage of dangerous chemicals in bulk

The Committee approved the third set of amendments to the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk for circulation to, and, it is hoped, early implementation by member Governments. The Committee also approved a uniform interpretation of the Code for the guidance of member Governments in its application.

Member Governments will also be recommended to require immediately that chemical tankers and gas carriers should carry the manoeuvring booklet and be subjected to the provisions of pilotage. This is a recognition by the Committee of the fact that control of ship movements had a particular significance in the case of chemical tankers and gas carriers because of the serious consequences of collisions and strandings on the crews and on the Environment.

### Carriage of dangerous goods

The delegation of the Government of the U.S.S.R. proposed the development of an "International Con-

(Continued on Next Page Bottom)

# Standard Marine Vocabulary, IMCO

Mr. A. J. Smith, the British Ports Association, IAPH Liaison Officer with IMCO, has been paying his special attention, for the benefit of IAPH members, to "Standard Marine Vocabulary", since it became a vital agenda of IMCO.

We have recently received a letter from Mr. Smith in company with relevant IMCO Documents (NAV XVI/WP. 10 4 April 1974). His letter and the documents above may be of interest to all IAPH members. In this issue we introduce the full text of these as follows. (K.Y.)

8th April, 1974

Dear Dr. Sato,

## Standard Marine Vocabulary

To complete my reports on the work of IMCO to date, I now wish to advise you that the Sub-Committee on the Safety of Navigation held meetings during the week 1st April last.

The topic of particular interest to IMCO Members discussed at this meeting was Standard Marine Vocabulary. The document which is enclosed with this letter represents the agreed Vocabulary which will be submitted for approval to the Marine Safety Committee at its meeting on the 3rd October, next. There is every reason to suppose that the document will be accepted in its entirety. In the event, therefore, you may wish to consider the possibility of the publication of this Vocabulary for the information and use where applicable for Members and perhaps you may also wish to draw particular attention to the fact that at the meeting in October of the Marine Safety Committee the IMCO Secretariat will request that Member Governments will utilise the Vocabulary for an experimental period of two years.

As I think you will see from the draft Vocabulary which you already have very little amendment has been

vention on the Carriage of Dangerous Goods", the main objective of which would be to eliminate the divergencies in modal practices applicable to the transport of dangerous goods. A preliminary plan outlining the structure and contents of the proposed Convention was submitted. After discussion it was agreed that the matter should be studied in more detail by the Sub-Committee on the Carriage of Dangerous Goods and, in parallel, should be the subject of informal consultations with other appropriate bodies so as to assess the desirability of convening a Conference which would seek to conclude a Convention on the Intermodal Carriage of Dangerous Goods.

The next session of the Committee will be held on 3-4 October, 1974.

made to the document which was originally submitted by IAPH for consideration by IMCO.

Yours sincerely,  
A. J. Smith

## STANDARD MARINE NAVIGATIONAL VOCABULARY

### PART 1

#### INTRODUCTION

ONLY THE LETTER SPELLING TABLE AS CONTAINED IN CHAPTER X OF THE INTERNATIONAL CODE OF SIGNALS AND IN THE RADIO REGULATIONS TO BE USED ON ANY OCCASION WHEN SPELLING IS NECESSARY.

This vocabulary has been compiled;

To assist in the greater safety of navigation and of the conduct of ships.

To standardise the language used in communication for navigation at sea, in port-approaches, in waterways and harbours.

These phrases are not intended to supplant or contradict the International Regulations for Preventing Collisions at Sea or special local Rules or Recommendations made by IMCO concerning ships' routing schemes. Neither are they intended to supersede the International Code of Signals and the Radio Regulations nor to supplant normal Radio Telephone practice as set out in the ITU Regulations.

It is not intended that use of the vocabulary shall be mandatory, but rather through constant repetition in ships and in training establishments ashore, that the phrases and terms used will become those normally accepted and commonplace among seamen. Use of the contents of the vocabulary should be made as often as possible in preference to other wording of similar meaning.

In this way it is intended to become an acceptable "language", using the English tongue, for the interchange of intelligence between individuals of all maritime nations on the many and varied occasions when precise meanings and translations are in doubt, increasingly evident under modern conditions at sea.

The typographical conventions used throughout most of this vocabulary are as follows:

( ) brackets indicate that the part of the message enclosed within the brackets may be added where it is relevant.

/ oblique stroke indicates that the items on either side of the stroke are alternatives.

.... dots indicate that the relevant information is to be filled in where the dots occur.



## PROCEDURE

- Should it be necessary to indicate that phrases in this vocabulary are to be used the following message may be sent:

"Please use the Standard Marine Vocabulary"

### 2. STANDARD VERBS

Where possible sentences should be introduced by one of the following verb forms:

INDICATIVE	NEGATIVE	INTERROGATIVE
I require	I do not require	Do you require?
I am	I am not	Am I?
I have	I do not have	Do you have?
I can	I can not	Can I (is it possible)?
I wish to	I do not wish to	Do you wish to?
I will (future)	I will not (future)	
*You must	*do not	
You may	You need not	May I (permission)?
You are	You are not	Are you?
*Advise	*Advise not	What is?
		What are?

**\*Note:** "You must", "do not" are to be used when mandatory orders are being given; "Advise", "Advise not" are to be used when recommendations are being given. The interrogative may be preceded by the use of the word "question".

### 3. RESPONSES

Where the answer to a question is in the affirmative say:

"YES followed by the appropriate phrase in full (e.g. yes my radar is working).

Where the answer to a question is in the negative say: "NO" followed by the appropriate phrase in full. (e.g. no my radar is not working).

Where the information is not immediately available but soon will be say:

"WHAT".

Where the information cannot be obtained say:

"NO INFORMATION".

### 4. URGENT MESSAGES

ATTENTION.... Repeated if necessary, may be used at the beginning of an urgent message.

### 5. MISCELLANEOUS PHRASES

- What is your name and call sign?
- How do you read me?
- I read you strength....1 (very weak)/2(weak)/3 (fairly good)/4 (good)/5 (very good)
- You can very weak (advise try channel....)
- Standby on radio channel....
- Change to channel....
- I cannot read you. (Pass your message through vessel....)
- I cannot understand your language. Please use the Standard Marine Vocabulary/International Code of Signals.
- I am passing a message for vessel....
- Say again.
- Correction....

### 6. BEARINGS AND DISTANCES AND COURSES

When given from shore-based radar to vessels Bearings

and Distances shall normally refer to the stem of the vessels concerned, unless otherwise stated.

**DISTANCES** To be expressed in nautical miles or cables (tenths of a mile), or in kilometres or metres, the unit always to be stated.

**VISIBILITY DISTANCES** To be expressed as for distances above.

**BEARINGS AND COURSES** Always to be expressed in the 360 degree notation from NORTH. (true north unless otherwise stated). Bearing is always that of the ship from the mark.

### 7. SPEED

To be expressed in knots (or decimals).

### 8. NUMBERS

Numbers are to be spoken thus "One-Five-Zero" for 150. "Two point five" for 2.5.

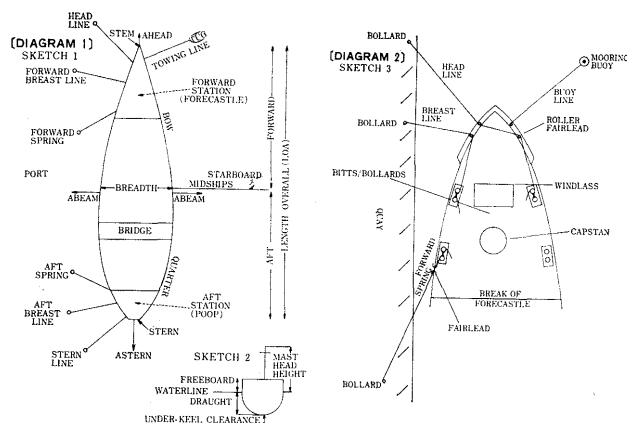
### 9. GEOGRAPHICAL NAMES

Place names used should be those on the chart or Sailing Directions in use. Should these not be understood latitude and longitude should be given.

### 10. TIME

Times should be expressed in the 24 hour notation indicating whether GMT zonetime or local shoretime is being used.

**Note:** In cases not covered by the above phraseology normal R/T practice will prevail.



## PART II

### GLOSSARY

Anchor Position	Place where a specific ship is anchored or is to anchor.
Berth	General term for wharf, jetty, quay, pier or mooring place.
"Correction"	An error has been made in this transmission, the corrected version is. . . .
Deep Water Route	A designated area within definite limits which has been accurately surveyed for clearance of sea bottom and submerged obstacles to a minimum indicated depth of water.
Anchor Dragging	An anchor moving over the bottom involuntarily by the movement of a ship.
Dredging Anchor	Vessel moving, under control, with anchor pulling along the sea

Draught	bottom. Depth from waterline to ship's bottom, maximum unless otherwise specified.	Traffic Separation Scheme	trol exists. A scheme which separates traffic proceeding in opposite or nearly opposite directions by the use of a separation zone or line, traffic lanes or by other means.
Established	Of a navaid—brought into service, placed in position.	Two-Way-Route	An area within definite limits inside which two-way traffic is established.
"ETA"	Estimated Time of Arrival.	Vessel Crossing	A vessel proceeding across a fairway/traffic lane/route.
Fairway	Navigable part of waterway.	Vessel Inward	A vessel which is proceeding from sea to harbour or dock.
Fairway Speed	Mandatory speed in a fairway.	Vessel Leaving	A vessel which is in the process of leaving a dock, pier, quay or anchorage. When she has entered the navigable fairway she will be referred to as an outward, inward crossing or turning vessel.
"Foul, my anchor is"	My anchor has its own cable twisted around it or has fouled an obstruction on the sea bottom.	Vessel Outward	A vessel which is proceeding from harbour or dock to seawards.
"Foul, my propeller is"	A line, wire, net, etc. is wound round my propeller.	Vessel Turning	A vessel making LARGE alteration in course; such as to stem the tide when anchoring, or to enter, or proceed, after leaving a berth, or dock.
Icing	Formation of ice on ships.	Way Point/Reporting Point/C.I.P.**	A mark or place at which a vessel is required to report to establish its position.
Inoperative	Of a navaid—not functioning.		
Inshore Traffic Zone	A designated area between the landward boundary of a traffic separation scheme and the adjacent coast intended for coastal traffic.		
Lane	See Traffic Lane.		
Mark	General term for a buoy, structure or topographical feature which may be used to fix a ship's position.		
Masthead Height	Height from highest point of vessel to waterline.		
"My anchor is foul"	See "Foul, my anchor is".		
Off Station	Out of correct position.		
Roundabout	A circular area within definite limits in which traffic moves in a counter-clockwise direction around a specified point or zone.		
Route	See Deep Water Route, Traffic Route, Two-Way-Route. Means whichever type is appropriate in the context unless otherwise specified.		
Routeing	A complex of measures concerning routes aimed at reducing the risk of casualties; it includes traffic separation schemes, two-way routes, tracks, areas to be avoided, inshore traffic zones and deep water routes.		
Separation Zone or Line	A zone or line separating traffic proceeding in one direction from traffic proceeding in another direction. A separation zone may also be used to separate a traffic lane from the adjacent inshore traffic zone.		
Track	The recommended direction or path to be followed when proceeding between pre-determined position.		
Traffic	Movement of Shipping.		
Traffic Lane	An area within definite limits inside which one-way traffic is established.		
Traffic Route	General term for a fairway in which some degree of traffic con-		

### PART III

#### PHRASE VOCABULARY

##### CONTENTS

##### Section A: Dangers to Navigation, Warnings—Assistance

1. Warnings
2. Assistance

##### Section B: General

3. Anchoring
4. Arrival, Berthing and Departure
5. Course
6. Draught
7. Fairway Navigation
8. Manoeuvring
9. Pilotage
10. Position
11. Radar—Ship to Ship/Shore to Ship/Ship to Shore
12. Radio Navigational Warnings
13. Routeing
14. Speed
15. Tide and Depth
16. Tropical Storms
17. Tugs
18. Way Points/Reporting Points/C.I.P.\*\*
19. Weather

##### Section C: Special

20. Fishing
21. Helicopters
22. Ice Breakers

\*\* C.I.P. Calling in point.

## SECTION A DANGERS TO NAVIGATION, WARNINGS— ASSISTANCE

### 1 WARNINGS

- 1.1\* You are running into danger { shallow water ahead of you,  
submerged wreck ahead of you,  
risk of collision imminent,  
fog bank ahead,  
bridge will not open,  
etcetera.
- 1.2 Dangerous obstruction or wreck reported at ....
- 1.3 Unknown object(s) in position ....
- 1.4 Floating ice in position .... (considered hazardous to navigation)
- 1.5 Mine(s) reported in position ....
- 1.6 Navigation is closed (prohibited) in area ....
- 1.7 There has been a collision in position .... keep clear/stand by to give assistance.
- 1.8\* It is dangerous { to stop,  
to remain in present position,  
to alter course to starboard,  
to alter course to port,  
to approach close to my vessel,  
etcetera.
- 1.9 Vessel ... is aground in position ....
- 1.10 Vessel ... is on fire in position ....
- 1.11 Large vessel leaving. Keep clear of approach channel.
- 1.12 Go to Emergency Anchorage.
- 1.13 Your navigation lights are not visible.
- 1.14 You are going to run aground.
- 1.15 Keep clear { I am jettisoning dangerous cargo  
vessel is leaking dangerous (inflammable / noxious / poisonous)  
cargo in position ....  
you are crossing a towing line  
you are crossing my nets  
etcetera.

