

PORTS *and* HARBORS

November, 1975 Vol. 20, No. 11



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IAPH 20th Anniversary Features

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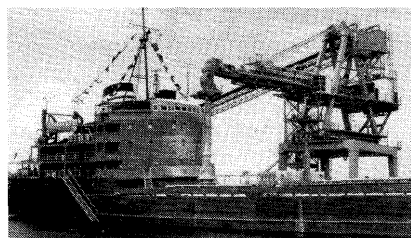
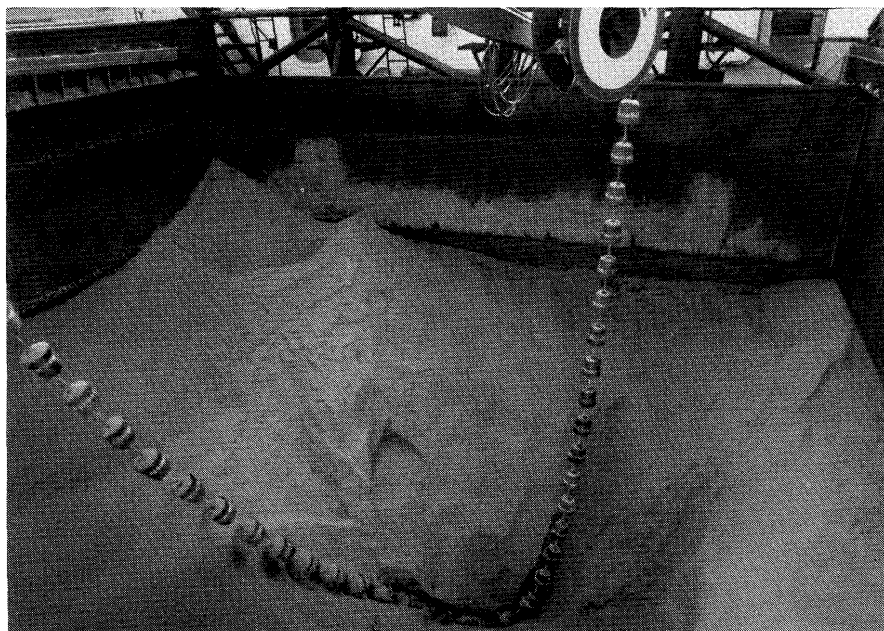
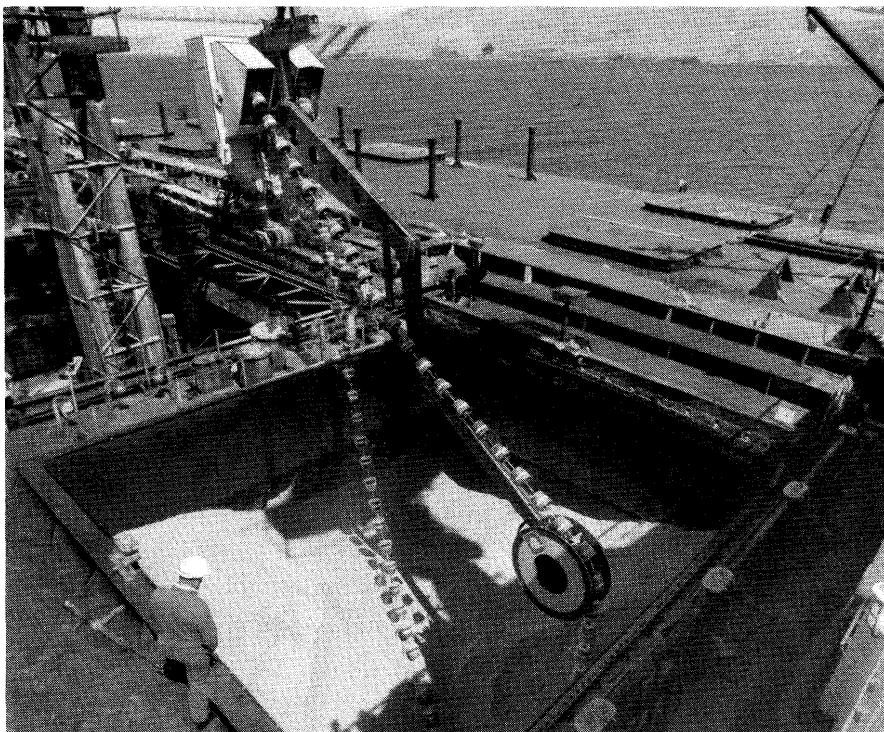
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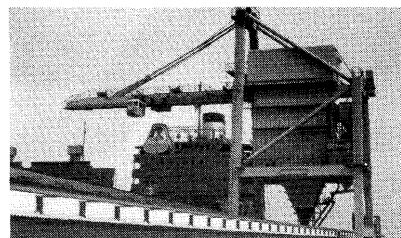
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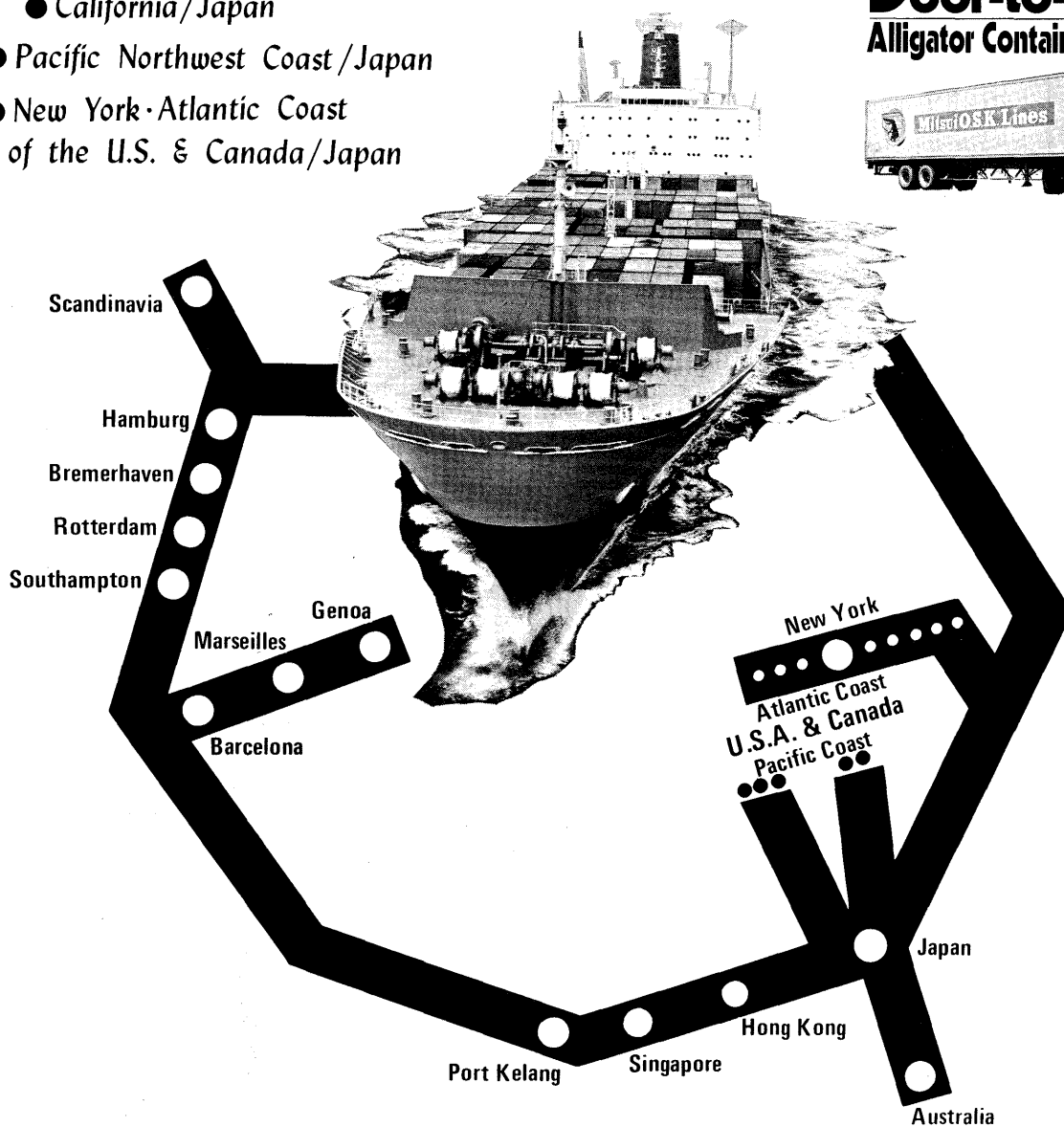
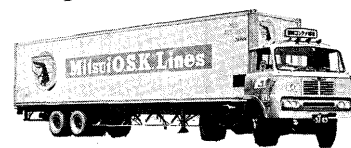


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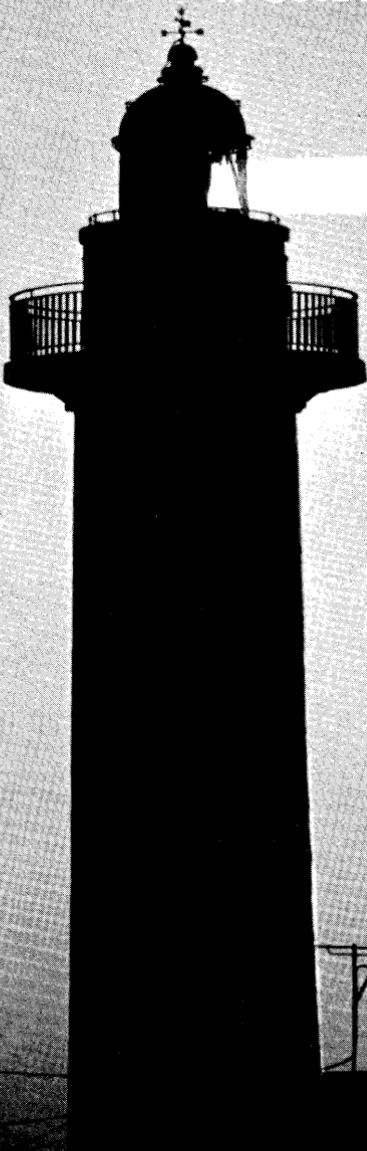


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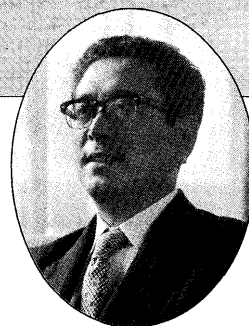
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Head Office:

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PORTS *and* HARBORS

IAPH 20th Anniversary Features

FOREWORD

By Dr. Hajime Sato
Secretary General

The International Association of Ports and Harbors which was born at Los Angeles in November, 1955, attained its 9th Conference in March, 1975. Exactly 20 full years elapsed since its first start-off at Los Angeles.

Ports exist in relativity. Never could it have lived singlehanded, independent of others. That explains why the ports have to be in operation today so closely affiliated with the huge network of waterway transportation of the world.

For any port authority it is a "must" to secure the information of ever-changing business and operational condition in other port of contact. A fairly good understanding and mutual affinity should exist among the administrators of different ports, if such important information and ideas are wished to interflow among them as-a-matter-of-factly.

In the light of this notion, it may well sound silly that IAPH, the only worldwide organization of port authorities in existence, should be as young as 20 years of age. The establishment of this Association in 1955, you might feel, was already pretty late.

However that may be, this Association has reached the age at which a boy joins the adult world. The International Association of Ports and Harbors is now, indeed, a grownup organization, with honored consultative status granted by a few international agencies.

Commemorating the 20th year of IAPH and that in the month of November when the Constitution of IAPH was formally approved at the first assembly, we present to the members of the Association, via this issue of "Ports and Harbors", the reminiscences of those early days told by the people who brought up this Association from the cradle to the adolescence. Thanks to the contributors, they all consented to doing the trouble of exploring their old memories through the layers of past events. We would simply be happy if these memoirs of the past and the messages looking forward to the future by the senior officers can stimulate the younger members in carrying over the undertaking of the Association toward further development and expansion with as much vigor and optimism.

We owe much gratitude to those who contributed these articles.



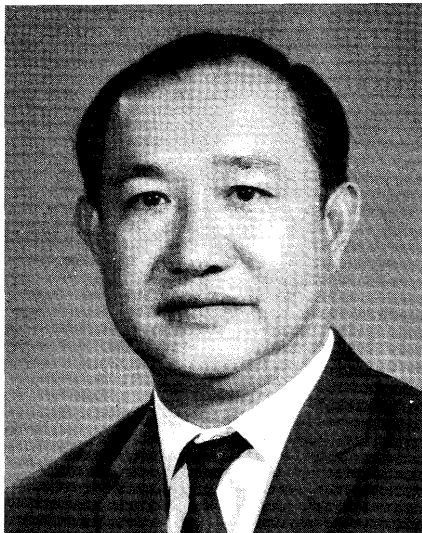
Dr. Hajime Sato

1. Messages

By Howe Yoon Chong
President

The International Association of Ports & Harbors, since its inception in 1955, has today, through the dedicated efforts of its officials and past presidents, achieved manhood. Although my association with the IAPH began only in 1970, I could see then that the foundation for the establishment of a truly international port organisation has been firmly laid. The IAPH has managed to cut across national boundaries and today is accorded consultative status as a non-governmental organisation with ECOSOC, UNCTAD and IMCO. This reflects the confidence in the IAPH and is something which we can be proud of.

All over the world, ports are constantly facing problems of technological change in shipping and ship designs, movement of cargo and trade trends. It is important, therefore, that ports should not only ensure their existing facilities and resources are able to cater for current demand but also to plan ahead to adequately meet the requirements of the future. To do so, we port operators, must keep abreast of rapid changes in technology and trade trends and be in a position to modify and improve the services and



Mr. Howe Yoon Chong

facilities as the need arises.

The IAPH was established for the benefit of ports. It provides an excellent platform for communication amongst port operators and administrators, to keep in touch with each other and to exchange views and experiences, thereby informing one another of the various changes that are taking place. I believe that by maintaining frank and open dialogue and learning from one another through formal or informal contacts, we can work in close co-operation and find solutions to common problems.

Upon this 20th Anniversary of IAPH, I look forward to the future years with zest and hope that co-operation amongst ports can be further enhanced and strengthened. On this auspicious occasion, may we work together to achieve the many ideals and objectives of the IAPH to make it a truly international organisation.

By George Altvater First Vice-President

When an organization such as the International Association of Ports and Harbors "comes of age" in the sense of approaching its 20th year of successful operation, I believe we can look back on our beginnings and reflect with pride on our many accomplishments over the years.

The fact that we still are a relatively young organization and yet already have grown to be an international group whose members come from more than 60 nations proves that the original idea was a sound one. We know now that by meeting to share information and discuss our common goals and problems we can greatly enhance the growth of waterborne commerce.

The principles of IAPH are being realized with great success. I'm sure we all agree the Singapore conference brought greater familiarity, cooperation and understanding among the many ports represented by our membership. We have proved that such an organization is necessary and fruitful and that we can look forward to a brilliant future. Through sharing our combined knowledge and keeping the lines of communication open, we will surely be able to meet any future changes and challenges in the shipping world.

Another purpose of our group, the promotion of international friendship, is always emphasized at our conferences. When men of many nations can work together



Mr. George W. Altvater

for a common goal in an organization such as ours, it gives us hope for more international cooperation in many spheres.

As we continue to gain new members, IAPH itself can serve as an educational theater for such cooperation. When new shipping developments appear we can work together to provide superior technology and share our ideas for ports all over the world.

As an officer of IAPH, I want to express my personal pride in its successes and the deep pleasure I take in knowing and working with all its members. We at the Port of Houston look forward eagerly to greeting you at the 1977 Houston conference.

By Stanley Johnson Second Vice-President

The 20th Anniversary of the founding of the International Association of Ports and Harbors is an occasion for remembering with gratitude the vision of those men in high office in the ports industry in Japan and on the west coast of North America, who recognised that the growth of world sea-borne commerce would be greatly facilitated if an international forum were established where port administrators could exchange knowledge of complex port problems on a basis of fellowship and understanding.

The European Region owes a special debt of gratitude to Lord Simon and Sir Leslie Ford who expanded the area of influence of I.A.P.H. to Europe in 1965, when I attended my first Conference in London and Lord Simon assumed the Presidency. I have been fortunate enough subsequently to attend Conferences in Melbourne, Australia (1969), Montreal, Canada (1971), Amsterdam-Rotterdam, Netherlands (1973) and Singapore (1975). The Conferences and work of the Special Committees have been of great value to the ports of the world and there has been the added bonus that lasting friendships have been made.

Our founder members could not, however, have foreseen the dramatic changes which were to take place in the early years of the life of the Association in the rapidity of growth of world trade and the advancement of technology which made this possible. Sea and Inland transport systems which had stood the test of over a century of usage had to be discarded, almost overnight, and replaced by newly designed systems which radically changed every aspect of port



Mr. Stanley Johnson



Mr. W.H. Brotherson

organisation and operation.

The next twenty years will, I believe, see a continuation and extension of the new technology to all countries engaged in international trade. Many countries are planning re-organisation of their transport structures and new national and supra-national port policies are being evolved.

The International Association of Ports and Harbors will have an even more important role to play in the future than it has in the past.

Our immediate aims must be to expand our membership, improve our viability and define those areas where our combined knowledge and experience can make the greatest impact in achieving our corporate objects and purposes.

By W. H. Brotherson Third Vice-President

My first contact with I.A.P.H. was at the Third Conference held in New Orleans in May, 1963, but I must admit that even though my Board, the Maritime Services Board of N.S.W., was a member of the Association, the main purpose of my attendance at the Conference was to assess the value of the organisation and to determine whether continued membership would be worthwhile.