### 2. ASSISTANCE

- 2.1 I need help { I am sinking,  
I am on fire,  
I have been in collision,  
I am aground,  
etcetera.
- 2.2 I am on fire and have dangerous cargo on board.  
{ in the engine room,  
in the hold/cargo tanks,
- 2.3 I am on fire { in the accommodation/living  
spaces,  
etcetera.
- 2.4 I have lost a man overboard (at ....). Please help with search and rescue.
- 2.5 I require a tug/... tugs.
- 2.6 What is your position?
- 2.7 What is the position of vessel in distress?
- 2.8 I am coming to your assistance.
- 2.9 I expect to reach you at ... hrs.
- 2.10 Please send a boat/raft.

\* If at all possible the originator must give further advice using phrases from the vocabulary.

- 2.11 I am sending a boat/raft to you.
- 2.12 Make a lee for me/the boat/the raft.
- 2.13 I will make a lee for you/the boat/the raft.
- 2.14 I cannot send a boat.
- 2.15 I will attempt rescue by Breaches Buoy.
- 2.16 Is it safe to fire a rocket?
- 2.17 It is/is not safe to fire a rocket.
- 2.18 Please take command of search and rescue.
- 2.19 I am/vessel ... is in command of search and rescue.
- 2.20 Assistance is not/no longer required. You may proceed.
- 2.21 You must keep radio silence in this area unless you have messages about the casualty.

**Note:** Further messages should be made using the International Code of Signals and the Merchant Ship Search and Rescue Manual (MERSAR).

## PHRASE VOCABULARY

### SECTION B

#### GENERAL

### 3. ANCHORING

- 3.1 I am anchored (at ....).
- 3.2 I am heaving up anchor.
- 3.3 My anchor is clear of the bottom.
- 3.4 You must anchor at ... hrs.
- 3.5 You must anchor (at ....).
- 3.6 You must anchor until pilot arrives.
- 3.7 Do not anchor.
- 3.8 Anchoring is prohibited.
- 3.9 I will anchor (at ....).
- 3.10 Vessel ... is at anchor (at ....).
- 3.11 I am/you are dragging anchor.
- 3.12 My/Your anchor is dragging.
- 3.13 Do not dredge anchor.
- 3.14 You must heave up anchor.
- 3.15 My anchor is foul.
- 3.16 You are obstructing fairway/other traffic.
- 3.17 You must anchor in a different position ....
- 3.18 Anchor position ... has been allocated to you.
- 3.19 You must anchor clear of the fairway.
- 3.20 What is the anchor position for me?
- 3.21 You have anchored in the wrong position.

### 4. ARRIVAL, BERTHING AND DEPARTURE

- 4.1 My ETA (at ....) is ... hrs.
- 4.2 What is your destination?
- 4.3 My destination is ....
- 4.4 What are my berthing/docking instructions.
- 4.5 Your berth is/will be clear at ... hrs.
- 4.6 You will berth/dock at ....
- 4.7 May I enter?
- 4.8 You may enter (at ... hrs).
- 4.9 May I proceed?
- 4.10 You may proceed (at ... hrs).
- 4.11 Is there any other traffic?
- 4.12 Vessel ... will turn at ....
- 4.13 There is a vessel turning/manoeuvring at ....
- 4.14 Vessel ... will leave ... at ... hrs.
- 4.15 Vessel ... is leaving ....
- 4.16 Vessel ... has left ....
- 4.17 Vessel ... has entered fairway at ....

- 4.18 Your orders are/are changed to....
- 4.19 Vessel....inward/outward in position....
- 4.20 Are you underway?
- 4.21 I am ready to get underway.
- 4.22 I am not ready to get underway.
- 4.23 I am underway.
- 4.24 Get underway.
- 4.25 I am making way through the water.
- 4.26 I have/have not steerage way.
- 4.27 Vessel in position (makefast)
- 4.28 Move ahead/astern (....feet/metres)  
Let go head/stern/spring/tow rope.

## 5. COURSE

- 5.1 What is your course?
- 5.2 My course is....
- 5.3 Your course is correct.
- 5.4 What course over the ground do you advise?
- 5.5 Advise you make course over the ground....
- 5.6 Advise you keep your present course.
- 5.7 You are steering a dangerous course\*  
\*(to be followed by indication of danger or advice for further action).
- 5.8 I am keeping my present course.
- 5.9 I cannot keep my present course.
- 5.10 I am altering course to....
- 5.11 I am altering my course to port/starboard (left/right).
- 5.12 Advise you alter course to....(at....).

## 6. DRAUGHT

- 6.1 What is your draught?
- 6.2 My draught is....
- 6.3 What is your draught forward/aft?
- 6.4 My draught forward/aft is....
- 6.5 Vessel....is of deep draught.
- 6.6 Do you have any list?
- 6.7 I have a list to port/starboard of....degrees.

**Note:** When necessary it must be specified whether salt or fresh water draught is given.

## 7. FAIRWAY NAVIGATION

- 7.1 There is a vessel entering the fairway (at....).
- 7.2 There is a vessel moving out of the fairway (at....).
- 7.3 I will proceed by...fairway/route.
- 7.4 Proceed by...fairway/route.
- 7.5 I will turn before anchoring/berthing at....
- 7.6 I am proceeding at reduced speed.
- 7.7 I am crossing the fairway from....to....
- 7.8 I am passing....
- 7.9 Buoy....distance ahead.
- 7.10 I am stopped (at....).
- 7.11 The vessel ahead/astern of you is....\*
- 7.12 The vessel to port/starboard of you is....\*  
\*(to be followed by action indicated stopping/turning/etcetera).
- 7.13 Fairway speed is....kts.
- 7.14 You must keep to....side of the fairway.
- 7.15 You are....side of the fairway.
- 7.16 You must leave the fairway clear.
- 7.17 You are in the centre of the fairway.
- 7.18 Do not overtake.

- 7.19 Do not cross the fairway.

## 8. MANOEUVRING

The use of these messages does not relieve ships of their obligation to comply with local byelaws and the International Regulations for Preventing Collisions at Sea.

- 8.1 Advise you alter course to port/starboard.
- 8.2 I will alter course to port/starboard.
- 8.3 Keep well clear of me.
- 8.4 Do not overtake me.
- 8.5 Do not pass ahead/astern of me.
- 8.6 Do not pass on my port/starboard side.
- 8.7 Ship astern wishes to overtake on your port/starboard side.
- 8.8 I wish to overtake (....).
- 8.9 You may overtake (....).
- 8.10 I will overtake (....).
- 8.11 ....will overtake you.
- 8.12 You must pass ahead/astern of me/vessel....
- 8.13 I will pass ahead/astern of you/vessel....
- 8.14 Wait for....to cross ahead of you.
- 8.15 I will wait for....to cross ahead of me.
- 8.16 Advise you pass North/South/East/West of....vessel/mark.
- 8.17 I will pass North/South/East/West of....vessel/mark.
- 8.18 Wait for....to clear (....mark/position) before entering fairway/getting underway/leaving berth.
- 8.19 I will wait for....to clear (....mark/position) before entering fairway/getting underway/leaving berth).
- 8.20 I am not under command.
- 8.21 I am a hampered vessel.
- 8.22 I have a long tow.
- 8.23 You are heading towards my tow.
- 8.24 I am manoeuvring with difficulty. Keep clear of me.

## 9. PILOTAGE

- 9.1 I require a pilot.
- 9.2 Do you require a pilot?
- 9.3 Is the pilot boat on the station?
- 9.4 Where can I take pilot?
- 9.5 You can take pilot at point..../near....(at....hrs.)
- 9.6 At what time will the pilot be available?
- 9.7 Is pilotage compulsory?
- 9.8 You may navigate by yourself or wait for pilot at the road/point/anchorage....
- 9.9 Pilot is coming to you.
- 9.10 Pilot boat is approaching your vessel.
- 9.11 Please rig pilot ladder on port/starboard side.
- 9.12 Pilot ladder is rigged on port/starboard side.

## 10. POSITION

- 10.1 What is your position (and ship's name)?
- 10.2 What is my position?
- 10.3 Your position is....
- 10.4 You are bearing....distance....from....
- 10.5 You are passing....
- 10.6 You are entering area....



- 10.7 What is your present position, course and speed?
- 10.8 My present position, course and speed is....
- 10.9 What is the course to....?
- 10.10 The course to....is....
- 10.11 What is the course to reach you?
- 10.12 Course to reach me is....
- 10.13 Do not arrive at....before....hrs.
- 10.14 Do not arrive at....after....hrs.
- 10.15 Say again your position to assist identification.
- 10.16 Has your position been obtained by radar/decca/  
astronomical observation/etcetera?
- 10.17 My posion has been obtained by radar/decca/  
astronomical observation/etcetera.

## 11. RADAR—SHIP TO SHIP/SHORE TO SHIP/ SHIP TO SHORE

- 11.1 Is your radar working?
  - 11.2 My radar is/is not working.
  - 11.3 I have no radar.
  - 11.4 I have located you on my radar, (...bearing  
and distance....from....).
- (Note: This message may only be used when the vessel is positively identified).
- 11.5 I cannot locate you on my radar.
  - 11.6 You must change course/speed for identification.
  - 11.7 I have changed course to.... /speed to.... for  
identification.
  - 11.8 I have lost radar contact.
  - 11.9 Have you changed your course?
  - 11.10 Report your position to assist identification.
  - 11.11 Ship ahead of you is on the same course.
  - 11.12 You are getting closer to the ship(s) ahead.
  - 11.13 Your position is....
  - 11.14 My position is....
  - 11.15 What range scale are you using?
  - 11.16 I am using....miles range scale.
  - 11.17 Advise you change to larger/smaller range scale.
  - 11.18 I require shore based radar assistance.
  - 11.19 Is shore based radar assistance available?
  - 11.20 Is shore based radar ready to assist me in navi-  
gating in restricted visibility?
  - 11.21 Shore based radar assistance is/is not available.
  - 11.22 I am at way point/reporting point/C.I.P...., ,  
course...., speed....
  - 11.23 I will stop at position....at....hrs.
  - 11.24 You are in the fairway.
  - 11.25 Ship on opposite course passing your starboard/  
port side.
  - 11.26 Ship is....miles/metres ahead on starboard/  
port bow.
  - 11.27 Ship ahead of you is on opposite course.
  - 11.28 Ship following will overtake you on starboard/  
port side.
  - 11.29 You are leaving my screen; change to raido chan-  
nel frequency.

## 12. RADIO NAVIGATIONAL WARNINGS

- 12.1 There is a dangerous wreck/rock/shoal in posi-  
tion....(marked by....showing....)
- 12.2 There is a drifting mine reported in position....
- 12.3 There is a gas leakage from fractured pipeline in  
position....
- 12.4 There are pipelaying operations in position....

- 12.5 There are salvage operations in position....
- 12.6 There are tankers transferring fuel in position  
....
- 12.7 There are current meters/oceanographic instru-  
ments moored in position....
- 12.8 There is a derelict adrift in position....at....  
hrs.
- 12.9 There is a vessel with a difficult tow on passage  
from....to....
- 12.10 There is a drilling rig....(name) established in  
position....
- 12.11 There is a....buoy in position....unlit/off sta-  
tion.
- 12.12 There is a....buoy (showing....) established  
in position....
- 12.13 There is a....light/buoy in position....now  
showing....
- 12.14 There is a vessel carrying out hydrographic/  
seismic survey in position/area....
- 12.15 Abnormally low tides expected in....at/around  
....hrs.
- 12.16 Decca Chain....red/green/purple transmissions  
interrupted at....check all lane numbers.
- 12.17 Vessels must keep clear/avoid this area.
- 12.18 Vessels are advised to keep clear/avoid this area.
- 12.19 Vessels must navigate with caution.
- 12.20 There is a vessel not under command in position/  
area.
- 12.21 There is a vessel restricted in her ability to  
manoeuvre in position/area.
- 12.22 Radio Beacon service....has been discontinued.
- 12.23 Advise you keep clear of sea area....search and  
rescue in operation.
- 12.24 Route/traffic lane....has been suspended/dis-  
continued/diverted.

## 13. ROUTEING

- 13.1 Is it clear for me to enter traffic lane/route?
- 13.2 It is/is not clear for you to enter traffic lane/  
route.
- 13.3 You may enter traffic lane/route at position....  
at....hrs.
- 13.4 I will enter traffic lane/route....at....hrs.
- 13.5 You are not complying with traffic regulations.
- 13.6 You are not keeping to your correct traffic lane.
- 13.7 There is a vessel in position....on course....  
and speed....which is not complying with  
traffic regulations.
- 13.8 There is a vessel anchored ahead of you in posi-  
tion....
- 13.9 There is a vessel ahead obstructing your move-  
ments.
- 13.10 There is a hampered vessel in position....on  
course....and speed....
- 13.11 You will meet crossing traffic at....
- 13.12 There is a vessel crossing your traffic lane on  
course....and speed....in position....
- 13.13 There are many fishing vessels at....

## 14. SPEED

- 14.1 What is your present/full speed?
- 14.2 My present/full speed is....knots.
- 14.3 What is your full manoeuvring speed?