The Association was then still in its formative years but, as the Conference proceeded, it became obvious to me that we had the nucleus of a very fine organisation which, apart from providing a forum where international port administrators could meet and discuss mutual problems, could be developed into a body to represent port authorities at the highest international levels.

In looking back over the years, it now appears to me that the Fourth Conference held in London in 1965 was the turning point in the history of the Association. Prior to that time, support was predominantly from the Japanese and North American areas but the interest of the European ports became evident at the London Conference and, from then on, the Association developed a truly international outlook.

Until that time, also, the activities of I.A.P.H. related mainly to the fostering of trade between the member ports but, following the London Conference, our interests turned more to the operational problems confronting port administrators. Today we find that the views of the Association

(Continued on next page bottom)

Message from Los Angeles where IAPH initiated 20 years ago

The Los Angeles Board of Harbor Commissioners is most grateful for this opportunity to congratulate the International Association of Ports and Harbors on the 20th Anniversary of its founding.

The Board is especially proud that a former Los Angeles Harbor Commissioner, Mr. Lloyd Menveg, and a former General Manager of the Los Angeles Harbour Department, Mr. Bernard J. Caughlin, were among the charter members of the Association, and that its first meeting was held in Los Angeles.

All of us at the Port of Los Angeles recognize that much of the stature and success of present day international ports such as ours can be traced to the work of the founding members of the IAPH. We pledge our continued support and offer the good wishes of the Port City of Los Angeles to all future endeavors of the International Association of Ports and Harbors.

Frederic A. Heim President
Roy S. Ferkich, Vice President
Nate Dibiasi, Commissioner
George Izumi, Commissioner
Mrs. Gene Kaplan, Commissioner

(received at the Head Office on October 8, 1975 by telex)

2. Memoirs

Before and After The Birth of IAPH

By Chujiro Haraguchi
Past President

These having occurred 20 odd years back, my memories are all blurred to my shame. But let me try to recall the days when IAPH first came into being.

One cannot talk of IAPH without remembering the late Mr. Gaku Matsumoto. I, as was Mr. Matsumoto, was one of those who were brought up in the Public Works Bureau of the former Ministry of the Interior, but Mr. Matsumoto those days was an administrative official of high competence already after coming through several posts of chief in the Road and Highway, Port and Harbor and River Sections, while I was a mere engineer supervising over the conservancy works of Arakawa River, too far apart in position, as well as in location, to get closely acquainted with each other.

It was only after he was elected President of Japan Port and Harbor Association and myself as Mayor of Kobe City and the Port and Harbor Laws were enacted in Japan in 1950 that our friendship fast deepened and developed. I was concurrently made responsible for the administration over the Port of Kobe under the new laws.

It was in 1951 and at the general meeting of the Japan Port and Harbor Association convened at the port city of Takaoka on the Japan Sea coast that I made the first motion to Chairman Mr. Matsumoto, to invite the next General Meeting of the Association to Kobe and moved that the Association organize an international Conference of ports and harbors, inviting delegates from major ports around the Pacific Ocean. 1951 was the year in which both

(Continued from page 9)

are sought and are heeded by various international organisations, IMCO is a typical example, and the Association is now regarded as the voice of port authorities in the international sphere.

The next land mark in the history of the Association, to my way of thinking, was the Eighth Conference in Amsterdam when the decision was made to revise the Constitution to provide for the ordinary member to have a voice in the governing of the organisation and for the Association to become financially independent. The seeds sown at Amsterdam came to fruition at the Ninth Conference in Singapore.

The strength of the International Association of Ports and Harbors lies in its members. They come from the four corners of the earth and, despite the diversity of their racial backgrounds, their political persuasions and their trading interests, they are united in the common bond of efficient port administration. It is in their own interests that the Association should be a success and it is by their efforts that the objects and purposes of our organisation are being achieved.



Dr. Chujiro Haraguchi

Peace Treaty and Japan-US Security Treaty were signed, marking a new startline for Japan to expand its industry and commerce on her own.

This proposal, coinciding with what Mr. Matsumoto had in mind for some time, won a unanimous consensus of the assembly and the required preparatory work was started wasting no time. My proposal was acted upon as a commemoration project to celebrate the 30th Anniversary of the Founding of the Japan Port and Harbor Association. The City of Kobe volunteered to be in charge of all secretarial work for this organizing.

I had a firm belief then that the Port of Kobe had to be brought up and modernized to be one of the best of the world both in name and reality before the economy of Japan be developed. The Japanese ocean-going liners those days served only for the transportation to and from the countries in the South East Asia and ports on the western coast of USA. The major portion of the Port of Kobe was still occupied by U.S. Military Forces.

The first difficulty I faced in connection with the international conference was how to secure a conference hall in the first place for the assembly. I picked out among others the half burnt Chamber of Commerce Building in the war-ravaged Kobe and set off to repair the building, consulting with my friend Mr. Tadashi Okazaki, the then President of Kobe Bank. The necessary loan was guaranteed by this friend of mine.

In October, 1952, with all preparations completed, the 1st International Conference of Ports and Harbors was convened, port people gathering from all major ports on the western coast of U.S.A. such as San Francisco, Los Angeles, Long Beach, and from New Orleans on the coast of the Gulf of Mexico. From among the South East Asian countries, Indonesia, Thailand, Philippines, China (Republic of), Viet-Nam, Pakistan participated with their port representatives.

We had the honor of the presence of H.I.H. Prince Takamatsu. To add an atmosphere of festivities, we advanced the date of the annual "Port Festival" to entertain the guests from abroad.

During the Conference Mr. Carroll of Los Angeles offered to invite the 2nd International Port and Harbor Conference and in concert with this a resolution was introduced jointly by Mr. Frost of Oakland and Mr.

(Continued on next page bottom)

The formation of the International Association of Ports and Harbors as seen through the eyes of a Founding Member

By Bernard J. Caughlin
(September 16, 1975, at Lagos, Nigeria)

It is impossible to remotely present the accomplishment of I.A.P.H. since its inception which Association is presently recognized as the best and comprehensive international association encompassing all phases of port operations and administration.

The Association has been the medium of bringing together all of the nations of the world and to assist the developing nations in solving their port problems.

The formation of I.A.P.H. was a brainchild of the Japanese and was brought about by the innovation extended by Mayor Haraguchi of the City of Kobe on behalf of the Japan Port and Harbor Association in October, 1952 to all United States ports.

At the closing session of the meeting, Mr. John E. Carroll, Commissioner of the City of Los Angeles Board of Harbor Commissioners invited the attendees of the Conference to the Port and City of Los Angeles to discuss and work out the details of an international association.

The late Mr. Gaku Matsumoto who was the driving force behind the formation of I.A.P.H. endeavored to hold the first meeting in Los Angeles, in 1953. However largely because of a change of Mayors as the result of a municipal election in Los Angeles and the intricacies of formation of such an association it was impossible to meet the deadline; Mr. Matsumoto and Mr. Akira Ikeda subsequently came to Los Angeles for further discussion.

Mr. Lloyd A. Menveg, Vice President of the Board of

Davis of Long Beach that a permanent body of ports be organized and that the preparation be worked out by Japan Port and Harbor Association and the City of Los Angeles for the next Port Conference at Los Angeles. This was a great harvest of this Conference.

Much impressed, Mr. Legg, British observer and First Secretary of British Embassy, Tokyo, took the floor, though after the closing address of Mr. Matsumoto it was, to propose a resolution of thanks to those who endeavored in preparing for this wonderful conference, which was "seconded" by a Japanese delegate and unanimously approved.

The International Association of Ports and Harbors was formally established at the 2nd International Conference of Ports and Harbors to commence its work, with its Head Office in Tokyo and Mr. Matsumoto as the first generation Secretary General. His perseverance and endeavors in overcoming the difficulty in the early stage of the Association and escorting the young organization toward the full-fledged international body is praiseworthy.

In closing, let me pray for the repose of Mr. Matsumoto's soul and wish the Association a greater prosperity.



Mr. Bernard J. Caughlin

Harbor Commissioners conferred with the new Mayor Honorable Norris Poulson who heartily concurred in the invitation extended in 1952 and Mr. Arthur W. Nordstrom, Assistant City Attorney of the City of Los Angeles assigned to the Board of Harbor Commissioners was delegated to prepare the necessary By-Laws and Constitutions for adoption at the formation meeting. Due to the ramifications involved because of the international aspects of the Association the problems were astronomical. Mr. Nordstrom requested assistance from Mr. Kerwin Rooney of the Port of Oakland and both men worked diligently to prepare a document international in scope. During the final drafting of the documents Mr. Nordstrom was authorized to travel to Japan for discussions with Mr. Matsumoto and Mr. Toru Akiyama, and others before final drafts were prepared for adoption at Los Angeles.

Due to language and organizational difficulties the formation meeting was postponed from time to time until September, 1955 at which time it was held in the Hollywood Roosevelt Hotel in Los Angeles.

Although the meeting was as the innovation and was hosted by the Port of Los Angeles Mr. Lloyd A. Menveg, President of the Los Angeles Board of Harbor Commissioners graciously invited Mr. Eloi J. Amar, General Manager of the Port of Long Beach to act as Chairman of the meeting.

Many difficulties were encountered not only in the formation of the Association but also in enlarging the membership. Some of the prospective members were concurred that the I.A.P.H. would conflict and reduce memberships in such fine organizations as the American Association of Port Authorities, P.I.A.N.C., I.C.H.C.A., IMCO and others.

The entire British Commonwealth countries as well as many U.S. ports would not join the Association when it was formed so the U.S. membership consisted primarily of ports on the Pacific Coast. The main supporters on the West Coast were Los Angeles, Long Beach, Oakland, and Seattle. In past a strong move was made as one time to change the By-Laws to make the Association a Pacific Basin Association encompassing only the West Coast. Honolulu, and Japan. However, the adamant stand and suggested of such

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Mr. J. Kerwin Rooney Legal Counselor

On November 6, 1955, Mrs. Rooney and I, accompanied by Commissioner and Mrs. H.W. Estep of the Port of Oakland, arrived in Los Angeles, California by train for the Second Conference of The International Association of Ports and Harbors, having just come from the annual meeting of The American Association of Port Authorities in Houston, Texas.

The conference was held at the Hollywood-Roosevelt Hotel and the roster of attendance was a portent of those who would be active and contribute so much to the future success of the fledgling organization. Consider some of those who were in attendance:

B.J. Roberts, the first President of the Association.

John-Iwar Dahlin, Lloyd A. Menveg and Dr. Chujiro Haraguchi, all later to be Presidents of the Association.

Gaku Matsumoto, President of the Japan Port and Harbor Association, who became the first Secretary General of the Association.

Toru Akiyama, who succeeded Mr. Matsumoto as Secretary General and now is Secretary General Emeritus.

Howard W. Quinn, who has attended all but one of the conferences of the Association.

Dudley W. Frost, Founder Honorary Member.

Arthur W. Nordstrom, Founder Honorary Member and the draftsman of the original Constitution and By-Laws of the Association.

Ben E. Nutter, now the immediate Past President of The

men as Arthur Nordstrom, Kerwin Rooney, Dudley Frost and B. Caughlin together with Mr. Matsumoto, Mr. Toru Akiyama, and Mr. Tsuboi, the Association retained its international status, and has become a strong and truly international association.

It was many years after the formation of the Association that the Ports of the Eastern and Southern U.S. and Lord Simon of the Port of London Authority recognized the value of the I.A.P.H. and when the Port of New York Authority, and the Port of London Authority joined the Association and the British Commonwealth ports and numerous others joined. Much credit is to be given to the late Lyle King, and Toru Akiyama for their efforts in enlarging the membership.

The Japanese, largely through the diligent efforts by Mr. Toru Akiyama, should be highly congratulated for their continued efforts and financial support to permit the Association to survive and become the important Association it is today.

I have attended all I.A.P.H. meetings since the founding of the Association except the one in Mexico City and it was with the deepest regret that I could not attend the fine meeting in Singapore, which, I understand, was attended by some 400 members.

I am proud to be one of few Founding Members and hope that these few words will give the membership some of the little known efforts in establishing the I.A.P.H.

Before I close this my memoir, I would like to add these words of my admiration and credit to the late B.J. Roberts, the First President of IAPH for the early efforts he put forth in the formation years of the Association.



Mr. J. Kerwin Rooney

American Association of Port Authorities, who, like Mr. Quinn, has attended all but one of the conferences of the Association.

I have among my cherished possessions a picture taken at the banquet at that conference and the persons named above can be seen enjoying themselves and looking forward to the progress of the new international port association. That picture is scheduled to appear in the 20th anniversary special issue of "Ports and Harbors" magazine.

I am happy and proud to have had the opportunity to participate in the activities of the Association and, like Mr. Quinn and Mr. Nutter, have been privileged to attend all but one of the conferences of the Association.

How The Dodo Got Off The Ground

September 10, 1975.

By Colonel Howard W. Quinn Life Supporting Member

The Port of Callao Authority sent three Delegates to Los Angeles for the Nov. 1955 Inaugural Conference, His Excellency Fernando Berckemeyer, Ambassador of Peru to the United States, Doctor Carlos Donayre, Minister and Counselor of the Peruvian Embassy and myself.

Ambassador Berckemeyer had attended the 1953 AAPA meeting in Toronto, knew Matsumoto and most of the founding members of IAPH. This outstanding diplomat was a champion of understanding among nations, world trade and the ports that served as gateways to both. We thought that the Los Angeles Conference was a great success.

At the next AAPA Conference IAPH Pres. Roberts asked if IAPH could hold its 1958 Conference in Lima. This was arranged. Outlining the social program for such a meeting was no problem as Lima had excellent facilities for this but planning the business part was all on my shoulders as I had no staff with any such experience. However, I slaved away only to be bitterly disappointed, when, upon change of

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COLONEL QUINN SENDS IN A PHOTOGRAPH: October 7, 1975:—It had been our understanding that the Inaugural conference would be held in Los Angeles in early November following the AAPA Annual Meeting in San Francisco in late October 1954. Hence, Peru sent a five man delegation to San Francisco in 1954. They are left to right in the photo San Francisco took Col. Howard W. Quinn, Executive Director, Chief Engineer and Commissioner Port of Callao Authority, Doctor Carlos Donayre, Minister and Counselor of Embassy and Washington Representative Port of Callao Authority, His Excellency Fernando Berckemeyer, Ambassador of Peru to the United States, Mr. Jorge Chamot, President, Board of Commissioners Port of Callao Authority and Mr. Enrique Normand, Vice President, Board of Commissioners Port of Callao Authority. We did not know that the IAPH Conference was postponed to the following year until we arrived in San Francisco. Our port was the first in South America to join the Association. —Howard W. Quinn.

administration, the invitation was withdrawn.

I had to cable Matsumoto. He seemed to think that this cancellation was my own decision and in the years that followed I was never able to convince him otherwise.

For the record I would like to explain my unusual position in Peru.

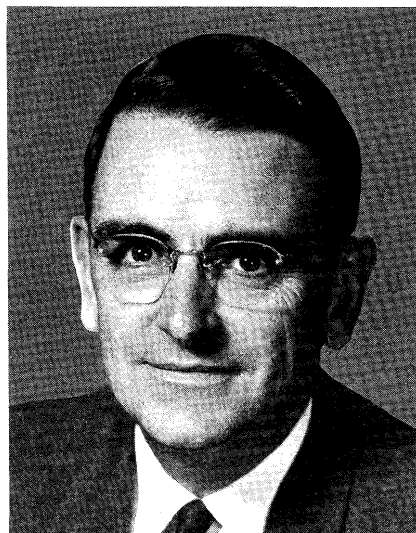
I was employed by the Washington Management Consultant firm of Klein & Saks who had a contract with the Government of Peru to furnish an Economic and Financial Mission. I was the Port and Shipping Expert of this mission. I went to Lima to make a report on the port situation. I found Callao, the port thru which the bulk of the country's foreign trade moved in bad shape to say nothing of a 25% Port Congestion Surcharge.

My findings went thru the usual channels and it was finally settled that I would continue on Klein & Saks's payroll but would spend full time wearing three hats; Executive Director, Chief Engineer and a Commissioner of the Port of Callao Authority.

Under the circumstances it was plain that if the Government did not want an IAPH Conference in Lima, there was little I could do about it.

For a long time Dud Frost and I talked about IAPH's future. At times we wanted to throw in the towel and confine it to the Pacific Basin . . . but I kept repeating what I had told him and Dahlin at the 1955 Conference: We had to get New York and London in as members and things

By Ben E. Nutter Executive Committee Member



Mr. Ben E. Nutter

It is most appropriate that we celebrate the 20th anniversary of the International Association of Ports and Harbors, and that we reflect on its aims and accomplishments over the past two decades.

In the short period of time since IAPH was founded, we have seen a rather dramatic change in ocean shipping with the introduction of containerization and other forms of technological advancement. These innovations in shipping methods have literally reshaped many of the world's ports, and have actually brought about development of new port areas.

With the growth of containerization and the requirement for new port facilities throughout the world more apparent, the dissemination of information, experience and the knowledge of cooperating ports that have advanced more rapidly in their development.

That, after all, is the premise on which IAPH was founded: to create an environment of cooperation among the world's ports. And, all members of IAPH have been dedicated to that purpose. The Association's continued growth and strength is proof of its success.

The goal of mutual assistance among the member ports of IAPH has not been more eloquently stated than at the 9th Conference held in Singapore earlier this year. Much progress is being made toward cooperating efforts between ports. The challenge for the future is to continue in that direction.

Oakland was a founding port member of IAPH, and I have been privileged to participate in many of its conferences and much of its activities since the first conference in 1955 in Los Angeles. In offering congratulations to IAPH on its 20th anniversary, I personally want to acknowledge the most outstanding work that has been accomplished by the Head Office staff, under the able leadership of the Secretaries General. It gives me pleasure to take this opportunity to wish the IAPH, its officers and members success and prosperity in years to come.

would start to happen.

After New Orleans IAPH came into being as a true international body and in 1965 we met in London.

THE DODO HAD LEARNED TO FLY!!!!

The 20th Anniversary of IAPH

By Toru Akiyama
Secretary General Emeritus

The coming November 7th, 1975 is the 20th Anniversary of IAPH. On this day of 1955, IAPH was formally established at Hollywood-Roosevelt Hotel of Los Angeles, California, U.S.A. It seems to me that the event was just a matter of yesterday, when I took the hand of Mr. Menveg, then the Chairman of Los Angeles Port Commission and led him to the rostrum to take the chair as the First President of IAPH.

There have occurred many happy occasions and difficulties. But the agonies of the late Mr. Gaku Matsumoto, at the initial stage of IAPH when it seemed almost hopeless to find next Conference site, were beyond description. Still he always kept his torch light of IAPH ideals raised high and everytime at the last moment, help from unexpected corner came miraculously and solved the dead-lock. I saw these happenings myself personally, and got strong impressions from his semi-religious belief. Since my assuming the office of the Secretary General to succeed him, I always kept his image and philosophy in mind and firmly stuck to the policy of going forward, never backward. So far this policy is taking shape as far as I see it.

The time of 20 years is not a short one, if not too long. There have occurred many personnel changes among our colleagues. There have been many comes and goes. From among our leaders, many brilliant and devoted persons either passed away or disappeared from the scene. Even Mr. Gaku Matsumoto passed one and a half years ago. A Chinese philosopher once metaphorically described such phenomenon as a great river, saying that "year by year man changes, old ones go and the new comes, still the great river flows away eternally to the destination." IAPH is also like this. It is still led by a new group of ingenious, enthusiastic and powerful people and incessantly marching towards ideal which was set by the forerunners. It is growing year by year. Its activities are expanding. Especially it is a great pleasure to me who have mainly been concerned with financial side of the Association, to see that the measure to reach self-sufficiency are being taken one by one towards the goal.

I would like to refer here to Mr. Matsumoto's letter stating his belief addressed to one of the parties who were opposing establishing a new international port organization raising some doubts about the *raison d'être* of our Association. I believe in this belief. I believe this still could serve as a basis to consider the future policy of IAPH.

Mr. Matsumoto's Letter

March 30, 1955

Mr. Rob. De Naeyer
President of the Permanent International
Association of Navigation Congresses
Mr. Jos. Millecam
Secretary General of the Permanent
International Association of Navigation Congresses
6^e rue Juste Lipse
Brussels, Belgium



Mr. Toru Akiyama

Dear Sirs:

This is to acknowledge receipt of your letter dated February 25, 1955, enclosing copies of your letter and of the Notice sent to Mr. Shizuo Kuroda, Chief, the Port and Harbor Bureau, Ministry of Transportation.

The long and distinguished history of the Permanent International Association of Navigation Congresses and its many important contributions to the field of harbor engineering have always been highly esteemed, especially by those who are deeply interested in port and harbor development. Those of us who are directly engaged in port development and operation or are closely interested in ports and harbors cannot indeed resist extending our sincere appreciation of your present proposition to establish a Regional Section embodying the ports of the countries bordering the Pacific and Indian Oceans, which ports frankly speaking seem to have been, if not ignored, at least more or less neglected. Inasmuch as the formation of such a proposed regional organization would make the many excellent achievements of your Association directly available to the ports in this part of the world, we cannot but wholeheartedly support such proposal.

However, it is with surprise and grave concern that we learn of your determined opposition to the formation of an International Association of Ports and Harbors, which we have been warmly advocating for several years and for which we presently are making concrete preparations. We believe that this opposition stems from basic misapprehensions on your part as to the activities and membership of our proposed organization.

The primary reason for the opposition raised in your letter seems to be the alleged overlapping of the activities of your Association with those of the international port organization proposed by us. However, it is our conviction that these two associations can co-exist and materially complement each other, thereby more completely contributing to the improvement and development of ports and harbors in our common cause. Our reasons are:

FIRST, the International Association of Ports and Harbors proposed by us is to be composed primarily of port authorities as its members. The desirability of ports and harbors having their own organization for the purpose of meeting together and discussing the overall and autonomous

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The Summer I Brought New York and London Port Authorities in

By Dr. Jen-Ling Huang
President IAPH (June 1961 to May 1963)

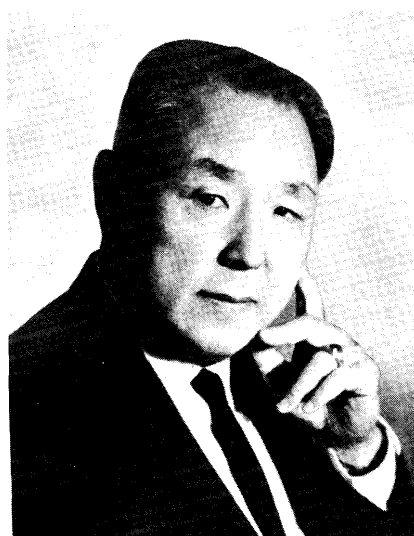
As one of the earlier past-presidents of the IAPH, I have the honor to relate an episode of my personal experience during our pioneering days.

I was elected 1st Vice-President at the Mexico conference in 1959. Our President Lloyd A. Menveg resigned in 1961 and I was sworn in to succeed him. I found that our 2nd Vice-President, Francisco A. Medrona had also resigned earlier, so I was the only one left in the Presidency.

It was a great comfort to me that the IAPH Central Secretariat was located at Tokyo, near to Taipei, so I got the benefit of constant advice from the then Secretary General, Dr. Gaku Matsumoto. We worked closely together.

Gaku and I both agreed that our critical need of keeping our association going was to increase the membership. It so happened that the summer of 1961, I was traveling to America and Europe. While in New York City, I called on my old friend, the late Mr. Lyle King, Director of New York Port Authority. I approached him to join the IAPH. Lyle replied laughingly, "When you have only 15 maritime countries and a few tens of Ports and Harbors represented, how can you call your association an international organization?" I argued back, "That is the very reason why we need you to join us and lead us. Many organizations started with a humble beginning. As long as you believe the organization's principles are right, you ought to cast in your lot and make it truly international." Then he said, "I don't know why I have been bucking against joining you. I think it is time for us to join now."

Pressing on my luck, I told Lyle that I was on my way to London in the hope of enlisting the London Port Au-



Dr. Jen-Ling Huang

thority, yet I didn't know a single person there. Lyle again came to my aid by telling me that he was a good friend to Sir Leslie Ford and would write to him about it. Upon my arrival at the London Port Authority, I was warmly received by Sir Ford. After being acquainted with the purpose of my visit, he told me that Lyle had already communicated with him and that the London Port Authority was ready to join.

Now, the IAPH is commemorating its 20th anniversary. With our contribution to the maritime world, we are rightfully proud to be known as the International Association of Ports and Harbors. However, the major part of the credit is due to the lofty ideals, noble principles and untiring efforts of our founding father and Secretary General emeritus, the late Dr. Gaku Matsumoto.

Taipei, Taiwan
Republic of China

operation and management of ports and harbors, has long been recognized, and, as you know, the formation of such organizations has in recent years been steadily increasing. In formulating our plan for the proposed international port association, therefore, we have given full consideration to the overall benefits that might result therefrom to the operation, management, and promotion of commerce through ports and harbors. This basic idea, that port authorities are to be the primary members of the proposed International Association of Ports and Harbors, is embodied in Article IV, subdivision (b) of the draft Constitution of the proposed international association which provides for the voting power being exercised by port authorities, though the language employed is less definite and more general in scope. This generality and lack of definiteness necessarily result from the circumstance that port management organizations in various countries are so diversified and differentiated today as to defy any single definition, more definite and less general, which would be applicable to them all. In fact, this is the point on which we wish especially to secure your good understanding.

SECOND, as you will readily see from Art. II of the draft Constitution, the objects and purposes of the international association proposed by us are so all-inclusive as to cover all of the principal functions of what is known as a port authority. The undertakings of the proposed interna-

tional association to realize these objects and purposes are set forth in Art. III of the same draft Constitution with such definiteness and in such detail as to leave nothing essential to be added. According to the Regulations of your Association, however, Article I provides "The object of the Permanent International Association of Navigation Congresses is to promote the progress of inland and maritime navigation." As for its undertakings, the same Article simply provides: "It accomplishes its object: 1. By organizing International Navigation Congresses; 2. By publishing papers, Proceedings, and various other documents." It is difficult to compare these general and abstract provisions directly with the corresponding definite and detailed provisions in our draft Constitution. Generally, however, it is more than patent there exists a wide difference in scope between the two correlative provisions. Further, if we should be allowed to review the activities of your Association in the past, it is clear that almost all of them have been devoted to the improvement and development of harbor engineering, as evidenced by the subjects for deliberation laid before the nine International Navigation Congresses so far held and also by the papers and documents heretofore published by your Association. On the contrary, any provisions regarding engineering which can be found in our draft Constitution are only those of (b) of Article II, which

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20 Years of I.A.P.H. in Chronology

By Toshio Kanchi, IAPH Adviser

The Quickening Period (1952—1955)

(Year) (Month)	(Events)
1952 Oct. 9	<ul style="list-style-type: none"> ● Resolution (proposed by Port of Oakland, U.S.A.—Mr. D.W. Frost) passed to form a permanent body to perform further cooperative studies and disseminate information, new ideas and suggestions among ports regarding construction, administration, management and operation at <i>the 1st International Port and Harbor Conference</i> in the port city of Kobe, Japan, which was convened in celebration of the 30th anniversary of the founding of Japan Port and Harbor Association. ● Japan Port and Harbor Association was asked by the resolution to act as the medium for the exchange of such information pending the formation of a permanent body.
10	<ul style="list-style-type: none"> ● <i>The next International Port and Harbor Conference</i> was decided to be held in the city of Los Angeles, U.S.A., proposed by the Board of Harbor Commissioners (Mr. John E. Carroll).
'53 May	<ul style="list-style-type: none"> ● <i>Preparatory Council</i> for I.A.P.H. was organized within Japan Port and Harbor Association and started functioning immediately.
Sep.	<ul style="list-style-type: none"> ● <i>International Preparatory Committee</i> was organized with members supplied from among the national of 17 countries then resident in Japan (later increased to 23 countries) at the recommendation of the diplomatic and consular services of those countries in Japan and started the preparatory work in cooperation with the Preparatory Council.
Oct.	<ul style="list-style-type: none"> ● Mr. Matsumoto, President of Japan Port and Harbor Association visited Board of Harbor Commissioners, City of Los Angeles, and the second International Port and Harbor Conference was decided to be held in Los Angeles, Nov. 1-5, 1954. ● <i>Preparatory Council</i> set about the drafting of a proposed Constitution and By-Laws for the suggested IAPH.
Dec.	<ul style="list-style-type: none"> ● A draft Constitution was forwarded to the Board of Harbor Commissioners, City of Los Angeles.
'54 Jun. 2	<ul style="list-style-type: none"> ● The Board of Harbor Commissioners, Los Angeles, sent Assistant City Attorney Mr. Arthur W. Nordstrom to Tokyo to decide upon the final details and arrangements for the holding of the conference.
7	<ul style="list-style-type: none"> ● After deliberations conducted jointly with the <i>International Preparatory Committee</i> for about 3 weeks, a final draft of the proposed constitution was worked out.
Jul.	<ul style="list-style-type: none"> ● The draft Constitution and By-Laws was sent to all important ports and government-officials considered interested throughout the world, with invitation to the <i>2nd International Port and Harbor Conference</i>, scheduled for Nov. of the year, enclosed.
Sep.	<ul style="list-style-type: none"> ● This Conference was inevitably postponed indefinitely, owing to few acceptance of invitation, resulting from a limited space of time available before it.
Oct. 20	<ul style="list-style-type: none"> ● Mr. Matsumoto of J.P.H.A. again visited Board of Harbor Commissioners, L.A., for consultation over the situation. Supported by the unchanged decision of the Board, the 2nd Conference was determined to be convened in the fall of 1955.
'55 May and Jun.	<ul style="list-style-type: none"> ● A questionnaire was twice mailed concerning the formation of a proposed international organization of ports and harbors and the holding of the <i>2nd International Port and Harbor Conference</i> to about 890 ports as well as other seemingly interested organizations of 110 countries and political divisions. ● Of the replies received, 232 (in 45 countries) were in favor of holding the 2nd Conference and forming the proposed permanent organization. 90 persons (in 25 countries) replied to attend the conference in L.A. ● ICHCA (London) offered whole-hearted support and cooperation and International Chamber of Commerce (Paris) showed interest. PIANC first opposed the objects of the organization but understood after a thorough explanations were made from Tokyo.

From Birth to Adolescence (1955–1975)

<div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); border-left: 1px solid black; padding-left: 5px; margin-right: 5px;">Conference</div> <div style="border-left: 1px solid black; padding-left: 5px;">1955 Nov. 7</div> </div>	<ul style="list-style-type: none"> ● 1st IAPH Conference—I.A.P.H. was formally organized at the 2nd International Port and Harbor Conference in Los Angeles (Hollywood-Roosevelt Hotel) U.S.A. The IAPH constitution was adopted with a number of amendments incorporated. <i>Attendants</i>—126 from 15 countries. Officers were elected, as follows; <i>President</i>:—Mr. Bennet J. Roberts, Chairman, National Harbors Board, Canada. <i>1st Vice-President</i>:—Mr. John-Iwar Dahlin, Director, Port of Helsingborg, Sweden. <i>2nd Vice-President</i>:—Mr. C.W. Chen, Advisor, Ministry of Communication, Taiwan, China. <i>Chief of the Central Secretariat</i>:—Mr. Gaku Matsumoto, President of Japan Port and Harbor Association. ● <i>Board of Directors</i> was established with members elected from 14 countries—Brazil, Canada, China, Germany, Japan, Korea, Liberia, Mexico, Peru, Sweden, Thailand, USA, Venezuela, Viet Nam. ● Discussions and papers presented; (1) Panel Discussion on “Trends in World Trade” (2) Panel Discussion on “Suggested Simplification of U.S. tariffs and Customs in Relation to International Trade” (3) Panel Discussion on “Financing Port Construction, Improvements and Maintenance” <ul style="list-style-type: none"> a. Paper on “Minimum Requirements of a Port to Attract World Shipping” (Port of Los Angeles) b. Paper on “Trends in World Trade” (Ministry of Communication, Taiwan, China) c. Paper on “Public Works Expenditures and Port and Harbor Works” (Ministry of Transportation, Japan)
<div style="border-left: 1px solid black; padding-left: 5px;">Nov. 10</div>	<ul style="list-style-type: none"> ● <i>Central Secretariat</i> opened its office in Tokyo (within the office of Tokyo Metropolitan Port and Harbor Bureau, Shiba Kaigandori).
<div style="border-left: 1px solid black; padding-left: 5px;">'56 Jan. 25</div>	<ul style="list-style-type: none"> ● <i>Central Secretariat</i> moved to N.Y.K. Bldg., Tokyo.
<div style="border-left: 1px solid black; padding-left: 5px;">May 7</div>	<ul style="list-style-type: none"> ● <i>Permanent Council</i> was set up consisting of Chief of Central Secretariat and 4 councillors appointed by the Board from among those residing in Japan.
<div style="border-left: 1px solid black; padding-left: 5px;">May</div>	<ul style="list-style-type: none"> ● 1st meeting of <i>Permanent Council</i> was called in Tokyo.
<div style="border-left: 1px solid black; padding-left: 5px;">Jun.</div>	<ul style="list-style-type: none"> ● <i>Membership</i> of IAPH totaled to: Reg. Member 44, Supp. Member 30 in 15 countries.
<div style="border-left: 1px solid black; padding-left: 5px;">Nov.</div>	<ul style="list-style-type: none"> ● 1st edition of “<i>Ports and Harbors</i>” as quarterly was issued. This quarterly organ was positively used for membership campaign by distributing its free copies among non-member ports.
<div style="border-left: 1px solid black; padding-left: 5px;">Dec.</div>	<ul style="list-style-type: none"> ● 2nd <i>Permanent Council</i> meeting.
<div style="border-left: 1px solid black; padding-left: 5px;">'57 Jan.</div>	<ul style="list-style-type: none"> ● <i>Permanent Council</i> meet.
<div style="border-left: 1px solid black; padding-left: 5px;">Apr.</div>	<ul style="list-style-type: none"> ● <i>Permanent Council</i> meet.
<div style="border-left: 1px solid black; padding-left: 5px;">Oct.</div>	<ul style="list-style-type: none"> ● Membership certificates and badges bearing IAPH emblem were designed and sent to all Reg. and Supp. Members.
<div style="border-left: 1px solid black; padding-left: 5px;">Nov.</div>	<ul style="list-style-type: none"> ● <i>Permanent Council</i> meeting.
<div style="border-left: 1px solid black; padding-left: 5px;">'58 Feb.</div>	<ul style="list-style-type: none"> ● <i>President</i> B.J. Roberts resigned. Mr. John-Iwar Dahlin, <i>1st vice president</i>, succeeded presidency for the unexpired term.
<div style="border-left: 1px solid black; padding-left: 5px;">May</div>	<ul style="list-style-type: none"> ● For membership campaign central secretariat entrusted the then Japanese Alternate Director Mr. T. Akiyama with a pack of IAPH publicity material for distribution among the representatives attending ICHCA Conference.
<div style="border-left: 1px solid black; padding-left: 5px;">Jul.</div>	<ul style="list-style-type: none"> ● For the same purpose as above, central secretariat asked the Japanese delegate Mr. S. Ueno to make contact with PIANC to win publicity for IAPH at PIANC Congress.
	<ul style="list-style-type: none"> ● <i>Permanent Council</i> meeting.
	<ul style="list-style-type: none"> ● Publicity of IAPH by International Broadcasting System of Japan was made in shortwave in 16 different languages throughout the world.
	<ul style="list-style-type: none"> ● Direct mail, with “<i>Ports and Harbors</i>” enclosed, were sent to 838 port authorities in 110 countries and territories.
<div style="border-left: 1px solid black; padding-left: 5px;">Aug.</div>	<ul style="list-style-type: none"> ● 2nd IAPH Conference scheduled to be convened in Lima, Peru, from Jan. 20, 1959 was cancelled under unforeseen economic condition on the part of the host.
	<ul style="list-style-type: none"> ● <i>Permanent Council</i> meeting.
<div style="border-left: 1px solid black; padding-left: 5px;">Sep.</div>	<ul style="list-style-type: none"> ● <i>Central Secretariat</i> received an offer to invite the 2nd Conference from Mexico.
<div style="border-left: 1px solid black; padding-left: 5px;">Nov.</div>	<ul style="list-style-type: none"> ● <i>Permanent Council</i> meeting.
	<ul style="list-style-type: none"> ● Invitation from Mexico was unanimously accepted by all national Directors.
	<ul style="list-style-type: none"> ● <i>Membership</i>: as of the end of this month; Reg. M. 52, Supp. M. 40 in 19 countries.