- 14.4 My full manoeuvring speed is....knots.
- 14.5 You are proceeding at a dangerous speed.
- 14.6 Fairway speed is....knots.
- 14.7 You must reduce speed.
- 14.8 You must increase speed.
- 14.9 I am increasing speed.
- 14.10 I am reducing speed.
- 14.11 I cannot increase speed.
- 14.12 You must keep your present speed.
- 14.13 I am keeping present speed.
- 14.14 What speed do you advise?
- 14.15 Advise speed....knots.

## 15. TIDE AND DEPTH

- 15.1 What is the tide/tidal stream doing?
- 15.2 The tide is rising (It is....hours before high water/after low water).
- 15.3 The tide is rising (It is....metres/feet below high/above low water).
- 15.4 The tide is falling (It is....hours after high water/before low water).
- 15.5 The tide is falling (It is....metres/feet below high/above low water).
- 15.6 The tide is slack/with you/against you.
- 15.7 Present height of tide above datum is....metres/feet at position....
- 15.8 Tide is (....metres/feet) above/below prediction.
- 15.9 The tide/current is....knots at....
- 15.10 Tide is setting in direction....
- 15.11 In your present position you will be aground at low water.
- 15.12 Is there sufficient depth of water?
- 15.13 There is/is not sufficient depth of water.
- 15.14 My draught is....metres. When can I enter/pass....?
- 15.15 Charted depths are decreased by....metres/feet due to sea state/winds.

## 16. TROPICAL STORMS

- 16.1 What is your latest tropical storm warning information?
- 16.2 Tropical storm centre (name) reported in....
- 16.3 What is the atmospheric pressure (and its change)/(at position/your position)?
- 16.4 The atmosphere pressure is....and its change is....(at position....)
- 16.5 What is the position, direction and speed of the tropical storm centre (name)?
- 16.6 The tropical storm centre (name) is in position....moving....at....knots.
- 16.7 Tropical storm (name) at....hours was moving in direction....at....knots with maximum winds Force/Speed....

## 17. TUGS

- 17.1 I require a tug/....tugs.
- 17.2 Is tug assistance compulsory?
- 17.3 How many tugs must be taken by my ships?
- 17.4 You must take....tugs.
- 17.5 Indicate where tugs will meet me.
- 17.6 Tugs will meet you at point..../near....(at....hrs.)

## 18. WAY POINTS/REPORTING POINTS/C.I.P.

- 18.1 (Vessel indicated) I am at/approaching Way Point/Reporting point/C.I.P.
- 18.2 (Vessel indicated) you are approaching Way Point/Reporting point/C.I.P.
- 18.3 Report at next Way Point/Reporting point/C.I.P. or at position....
- 18.4 Vessel....has reported at....
- 18.5 You must arrive at....at....hrs.

## 19. WEATHER

- 19.1 What is the weather forecast?
- 19.2 What is the wind direction and force/speed....?
- 19.3 Wind direction and force/speed at...is....
- 19.4 Is the wind expected to change?
- 19.5 The wind is backing/veering and increasing/decreasing.
- 19.6 What is the visibility at....?
- 19.7 Visibility at....is....metres/miles.
- 19.8 Visibility is reduced by fog/rain/snow/dust....
- 19.9 Is visibility expected to change?
- 19.10 Visibility is expected to improve/decrease to....metres/miles in/by....hours.
- 19.11 What is the state of the sea at....?
- 19.12 There is a sea/swell of height....metres/feet from....
- 19.13 Are sea conditions expected to change within the next....hours?
- 19.14 Sea/swell is expected to increase/decrease during the next....hours.
- 19.15 Can icing be expected at....?
- 19.16 Icing may be expected to form slightly/moderately/severely/very severely at....
- 19.17 Icing should not be experienced at....
- 19.18 Are there any warnings in operation for....?
- 19.19 A warning of gales/storms was issued at....hours starting....
- 19.20 What is the latest information about storm....
- 19.21 Is the wind force/speed expected to increase at....?
- 19.22 The wind at....will increase/decrease to force/speed....within the next....hours.

## PHRASE VOCABULARY

### C SPECIAL

## 20. FISHING

- 20.1 Navigate with caution small fishing boats are within....miles of me.
- 20.2 Is there fishing gear ahead of me?
- 20.3 You are heading towards fishing gear.
- 20.4 There are nets with buoys in this area.
- 20.5 Fishing gear has fouled my propeller.
- 20.6 You have caught my fishing gear.
- 20.7 Advise you recover your fishing gear.
- 20.8 Fishing in this area is prohibited.
- 20.9 You are approaching a prohibited fishing area.

## 21. HELICOPTERS

- 21.1 Vessel....ready for helicopter.
- 21.2 (Vessel....) helicopter now proceeding to you.

(Continued on Next Page Bottom)

## ***Traffic System for Tees Port Approaches; Research Described in Latest NPC Bulletin***

The National Ports Council have been studying traffic problems expected to arise in the River Tees when ships of up to 150,000 tons begin to use the port. As a result a new traffic system has been introduced on the Tees which the Council say could reduce ship delays by to 20 per cent, and the Tees and Hartlepool Port Authority have been advised that, using the new system, any levels of traffic that can be foreseen should be accommodated by the existing Tees Channel without unacceptable delays.

A summary of the Council's report to the Authority is published in the latest issue of the **NPC Bulletin\***. The Council's report is likely to be of interest to many ports which share the problem of the Tees in catering for the very large ships

now used in the bulk cargo trades.

During the next few years there is likely to be a dramatic increase in the shipment of oil and ore through Teesside. Most of this additional tonnage will be shipped in large bulk carriers and tankers, and this will mean that more and larger ships will use the Tees in future. The Port Authority therefore commissioned the Council to investigate whether the existing channel would be able to accommodate the extra traffic and the study was carried out by a Council research team working in close collaboration with the Authority.

After discarding two proposals—for two-way traffic with passing places for large vessels, and two-way traffic with a stepped depth channel—the system which has now been accepted was proposed.

The new system permits limited two-way operating, with smaller vessels allowed to move when a larger vessel is in the channel. A formula has been derived relating

the total beam of the two vessels to the width of the channel, and the team investigated the possibilities of reducing delays still further by widening the channel. They concluded that any reduction in delay achieved by this means would not justify the high capital cost.

Using the proposed system, the report concludes, 'the existing channel should accommodate the foreseeable levels of traffic without unacceptable delays being incurred'.

### **The New Bulletin**

Also included in the current issue of the **NPC Bulletin** are a summary of the findings of a survey of trends in the importation and handling of iron ore carried out by Warren Spring Laboratory; an article on the use of chart recorders for assessing performance of fork-lift trucks; a study of driver-visibility of container handling side-leaders; a case study in planned maintenance in the South Wales Docks of the British Transport Docks Board; a summary of a thesis on the problems of staff turnover; and a preliminary report on a survey of people accepting severance under the scheme introduced by the Port of London Authority in 1967.

Finally full details are given of the new programme of research for the ports industry which has been agreed by the Council with the British Ports Association.

\* National Ports Council Bulletin No. 5. Published by the National Ports Council, Commonwealth House 1-19, New Oxford Street, London WC1A 1DZ. Price £2.00.

- 21.3 My course and speed is.... knots.
- 21.4 Identify yourself\* (by method indicated).
- 21.5 (Vessel....) I am now making identification signal.
- 21.6 You are identified.
- 21.7 Present relative wind direction and force is....
- .....
- 21.8 Keep the wind on starboard/port bow/quarter.
- 21.9 Indicate landing/contact point.
- 21.10 Request permission to land on deck.
- 21.11 You may land on deck.

- 21.12 Do not land on deck.
- 21.13 Operation will be carried out using hoist.
- 21.14 Landing party ready to receive you.
- 21.15 I am landing/commencing operation.
- 21.16 Do not make fast hoist.

### **22. ICE BREAKERS**

To be developed and circulated later: in the meantime, refer to Chapter XIII of the International Code of Signals.

# *9th IAPH Conference* *1975* *Singapore Beckons—*



## **IAPH Post-Conference Tour—1975**

1. Pick one of the following Post-Conference Tours and you are assured of an unforgettable experience in the Orient!

2. No matter which one you choose, these tours have been designed to enable the traveller to see and feel more than just the usual tourist attractions. Our distinguished delegates and their ladies would have the opportunity to visit Malaysia and Indonesia and discover for themselves the charm, beauty and mystery of these countries and enjoy their warm hospitality, sunny climate, natural beauty and rich heritage.

3. And while eventful programmes

are planned for each tour, we have taken great pains to ensure that the pace is leisurely and relaxed in view of the tropical climate—just right for the busy executives and their ladies after the conference deliberations in Singapore!

### **Tour 1**

#### **(a) 5-day Malaysia Tour by air and coach (16–21 March 1975)**

The first alternative is a 5-day Malaysia tour by air and coach covering the Malaysian capital Kuala Lumpur, Port Kelang and Penang Port on Penang Island itself. Kuala Lumpur is a modern,

gay and throbbing city and Penang, the “Pearl of the Orient” is a dazzlingly beautiful island just off the coast of Malaysia with miles of sandy beach and crystal clear waters—also Penang Hill and the temples!

The Port Kelang Authority and Penang Port Commission will act as hosts for the delegates in Port Kelang/Kuala Lumpur and Penang respectively.

#### **(b) “Drive-away” by car to Malaysia**

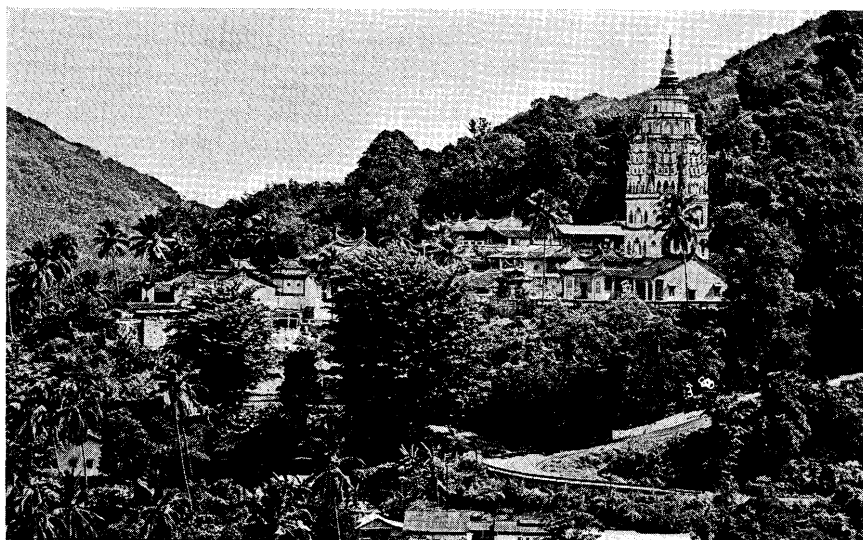
Or perhaps delegates would prefer alternative (b)—a “drive-away” tour by car to Peninsula Malaysia. Just get into an air-conditioned car in Singapore and drive yourself or with a chauffeur right up to Penang—and take in the scenic countryside with its fascinating villages, rubber estates, paid fields and oil palms.

Delegates will join the others in Tour 1(a) in Kuala Lumpur and Penang with Port Kelang Authority and Penang Port Commission acting as their hosts.

### **Tour 2**

#### **6-day Indonesia Tour covering Jakarta and Lake Toba (16–22 March 75)**

A tempting third alternative is a 6-day tour of Indonesia covering Jakarta, its outlying areas and Lake Toba in Northern Sumatra, with of course, visits to the Ports of Tanjung Priok and Belawan. Indonesia is a fascinating country composed of a



**Keh Lok See Temple, Penang, Malaysia**

➔ **Kuala Lumpur, Malaysia**

✎ **Indonesian Cultural Dance**

few thousand islands. In the course of history, it had been subjected to many waves of immigration from both Asia and Pacific and today enjoys a diverse mixture of ethnic types like Malays, Arabs, Chinese, Balinese and others. Its unforgettable songs, dances, art and culture and historic monuments all make it well worth visiting. There is also a chance to go to Lake Toba in Medan, a popular and completely unspoiled resort for a restful, happy time.

The Authorities in the Ports of Tanjong Priok and Belawan will be the hosts of the delegates in Jakarta and Northern Sumatra.

**Tour 3**

**6-day Indonesia Tour covering Jakarta and Bali (16-22 March 1975)**

Yet another offering is a 6-day tour of Indonesia covering Jakarta, its outlying areas and Bali, with once again visits to the Port of Tanjong Priok. Trips would also be organised to Borobudur, Indonesia's "Angkor Wat" where the temple is ornamented with carvings depicting scenes from Hindu mythology. And Bali! Come to Bali which has never failed to charm visitors—witness the 'ketjek' (monkey) dance and the 'barong' (kris) dance.

The Tanjong Priok Port Authority will be the hosts of the delegates in Jakarta.

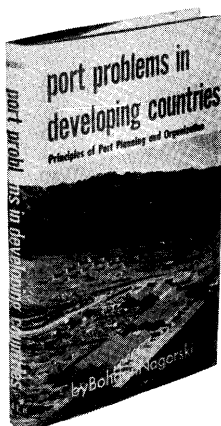
4. Full details of the above tours will be given to delegates in due course. (Port of Singapore Authority)



➔ **Lake Toba, Indonesia**



IAPH Publication—



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of port planning and oper-  
ation.