'59 Jun. 22	<ul style="list-style-type: none"> ●2nd IAPH Conference was convened in Mexico D.F. Mexio (Auditorium of the Ministry of Transportation and Communication), 187 people attending from 16 countries including diplomatic representatives, guests and observers. Besides those, 7 representatives of other international organizations—PIANC, ICHCA, International Chamber of Commerce. Among the distinguished guests attended at the opening ceremony were: Mexican President Lic don Adolfo López Mateos, Minister of Marine Affairs Admiral Manuel Zermeno Araico, President of the Supreme Court Lic don Adolfo Guzman Neyra. ●Conference was conducted under the Chairmanship of President Dahlin (Vice-Chairman, Dr. Chujiro Haraguchi, Kobe, Japan). ●Amended the Composition of the Board so as it may include Directors from the countries represented only by supporting members. ●Approved a resolution that an Institute of Information (INFO) be set up in IAPH with the purpose of collecting data with reference to rates, charges, rules, regulations, facilities of services of the port of the world for distribution to the members and for sale by subscription to non-members. ●Passed a resolution to authorize President to appoint a special international committee to study about documentary simplification and reduction for the vessels, obtaining assistance from and to assist other associations interested in the similar objectives. ●22 papers and reports were presented on various subjects. ●<i>Honorary membership</i> was awarded for their outstanding service to His Imperial Highness Prince Nobuhito Takamatsu of Japan and Admiral Manuel Zermeno Araico of Mexico. ●<i>Board of Directors</i> for the next term was elected from 16 countries—Australia, Burma, Canada, Ceylon, Israel, Japan, Liberia, Mexico, Peru, China (Rep.), Philippines, Sweden, Thailand, USA, Venezuela, Viet Nam. ●New Officers for the new term were elected as follows: <i>President:</i> Mr. Lloyd A. Menveg, Los Angeles, U.S.A. <i>1st Vice-Pres:</i> Lt. Gen. Jen-Ling Huang, Taipei, Republic of China <i>2nd Vice-Pres:</i> Mr. Francisco A. Medrano, Manila, Republic of Philippines
Jun. 25	<ul style="list-style-type: none"> ●Board Meeting (Post-Conference) called in Mexico.
Nov. 30	<ul style="list-style-type: none"> ●<i>Membership:</i> Reg. M. 51, Supp. M. 18, Ind. M. 22, Hon. M. 2.
'60 Jan. 28	<ul style="list-style-type: none"> ●<i>Permanent Council</i> meeting in Tokyo to draft budget for 1960, select a candidate for membership on Permanent Council, etc.
May 7	<ul style="list-style-type: none"> ●<i>Permanent Council</i> meeting in Tokyo to prepare for the forthcoming Executive Comm. Meeting, etc.
19, 20	<ul style="list-style-type: none"> ●<i>Executive Committee</i> Meeting in Honolulu, Hawaii, on the subject of the 3rd IAPH Conference, Chairman Menveg presiding.
Aug. 15	<ul style="list-style-type: none"> ●<i>Board Meeting</i> by correspondence on Formation and Operation of Executive Committee, Rules and Regulation Governing Meetings by correspondence and 6 other items.
Oct. 7	<ul style="list-style-type: none"> ●<i>Permanent Council</i> meeting in Tokyo on the Executive Comm. Meeting at Honolulu, working program of Standing Committees, etc.
Nov. 30	<ul style="list-style-type: none"> ●<i>Membership:</i> Reg. M. 55, Supp. M. 19, Ind. M. 24, Hon. M. 2.
'61 Jan.	<ul style="list-style-type: none"> ●Monthly "<i>IAPH International News Letter</i>" was first issued.
Feb.	<ul style="list-style-type: none"> ●<i>2nd Vice-Pres.</i> Mr. Francisco A. Medrano resigned.
Mar. 29	<ul style="list-style-type: none"> ●<i>Permanent Council</i> meeting, on candidate for a vacant councillor, Site and Agenda of the 3rd IAPH Conference and 4 other items.
Apr. 13	<ul style="list-style-type: none"> ●<i>Executive Committee</i> meeting was called in Tokyo, but suspended and called off by chairman Menveg.
Jun.	<ul style="list-style-type: none"> ●<i>President</i> Menveg resigned. ●<i>1st Vice-Pres.</i> Lt. Gen. Jen-Ling Huang succeeded Presidency.
Sep. 15	<ul style="list-style-type: none"> ●<i>Board Meeting</i> by correspondence, on Secretariat Chief's Report on Association's Affairs, Change in Offices, appointment of a Permanent Councillor and 8 other items.
30	<ul style="list-style-type: none"> ●<i>Board Meeting</i> by Correspondence, on Resignation of Pres. Menveg, The Time and Place of the 3rd IAPH Conference, etc. ●3rd Conference scheduled for 1962 was in deadlock, the negotiations with Stockholm and Bangkok turning out unsuccessful. Contact was made with Capt. Thomas L. Lewis, Deputy Director Port of New Orleans, then visiting Japan, which developed to invoke the Savior for IAPH. Mr. W.J. Amoss, Director of the port, offered an invitation to the Association on condition that the time be May 1-4, 1963 concurrent with the Mississippi Valley World Trade Conference. The Board accepted this invitation from New Orleans.

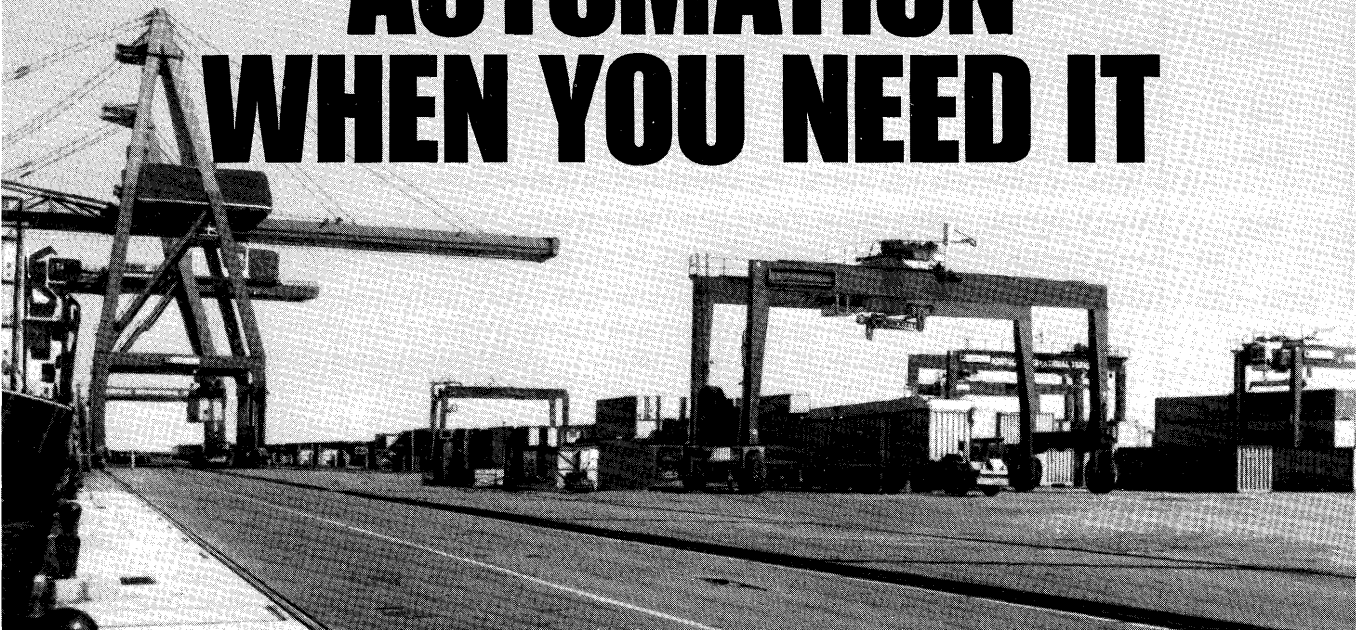
Nov. 30	● <i>Membership</i> : Reg. M. 55, Supp. M. 20, Ind. M. 25, Hon. M. 2.
'62 Feb. 20	● <i>Permanent Council</i> meeting in Tokyo, on Endorsement of the 3rd Conference Agenda, Seminar on Ports and Harbors under the Columbo Plan, 2nd Regular Executive Comm. Meeting at Taipei in March, Approval of Statement of Account and Payment of Bills for 1961, etc.
Mar. 7	● <i>Executive Comm.</i> Meeting at Taipei, on Approval of Financial Statements, Preparation for the 3rd IAPH Conference, Partial Transfer of Powers and Duties of the Board to Executive Comm. and other new business.
Jun. 13	● <i>Board Meeting</i> by Correspondence, on Permanent Council Meeting, Executive Comm. Meeting at Taipei, Taiwan and 6 other items.
Sep. 27	● <i>Permanent Council</i> Meeting in Tokyo, on Revised Working Budget for 1962, Election of New Members, Preparation for the 3rd IAPH Conference and others.
Oct. 12	● <i>Board Meeting</i> by Correspondence, on Preparation for the 3rd Conference, Election of New Members, etc.
Nov. 30	● <i>Membership</i> : Reg. M. 59, Supp. M. 21, Ind. M. 26, Hon. M. 2.
Dec. 17	● <i>Permanent Council</i> Meeting in Tokyo, on 2nd Seminar on Ports and Harbors, circulars mailed out concerning the conference, Mr. Jean Monnet's invitation, and other items.
'63 Mar. 1	●A new column " <i>Forum on Port Problem</i> " was opened in the quarterly " <i>Ports and Harbors</i> ".
20	● <i>Board Meeting</i> by Correspondence, on Election of National Directors and Alternate Directors for the next conference.
Apr. 1	● <i>Permanent Council</i> Meeting in Tokyo, on 3rd Seminar on Ports and Harbors, 3rd IAPH Conference, Standing Comm.'s work, 4th IAPH Conference site, Working Budget for 1963 and 1964.
30	● <i>Board Meeting</i> (Pre-Conference) was called in New Orleans.
May 1	● 3rd IAPH Conference was held under the chairmanship of President Lt. Gen. Jen-Ling Huang at the Grand Salon of the Royal Orleans Hotel, New Orleans, La., USA. <i>Attendants</i> : 133 from 14 countries (72 were from Member ports in 10 countries).
	●Mr. W.J. Amoss of New Orleans was elected <i>Vice-Chairman</i> of the conference and concurrently <i>Vice-Pres.</i> of the Association.
	● <i>No. 1 Standing Committee</i> reported on the results of the fact-finding as to "Port's definition of container, van or shipping tanker", "Labor Conditions of Each Member Port", "Standardize and Define the Terminologies of Selected Port Charges in Various Languages and the Method of Computing Rates of Port Charges".
	● <i>No. 3 Standing Committee</i> reported on its investigation of "The Shipping Documents which a port office requires for the entry and clearance of the vessel engaging in International Trade".
	● <i>Seminar Session</i> discussed on 3 subjects—"Planning Criteria for Marine Terminal", "Trends in Bulk Port Development", and "Port Facilities for Containerized Cargo".
	● <i>Panel Discussion</i> took up for Investigation the Problems of "Port Development" in USA, London, Japan.
	● <i>Technical Session</i> took up the following 5 papers with informal Questions and Answers, "International Traffic in Radioactive Materials", "Use of Shore-Based Radar for Harbor Traffic Control", "Steps in Port Taken Against Arrival of Nuclear Powered Ship," "The outline of the steps taken in the various Ports of U.S. to Observe for the Finance of Nuclear Ship Savanna", "Economics of Operating Harbor Radar Control in Long Beach"
	●Besides above, 5 addresses and 3 papers of factual research were presented during the period.
	●Site of the 4th IAPH Conference was announced by <i>Chairman</i> Huang as being London in 1965 only 2 years later, instead of 3 years, accepting a telegram invitation from Lord Simon of Port of London Authority on May 4, the last day of the conference.
	●Amendments to By-Laws included 2 important changes, (a) Wherever " <i>regions</i> " are referred to the By-Laws, they shall be; (1) American Region (2) European Region (African and Mediterranean inclusive) and (3) Asiatic Region (Australia and countries on the Persian Gulf inclusive). (b) <i>Board</i> shall be expanded by increasing the number of National Directors to 2 in the countries where Regular Members are 11–20, and to 3 each in the countries represented by Regular Members of 21 and above.
	● <i>New Board Members</i> were elected from 12 countries (Australia, Canada, Israel, Japan, Malaya, Holand, Peru, China (Republic), Singapore, Sweden, UK, USA), according to the amended By-Laws. Others (Argentina, Brazil, Burma, Ceylon, Colombia, Liberia, Mexico, Pakistan, Philippines, Thailand, United Arab Republic, Viet Nam) had not reported on their directors before secretariat chief departed from the conference site.

	<ul style="list-style-type: none"> • <i>New officers</i> for the next term were elected, as follows, <i>President:</i> Mr. John P. Davis, Commissioner, Board of Harbor Commissioners of the Port of Long Beach, Calif., USA. <i>1st Vice-Pres:</i> Dr. Chujiro Haraguchi, Mayor, the City of Kobe. <i>2nd Vice-Pres:</i> Mr. G. Dudley Perkins, Deputy General Manager, the Port of London Authority. • <i>Honorary Membership</i> was awarded to the Hon. T. Hale Boggs, US House of Representative.
May 4	<ul style="list-style-type: none"> • <i>Board Meeting</i> (Post-Conference) agreed to adopt the "biennial conference" principle instead of the "triennial" beginning with the 4th conference to be convened 2 years later for the first time.
Nov. 30	<ul style="list-style-type: none"> • <i>Membership;</i> Reg. M. 68, Supp. M. 26, Ind. 16
'64 Feb. 26, 27	<ul style="list-style-type: none"> • <i>Executive Committee Meeting</i> was called in San Francisco, USA, Dr. Haraguchi presiding. Decided on deleting the word "triennial" wherever it may appear in the Constitution and By-Laws, holding the 5th IAPH Conference in Tokyo, Japan in 1967, and others.
May	<ul style="list-style-type: none"> • UN sent Mr. Bathurst to Central Secretariat to investigate the activities of the Association which eventually led to granting IAPH a Non-Governmental organization consultative status by U.N..
Nov. 30	<ul style="list-style-type: none"> • <i>Membership;</i> Reg. M. 98, Supp. M. 64, Ind. M. 25 (in 13 countries), Hon. M. 5.
'65 Jan. 1	<ul style="list-style-type: none"> • "<i>IAPH International News Letter</i>", monthly organ of the Association was expanded in pages from 8 to 12 and speeded up its distribution by shifting to airmail from surface-mail in concert with its rapidly increasing membership. • Commemorating the 10th years of the Association since its establishment, Central Secretariat published a documentary pamphlet the IAPH "10 years Wake" and a booklet "Forum on Port Problems", compiling the essays contributed for the quarterly "Port and Harbors" by distinguished executives of the member ports of the world.
May 10	<ul style="list-style-type: none"> • <i>Board Meeting</i> (Pre-Conference) was convened at Cafe Royal, London to prepare itself for the Conference, Pres. John P. Davis presiding over.
11	<ul style="list-style-type: none"> • 4th IAPH Conference was convened at Cafe Royal, London, Pres. Davis presiding. <i>Attendants;</i> 251 from 41 countries (of which 98 from 15 were non-members), the largest crowd that has yet gathered under the flag of IAPH, marking an epoch of the Association. • 2nd Vice-Pres. Mr. Dudley Perkins was elected Vice-Chairman. • After the customary report by the chief of the Central Secretariat, Standing Committees' reports followed; • <i>No. 1 Standing Committee</i> distributed blue-covered pamphlets containing the data classified and tabulated and Chairman Mr. C.L. Vickers, Long Beach, Calif. USA, briefly reported on their fact findings as to (1) "Charges for Handling Containers, Containerized cargoes and Regulations for Containerships", (2) Labor Problems, (3) Port Charges, (4) Port Administration and commented that further efforts should be continued next year to obtain detailed information from container operation of the types and sizes of containers, of port facilities, of containerships, etc. • <i>No. 2 Standing Committee</i> distributed pink-color-covered pamphlets among the delegates and Chairman Mr. W.J. Amoss, New Orleans, La, USA, reported in brief on (1) Public Relations Activities in Ports, and (2) Bonded Area in Ports. He emphasized the importance of public relations activities and encouraged the delegations to come to a unity of understanding as regards this particular activity through this Association in order to expand business. • <i>No. 3 Standing Committee</i> distributed its printed pamphlets of collected information data and Chairman Dr. H. Sato reported on their fact findings as to (1) "Documents to be submitted to Government and Public bodies concerned with ports and harbor in connection with the Entry and Clearance of ships engaged in International Trade", and (2) "Possibility of Cooperation with IMCO in this Research". He commented it's contrary to the shrinking world that so many cumbersome documents were required of ships going in and out of ports, interfering with their smooth flow. He said IMCO was studying the same subject, provisionally referred to as a "Treaty for the Simplification of International Maritime Transportation." • Papers presented; 11 papers presented by 11 experts, from 9 countries answering questions from the floor after each delivery. • <i>Site of the 5th IAPH Conference</i> was announced to be Tokyo, Japan, in 1967. Invitation message from Prime Minister Eisaku Sato of Japan was delivered by Dr. H. Sato. • After minor amendments to By-Laws, including the deletion of "Triennial" and insertion of "Biennial" instead, a few changes of importance were made as follows, • <i>Resolution</i> was passed that all developed countries direct their assistance towards the developing countries, and that an Activation Committee be established, which later was named Committee on "International Port Development".

(Continued on page 22)

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- Establishment of a special committee for the review of the Objects and Purposes of the Association.
- Amendment to By-Laws that "the immediate past President", shall be ex-officio member of the Board.
- Mr. Lyle King (New York) Chairman of Nominating Committee clarified misunderstanding regarding the election of the Board Directors and the status of Legal Council. It was confirmed that the Directors are elected in each country and reported to Central Secretariat and not elected at the Plenary Session, and that the Legal Council is not taken care of in the regulations of the Association, but appointed by the Central Secretariat.
- *Hon. Membership* was awarded to Mr. John P. Davis, Vice-Pres. of Board of Harbor Commissioners, Port of Long Beach, Calif., USA.
- New Officers for the next term were elected, as follows,
President: Rt. Hon. Viscount Simon, Chairman, Port of London Authority, England.
1st. Vice-Pres: Dr. Chujiro Haraguchi, Mayor, City of Kobe, IAPH Director for Japan.
2nd Vice-Pres: Mr. V.G. Swanson, Chairman, Melbourne Harbor Trust Commissioners. IAPH Director for Australia.
- May 14 • *Board Meeting* (Post Conference) called, the newly elected Directors for the new term attending from 23 countries, the largest number of countries that have ever been represented on the Board.
- Nov. 30 • *Membership:* Reg. M. 94, Supp. M. 50, Ind. 23 Hon. M. 4.
- '66 Feb. 13-16 • *Executive Committee* met at Ambassador Hotel, Los Angeles, Calif. working on the program and agenda for the 5th IAPH Conference in Tokyo.
- Apr. 21 • Mr. Lyle King, Port of New York Authority, and a member of the Executive Committee of the Association, made a presentation before the Committee of Non-Governmental Organizations of UN Economic and Social Council in support of IAPH application for category B Consultative Status with that body. Mr. King included in the statement the background and progress of IAPH and factual work of the *Committee on International Port Development*.
- Jul. 8 • IAPH were granted category B consultative status of UN at the 1427th plenary meeting of the Economic and Social Council.
- Jul. • *Central Secretariat* moved from N Y K Bldg. to Mori Bldg. for broader office space.
- Oct. • IAPH quarterly organ "*Ports and Harbors*" increased its pages, but the increased cost and postage incurred therefrom was met by the insertion of paid advertisements beginning with the Autumnal issue.
- Nov. • IAPH monthly "*International News Letter*" was expanded from 12 to 16 pages.
- 30 • *Membership:* Reg. M. 113, Supp. M. 60, Ind. M. 30, Hon. M. 4.
- '67 Mar. 20 • *Committee on International Port Development* held a press conference in New York to publicize the activities of IAPH, over 50 people including 30 representatives of the press attending. Press kits were distributed to all attendants, as well as an additional 100 to foreign press representatives with offices in New York. Both *Pres. Simon* and *Secretary General Gaku Matsumoto* were represented on the scene.
- Apr. • *First IAPH Membership Directory* 1967, was issued with the insertion of sufficient number of paid advertisements to cover the cost and postage for distribution.
- May 8 • *Board Meeting* (Pre-Conference) met at Tokyo Prince Hotel, Tokyo.
- 8 • **5th IAPH Conference** was convened at Tokyo Prince Hotel, Tokyo, Japan. H.I.H. Prince Takamatsu, Hon. Member of the Association, attending, and Lord Simon presiding. *Attendants:* 459 from 36 countries (of which 195 were non-members) *Membership* at this time; 244 in 48 nations, doubled in number the membership registered at the time of the 3rd Conference in New Orleans.
- *No. 1 Standing Committee* Chairman Mr. Vickers, after distributing the printed report, informed the plenary meeting of their fact findings on the "Containerization" creating a new cargo-handling system affecting the jobs and the responsibilities of all port officials. He advised the delegations of what new facilities ports were required to provide and of how joint operation were desirable between the shippers, the packing people, the underwriters, the inland carriers, the freight forwarders, shipping companies, the port authorities, and the customs.
- *Committee on International Port Development* chairman Mr. Tobin of New York reported on the impressive activities of his committee in two years past extending help to so many ports in Asia, South America and the Middle East. He stressed the need of making the "developing ports" into developed ports, quoting the latest statistics of U.N. This program, he said, enjoyed cooperation of the World Bank, U.N., organizations of American States, US Agency for International Development and other organizations in technical involvement. In return the Committee assisted. U.N., for example, in finding suitable candidates for a port operations administrator at Manila, he reported. Before closing his report, Chairman Tobin suggested that the Association establish IAPH Technical Assistance Fund.
- *Special Committee For the Review of Objects and Purposes:* Chairman Mr. W.J. Mann being absent due

to a ski accident, his report was introduced by Pres. Simon in brief. Mr. Mann in his report proposed to redraft the clause in the constitution containing the aims and objects. Next recommendation was that Standing Committees be suspended and instead Special Committees be appointed.

- Resignation of Mr. Gaku Matsumoto as Secretary General was announced and at the same time succession to the office by Mr. Toru Akiyama was announced as a decision at the Pre-Conference Board meeting.

- *Amendments* included;

- (a) Changing the name of the "Chief, Central Secretariat" to the "Secretary General" which had been used in practice for the past 2 years.
- (b) Changing the name of the "Secretariat" to the "Head Office".

- Besides a panel discussion on "Containerization Problems", 6 papers were presented with question and answer period following each delivery.

- In addition to the above, 10-minute speech on varying topics were delivered by 19 speakers.

- Appointed "Founder Members" were Mr. A.W. Nordstrom, Mr. B.J. Caughlin, Dr. C. Haraguchi, Mr. D.W. Frost, Mr. G. Matsumoto, Mr. G. Tsuboi, Mr. H. Ichimada, Mr. H.J. Legg, Mr. J.P. Davis, Mr. L.A. Menveg, Dr. S. Kuroda, Dr. T. Hida, Mr. T. Akiyama, Mr. Y. Abe, Mr. Y. Yanagisawa.

- *Resolution* of thanks to Mr. Gaku Matsumoto resigning as Secretary General the office of which he held for 12 years and presenting him a retirement allowance in the sum of US\$10,000.

- *Hon. Membership*; was awarded to the following 5 past Presidents and 1 Secretary General—Mr. B.J. Roberts (Canada), Mr. J.I. Dahlin (Sweden), Mr. L.A. Menveg (USA), Gen. J.L. Huang (Republic of China), The Rt. Hon. Viscount Simon (UK), Mr. G. Matsumoto.

- New Officers for the term 1967–69 were elected as below,

President: Dr. Chujiro Haraguchi, Mayor, City of Kobe, Japan.

1st Vice-Pres: Mr. V.G. Swanson, Chairman, Melbourne Harbor Trust Commissioners, Australia.

2nd Vice-Pres: Mr. Howard A. Mann, Chairman, National Harbours Board of Canada.

- *New Board of Directors* for 1967–69 from 33 countries were announced.

- *Executive Committee* members for the new term announced.

- *6th IAPH Conference* was announced to be convened at Melbourne, Australia from March 3, 1969.

- May 13 ● *Board Meeting* (Post-Conference) was convened and among other items discussed over applying for the consultative status of IMCO.

- Oct. 17 ● Consultative status with IMCO was granted through the good offices of Lord Simon, Chairman of the Port of London Authority, UK at the 5th Executive Session of IMCO Hon. M. 10, Life M. 6. held in London.

- Nov. 30 ● *Membership*; Reg. M. 137, Supp. M. 64, Ind. M. 46.

- '68 Jan. 16-20 ● *Executive Committee* meeting at New Orleans, La. USA.

Besides this regular meetings 5 other meetings were called by correspondence before and after this.

- Jan. ● "*IAPH International News Letter*" (Monthly) was integrated with "*Ports and Harbors*" (quarterly) into a monthly magazine, with the approval of Executive Committee called at New Orleans, USA.

- Oct. ● *Committee on Large-Sized Vessels*, headed by Chairman Mr. Posthuma, met in Rotterdam for 3 days to work on its assignment.

- Dec. 31 ● *Membership*; Reg. M. 147, Supp. M. 70, Ind. M. 53. Life M. 6; Hon. M. 10, Fndr. M. 15, representing 52 nations in all. The total number of the members exceeded the level of 300 for the first time.

- '69 Mar. 3 ● *Executive Committee* meeting (Pre-Conference) was held at Southern Cross Hotel, Melbourne.

- Board Meeting (Pre-Conference) was held.

- 3 ● *6th IAPH Conference* was convened at Southern Cross Hotel, Melbourne, Australia on March 3-8 Mr. V.G. Swanson as chairman presiding over and His Excellency, the Governor of Victoria, Major-General Sir Rohan Delacombe and other distinguished guests sitting on the platform.
Attendants: 289 from 34 countries (of which 76 were non-members)

- At the 1st Business Session presided over by Pres. Haraguchi, Lord Simon reporting on what Executive Committee discussed previous day, presented 2 important subjects intended to be introduced at an approaching IMCO meeting (1) Tonnage Measurement and (2) VHF Radio Telephone to be fitted to ships, inviting lively comments and encouraging supports from the floor.

- *Committee on International Port Development*: Chairman Mr. Tobin of New York reported, following the remarkable service in preceding 2 years, on another series of note worthy port-to-port assistance projects. Among others, demanding a special mention are,

- (a) The survey of India's ports in response to the governments request by a 4-man team of experts from

- Sweden, Port of London Authority, Port of New York Authority—for 5 weeks.
- (b) An analysis of the organizational and administrative structure of the Port of Guayaquil by a 2-man team of experts from Port of New York Authority and Port of Houston—for 4 weeks.
- (c) Arrangement at the request of the Port (Cargo) Corporation of Ceylon for a training program for several of its key management and technical staff covering the areas of finance, administrative and budgetary control of port operation at the port of Swettenham Authority in Malaysia.
- *Committee on Large-Sized Vessels*; Mr. King of New York, for Chairman Mr. Posthuma, reported on their fact findings including such points as,
 - (1) The definition of a Large-Sized Vessel was laid down as being a bulk carrier over 100,000 d.w.t.
 - (2) Europort can handle vessels of 62 ft. draught including tankers up 250,000 d.w.t. Several port areas in the Mediterranean are capable of accommodating tankers drawing from 60 to 70 feet of water. But in USA 80,000 d.w.t. vessels represent the draught limit for the major oil ports and the ports on the Atlantic can provide a maximum depth of 45 ft. and of 30 to 40 ft. on the Pacific Coast.
 - (3) Within 2 years time there will be 70 tankers of the 250,000 d.w.t. class in operation and the next phase on tanker size will be over the half million mark and up to at least 750,000 tons.
 - *Committee on Containerization*; Mr. Nutter of Oakland, USA, reported, for Chairman Vickers, briefly that the Committee, subject to the approval of the officers and Head Office, would propose to become a fountainhead of information on this most important subject, ready to serve to the port of all stages in containerization with information and advice as they may be required perhaps in cooperation with Tobin Committee. He further stated that the Committee hoped to sponsor a through-going panel at the next 7th Conference, and that they supported the philosophy of container terminology.
 - *Panel Discussion* on "Port Administration and Responsibility" was conducted with Mr. B.E. Nutter taking the chair.
 - 6 papers were presented, followed by Questions and Answers.
 - 10 minor papers were presented, followed by Questions and Answers.
 - *Resolutions and Bills Committee*; Chairman Rooney, Port of Oakland, remarked prior to his report that the Committee met at 8 a.m. having 100 per cent attendance, indicating the dedication of the people to the work of the Association.
 - *The Resolutions and Bills* introduced and passed included the following,
 - (1) Legal Counselors not to exceed 7 shall be appointed by the Board.
 - (2) Special Port Development Technical Assistance Fund shall be established.
 - (3) There shall be an Executive Committee of this Association consisting of ex-officio members and appointive members.
 - President who shall be ex-officio chairman, the immediate Past President, the 1st Vice-Pres., the 2nd Vice-Pres. such appointive members as President may appoint among the Directors and Alternate Directors and of such appointive members, not exceeding 2 in number, as the President may appoint from among persons associated with regular members of this Association.
 - (4) Recommendations of the Association to IMCO as to the Tonnage Measurement through respective governments and by sending a copy of this resolution to IMCO and other interested parties.
 - *Hon. Membership* was awarded to Dr. C. Haraguchi.
 - *New Officers* were elected for 1969–71,
 - President*: Mr. V.G. Swanson, Chairman, Melbourne Harbor Trust Commissioners, Australia.
 - 1st Vice-Pres*: Mr. Howard A. Mann, Chairman, National Harbours Board, Canada.
 - 2nd Vice-Pres*: Ir. J. den Toom, Managing Director, Port Management of Amsterdam, Netherlands.
 - *New Board Members* from 44 countries for 1969–71 (Both Directors and Alternate Directors) were announced.
 - *New Executive Committee* for 1969–71 were appointed.
 - *The site of the 7th IAPH Conference* was announced to be Montreal, Canada, in June, 1971.
- Mar. 8 ● *Executive Committee Meeting* (Post-Conference) was held.
- *Board Meeting* (Post-Conference) was held.
- Nov. 30 ● *Membership*: Reg. M. 146, Supp. M. 70, Ind. M. 49, Life M. 6, Hon., Fndr. M. 15.
- *"Ports and Harbors"*, monthly organ of the Association was put temporarily on an Air-and-Surface-Mail delivery System through the relay-stations of Los Angeles, London and Sydney Ports.
- '70 Feb. ● *Executive Committee Meeting* at Singapore.
- Head Office was reported of the hospitalization of Pres. Swanson.
- Jun. ● *"Ports and Harbors"* was shifted on to an All-Airmail distribution system.
- Price of *"Ports and Harbors"* was fixed for sale to non-member subscription.

Oct.	• <i>Committee on Large Ships</i> held a meeting in London.
Dec. 31	• <i>Membership</i> : Reg. M. 160, Supp. M. 83, Ind. M. 57, Life M. 9.
'71 Jun. 6	• <i>Executive Committee Meeting</i> (Pre-Conference) was held, Mr. A.L. King of Port of New York presiding over for Pres. Swanson.
	• <i>Board Meeting</i> (Pre-Conference) was held, Mr. King of New York as chairman.
6	• 7th IAPH Conference was opened under the chairmanship of Mr. Guy Beaudet, Director of Montreal, Chairman of the Organizing Committee, Mr. Jamieson, the Minister of Transport of Canada and many other distinguished guests sitting on the platform at the Conference hall of Queen Elizabeth Hotel, Montreal, Canada.
	• <i>Attendants</i> : 342 from 39 countries (of which 51 were non-members) Membership at the opening of the Conference totaled 334 from 57 countries (Hon. M. 11, Fndr. M. 15, Reg. M. 163, Supp. M. 87, Ind. M. 58, Life M. 10) including 15 new nations of Trinidad and Tobago, Puerto Rico, Chile, Poland and Senegal.
	• <i>Business Plenary Session</i> was presided over by Chairman King, acting upon 9 Bills and Resolutions, including revisions, as follows,
	(1) Membership categories are changed to be the Regular, the Associate (Class A—Corporations, Class B—Individuals) and their dues are fixed to be \$300 for Regular, \$300 for Associate—A, \$50 for Associate—B, the former Life Supporting Members retaining the status and no further dues requested.
	(2) The word "Delegate", as used in the By-Laws, shall mean one appointed by a Regular Member, or a class A Associate Member to represent that member as its delegate to a conference of the Association.
	(3) The word "Representative, as used in the By-Laws, shall mean one other than a delegate as defined above, who is an official of a member.
	(4) Founder Members as well as Honorary Members are defined and incorporated in the By-Laws.
	(5) Ways and Means Committee, by resolution, is authorized and directed to make a further study of the "Dues Structure" of the Association and report of its study to Executive Comm. during 1972.
	(6) Pursuant to the IAPH Resolution adopted at Melbourne Conference, the recommendations adopted at a European Port Conference concerning "Principle of Charging Ships" was directed, by resolution, to be circulated among the Association Members so as to gather comments from the members on the principles..
	(7) Secretary General was requested to conduct a survey to collect information from the members on adequate legal protection of navigable waterways serving ports.
	• <i>Committee on Large Ships</i> : Chairman Committee E.H.W. Platt, Director and Assistant Manager, BP Tanker Co., London, made an extensive report on their findings arousing lively questions and comments among the audience. Among other things, he predicted that tankers of up to 1,000,000 tons deadweight might be becoming available so as to reduce the number of ships and that these would be of the order of 1,600 ft. in length, 300 ft. wide and a draft of 100 ft.
	• <i>Panel Discussion</i> was conducted on "Containerization", Mr. Nutter of Oakland as Moderator and 4 panelists participating:
	• In addition, 9 papers were presented to be followed by active questions from the floor.
	• <i>New Officers</i> for 1971–73 period were elected, as below, <i>President</i> : Mr. A.L. King, Director of Marine Terminals, Port of New York Authority, USA. <i>1st Vice-Pres</i> : Ir. J. den Toom, Managing Director, Port Management of Amsterdam, Netherlands. <i>2nd Vice-Pres</i> : Mr. H.Y. Chong, Chairman and General Manager, The Port of Singapore Authority.
	• <i>Board Members</i> for 1971–73 were announced.
	• <i>Executive Committee</i> for 1971–73 were announced.
	• <i>Site of 8th IAPH Conference</i> was announced to be Amsterdam, Netherlands, in May, 1973.
12	• <i>New Board Meeting</i> (Post-Conference).
'73 Jan. 15, 16	• <i>Executive Committee</i> met at San Juan, Puerto Rico.
May 6	• <i>Executive Committee Meeting</i> (Pre-Conference) was held.
	• <i>Board Meeting</i> (Pre-Conference) was held.
6	• 8th IAPH Conference was opened with the welcome address of Conference-Chairman Ir. den Toom, many distinguished guests, including His Excellency the Minister of Transport Mr. B.J. Udink, sitting on the dais with IAPH officers. <i>Attendants</i> : 348 from 49 countries (of which 103 were non-members).
	• The Conference had 5 <i>Working Sessions</i> to discuss the following 5 urgent problems of port,