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*—Editor, the Dock and Harbour Authority*

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*—Assistant Secretary General, ICHCA*

## NZ Transport Minister—

(Continued from Page 9)

Wellington. Now we are looking at the South Island. In this context I would refer to the address given your Conference last year by the Netherlands Minister of Transport. He said and I quote "The industries located around our seaports are major enterprises capable of strong growth with high productivity rates per worker. They have a powerful stimulating effect on all manner of undertakings far beyond the actual port areas. For this reason we regard encouraging the establishment of industries around seaports in economically backward areas as desirable, because it reinforces the structure of such areas and increases employment."

Here in New Zealand, we would call this regional development. And with this concept we concur wholeheartedly. It has been said that it is fatal to have too many ports of call for container ships, that a serious situation could develop if there was. If there was over tonnage and too

many container ships chasing cargo. I suggest that it is equally fatal for a country of New Zealand's size and spread population to over-centralise container operations. Such over-centralisation would have adverse internal economic consequences and could indeed run counter to my Government's policy of regional development. The very thing the Netherlands Minister was referring to, container trade to and from New Zealand has expanded rapidly over the last year and indications are that it will continue to do so. We have to base decisions on container port development on what is best for the national interest. But Port Authorities do not need only to provide for the container age, of course, they also have to provide such as the roll-on roll-off vessels, and for the lash concept.

The Auckland Harbour Board, your hosts here, have had experience of both, and are leading the way in New Zealand in the provision of facilities needed for the rapidly expanding roll-on roll-off trade, both transman and coastwise, with the \$10.5 million Kings, Bledisloe

wharf development approved by the New Zealand Ports Authority and Government last year. By New Zealand standards it is a major development and one in keeping, quite frankly, with the vision and vigour we have come to expect from the Auckland Board and its senior Executive.

The whole exercise demonstrated a spirit of compromise between environmental issues and needed developments, with the Board being prepared to shift the siting of the Scheme to take notice of the public for harbour views, yet still providing the facilities which are so essential for shipping.

I understand that many of you have had the opportunity of seeing much of our country at first hand in the time that you have been here. I hope that it has been to your liking, and that it might convince you to opt for New Zealand as host for a biennial Conference of your Association some time in the near future. It would be our privilege and honour.

Thank you for inviting me to be  
(Continued on Next Page Bottom)

# port problems in developing countries

by Bohdan Nagorski — Published by IAPH

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# Orbiter Probe

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## Topics

### UNCTAD Port Seminar in Dar Es Salaam

Geneva, 18 April 1974 (UNCTAD Press Release):—The East African Community will be the host during the first half of May to a regional seminar on port management conducted by 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 of doing so.

These methods and their implementation which have recently been the subject of two similar seminars held in December 1973 in Singapore and in February 1974 in Calcutta, will be described and discussed at a third two-week seminar to be held at the Bahari Beach Hotel, Dar Es Salaam from 6-16 May 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 participants, mostly from African countries, have been invited to attend. Methods of

---

with you today and for the extension of the invitation to my wife. I declare this Conference officially open and wish you the best in your deliberations because indeed they are very important internationally.

identifying the bottlenecks to higher berth throughput will be described and there will be ample 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 has 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.

The twenty participants will come from the following countries: Cyprus, Ethiopia, Gambia, Kenya, Liberia, Libyan Arab Republic, Sierra Leone, Somalia and Tanzania.

### Travelers

- Port of Houston Authority held a reception 6 to 8 p.m., April 23, 1974, at Imperial Hotel, Peacock South Room, Tokyo in the name of Mr. Warner Brock and Mr. W. D. Haden, II, Commissioners, Mr. George W. Altwater, Executive

Director, and Mr. C. A. Rousser, Jr. General Sales Manager. More than one hundred shipping, trading and press representatives were present, including the IAPH officers Mr. T. Akiyama, Secretary General Emeritus, Dr. H. Sato, Secretary General, and Mr. K. Yokoyama, Deputy Secretary General. A brief slide-screen narration in Japanese was given on the Port and the City of Houston. Prior to the reception, a press conference was held in the adjoining room from 5 to 6 p.m.

### Navigation season was opened by downbound laker

Ottawa, March 26 (The St. Lawrence Seaway Authority):—For the first time in Seaway history, a downbound laker, the S.S. CANADIAN HUNTER, opened the navigation season on the waterway and, again for the first time, the opening ceremony was held at the U.S. Eisenhower Lock, near Massena, N.Y. when the ship arrived, at 1,000 hours.

To mark the occasion, Captain EDWARD COOPER was offered a commemorative scroll and an ash tray by Mr. Paul D. Normandeau, President of The St. Lawrence Seaway Authority, and a ceremonial flag and a set of cuff links by Mr. David W. Oberlin, Administrator of the Saint Lawrence Seaway Development Corporation.

The S.S. CANADIAN HUNTER, bound for Sorel, Quebec with some 934,000 bushels of U.S. corn, is owned by Upper Lakes Shipping Limited. Built in 1962 in St. Johns, N.B. for Papachristidis Shipping Ltd., the vessel was originally christened "Hamiltonian" and sailed under the name "Petite Hermine" from 1968 until 1970, when it was acquired by its present owners.

Among those attending today's ceremony were Capt. J.B. Hartford, Vice-President of Operations, Upper Lakes Shipping Limited; His Worship Mayor G. Lawrence White, of Massena; and His Worship Mayor Edward Lumley, of Cornwall, Ontario.

Today's event marks the earliest opening of the St. Lawrence Seaway navigation season.

## Season's Greetings— Great Lakes and St. Lawrence Style

International Association of Great Lakes Ports  
Toronto, Ontario, Canada

March 25, 1974 (John Jursa, Chairman, Promotion & Public Relations Committee):—The opening of navigation each year on the Great Lakes has a tradition all its own. And like Christmas, each port

marks the occasion in its own way. But the annual event seems to have a special kind of magic so that even old salts, who have been sailing their ships through the St. Lawrence Seaway system for years, still vie for the honor of being first into a lakes port.

Some regard the honor as national prestige. Take the Soviets in 1967. Their ship had a clear lead as it moved through the Lake Ontario—Montreal section of the Seaway headed for Toronto to open the overseas season when for some reason it was held up. The delay allowed a British freighter to slip past and win the prize. The disappointed Russians had to wait five years for another opportunity which came on April 18 in 1972 when the Ivan Moskvina sailed proudly into Toronto Harbour.

Not all ports treat the opening of the season in the same fashion. Some honor the first domestic vessel and the first overseas ship while others only offer recognition to the first saltie. The Port of Buffalo takes a first-come, first-honor attitude and presents a hat to the master of the first vessel into its port. The award, which was initiated in 1880, has always gone to the captain of a laker because the first ocean ship doesn't usually make its appearance in Buffalo until the season is well underway.

Presentations to observe the raising of the navigational curtain vary from sets of nautical bookends in the Port of Windsor to a silver bowl and blazer in the Port of Cleveland.

It doesn't matter which port it is in the system but the opening of the season always attracts the media. In the ports of Chicago and Erie where they go in for pyrotechnics, the arrival of the first ship makes good footage for TV cameras.

Sometimes the unusual happens and the media gets a bonus. A few years ago in Cleveland there seemed to be no doubt which ship would be first into port. The Jaycees went ahead and ordered an appropriate blazer for the presentation.

In the final hour, a Japanese freighter overtook the leader to win. This created something of a problem because the master of the ship which



Police said: "We have a hat that belongs to you."



Presenting a hat has its problems.



was supposed to win wore a size 56 jacket while the Japanese captain took a size 34. But the winner was a good sport and the cameramen had a field day.

In Toronto, the port authority marks the opening of the domestic season by symbolically placing a silk and beaver topper on the winning captain's head, a tradition dating back more than 100 years. If hats could talk, Toronto's topper would have some interesting tales to tell.

The first recipients of the hat were allowed to keep it for 24 hours and each captain wore his hat like a crown. One year the hat was late being returned so members of the Harbour Commission's staff went looking for it. The searchers found the captain and his crew in one of the nearby pubs. They were still celebrating, only now they were using the hat as a large drinking cup and had it filled to the brim with beer.

On another occasion the Toronto Harbour Master, who usually presents the hat, received a telephone call from a downtown police station. "We've got a hat here that belongs to you," said the voice on the other end of the line.

Sure enough it was THE hat which the captain, who was now sleeping peacefully in the lock-up, had received earlier in the day.

The first overseas vessel into the Port of Toronto is also honoured. The captain receives a dispatch case for his own use and a barometer for the ship.

In the Port of Detroit, the arrival of the "First Ship" is a community effort "keyed to the salties," according to David E. Clark, the port's office manager. Bands blare away, barometers are presented, trophies are accepted, toasts are drunk and everyone enjoys a fine luncheon.

"One of the features of the 1970 and 1972 openings was a contest to guess the arrival time of the first ship," he explained. "The 1970 contest, with a seven-day all-expense trip to the Bahamas as the prize, attracted over 4,000 entries with the winner hitting it right to the minute. The 1972 winner received a trip to the head of the lakes on one of the ore carries."

A painting by Frederic Reming-

ton, renowned painter of the "Old West," is the customary gift when the season opens in Ogdensburg, N.Y. And for a very good reason. Mr. Remington spent most of his life in Ogdensburg.

During one of the presentations, the captain remarked as he accepted the framed picture: "People will wonder what the heck a painting of cowboys and indians is doing on my ship."

Jet streams of coloured water, exploding fireworks and an escort

flotilla of small craft usually greet the first ocean vessel of the season in the Port of Chicago. At Lake Calumet Harbour, the Chicago Regional Port District, the captain of the first foreign vessel gets a cheque for \$100.

A special medal conveying honorary Chicago citizenship is just one of the awards given by the Port of Chicago, according to William J. Barry, first deputy port director. Other gifts include a bust of Abraham Lincoln, a City of Chicago flag



"But they said the captain wore a size 54 coat!"



They used the silk topper as a drinking mug.

and a framed certificate documenting the event.

The Port of Erie, which also goes in for the fireworks bit, is the only port in the Great Lakes system to give the captain of the first foreign vessel a key to the city.

Thunder Bay and Hamilton, like Toronto, honour both the first saltie and the first laker. The Hamilton Harbour Commission offers the ceremonial "top hat" and a cheque for \$25 to the master of the lake vessel while the captain of the overseas ship receives a set of cufflinks and an engraved plaque. The Lakehead Harbour Commission in Thunder Bay gives an electric clock-barometer to both.

At the Port of Milwaukee it's usually a briefcase and a silver pitcher for the ship's master and beer and cheese for the crew.

St. Lawrence River ports also have a long history of welcoming the first ships of the season. This has now changed to the first ship of the year because icebreakers have made Montreal and Quebec year-round ports.

The tradition at the Port of Montreal started with the presentation of a top hat well over a century ago during the days of sail, but the hat was put to rest about 80 years ago because port officials wanted the captain to have a more lasting souvenir. Now the award is a gold-headed cane which was won this year by Eduard Kupri, master of the Soviet ship, Pavlik Larishkin.

The Russians, whose ships dominate winter trade at Montreal, have won four gold-headed canes in the last 10 years. They were so delighted with their first win 10 years ago that they presented the cane to the marine museum in Leningrad where it is proudly displayed.

Quebec, the other major general cargo port on the St. Lawrence, also gives a gold-headed cane. "The excitement that the people of Quebec experienced when the first ship arrived—because it meant that winter was coming to an end and the port was coming to life again after several months of inactivity—is no longer true today," said port manager Paul Bousquet.

The fact that Quebec became an

## *For Stronger Trade Ties Between Japan and Port of Houston*

Houston, Texas, 4/9/74 (Port of Houston News Release):—Executives of the Port of Houston will meet with Japanese government, business and maritime leaders in Tokyo and Osaka during the week of April 21st to strengthen further the strong trade ties between Japan and America's third largest port.

Houston Port Commissioner Warner Brock and Port Executive Director George W. Altvater, along with General Sales Manager C.A. Rousser, Jr., will comprise the three-man delegation which will meet with Tokyo interests on April 22nd and 23rd and with groups in Osaka on the 25th.

As its principal trading partner, Japan is vital to the interests of Houston's Port administration and the visits in both Tokyo and Osaka will cover ways to increase this \$632 million dollar trade which accounts for more than three million tons of cargo annually.

On Monday, April 22nd, JETRO and the Japan-Texas Association will sponsor a luncheon for the visiting Houstonians in the Okura Hotel in Tokyo and on the evening of the 23rd the Port of Houston will be host at a reception in the Imperial Hotel. On the 25th the Houston group will be host at a reception in the Royal Hotel in Osaka.

The Port of Houston today is one of the world's busiest, with total cargoes in excess of 86 million tons in 1973. It is presently building a \$100 million facility for handling giant LASH and container ships and has recently added 15 additional

all year port in 1958 has also dampened the seasonal spirit. Like Montreal, Quebec now honours the first ship of the year.

wharves as well as container cranes and marshalling yards to serve conventional vessels.

More than a dozen Japanese trading companies, including Mitsui, Mitsubishi, C. Itoh, Marubeni, Sumitomo Shoji, Toyomenka and others have offices in Houston as well as the Bank of Tokyo. The Japan Trade Center also has an office in Houston and the Japan-Texas Society, composed of business leaders in both areas, meets annually as a further means of developing this strong trade.

Steel in all forms, from beams and pipes to nails and bolts, accounts for Japan's principal export to Houston at nearly 700,000 tons valued at more than \$160 million. Next in importance are Japanese motor vehicles which in 1973 accounted for more than 75 thousand tons valued in excess of \$134 million.