- (1) "The Functions of Port Undertakings".
 - (2) "Preventive Measures Against Air and Water Pollution".
 - (3) "Problems of Developing Ports and Their Solution".
 - (4) "Coordination in Planning of Links Between Ports and the Hinterland to Facilitate Movement of International Transportation".
 - (5) "Potential of Cargo Distribution by Barge Carrier".
- During the *Business Plenary Session* under the chairmanship of Mr. A.L. King,
 - (1) *Secretary General* among other items called the attention of the delegates to the financial situation the Association was confronted with, caused by the nasty inflationary tendency in Japan and presented an emergency measure for consideration at the plenary meeting—a proposal for establishing "IAPH Head-Office Maintenance Foundation" in Japan. He revealed the alternative would be relocation of the Head Office elsewhere the monetary turmoil is less destructive.
 - (2) *Chairman of Special Committee on International Port Development* Mr. Lunch introduced his report with the emphasis that the immediate need was to have experienced managers of developed ports assist and advise over current problems and future policy in developing ports. Opinions he summed up "An attachment of about 2 weeks is the minimum period of use, one month maximum" (USA). "Finance is not so much a problem as training is" (Africa). "An alternative might be a training arrangement at principal developed ports" (Asia).
 - (3) *Special Committee on Large Ships*, chaired by Mr. Axelson, Sweden, informed the Plenary Meeting that they contacted PIANC, IMCO and I.O.T.C. (Int. Oil Tanker Comm.) and a few other organizations for information, and recommended a coordination of the work by the 4 organizations. It further advised the Association that it appoint a liaison officer to cover meetings of IMCO in particular.
 - (4) *Special Committee on Containerization and Barge Carriers*, chaired by Mr. Nutter, Oakland, USA, reported on its survey of 96 IAPH Member ports and terminal operators and said that the report in print was internationally distributed and it believed the pamphlets would aid in the development of modern, efficient terminal facilities throughout the world. The Committee agreed to continue collecting data and upgrade this report periodically.
 - (5) *Special Committee on Legal Protection of Navigable Waterways*, chaired by Mr. A. Pages, Bordeaux, France, reported on its analysis of the returns of survey from 50 member ports and introduced a resolution calling for "full responsibility by owners of sea-going vessels for any damage caused by the vessels, including wrecks and other losses, etc".
 - *Business Plenary Session* acted upon Resolutions and Bills introduced, besides the condolence on the passing of 3 Hon. Members of the Association—Mr. V.G. Swanson, Melbourne, the Honorable Hale Boggs, Congressman of USA from Louisiana, and Mr. John-Iwar Dahlin, Sweden, as follows,
 - (1) As proposed by Secretary General Mr. Akiyama, the Plenary Meeting approved the IAPH Head Office Maintenance Foundation and President King was authorized to attest the agreement between the Association and the Foundation to transfer to and entrust the Foundation with the function of maintaining and operating the Head Office of the Association, the agreement effective on June 1, 1973.
 - (2) *Ways and Means Committee* shall make a comprehensive study of the "Membership Dues" structure of the Association, recommending a new dues formula with a view towards the Association becoming self-supporting at the earliest time and submit its report at the 9th IAPH Conference.
 - (3) The resolution proposed by the *Committee on Legal Protection of Ports and Navigable Waterways* was approved.
 - (4) As regards "Water Pollution", the assembly acted upon a resolution to inform IMCO that IAPH seriously considers it important to ensure ships are fitted with apparatus which eliminates the discharge of sewage into waters while in port, and that for the reception by appropriate authorities of accumulated sewage, all ships should be provided with outlets from their accumulation tanks above the water-line, and further resolved to commend to the member ports to consider of instituting a compulsory port sanity service for ships which are not fitted with such apparatus at an adequate rate of charge on those ships.
 - (5) And other resolution of thanks.
 - Resignation of Mr. Toru Akiyama, as Secretary General, and the acceptance of the resignation by the Board was announced. The resignation was an inevitable result from his assuming the Presidency of the New Foundation.
 - *New Officers* for the term 1973–75 were elected, as follows,

President: Mr. Robert L.M. Vleugels, General Manager of the Port, City of Antwerp, Belgium.

1st Vice-Pres: Mr. Howe Yoon Chong, Chairman/General Manager, Port of Singapore Authority, Singapore.

2nd Vice-Pres: Mr. George W. Altwater, Executive Director, Port of Houston, USA.

Secretary General: Dr. Hajime Sato, former Deputy Secretary General, IAPH Head Office, Tokyo.
 - *New Board Members* for the new term 1973–75 were announced.

	<ul style="list-style-type: none"> • <i>New Executive Committee</i> Members for the new term were announced. • <i>Site of 9th IAPH Conference</i> was announced to be Singapore from 9–15, March, 1975. • <i>New Board Meeting</i> was convened.
May 12	<ul style="list-style-type: none"> • <i>New Executive Committee</i> Meeting was convened.
Jul.	<ul style="list-style-type: none"> • Pres. Vleugels circulated a questionnaire among Board Members on “Further Development of IAPH and 9th Conference” • IAPH delegate (Mr. Boeuf, Dunkerque) attended 23rd Congress of PIANC at Ottawa. • IAPH Amsterdam Resolutions were submitted to IMCO and UNCTAD.
Aug.	<ul style="list-style-type: none"> • IAPH was granted Non-Government Organization Consultative Status by UNCTAD.
Sep.	<ul style="list-style-type: none"> • Amsterdam Resolution No. 8 was “examined by IMCO (Legal Committee).” • Amsterdam Resolution No. 7 was examined by IMCO (Maritime Safety Committee).
Oct. 15	<ul style="list-style-type: none"> • Pres. Vleugels requested Special Committee on Legal Protection of Navigable Waterways (Chaired by Mr. Pages) to continue follow-up survey on Amsterdam Resolution.
Oct.	<ul style="list-style-type: none"> • “<i>IAPH Head Office Announcements Section</i>” was opened in “<i>Ports and Harbors</i>”.
Oct./Dec.	<ul style="list-style-type: none"> • Pres. Vleugels gave address at International Training Course in Port Management in Algeria.
Nov.	<ul style="list-style-type: none"> • IAPH Representative (Mr. Boeuf, France) attended 1st Joint Meeting of PIANC/IAPH/IALA on Port Signal. 1st meeting of Special Review Committee in New York was called off due to sudden illness of Chairman King.
Oct./Nov.	<ul style="list-style-type: none"> • IAPH Representative (Mr. Lai of Singapore) attended 10th Session of ECAFE’s Sub-Committee on Water Transport in Bangkok.
Dec. 10	<ul style="list-style-type: none"> • Mr. A. Lyle King, immediate past President passed away. • <i>Membership</i>: Hon. M. 12, Fndr. M. 14, Reg. M. 186, Ass. M. 101, Life M. 12. • Pres. Vleugels appointed Mr. John Lunch (PLA) an IAPH Liaison Officer with UNCTAD.
’74 Jan.	<ul style="list-style-type: none"> • <i>Secretary General</i> on behalf of Finance Committee circulated a questionnaire among the Regular Members on “Tonnage Handled”. • <i>Special Committee on International Port Development</i> (Chaired by Mr. Lunch) circulated a questionnaire among the Regular Members seeking for the information of their training facilities. • Mr. T.J. Thorley was elected <i>Chairman of Finance Committee</i> succeeding Mr. Caughlin who retired from Port of Los Angeles on Jan. 2. • Mr. Del Taylor was elected <i>Chairman of the Special Review Committee on Constitution and By-Laws</i>, succeeding the late Mr. King who passed away.
Feb.	<ul style="list-style-type: none"> • Pres. Vleugels appointed Mr. A.J. Tozzoli (of Port Authority of New York & New Jersey) <i>IAPH Liaison Officer</i> with ECOSOC, UN.
Mar. 7	<ul style="list-style-type: none"> • IAPH sent a delegate (Mr. Reece of PLA) to the UN Conference of Plenipotentiaries on “A Code of Conduct for Liner Conferences” at Geneva.
11/12	<ul style="list-style-type: none"> • IAPH sent a delegate (Mr. P.C. Bakilana of East African Harbor Corp.) to 2nd Session of the Governing Council of UN Environment Programme in Nairobi, Kenya. • <i>Finance Committee</i> met at Auckland, New Zealand. • <i>Special Committee on Constitution and By-Laws</i> met at Auckland. • <i>Executive Committee</i> met at Auckland.
14/15	<ul style="list-style-type: none"> • <i>Special Committee on Large Ships</i> met at Le Havre.
Apr.	<ul style="list-style-type: none"> • <i>Special Committee on Containerization and Barge Carriers</i> met at Sydney.
May	<ul style="list-style-type: none"> • IAPH delegate (Mr. Bastard, Le Havre) attended 2nd Joint Meeting of PIANC/IAPH/IALA on Port Signals.
Jun.	<ul style="list-style-type: none"> • <i>Secretary General</i> submitted to IMCO the IAPH Proposal on “Wreck Removal”.
Jul.	<ul style="list-style-type: none"> • <i>Chairman Thorley of the Finance Committee</i> visited Tokyo Head Office to have a direct insight into the operation and management of the Head Office pursuant to the decision reached at the Auckland Executive Committee Meeting. • Deputy Director and Chief Mr. Sturmeay of the Shipping Branch, UNCTAD contributed a special article on “UNCTAD Work in the Field of Ports” by Eric Williamson for IAPH monthly “<i>Ports and Harbors</i>”. • <i>Special Committee on Containerization and Barge Carriers</i> (chaired by Mr. Nutter) circulated a questionnaire among the members and non-member ports of the world asking for the latest information

	of containers and their relevant port facilities.
Sep. 12/14	<ul style="list-style-type: none"> ● IAPH delegate (Mr. Barongo of East African Harbor Corp.) attended the ILO Dock Labor Seminar in Mombasa.
Oct.	<ul style="list-style-type: none"> ● IAPH delegate (Mr. Bastard of Le Havre) attended the PIANC's Inaugural meeting of International Commission for the Reception of Large Ships at Brussels. ● <i>Secretary General</i> circulated a Questionnaire on Bulbous Bows Vessels through the Association's monthly "Ports and Harbors" (now being airmailed) as the first experiment on this network of communication, in accordance with the Pres. Vleugels' letter of July 24 and Mr. A.J. Smith's letter of June 27.
Nov.	<ul style="list-style-type: none"> ● <i>Special Committee on Large Ships</i> met at New Orleans. ● <i>Secretary General</i> sent an urgent letter to all Regular Members "Re: Survey on the Cargo Tonnage Handled", stressing the importance of this survey for the new Membership Dues to be discussed at the 9th Conference. ● Mr. Lunch of London, <i>Chairman of Special Committee on International Port Development</i> completed a booklet on "International Survey of Port Training, Advisory Facilities and Requirements" amounting to 123 pages and distributed copies to all IAPH Members and international organizations and agencies. ● IAPH delegate (Mr. Miller of PLA) attended the 2nd Session of the Intergovernmental Preparatory Group on a convention on "Intermodal Transport".
Dec. 31	<ul style="list-style-type: none"> ● <i>Membership</i>: 308 from 60 countries—Hon. M. 11, Fndr. M. 15, Reg. M. 182, Ass. M. 95, Life M. 12.
'75 Jan.	<ul style="list-style-type: none"> ● <i>Head Office</i> made the final check-up with staff of Port of Singapore Authority on the arrangements of 9th Conference by sending the Deputy Secretary General over.
Mar. 8	<ul style="list-style-type: none"> ● 9th IAPH Conference was opened at Singapore. <i>Attendants</i>: 275 from 36 countries (of which 52 non-members). (Reports on Committees) ● <i>Special Committee on International Port Development</i> (Chaired by Mr. Lunch of PLA) reported on its survey. (The analysis and compilation of the survey was compiled into a publication and the copies were distributed to the IAPH Members and international agencies.) Chairman Lunch further informed the assembly that this publication was well received by international agencies and close cooperation was established by the Committee with UNCTAD in particular most appropriately following the granting by UNCTAD of Consultative Status to IAPH. (He was appointed Liaison Officer between the two organizations). The report comprised 4 sections. <ul style="list-style-type: none"> — Training Facilities Available, Technical Advisers Available, Requirements of Ports in Developing Countries for training Facilities, Requirements of Ports in Developing Countries for Technical Advisers. ● <i>Special Committee on Large Ships</i> (chaired by Mr. Bastard of Le Havre) reported of its work under the 3 ensuing sub-subjects, <ol style="list-style-type: none"> (1) Trends in the Construction field of large ships from Technical Characteristics. (2) Trends in the Construction field of large ships from Different Aspects of Security. (3) Organization of the Control and Regulation of Traffic for the Reception of Large Ships. Chairman Bastard enjoyed cooperation from many individuals and organizations including PIANC, IMCO, International Association of Lighthouse, and Oil companies International Marine Forum. ● <i>Special Committee on Containerization and Barge Carriers</i> (chaired by Mr. Nutter of Oakland) reported the results of their work which was compiled in a 126-Page booklet for distribution. The report included new data such as, <ol style="list-style-type: none"> (1) Up-dating of 1973-work. (2) Adding LASH facilities. (3) General Container facilities. Chairman Nutter suggested the following points of interest to assist developing ports (1) more statistical information on containership (2) pursuance of true intermodality (3) expediting cargo moving (4) considering the rising costs associated with container development. ● <i>Special Committee on Legal Protection of Navigable Waterways</i> (chaired by Mr. Pages of Bordeaux, France) presented a lengthy report with annex, the highlights of which were, <ol style="list-style-type: none"> (1) The aftermath of presentation of IAPH Amsterdam Resolution No. 8 (full economic responsibility by shipowners for all damages) to IMCO. (2) Accidents occurring in Port areas and their consequence. (3) Liability of Port Authority. (4) IMCO Legal Committee and wreck removal issue. (5) The human element in maritime casualties. ● <i>Working Sessions</i> <ol style="list-style-type: none"> (1) Port Co-operation in the Promotion of International Trade, Transport and Shipping.

Mar. 15

- (2) Port Co-operation Towards Greater Efficiency in Management and the Development of Facilities.
- (3) Port Co-operation in Preventing and Combating Water Pollution and Crime in Harbours.
- (4) Port Co-operation Towards Revenue Evaluation.

● *Amendments to By-Laws* included.

- (1) Establishment of "3rd Vice-President".
- (2) New Membership dues with the number of units subscribed in proportion to the tonnage handled.
- (3) The Credentials Committee, newly created as a Conference Committee.
- (4) Secretary General's acceptance of application for a Regular Member.

● *New Officers* for 1975-77 were elected.

President: Howe Yoon Chong.
1st Vice-Pres: George W. Altvater.
2nd Vice-Pres: Stanley Johnson.
3rd Vice-Pres: W.H. Brotherson.

● *New Board Members* for the new term were announced.

● *New Executive Committee* for the new term were announced.

● *Board Meeting* (post-Conference) was held.

● *Executive Committee Meeting* (Post-Conference) was held.

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The 20th Anniversary —

include the words "construction, maintenance" and those of (f) of Article III, which in part refer to "... Construction ... of ports, harbors and other waterfront facilities." It can easily be understood from a perusal of all of the provisions of our draft Constitution that in the proposed international association those purposes and objects for which your Association is primarily and almost solely formed will not constitute one of our principal purposes. It may well be that the activities of our proposed international association with respect to the engineering of port and harbor improvements will be confined principally to securing and utilizing, through cooperation with you, the papers and data of your Association and disseminating such to our membership.

Discussions have been held with Colonel Falkner of the American Section of your Association, relative to modification of our draft Constitution, so as to minimize further any expressed objects and purposes which might in any degree impinge upon the excellent work and results of your Association and also in order that the members of our proposed international association may directly benefit from the helpful detailed results of your deliberations. In view of the excellent accomplishments of your Association, it is now our thought that all references to "construction and maintenance" may properly be removed from our present draft Constitution and By-Laws.

We believe that it would be of benefit to each and every port authority in every country to be associated together so as to be able to exchange views and discuss any and all of the varied problems that may affect ports and harbors throughout the world, such as port and harbor administration, management, financing, security; import and export procedure, and the development and promotion of waterborne commerce. To our knowledge, there is at the present time no international association which covers among its objects and purposes all of the various facets of a port or harbor which are of intense interest and moment to the port authorities of the world. There are many port authority organizations and associations of regional character, such as The American Association of Port Authorities,

the Australian Association, the British Association, and others. For example, The American Association of Port Authorities which serves the two Americas has nearly identical objects and purposes as those proposed in our draft Constitution, and there has been, to our knowledge, no feeling that Association has impinged upon or overlapped the purposes, work and results of your Association or even of the American Section thereof.

THIRD, from the Regulations of your Association we have the impression that somewhat greater importance is placed on the members representing the different Governments and that your Association has been carrying out its activities on this basis. According to our idea, however, it is intended that all of the activities of our proposed Association should be carried out mainly by the port operators, who are directly responsible for the operation, management, and promotion of ports, harbors, and marine terminal facilities, rather than the Government representatives.

LASTLY, what we have to explain in connection with the classification of members, other than the individual members and those already mentioned above, is about those classifications specified in Article IV, subdivision (b) (2), of our draft Constitution. These classifications of members signify the associations, organizations, and bodies whose members operate or utilize ports and harbors. It is our intention that our proposed Association will contribute to the improvement and development of the activities of ports and harbors by giving those who utilize ports and harbors an opportunity to participate, so that their needs and requirements may be given proper consideration.

Besides those outlined above, we have in store many other programs, which can be realized through the formation of our proposed Association without any conflict with the activities of your Association and which will result in mutual benefit to the membership of both organizations.

For the reasons above stated, we, with the consensus of the International Preparatory Committee for the Second International Port and Harbor Conference, want to invite your good attention to the fact that (1) your Association and the Association proposed by us do not, and will not, overlap in their important objectives, purposes or functions, as suggested by your letter, and (2) that these two

(Continued on page 39)

Mr. John Lunch, Chairman, Special Committee on International Port Development, announces the award of bursaries for port training

At the meeting of the Special Committee on International Port Development, held during the last IAPH Conference in Singapore, under the chairmanship of Mr. John Lunch, Director-General, Port of London Authority, the Committee agreed as part of their continuing programme of assistance to ports in developing countries to award six bursaries, —three bursaries in 1976, and three in 1977— not exceeding US \$2,500, each to suitable applicants from ports in six countries who, the Committee feel, could most benefit from the bursaries. The Committee decided that the bursaries should be awarded to applicants from:

India
Pakistan
*Bangladesh
United Republic of Tanzania
Cameroon
Senegal

Application forms and the conditions under which the bursaries will be awarded may be obtained from the Secretary-General but copies of the conditions and the application form are reproduced in this edition so that potential applicants can be aware of all the necessary information required before making their application.

This is the first time that IAPH has awarded bursaries of this nature and Mr. Lunch and his colleagues on the Committee regard this as a most important step forward in their work of assisting ports in developing countries in solving their problems. In this work, the Committee place much emphasis on the training of appropriate people who will be able to apply the knowledge they have gained to the benefit of their ports and to the benefit of international trade.

The attention of potential applicants is drawn to the fact that applications for the award of bursaries must be received by Mr. Lunch by 31st January 1976, for the year of 1976, while the dead line for the year of 1977, will be announced in due course.

Special Committee on International Port Development

Conditions for the Award of Bursaries from IAPH Technical Assistance Fund

1. The object of the bursaries is to provide financial assistance towards the cost of sending selected applicants on approved training courses overseas. Approved training courses are those available in developed ports as set out in the Survey of Training Facilities and Requirements published by the Special Committee on International Port



Mr. John Lunch

Development in November 1974 and distributed to all IAPH Members.

2. Up to six bursaries **not exceeding US \$2,500 each** will be awarded to one approved applicant from each of the following countries:

India
Pakistan
*Bangladesh
United Republic of Tanzania
Cameroon
Senegal

3. Applicants, who must have been employed in an IAPH member port for at least five years, must already be employed in a junior or middle management capacity and their application form, which may be obtained from the Secretary-General, IAPH, must be sent to the Chairman of the Special Committee on International Port Development. The form must include a statement by the Chief Executive of the applicant's Port Authority confirming the suitability of the applicant for the course he wishes to attend and indicating the benefit both the port and the applicant seek to achieve from the course. The statement should also indicate the applicant's potential for future promotion.

4. The application form must be accompanied by a letter from the developed port confirming its willingness to provide the required training and specifying the date of commencement and duration of the course.

5. All applications for 1976 must be received by 31st January 1976 and will be considered by the Chairman of the Special Committee on International Port Development whose decision will be final. The decision will be notified to the applicant, his Chief Executive, the Chief Executive of the developed port in which the training is to take place and the President of IAPH, who will authorise the

(Continued on next page bottom)

Container Handling Statistical Return

One of the Special Committees of the Association, known as the "Containerisation and Barge Carriers Committee", under the Chairmanship of Mr. Ben E. Nutter, Executive Director of the Port of Oakland, has been engaged on the preparation of a Statistical Return suitable

for recording crane movement details associated with cellular container ships at container terminals.

During its meeting held in Singapore last March, in conjunction with the Ninth Conference of I.A.P.H., the Committee concluded its deliberations on this project and a

Secretary-General of IAPH to disburse the necessary funds from the Technical Assistance Fund to the applicant's Port Authority. The applicant's Port Authority will be required to reimburse the Technical Assistance Fund any monies not spent out of the bursary award.

6. After completion of the course, successful applicants will be required to prepare a brief report indicating how they propose to apply the training to their present employment. The report, which must be sent to the Chairman of the Special Committee on International Port Development within one month of the completion of the course, will be published at the discretion of the Chairman

of the Special Committee on International Port Development, in "Ports & Harbors" magazine. Successful applicants will also be required to obtain and forward with their own report a letter from the developed port giving their opinion of how he has carried out the course and the benefits he has derived from it.

Note: 1) The implementation of the Bursary was unanimously approved by the Board at the meeting by correspondence on September 15, 1975.

2) As of September 15, 1975, there is no member from Bangladesh.

Application Form for International Association of Ports & Harbors' Bursary

Part I—for completion by applicant personally

1. Name of applicant Age
2. Port Authority
3. Present Appointment Date of present appointment
4. Educational Qualifications (Please also indicate whether applicant is fluent in the English language)
5. Professional/Technical Qualifications
6. Career History
7. Previous Overseas Courses attended
8. Course for which application being made
(Specify developed port, nature of course and duration of course)
9. Applicants' reasons for selecting required course
10. Amount of bursary for which application now made.
(Particulars of travel and other costs, including any fees payable to receiving port should be given in support of the application)
11. State any other source from which finance for undertaking course will also be obtained and the amount of finance already obtained.
(e.g. Employing Port Authority, Government, International Aid organisations, such as UNCTAD, etc.)

Applicant's Signature

Date

statistical form has now been prepared. It contains columns on one side for recording the statistical data and, on the reverse side descriptive notes for guidance in completing the form.

Ever since the introduction of containerisation, members of I.A.P.H. throughout the world have been seeking information from Terminal Operators as to details of container movements, both in regard to numbers of containers and crane movement rates. However, the information sought varies from port to port and there has been no real attempt in the past to prepare statistics on a uniform basis. It is with this in mind and, as a means of filling what has been regarded as a long felt need, that the Containerisation and Barge Carriers Committee has prepared the statistical return. It is in mind that Terminal Operators be encouraged to complete the form and forward it to Head Office of the Association.

It is not intended that the statistical information be published but for the Head Office of the Association to collate the information received and make it available, on request, to authorities who are Regular Members of I.A.P.H. and who, themselves, are already completing the return.

The information which would be available from the Head Office, after collation, would only be in sufficient detail to provoke further inquiries and the member making the further inquiry would channel it directly to the port or terminal operator concerned so that the two parties could pursue the matter according to their needs.

Copies of the statistical return will be forwarded by Head Office to all member port authorities and additional copies will be made available on request, however, in order to obviate the need for a large number of forms to be supplied by Head Office at regular and continuing intervals, it would be appreciated if members of the Association duplicate the forms within their own organisation to meet their needs. Where duplication is undertaken it would not be necessary, of course, to repeat the explanatory notes on the reverse side of the form but it is very necessary that the forms in all cases be completed in terms of the explanations on the approved form.

The Committee hopes all will co-operate to test the benefits of the statistical information which will flow from its project.

Note:

- 1) This explanatory article and the final form of return were prepared by Mr. W.H. Brotherson himself who is the Third Vice-President and a member of the Special Committee on Containerization and Barge Carriers.
- 2) Collation and arrangement will be made by the Head Office Secretariat with the kind cooperation of Mr. E. Yamazone, a Japanese member of the Special Committee on Containerization and Barge Carriers.

Explanatory Notes For Columns In Statistical Return

Column 2 – NUMBER OF CONTAINERS HANDLED is the total number of containers discharged and loaded plus twice the number of containers restowed irrespective of whether the restow involves the container being taken off the vessel and returned to it or is simply shifted from one part of the vessel to another. The figure is to count as a move for each container of 20 ft. and above handled, irrespective of size.

BERTH

Column 3 – BERTH TIME is the period the vessel is alongside the operating berth, or berths, from the time made fast to time lines cast off. It is calculated without deductions.

Column 4 – OPERATING TIME is the total period calculated from the time the first shift of labour commenced to the completion time of the last shift.

Column 5 – BERTH RATE is the number of containers handled (Column 2) divided by the Berth Time (Column 3).
Column 6 – OPERATING RATE is the number of containers handled (Column 2) divided by the Operating Time (Column 4).

CRANEAGE

* Column 7 – GROSS TIME ALL CRANES is the elapsed time from the first crane movement to the last crane movement of all cranes (including ship mounted cranes) used on the vessel less permitted deductions. (See deductions to calculate GROSS CRANE TIME).

* Column 8 – NETT TIME ALL CRANES is the Gross Time all cranes (Column 7) less further permitted deductions. (See further deductions to calculate NETT CRANE TIME).

Column 9 – GROSS CRANE RATE is the number of containers handled (Column 2) divided by the Gross Time all Cranes (Column 7).

Column 10 – NETT CRANE RATE is the number of containers handled (Column 2) divided by the Nett Time All Cranes (Column 8).

Column 11 – NUMBER OF CRANES is the number of separate cranes (including ship mounted cranes) which were employed at any time in the working of the vessel.

Column 12 – TYPES OF CRANES is the type of cranes, either single lift, twin lift and/or shipboard crane used at any time in the operation of the vessel. Use the symbols "A" to indicate single lift, "B" for twin lift and "C" for ship-board crane or any combination of symbols where more than one type was used at any time.

THE FOLLOWING ARE THE DEDUCTIONS FOR CALCULATING GROSS & NETT TIMES

(See Columns 7 and 8):—

- (a) *Deductions to Calculate Gross Crane Time:—
 - (i) Heavy lifts which prohibit container working.
 - (ii) Adverse weather conditions which prohibit container working.
 - (iii) Raising and lowering of booms for the passage of vessels.
 - (iv) Failure of ships gear prohibiting container working.
 - (v) Any industrial dispute with a duration greater than one hour.
 - (vi) Late arrival of exports into terminal or awaiting stowage instructions which prohibit further work.
 - (vii) Power failures or restrictions applied by a regulatory authority.
 - (viii) Damaged or special containers which disrupt normal operations.

It should be noted that breakdowns of equipment such as container cranes and terminal equipment are defined to be under the control of the operator.

(b) *Further Deductions to Calculate Nett Crane Time:—

(Continued on page 34 bottom)

QUARTERLY CONTAINER TERMINAL RETURN - IAPH

PORT
TERMINAL
Nº OF OPERATIONAL BERTHS

* OPERATOR

----- QUARTER 19 -----
FROM TO

1	VESSEL & VOYAGE NUMBER (IF AVAILABLE)	2 Nº OF CONTAINERS HANDLED	3 BERTH TIME	4 OPERATING TIME	5 BERTH RATE	6 OPERATING RATE	7 GROSS TIME ALL CRANES	8 NETT TIME ALL CRANES	CRANE RATES		DETAILS OF CRANES	
									9 GROSS	10 NETT	11 NUMBER	12 TYPE
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14												
15												
16												
17												
TOTAL FOR PERIOD												
AV PER SHIP FOR PERIOD												
REMARKS :												
* REFER TO EXPLANATORY NOTES												

Visit of IMCO S.G. to Singapore

PORT OF SINGAPORE AUTHORITY

28 August, 1975

1. Mr. C.P. Srivastava, Secretary-General of IMCO, visited Singapore from 18 to 21 August 1975. This visit was part of his South-east Asian tour to hold discussions with government and port officials on matters relating to IMCO.



Mr. Srivastava (left) and Mr. Howe

2. While in Singapore, Mr. Srivastava paid a courtesy call on the Senior Minister of State of the Ministry of Communications. In his hour-long discussion with Mr. Howe Yoon Chong, President of IAPH and Chairman/General Manager of the Port of Singapore Authority, which was held at the Conference Room of the PSA Towers, Mr. Srivastava and Mr. Howe exchanged views and discussed mutual problems relating to maritime and port matters. He was informed by Mr. Howe of the work of IAPH, particularly the Special Committee on Legal Protection of Navigable Waterways headed by Mr André Pages as well as the liaison with IMCO through Mr. A.J. Smith. Mr. Howe expressed his regret that the arrangement to have Mr. Srivastava addressing the opening session of the 9th IAPH Conference in Singapore did not materialise. On Mr. Howe's suggestion that IMCO and IAPH should work together in close co-operation and the existing tie between the two organisations be further strengthened, Mr. Srivastava responded keenly and promised to personally look into this on his return to London.

(Continued from page 32)

- (i) Wharf side crane breakdowns.
- (ii) Raising and lowering of boom to traverse super-structure.
- (iii) Lashing and Unlashing of Containers.
- (iv) Removal and replacement of hatch covers.
- (v) Any terminal equipment breakdown which causes a complete stop in the working of the wharf crane(s).
- (vi) Changing of spreaders.
- (vii) Other terminal priorities which preclude container work on the ship.

NOTE: ALL TIMES HEREIN ARE TO BE CALCULATED TO THE NEAREST HOUR.

3. Mr. Srivastava opined, among other things, that there is an urgent need for developing countries to develop their port facilities and capabilities and he pledged the assistance and support of IMCO in this direction. He also stressed the need for training of port and maritime personnel and he offered the resources of IMCO to IAPH in the field of training in areas not duplicating that offered by UNCTAD.

4. Mr. Srivastava was taken for a land and harbour tour of the Port and was given a luncheon in his honour by Mr. Howe.

Meeting of UNCTAD Intergovernmental Group on Least Developed Countries.

— 7th-18th July, 1975 —

Mr. A.N. Taylor on behalf of Mr. John Lunch, Liaison Officer with UNCTAD, reported on the Intergovernmental Group of UNCTAD on the least developed countries recently, saying in his covering letter, —

"Although the conference was of no direct interest to port members of IAPH, I thought it worthwhile to prepare the report to keep members informed of UNCTAD discussions on assistance to developing countries".

Mr. Taylor further stated, *"although much of the assistance relates to the development of natural resources, this in turn will result in demands for assistance in providing infra-structures in developing countries, such as roads, railways and ports."*

The conference seems to have emphasized the need for technical assistance, coinciding exactly with the sphere wherein IAPH is already playing a particularly important role, especially through the Committee on International Port Development.

This report no doubt will interest the reader. (MK)

Report by Mr. A.N. Taylor

The purpose of the meeting of this group was to consider issues affecting the least developed among developing countries. In opening the conference the Secretary-General of UNCTAD said that a concerted attack was necessary by the international community on the problems of the least developed countries as part of a wider strategy for development and development co-operation. The special measures that had already been taken in favour of these countries had helped but if anything the difficulties of the least developed countries had intensified with a comparatively marked decline in growth rates and in some cases a decline in per capita income.

Amongst the most important aspects of assistance to the least developed countries were their needs for the development of infra-structure, improvements in communications, particularly transport, and improvements in administration, and in the expansion of agricultural output in order to avoid the need for imports.

During the conference many representatives of the least developed countries emphasised the role of self-reliance and the need for these countries to have confidence in themselves and draw on their own resources. In this connection there was a need for the least developed countries to get together to discuss ways of developing their own resources and dealing with the export of the many basic commodities from their countries which are in demand in the more developed countries. For this purpose,

technical and financial assistance was urgently required. Since the purpose of both financial and technical assistance was to help countries achieve self-sufficiency, such assistance should be provided on a flexible basis with this need in view. There was a vital need to strengthen institutions to assist in the development of foreign trade and export promotion and to encourage the establishment of promotion units in the developed countries to assist developing countries' exporters with information on export prospects.

Many developing country representatives emphasised the advantages of technical training provided on the spot particularly as this would overcome the difficulty of trainees having to re-adjust themselves to local conditions upon return to their home country.

During the conference a number of developed countries, as well as representatives of international institutions, highlighted the technical and financial assistance they were already giving to developing countries which had resulted in much progress being made.

At the end of the conference, a number of resolutions were passed urging developed countries, the international financial institutions, developed market economy countries and others to increase their assistance to developing countries. In particular, the conference resolved that developing countries should provide increased flows of technical assistance. The conference also invited the governments of developed and developing countries to take action, in conjunction with shipowners and liner conferences, to establish freight tariffs for the least developed countries which would encourage and assist the expansion of exports and imports for the developing countries and which will also facilitate the opening up of new markets. In addition the developed countries and the international financial institutions should give high priority to assist the least developed countries to acquire and expand national merchant fleets.

Finally the conference recommended that the following countries should be added to the UNCTAD group of least developed countries:—

Bangladesh
Central African Republic
People's Democratic Republic of Yemen
Gambia

The other countries regarded as least developed are as follows:—

Haiti
Botswana
Chad
Burundi
Dahomey
Ethiopia
Guinea
Lesotho
Malawi
Mali
Niger
Rwanda
Somalia
Sudan
Tanzania
Uganda
Upper Volta
Afghanistan
Bhutan

Laos
Maldives
Nepal
Sikkim
Western Samoa
Yemen Arab Republic.