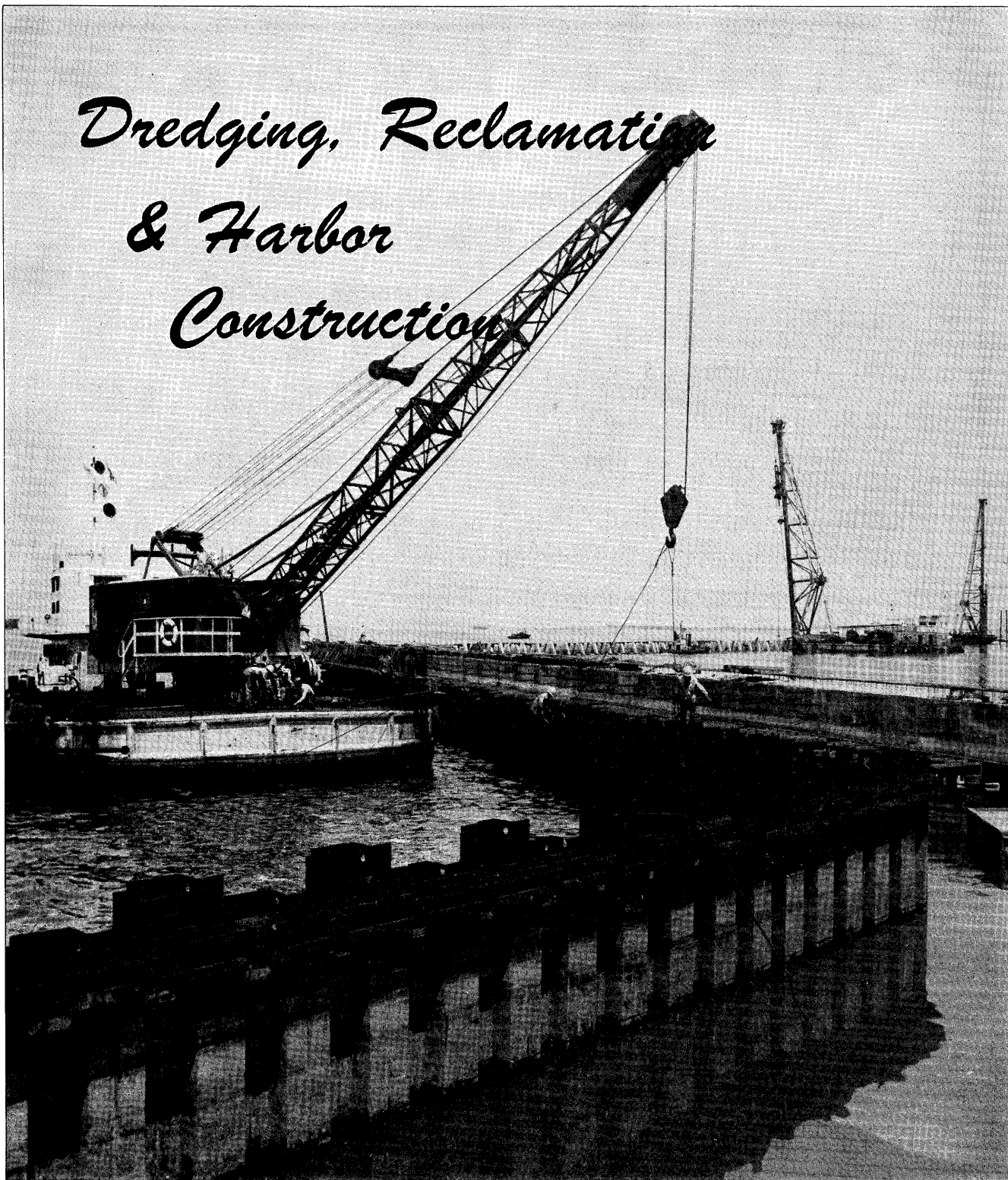
Other principal imports from Japan to Houston in 1973 were synthetic rubber, organic chemicals and plywood, accounting for more than 155,000 tons valued in excess of \$15 million. Houston's total imports from Japan were nearly one million tons valued at more than \$341 million in 1973.

On the export side, Houston's principal shipments to Japan last year were more than 1.5 million tons of wheat, corn and other cereals valued at some \$115 million followed by 362,000 tons of soybeans valued at \$73 million. Other exports included chemicals and other petroleum products, cotton and cotton linters, and steel scrap for a total export tonnage of 2,227,000 tons valued at more than \$291 million.

Thus, while on a tonnage basis Houston exported more than twice as much to Japan than it imported,

**(Continued on Page 39)**

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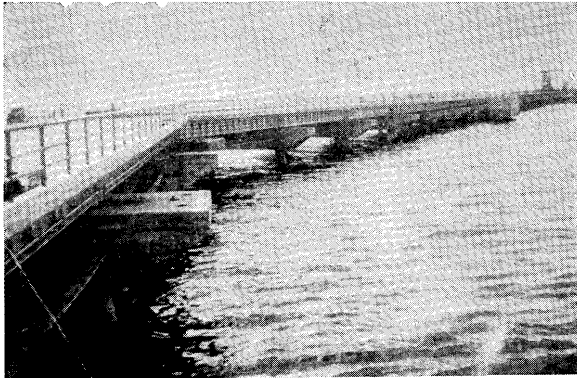


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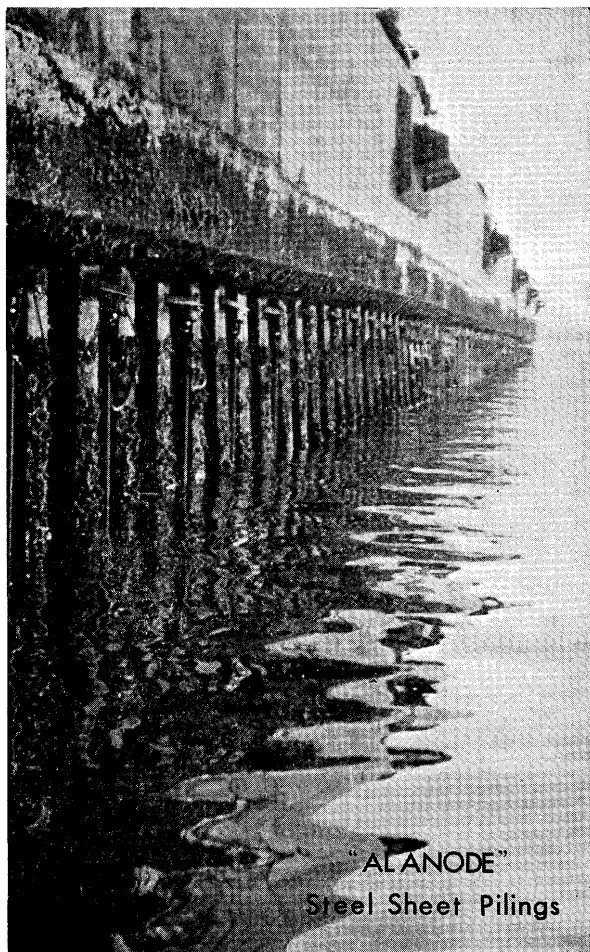
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(Continued from Page 36)

Japan had a 17 per cent greater advantage in the monetary value of the cargoes moved, \$341 million to \$291 million.

At the receptions in Tokyo and Osaka the Houston Port executives will show slides on the Port of Houston and its new developments and facilities, as well as discuss the rich and fast-growing trading area of the west-central and southwestern sections of the United States served by the Port.

With its worldwide interests in petroleum and petrochemicals, ocean, space and medical sciences, Houston also is emerging rapidly as the predominant international air gateway for the south and central United States. While the Houston delegation represents the Port and maritime shipping interests, members will also discuss the need for direct air service to Japan since Houston, as one of the world's leading trading centers, already has two direct air services to Europe.

### Record-setting pace continued

Baltimore, Md., April 4 (News from Maryland Port Administration):—"The port of Baltimore began 1974 where it ended 1973 continuing a record-setting pace for foreign waterborne commerce.

A spectacular jump of 42.1 per cent in export trade for the first month of the new year led the port to a substantial overall increase in total foreign trade over the same period in 1973, according to figures just compiled by the Maryland Port Administration. The MPA is an agency of the Maryland Department of Transportation.

Exports for January 1974 registered nearly 1.22 million tons, a jump of 361,203 tons over the same total of a year ago. Baltimore's total foreign commerce for the month rose 12.5 per cent to more than 3.2 million tons, despite a slight decline of 0.3 per cent (6,393 tons) in import trade.

These figures place Baltimore some 354,810 tons ahead of 1973's cargo pace, when the port handled an all-time record of about 37.7 million tons of import-export freight.

Among the major export move-



San Francisco, Calif., 3/27/74 (California Marine Affairs and Navigation Conference):—"A BALANCING POINT" between imperatives of maintaining and improving navigation channels, and maximum protection of the marine environment, was the ongoing dialogue recently when the San Francisco Bay Region Dredging Committee met with key Corps of Engineers officers. With similar mandates, the California Marine Affairs and Navigation Conference task force chairman, Frank C. Boerger (left) assured Corps Director of Civil Works, Major General John Morris, of industry's commitment to regulations and added dredging costs of demonstrable environmental benefits and cost-effective in results. Taking part in the discussion were BG George Fink, South Pacific Division Engineer, and John Henderson (right), Terminal Superintendent, Standard Oil Company of California. The C-MANC group has been instrumental in modifications of stringent Water Quality Control Board dredging regulations deemed of doubtful effectiveness and of considerable social and economic costs, and is working with the U.S. Environmental Protection Agency in seeking workable new national guidelines.

ments during January 1974 were coal, up 102.7 per cent over the previous year's figure to 588,998 tons; corn, up 16.3 per cent to 318,200 tons; iron and steel products, up 104.3 per cent to 50,159 tons; and automobiles and trucks, up 24.1 per cent to 12,030 tons.

On the import side, iron ore was by far the leading commodity, hitting a mark of 754,742 tons, an increase of 223,033 tons or nearly 42 per cent 1973's total for January.

Petroleum and petroleum products unloaded in Baltimore also registered an impressive total of 616,977 tons. However, this figure is some 346,793 tons or 36 per cent below the same total recorded a year earlier and reflects an overall recent decline in oil imports experienced by all major U.S. ports.

Container statistics from Dundalk Marine Terminal, the port of Baltimore's center for container activity, show that 12,954 boxes registering 170,048 tons were handled during the first month of 1974. This amounts to increases of 16 per cent and 31 per cent, respectively, over

the same totals for last year.

The Dundalk container figures are for that terminal only and do not include totals of the port's private container terminal operators. However, they do represent a sizable portion of the overall amount, since Dundalk customarily accounts for about three-fourths of the port's container tonnage.



## Port of Oakland Trade Mission Visits Far East

(Released April 26 at Hotel Okura, Tokyo):—A healthy increase in cargo tonnage carried by the six Japanese container lines led the Port of Oakland to another record year in 1973, it was reported in Tokyo today by Ted Connolly, First Vice President of the Oakland Board of Port Commissioners.

The six Japanese-flag lines—Japan Line, "K" Line, Mitsui-O.S.K., N.Y.K., Showa and Yamashita-Shinnihon—moved twice as much cargo through the Port of Oakland in 1973 as they did in 1972, Connolly said.

Connolly is heading a Port of Oakland Trade Mission to the Far East with visits scheduled for Tokyo, Hong Kong and Taipei.

According to the Port Vice President, Oakland's tonnage established new records in total cargo handled and containerized tonnage for the 12th consecutive year to reinforce Oakland's position as the leading containerport in the Pacific Basin. In addition to the marked increase in tonnage carried by the six Japanese lines, Connolly attributed Oakland's continued growth to the addition of new trans-Pacific container service by Fesco Pacific Line, Orient Overseas Container Line, and Columbus Line. Other major factors included an increase in the "mini-bridge" sea-rail cargo movements through the Port and the establishment of consolidation and distribution services, mainly at the Oakland Distribution Terminal.

"Last year 7,207,149 revenue tons of freight were shipped through Oakland, including 5,395,094 revenue tons in containers, as total tonnage rose by 10 percent over 1972 totals and containerized shipments were up 17.8 percent over the previous year," Connolly said.

"In 1972, the Port of Oakland handled 6,535,034 total revenue tons of which 4,577,451 were con-

tainerized, both previous Port records," he added.

During 1973, 436,590 loaded 20-foot container equivalents were shipped through the Port, surpassing the previous high of 349,652 achieved in 1972.

Containerized cargo represented 86 percent of all Port general cargo and 75 percent of total Port tonnage.

Connolly noted that break-bulk cargo for the year was 812,136 tons, down from 998,191 tons the previous year, but was more than offset by the 817,643-ton gain in container freight.

Oakland intends to maintain its leadership role in container shipping through several terminal expansion projects about to be concluded and additional ones planned for the future, Connolly said.

"The largest project now underway is a development in the Port's Middle Harbour area, along the protected Oakland Estuary. Located there is Seatrain Line's recently-expanded West Coast headquarters facility and the Port's soon-to-be-completed Middle Harbour Container Terminal," he reported.

A second berth and 15 acres of backup space were added to the Seatrain Terminal in the first phase of the project. That development provides Seatrain with an overall 48-acre base for its container service to the Far East. The complex, which also houses the company's Pacific administrative headquarters, has service of two 45-ton container cranes.

The contiguous Middle Harbour Terminal will swing into action as a container facility as soon as two 51-long-ton container cranes erected on the site are fully operational, expected to be in July.

One berth will be utilized by United States Lines for its tri-continent container operation link-

ing the United States, Far East and Europe. Adjacent to the U.S. Lines terminal is the site for the company's West Coast administrative office that will be completed next year.

The second berth and 16 acres of backup space will be operated by Marine Terminals Corp., the West's largest stevedoring and terminal operating firm, as a common user container base, open to use by all carriers.

Expansion activity is also well underway in the Matson portion of the Port's Seventh Street Terminal. The northern face of the facility is being lengthened by 250 feet to allow berthing of two large containerships simultaneously. In addition, a third container crane is being added to that portion of the facility, where in addition to Matson ships, van vessels of N.Y.K. Line, Showa Line, Columbus Line and Orient Overseas Container Line make all their Northern California calls.

Work is also underway to develop the western portion of the Matson Terminal for use as a roll-on/roll-off facility. To accommodate those vessels, the Port is dredging the berthing area to 35 feet, and special ro-ro ramps and other equipment will be installed.

When this phase of overall Port expansion is concluded in the near future, Oakland will have 12 container berths, 14 container cranes, two roll-on/roll-off facilities and some 300 acres of container backup area—the largest array of automated freight handling facilities on the Pacific.

Additional terminal facilities are on the drawing board.

Being planned are a 100-acre container terminal in the Port's Outer Harbour area, having up to three berths; a major expansion of the Sea-Land Terminal; and substantial improvements for the Grove Street complex in the Inner Harbour.

As far as future tonnage is concerned, further increases would seem to be in order, according to Port Executive Director Ben E. Nutter, because of new services and new facilities at Oakland. Just what level those increases might reach, is difficult to predict, but Oakland port officials feel a forecast of 9.5

million tons of cargo by 1980 is not unreasonable.

Nutter reported that the Oakland Distribution Terminal, two years in operation, has grown rapidly and has established itself as a means of providing importers with a service that cannot be surpassed in the Western United States.

"The distribution terminal, located adjacent to the Port's mammoth Seventh Street Terminal and Outer Harbour facilities, and near container yards of three transcontinental railroads, offers a consolidation service to importers in which small shipments are combined to achieve lower volume inland freight rates," Nutter said.

The standard consolidation offered importers includes container pick-up at the steamship terminal, container unloading and reloading into high-cube piggyback or truck trailers and consolidating that cargo with other freight to achieve the lowest inland rate possible.

Nutter said that all quantities of freight ranging from 1,000 lbs. up to any volume of cargo received at one time can be consolidated. There is no service charge to the importer—he merely pays a proration of the lowest applicable rail or truck charge along with the other shipper whose freight makes up the load.

Another important ODT service is designed for through container movements. In that type of operation an individual shipper's containers are drayed from the steamship line container yard to railroad piggyback yards. There the vans are matched with other containers or trailers moving to the same destination, again achieving the lowest available freight cost.

Transloading, a service for shippers who by themselves have sufficient cargo to achieve low inland rates, is a third major import service of ODT. Here freight is transloaded from containers into trucks or piggyback trailers to attain maximum cube. Again, no charge other than the appropriate freight rate is levied.

Nutter noted that by using ODT, shippers need deal with only one company, making communications, documentation and claims more



**San Francisco, Calif., 4/8/74 (Marine Exchange of the San Francisco Bay Region):**—The maiden voyage arrival of the M/S HOEGH PILOT was recently commemorated in special ceremonies aboard ship. To officially welcome Captain Gunnar Hansen, master of the vessel, were (left to right) Robert Langner (Marine Exchange), and Miss Maritime, Leslie Valstad. Captain Rolv Berg, representing the owning company Leif Hoegh & Co., looks on. The Exchange regularly welcomes ships on their initial voyage to the Golden Gate Region as part of its maritime promotion campaign. Transpacific Transportation is the local agent for the Far East bound vessel.

efficient. "Shippers, as a result, have better freight control," he said.

Oakland Distribution Terminal is operated by Marine Terminals Corp., the largest stevedoring and terminal operator on the Pacific Coast.

### **New Harbor Department General Manager**

Los Angeles, Calif., March 20 (Port of Los Angeles):—Fred B. Crawford, former assistant general manager of the Los Angeles Harbor Department, was named general manager today (Mar. 20) by the Board of Harbor Commissioners.

Crawford fills a vacancy created by the retirement of Bernard J. Caughlin on January 1.

Donald A. Walsh, the Harbor's director of planning and research and temporary general manager during the interim, will continue to direct Harbor activities until Craw-

ford assumes his duties on April 1, pending routine medical examination.

The new general manager first joined the Los Angeles Harbor Department in December, 1968. He resigned that position last June to enter a family business near Seattle, Washington.

Crawford was born in Seattle on November 6, 1928. He attended public schools and graduated from the University of Washington with a BA degree in Business Administration. His specialty is real estate and finance.

As an assistant general manager for the Los Angeles Harbor Department, Crawford supervised the property management, planning and research and public relations divisions.

He previously had been an assistant general manager with the Port of Seattle for four years, with re-



**San Francisco, Calif., 4/15/74 (Marine Exchange of the San Francisco Bay Region):—**The MS KUNGSHOLM, another of Swedish American Line's beautiful passenger vessels, called at the Port of San Francisco recently on her maiden voyage to these waters. To officially welcome the luxury cruise ship, Jack Page, president of the Marine Exchange, presented vessel master Captain Carl-Otto Wijkmark with a commemorative inlaid tray depicting a Golden Gate maritime scene. Also on hand to greet the Captain were representatives from city government and other trade promotion organizations. The KUNGSHOLM, considered one of the most successful long distance cruise vessels, has a passenger capacity of 465 and gross registered tonnage of 26,678. General Steamship Corp. is the local agent.

sponsibility for waterfront and airport operations and industrial development. He had an additional three years as the manager of properties and industrial development for the Port of Seattle.

Fred B. Crawford and his wife, Sally, have three daughters and a son.

### New oil scooper

Antwerp (Antwerp Port News, January 1974):—An order for a new oil skimmer was recently placed with SKB (Scheepvaart en Konstruc-tiebedrijf), at a price of 10½ million BF. It will take some 12 months for the craft to be completed and the

port thus relies on it that same will be ready to operate by the end of 1974, when it will immediately take the place of its predecessor (on duty

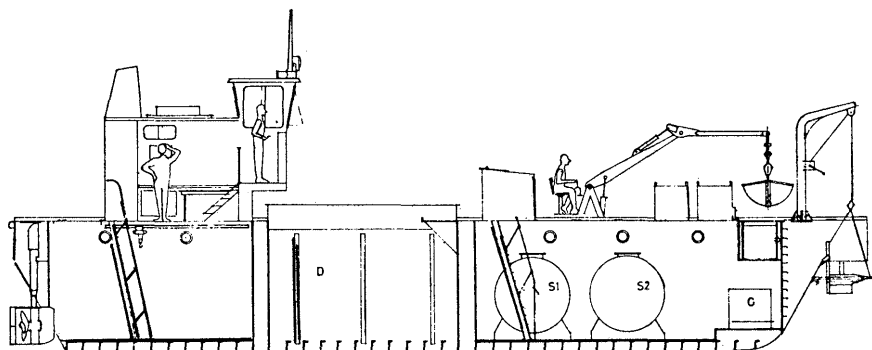
as from 1954). The way the oil-skimming business evolved, is no longer a match for the latter, due to the vast growth of the port area and the volume of oil to be removed from the surface of the water. The latter quantity averaged some 380,000 litres per annum in the years 1955–1959; it grew to 430,000 litres in the next following years and rose to 877,000 litres in 1965–1968; from 1968 to 1971 the average annual quantity was 1,200,000 litres and a top figure (1,560,000 litres) was reached in 1972.

In order to cope with this upward trend, the oil scooper's capacity had to be brought up to 3,745 litres of oil an hour, when the oil and water proportion was 1/1.73, a very gratifying proportion indeed. One of the most brilliant achievements of the old scooper was when a new oil-tank of Esso gave way in the year 1967 and tons of crude got into the 5th Harbour-Dock. In 11 days' time, 1,219 tons of oil were removed then.

It will be necessary for its younger brother to reach an output three times as much as can reach the present boat. She is to be 20 m long, 4.5 m wide and will be equipped with two motors of 135 HP each, tap to maintain a speed of 15 km/hour.

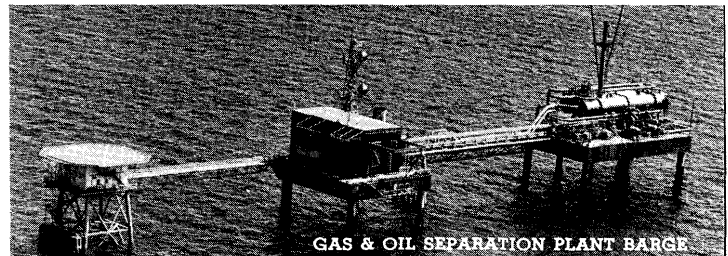
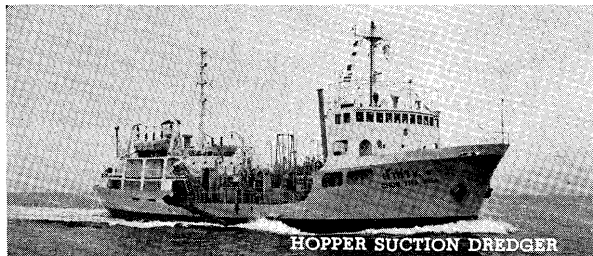
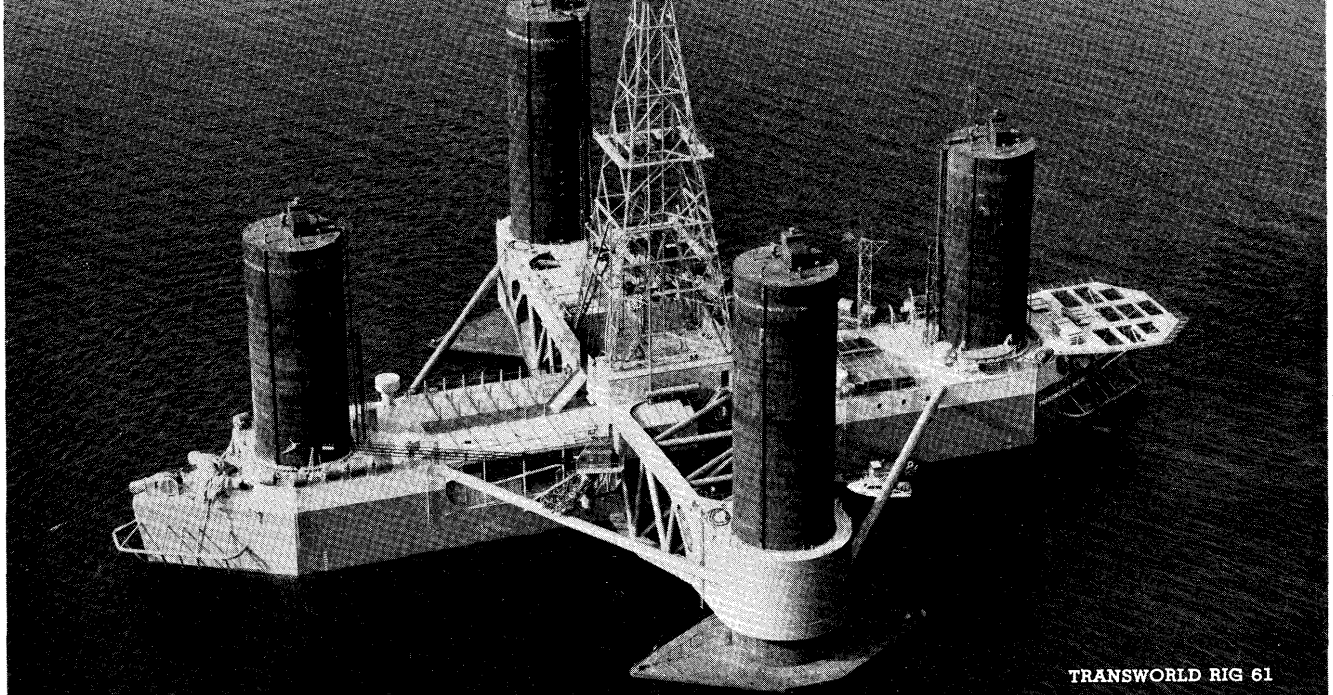
The scoop i.e. the part of it that does the actual skimming of the water surface, will be 3 m wide and the tank will hold 50 m³. The boat will also have an equipment for discharging the skimmed oil or for the spouting of detergents. There will even be a grab-crane to clear the surface of the water from pieces of timber and all kinds of wastage. It

(Continued on Page 44)



**Scheme of the new oil skimmer ordered for the port of Antwerp.**

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(Continued from Page 42)

will offer proper accommodation for the crew.

The oil yielded by the skimming will be delivered in Antwerp to the plants of Antwerp Cleaning Station (near Boudewijn-lock), where special collectors for waste oils are available.

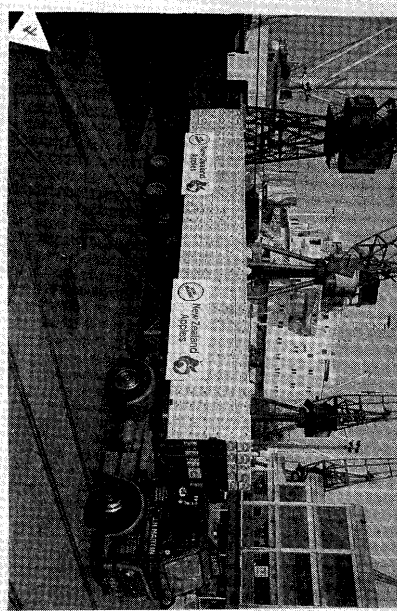
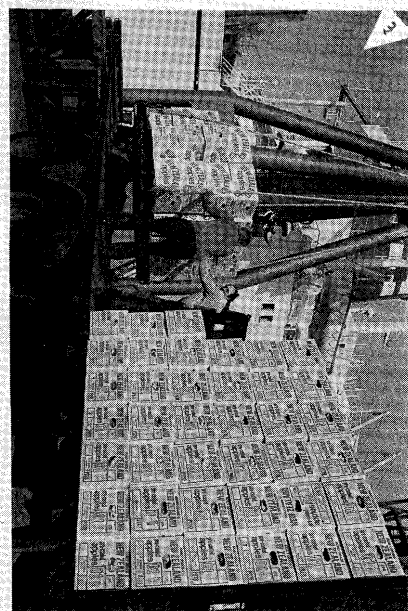
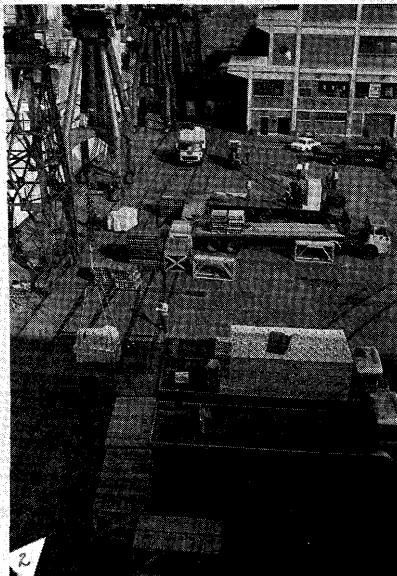
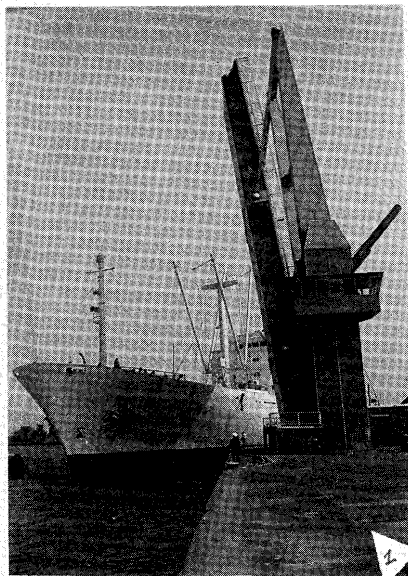
The new oil skimmer will be able to maintain the clean-ness of the water in the Antwerp docks, which is much saying, as the area involved extends over 1,306 hectares (=3,400 acres).

### Port for discharge of New Zealand apples and pears

London, 27th March (PLA News):—For the fourth successive season London's India & Millwall Docks will again be the main UK discharging port for New Zealand apples and pears. Agreement has been reached between the NZ Apple and Pear Marketing Board, the shipping lines and the PLA on arrangements for 1974 with the first ship due next month. The PLA's experience and expertise in developing jointly with the NZ Board the successful direct delivery system of handling this fruit at the specialist berth has been a significant factor in competing with other ports for the major share of this year's trade.

The fast reefer vessels of the shipping companies involved, Lauritzen Peninsular Reefers Ltd., Salen Reefer Services AB., and the Brostrom Group, will be using their regular berth, No: 30/31 in West India Dock where a good relationship has become established between PLA and Shipping Companies' staff and labour extending beyond joint commercial endeavours to social activity.

Lauritzen Peninsular Reefers Ltd., whose London agents are Finzi Layman Clark & Co. Ltd., are the main carriers of the NZ fruit imports. They also chose the same berth for their West Coast of North America fruit season shipments extending the company's London activities over a greater period of the year. PLA regard this as a further demonstration of confidence in London's expertise and service.



### Pictures in this page

**Pic. 1.** shows "Wild Curlew" entering India & Millwall Dock Lock Entrance on her way to the specialist dock berth.

**Pic. 2.** shows "Wild Curlew" alongside berth No: 30/31 India & Millwall Docks where the direct delivery system provides for immediate discharge to lorries which are speedily loaded and despatched to market.

**Pic. 3.** shows PLA dockers loading boxes of NZ Apples onto lorries at ship's side under the direct delivery system jointly devised by the PLA and the NZ Apple & Pear Board.

**Pic. 4.** shows the first lorry load of this year's new season NZ apples and pears about to leave the specialist berth No: 30/31 India & Millwall Docks where m.v. "Wild Curlew" arrived with the biggest first shipment of new season fruit. This load was on its way to market within two hours of the vessel arriving and beginning discharge under the direct delivery system which is a special feature of handling this trade in London.

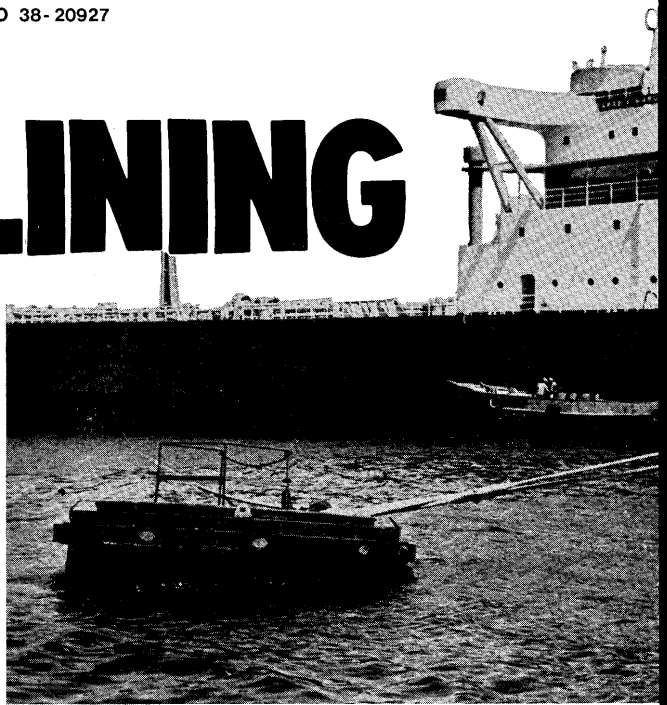


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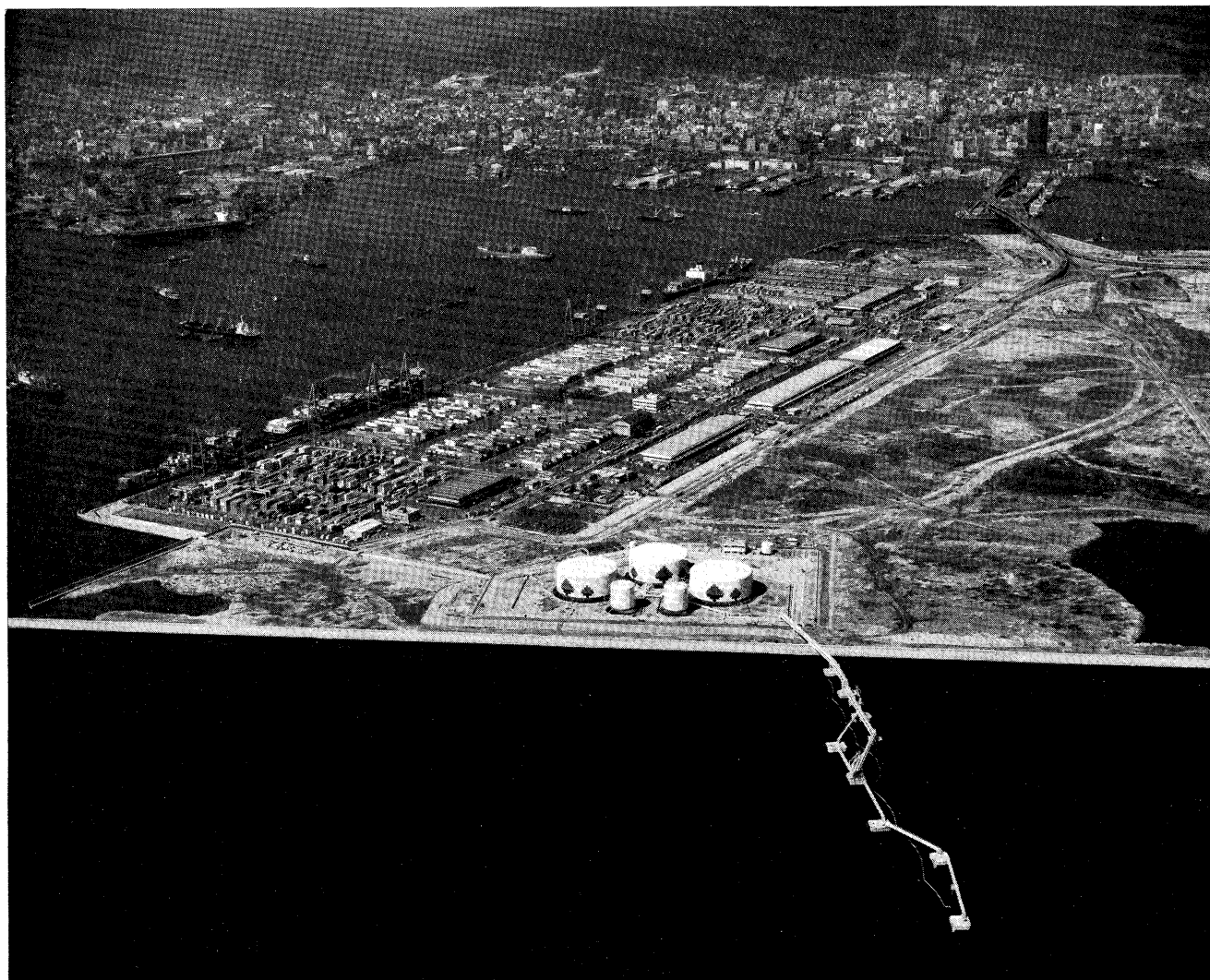
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Kobe (Port & Harbor Bureau, Kobe City Government), photograph taken February 27, 1974:—Bunker Oil Station operated by Kobe Port Service Co., Ltd. Bunkering service will be begun in April 1974. Oil-receiving pipeline (elevated) is seen in the foreground.

### Transport development at Port of Esbjerg

Esbjerg, Denmark (The Port of Esbjerg Magazine, November, Port of Esbjerg Authority):—When a demand becomes so urgent that it rates a “rush” priority, it is a sign that action should have been taken much earlier. It is generally better to be prepared when the demand arises, a course that can create a demand in itself.

This is the policy that has been followed by the Port of Esbjerg, in line with Winston Churchill’s motto: Nothing comes from doing nothing.

No-one knew a demand existed

for lift-on/lift-off terminal facilities in Esbjerg, but the Port wished to compete for this business. While Esbjerg has a state-owned port, the State did not wish to operate the terminal. Instead, local shipping firms were encouraged to take part in the enterprise, and the Port’s main users formed their own company for the purpose. Esbjerg Unlift A/S has been given a concession to operate the terminal, which includes a container crane for lift-on/lift-off traffic and ramps for roll-on/roll-off services. The terminal has a land area of 40,000 sq.m., and rail tracks for the entire length of the pier. Annual capacity is about 15,000 20”

containers, and several regular weekly container routes have been established.

That is how Esbjerg got its new container terminal.

### 8.4 million tons in 1973

Nagoya (Nagoya Port News, No. 3, 1974):—The latest statistics just published at Port of Nagoya put ships of call at 60,472 in 1973, and gross tonnage at 98,280,000,199. Cargo handling came in at a record 83,999,711 tons, a gain of 13.4 million over the previous year and topping all such figures since the port opened.

The cargo handling volume break-

down shows 37.42 million tons from foreign route ships and 46.58 million tons from domestic route ships. Containerized cargo exclusive of feeder-type shipped to other ports, reached 1,179,000 tons, a 13.2% increase over 1972.

### Largest specialised general cargo vessels to be accommodated at Botany Bay

Sydney, 15th March (The Maritime Services Board of N.S.W.):—Botany Bay will be capable of accommodating the world's largest specialised general cargo vessels.

This was revealed in plans released in Sydney to-day by the President of the Maritime Services Board, Mr. W. H. Brotherson.

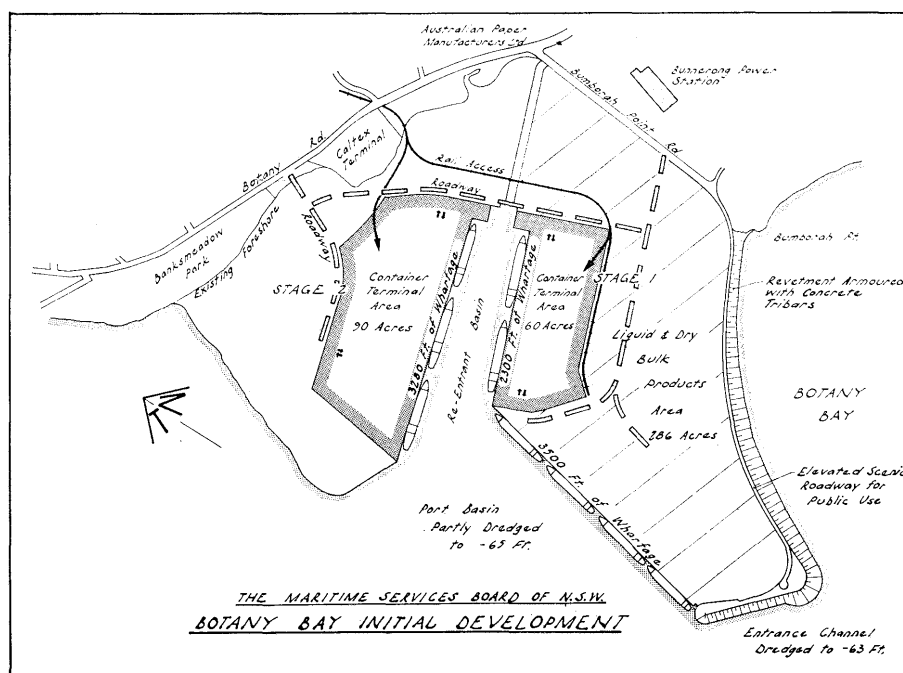
The plans show that a five berth wharfage complex (shown as container Terminals for ease of identification) with depths alongside the wharves of 50 feet is to be established in the new port area being developed by the Maritime Services Board at Botany Bay.

This depth is more than sufficient to accommodate the largest container vessels at present in service as well as any which may be brought into service in the foreseeable future.

In releasing the plans following the meeting of the Board this morning, Mr. Brotherson said that a total area of 150 acres had been set aside for the cargo terminals and that an average of 30 acres will be devoted to each of the five berths. The berths will each have a length of approximately 1100 feet.

Mr. Brotherson said that 60 acres, providing for two berths, had been allocated in the first stage of the Botany Bay scheme for specialised general cargo ships but the Board decided some time ago to proceed immediately with the first part of the second stage of the total development plan to provide a further 90 acres for three additional wharfage areas.

He said the first of the special terminals will be available in three years time with the remainder being developed as required to provide for the expansion of the container and specialised general cargo trades rather than to replace existing facilities in the Port of Sydney.



He pointed out that provision is being made for adequate road and rail connections, and the collaboration and co-operation of the Public Transport Commission and the Department of Main Roads has been extended over a long period of time in the planning stages in order to achieve optimum efficiency.

Mr. Brotherson referred to a statement made some three weeks ago in which he pointed out that, apart from the construction of the general cargo terminal facilities, will be provided for dry and liquid bulk cargoes. The first berth for bulk cargoes will be available by the end of next year.

He said a depth of 65 feet at low water will be provided in this section of the port making it the deepest in Australia and one of the deepest ports in the world.

Stages 1 and 2 of the development will provide for the reclamation of 550 acres of land which, together with services, involves an expenditure of \$75 million.

The plans now announced are the culmination of many years of planning work undertaken by the Maritime Services Board to provide a supplementary port for the Port of Sydney and to bring to fruition the prediction made by Mr. Brotherson some years ago that Sydney would become known as "A Twin Port City".

### First Container Ship Service to Pakistan Inaugurated

Karachi, Pakistan (K.P.T. News Bulletin, January 1, 1974):—Mr. Ghulam Mustafa Jatol, Chief Minister of Sind, performed the inauguration ceremony of the first container service to Pakistan, on 27th December, 1973.

The Inauguration ceremony held at the berth No. 24, West Wharves, was attended by Provincial Ministers, high officials of the Federal & the Provincial Governments, Senior Officers of the Armed Forces and the leaders of shipping, Trade & Commerce, the Port clientele & the elite of the city.

On his arrival the Sind Chief Minister until recently Federal Minister for Political Affairs & Communications was received by Chairman, K.P.T., Rear Admiral Syed Zahid Hasnain, who then introduced the Trustees of the Port, K.P.T.'s Heads of Departments and Workers Unions leaders to the Chief Guest.

The Ceremony Commenced with the recitation from Holy Quran. Thereafter, Chairman, K.P.T., S. Zahid Hasnain, presented the address of welcome to the Chief Guest. After replying to the address of welcome Mr. Ghulam Mustafa Jatol, proceeded to the quayside and cut

the tapes on the First Container containing export from Pakistan which was then hauled up and loaded aboard M.V. "President Taylor"—the first container ship arriving at Karachi Port. Mr. Jatoi, then proceeded to name the tug recently purchased by K.P.T. from Japan. The tug was named "Mazboot"

### Prime Minister Commissions 8 New Berths

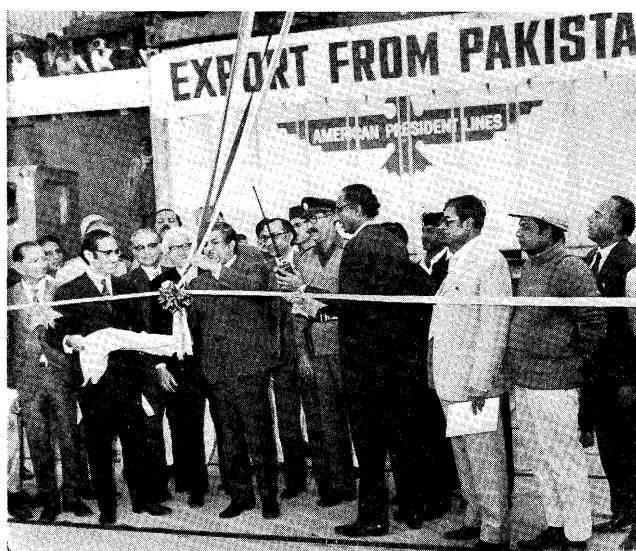
Karachi, Pakistan (K.P.T. News Bulletin, January 15, 1974): — Prime Minister Zulfikar Ali Bhutto performed the ceremony of the

commissioning of eight Shipping Berths at Karachi Port on January 2nd, 1974 at 11.00 A.M. before a distinguished gathering. Three new Berths Nos. 22-24 were commissioned at West Wharves and Four Reconstructed Berths Nos. 1 to 4 and one lighterage berth were commissioned at East Wharves, amidst a tumultuous fanfare of Salutes from vessels in the harbour and cheers from the Port workers.

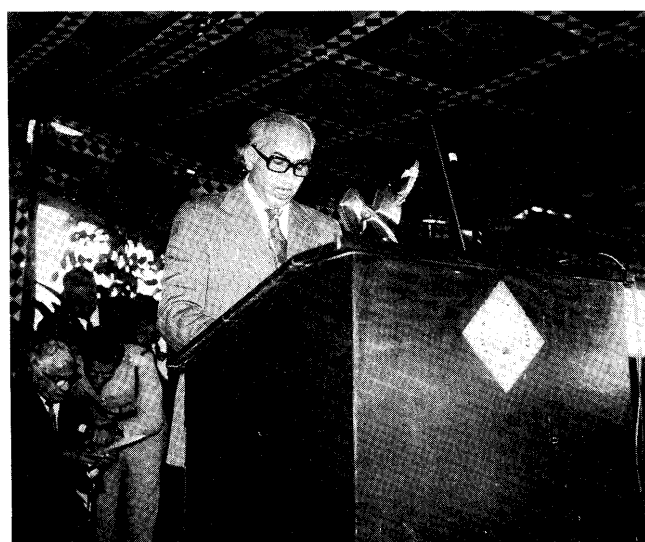
On his arrival, the Prime Minister was received by Mr. Khurshid Hassan Meer. Federal Minister currently holding charge of Communications who then introduced

the Chairman. Karachi Port Trust, Rear Admiral (Retd.) Syed Zahid Hasnain to the Prime Minister, Later on the Chairman, K.P.T. introduced the Trustees of the Port, the Heads of Departments of the Karachi Port Trust, the members of the Dock Labour Board, others connected with the project and the leaders of the workers' unions to the Prime Minister.

The ceremony commenced with the recitation from the Holy "Kuran." Thereafter, Mr. Khurshid Hasan Meer, Minister without Portfolio, presented the Address of Welcome to the Prime Minister.



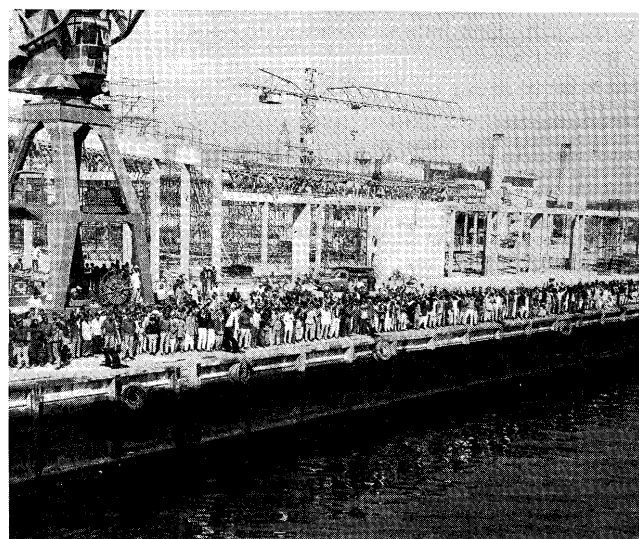
Mr. Ghulam Mustafa Jatoi, Chief Minister of Sind, cutting the tape to mark the inauguration of the First Container Service to Pakistan on 27th December, 1973.



Prime Minister of Pakistan Mr. Zulfikar Ali Bhutto addressing the gathering on the occasion of the Commissioning of Eight New Shipping Berths.



A view of the containership which arrived at Karachi Port, marking the First Container Service to Pakistan, on 27th December, 1973.



The new shipping berths at West Wharves commissioned at Karachi Port by the Prime Minister of Pakistan.

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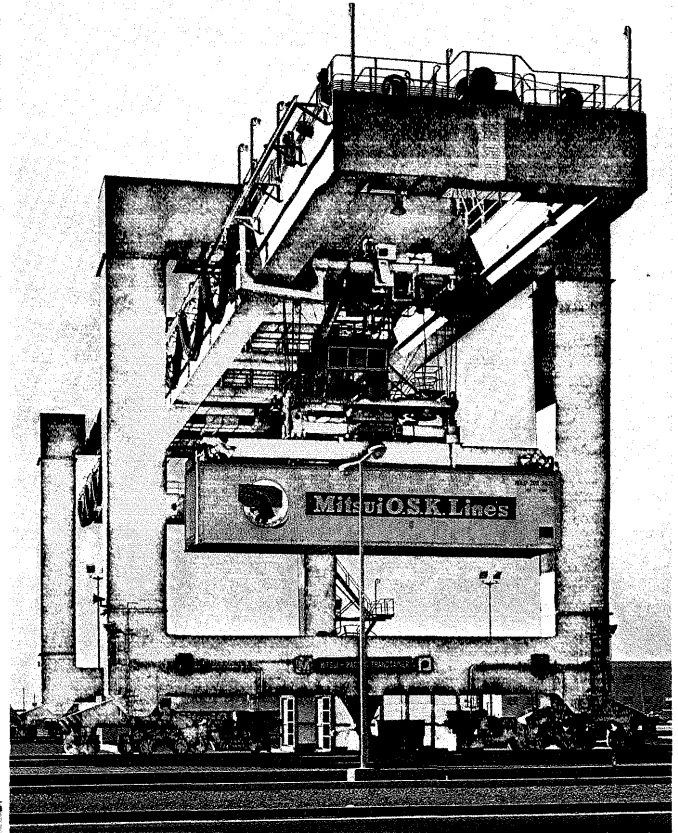
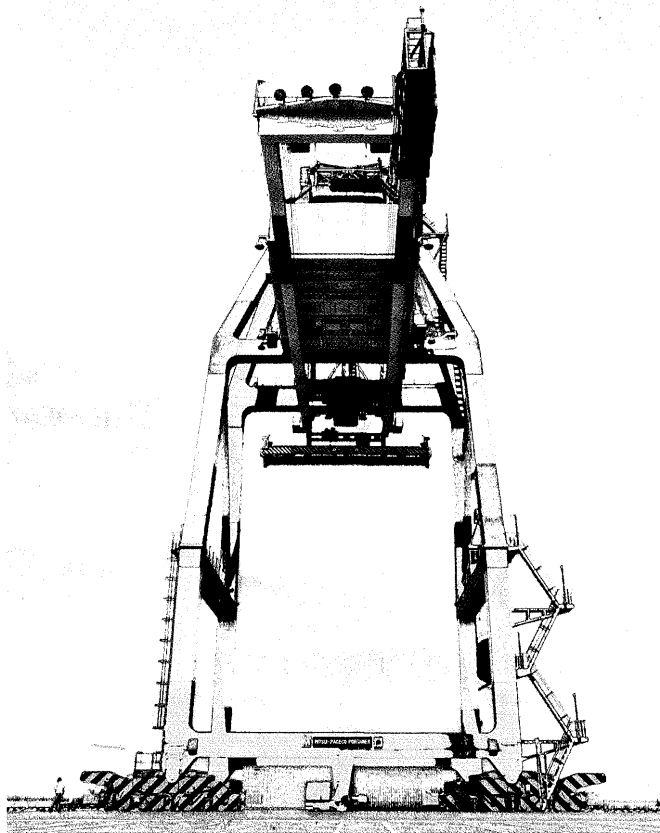
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