International Survey of Port Training, Advisory Facilities and Requirements — 1975

Mr. John Lunch, Chairman of Special Committee on International Port Development, has circulated a letter on September 23, 1975 to all Regular Members of the Association requesting them to send him all new or revised information regarding the training facilities in developed ports and the requirements of ports in developing countries for such facilities and technical advisers. As Chairman Lunch states in his letter under reproduced, his Committee is now preparing for the revision of the Survey Report. (TKD)

Dear Sirs,

September 23, 1975

As you know, in November 1974 following the Survey by the Special Committee on International Port Development, a report was issued entitled "International Survey of Port Training, Advisory Facilities and Requirements." The report was sent to all members of IAPH and was received very favorably, with all the evidence indicating that as a world-first it is succeeding in bridging the gap between developed and developing ports fostering true international cooperation.

However, reports such as this all too quickly become dated and it has always been the intention of the Committee that this report should be regularly revised to ensure that it remained a worthwhile and useful working document for all member ports.

To achieve this we need any new or revised information by October 31, 1975 and I would be pleased, therefore, to receive at the following address from member ports any further offers or amendments of facilities or requirements for training or advisers they may have.

Mr. John Lunch, Chairman of Special Committee on International Port Development. IAPH Director-General, Port of London Authority, World Trade Centre, London E. 1, England

I regret that because of the constraints of timing for publications, any details received after 31st, October cannot be incorporated.

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

With my best regards,

Yours very truly,

John Lunch
Chairman, Special Committee on
International Port Development
I.A.P.H.

Next UNCTAD Meeting on Shipping Will Discuss Port Congestion and Performance Indicators, Says Lunch

Among other papers to be discussed at the November 10th meeting of UNCTAD Committee on Shipping, Mr. John Lunch, IAPH Liaison man with UNCTAD, considers there will be two of particular relevance to ports—on “port congestion” and on “port performance indicators.” He will cover for IAPH all the development of discussion on the two subjects.

Before attending the meeting, Mr. Lunch circulated a questionnaire to all members of Special Committee on International Port Development, of which he is Chairman, sounding what their observation on the two questions would be so that he could reflect the views of IAPH members as precisely as possible.

With regard to “Port Congestion”, Mr. Lunch says that the UNCTAD Secretariat wish the Committee to discuss measure that could be taken to reserve the trend toward increasing port congestion and suggest, as a possible first step, a meeting of experts to examine the problems involved and put forward specific measures to be taken by those countries whose ports are congested.

Concerning the “port performance indication”, Mr. Lunch reports, the document sets out the averages UNCTAD feel should be recorded and that no doubt most ports are already maintaining at least some of the averages.

Any member of IAPH, who is tempted to read the documents to be discussed at the next UNCTAD meeting, are advised to request a copy of Mr. Lunch at his address of Port of London Authority. He says he would be glad to send them on request. The following are the topics the documents cover.

1. What are shippers' interest?
2. Action programme
3. Shippers' councils
4. Ship investigation units
5. Bulking of cargoes
6. National shipping lines
7. Technological development and multi-modal transport.

(MK)

ESCAP, Regional Port Advisor in Tokyo

Mr. Jan Sisselaar, Regional Port Advisor, U.N. Economic and Social Commission for Asia and the Pacific, a D Class Associate Member of IAPH, has visited Japan on September 16th, 1975, on the way back to Bangkok from his recent mission to Korea for three weeks.

He has visited the Japan Shipowners' Association at its office in Tokyo and been met by Mr. Susumu Tempurin, Deputy General Manager, Liner Department (A), Mitsui OSK Line and Mr. Katsuya Yokoyama, Staff Officer, MOL (Ex-Dy Sec-Gen, IAPH) for a discussion on ‘future container traffic aspects for South Asia and the Pacific’ as in a private capacity.

At the dinner hosted by the Japan Shipowners' Association, he was met by Dr. Hajime Sato, Secretary-General, IAPH, and Mr. Ohnishi, staff member of the Japan Shipowners' Association.



Photo 1: (from left to right), Messrs. Yokoyama, Sisselaar, Tempurin and Kinouchi, at a meeting room of Japan Shipowners's Association, Tokyo.



Photo 2: (from left to right), Messrs. Kinouchi, Kondoh, Sato, Sisselaar at Rikyu Hanten, World Trade Center, Tokyo.

Mr. Sisselaar has been assigned to the present position in ESCAP since this February from his home port of Rotterdam. (As a matter of fact, he was a member of the Conference Organizing Committee for the 8th Conference in 1971. And, also he participated in the recent 9th Conference in Singapore.) He is expected to hold his office in ESCAP for about 3 years.

He has left for Bangkok on September 17th, 1975. (rin)

Membership Notes

New Members

Regular Member:

Maatschappij van de Brugse Zeevaartinrichtingen (M.B.Z.)
L. Coiseaukaai 2 8000 Bruges, Belgium
Office Phone: 050-33.30.65
Telex Number: Ports b 19.201
Cable Address: PORTS BRUGGE
(Mr. F. Traen, Member of the Board of Directors and General Manager)

Associate Member:

Mr. Francis Monceaux (Class D)
Bureau Veritas, 31 Rue Henri Rochfort, Paris 17, France
Office Phone: 227-8040
Telex Number: 29226

Calendar of UNCTAD Meetings

CALENDAR OF UNCTAD MEETINGS FOR THE REMAINDER OF 1975 AND 1976 AND TENTATIVE CALENDAR OF MEETINGS FOR 1977

On September 20, 1975, this Office received a letter dated September 15th, 1975 from Mr. A.N. Taylor, Assistant to Mr. John Lunch, Director General of Port of London Authority and IAPH Liaison Officer with UNCTAD in respect to the programme of the UNCTAD meetings for the remainder of 1975 and 1976, and their provisional calendar of meetings for 1977.

As we consider this calendar to be of interest to the members, we are pleased to present it as it is in this edition. (TKD)

19 August 1975

At the first part of its fifteenth session the Trade and Development Board adopted the following calendar of meetings for the remainder of 1975 and 1976 and tentative calendar of meetings for 1977:

1975

	Date	Duration	Location
United Nations Cocoa Conference, 1975	22 September— 17 October	4 weeks	Geneva
Trade and Development Board, fifteenth session, second part	30 September— 3/4 October	4-5 days	Geneva
Committee on Invisibles and Financing related to Trade, seventh session	27 October— 7 November	2 weeks	Geneva
Committee on Shipping, seventh session	10-21 November	2 weeks	Geneva
Committee on Transfer of Technology, first session	24 November— 5 December	2 weeks	Geneva
Committee on Commodities, eighth session, third part	8-19 December	2 weeks	Geneva

Advisory Committee to the Board and to the Committee on Commodities, tenth session	To be determined	1-2 weeks	Geneva
Permanent Sub-Committee on Commodities	If required	1 week	Geneva
Commodity consultations	As required	up to 5 weeks	Geneva
Working parties, study groups and expert groups	As required	up to 9 weeks	Geneva

NOTE: The calendar of meetings following the fourth session of the Conference in 1976 and in 1977 may have to be adjusted in the light of the recommendations and decisions of the Conference.

1976

	Date	Duration	Location
Technical Committee of the Joint Advisory Group on the International Trade Centre UNCTAD/GATT, fifth session	5-9 January	1 week	Geneva
Special Committee on Preferences, seventh session	5-16 January	2 weeks	Geneva
Working Group on International Shipping Legislation, fifth session, first part	5-16 January	2 weeks	Geneva

1976 continued

	Date	Duration	Location
Joint Advisory Group on the International Trade Centre UNCTAD/GATT, ninth session	13-16 January	4 days	Geneva
Working Group on Tungsten, tenth session	19-23 January	1 week	Geneva
Intergovernmental Preparatory Group on a Convention on International Intermodal Transport, third session	16 February—5 March	3 weeks	Geneva
Trade and Development Board, seventh special session	8-19 March	2 weeks	Geneva
United Nations Conference on Trade and Development, fourth session	3-28 May (including pre-Conference meeting on 3 and 4 May)	4 weeks	Nairobi
Working Group on International Shipping Legislation, fifth session, second part	26-30 July	1 week	Geneva
Intergovernmental Group on Container Transport, first session	2-13 August	2 weeks	Geneva
Trade and Development Board, sixteenth session, first part	17 August—10 September ^{a/}	4 weeks ^{a/}	Geneva
Committee on Tungsten, tenth session	25-29 October	1 week	Geneva
Intergovernmental Preparatory Group on a Convention on International Intermodal Transport, fourth session	1-19 November	3 weeks	Geneva
Special Committee on Preferences, eighth session	22 November—3 December	2 weeks	Geneva
Permanent Group on Synthetics and Substitutes, seventh session	6-10 December	1 week	Geneva

^{a/} Duration to be reviewed by the fourth session of the Conference.

Advisory Committee to the Board and the Committee on Commodities, eleventh session	To be determined	1-2 weeks	Geneva
Permanent Sub-Committee on Commodities	If required	1 week	Geneva
Commodity Conferences	As required	up to 10 weeks	Geneva
Commodity consultations	As required	up to 10 weeks	Geneva
Working parties, study groups and expert groups	As required	up to 16 weeks	Geneva
Conference services for holding ad hoc meetings on debt problems of developing countries	If required	up to 4 weeks	Geneva

1977

	Date	Duration	Location
Working Group on International Shipping Legislation, sixth session	January	2 weeks	Geneva
Technical Committee of the Joint Advisory Group on the International Trade Centre UNCTAD/GATT, sixth session	January	2 weeks	Geneva
Joint Advisory Group on the International Trade Centre UNCTAD/GATT, tenth session	January	2 weeks	Geneva
Committee on Commodities, ninth session	February	2 weeks	Geneva
Committee on Shipping, eighth session	March	2 weeks	Geneva
Committee on Manufactures, eighth session	March/April	2 weeks	Geneva

1977 continued

	Date	Duration	Location
Trade and Development Board, eighth special session ^{b/}	April/May	2 weeks	Geneva
Trade and Development Board, sixteenth session, second part ^{b/}	April/May	1 day	Geneva
Committee on Invisibles and Financing related to Trade, eighth session	May/June	2 weeks	Geneva
Committee on Transfer of Technology, second session	June	2 weeks	Geneva
Intergovernmental Group on the Least Developed Countries, second session	June/July	2 weeks	Geneva
Trade and Development Board, seventeenth session	23 August—16 September	4 weeks	Geneva
Special Committee on Preferences, ninth session	November	2 weeks	Geneva
Committee on Tungsten or Working Group on Tungsten	November	1 week	Geneva

^{b/} A working party of the sixteenth session will meet during the eighth special session of the Board to review the programme budget and the medium-term plan. The sixteenth session will reconvene towards the end of the special session to consider the report of the working party.

Advisory Committee to the Board and to the Committee on Commodities, twelfth session	To be determined	1-2 weeks	Geneva
United Nations Conference on a Convention on International Intermodal Transport ^{c/}	To be determined	4 weeks	Geneva
Permanent Sub-Committee on Commodities	If required	1 week	Geneva
Commodity conferences	As required	up to 10 weeks	Geneva
Commodity consultations	As required	up to 10 weeks	Geneva
Working parties, study groups and expert groups	As required	up to 16 weeks	Geneva

^{c/} Subject to decision by the General Assembly.

(Continued from page 29)

The 20th Anniversary —

Council for the International Port and Harbor Association

Associations can contribute in cooperation and mutual aid to the attainment of their common objects, by sharing their respective fields of activity. It is, indeed, our sincere hope that he misunderstanding regrettably harbored by you will now be completely removed, and that your Association will now willingly extend its valuable cooperation to our present endeavours.

In conclusion, it is our sincere wish that your meeting in Paris in June this year, proposed by your Association, will be carried out with great success and result in many benefits to the ports of the countries bordering upon the Pacific and Indian Oceans; and that this June meeting will also result in a better understanding of and an active sympathy for our proposed International Association.

Yours cordially,

*Gaku Matsumoto (signed)
Committee Chairman, Preparatory*

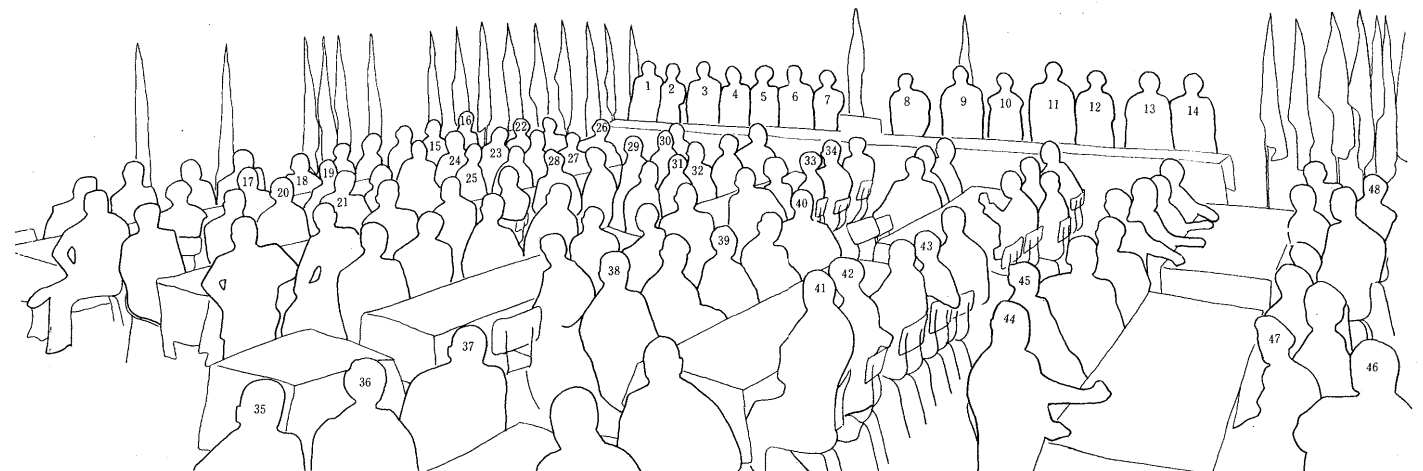
In 1980, IAPH will have its 25th birthday. Unfortunately it is not the Conference year. 1981 is the year when the 12th Conference is to be held somewhere in Asian Region. I am personally very anxious to invite the Conference again to Japan. But to do so, there are many hurdles to overcome and the consensus of our people to that effect must be secured. I wish to do my best to the goal, if God still allows me my physical capability. If I succeed, let us have a great, worthy celebration for the independent IAPH.

I.A.P.H. was inaugurated in Los Angeles in 1955

Luncheon, hosted by Port of Los Angeles, was held at Hollywood Roosevelt Hotel, Los Angeles on November 10th, 1955. This historical photo was presented to the Head Office by Port of Oakland for this special issue. Mr. and Mrs. Bernard J. Caughlin did their best in identifying the delegates in the picture, when they visited Tokyo in July, this year. (TKD)



1. Mr. B.J. Caughlin (Los Angeles, USA)
2. Mrs. John C. Cosgrove (Los Angeles, USA)
3. Mr. D. Dullum (Encial, USA)
4. Mr. Gaku Matsumoto (Tokyo, Japan)
5. Mrs. Kingman (Los Angeles, USA)
6. Dr. E.C. Spires (Los Angeles, USA)
7. Mrs. Menveg (Los Angeles, USA)
8. Mr. Menveg (Los Angeles, USA)
9. Mr. Dudley Frost (Oakland, USA)
10. Mrs. Spires (Los Angeles, USA)
11. Mr. John C. Cosgrove (Los Angeles, USA)
12. Mrs. Frost (Oakland, USA)
13. Admiral H.F. Kingman (Los Angeles, USA)
14. Mrs. Caughlin (Los Angeles, USA)
15. Mr. T.G. Maddox (Los Angeles, USA)
16. Mr. Troy S. Garrison (Los Angeles, USA)
17. Mr. Henry Roloff (San Diego, USA)
18. Mrs. B.D. L. Johnson (Vancouver, Canada)
19. Mr. B.J. Roberts (Ottawa, Canada)
20. Mr. Don E. DeLon (San Francisco, USA)
21. Mr. Isaac A. David (Monrovia, Liberia)
22. Mr. Nordstrom (Los Angeles, USA)
23. Mr. C.M. Chen (Taiwan, China)
24. Mr. C.N. Perkins (Los Angeles, USA)
25. Adm. Higbee (Los Angeles, USA)
26. Mrs. Flemming (San Francisco, USA)
27. Mr. Flemming (San Francisco, USA)
28. Mr. Ben E. Nutter (Honolulu, Hawaii)
29. Mr. Toru Akiyama (Tokyo, Japan)
30. Capt. Thomas L. Lewis (New Orleans, USA)
31. Mrs. Rooney (Oakland, USA)
32. Mr. J. Kerwin Rooney (Oakland, USA)
33. Col. Dunlap C. Clark (Los Angeles, USA)
34. Mrs. Clark (Los Angeles, USA)
35. Mr. Elmo Ferrari (Stockton, USA)
36. Mrs. McGurk (Stockton, USA)
37. Mr. McGurk (Stockton, USA)
38. Gen. H.T. Miller (Los Angeles, USA)
39. Mrs. Miller (Los Angeles, USA)
40. Mr. Shojiro Kikuchi (Tokyo, Japan)
41. Mr. E.H. Savage (Seattle, USA)
42. Mrs. Savage (Seattle, USA)
43. Miss Miriam Wolff (San Francisco, USA)
44. Mr. Gen R.H. Wylie (Richmond, USA)
45. Mr. D.P. O'Brien (Alberni, Canada)
46. Mr. Carl M. Smith (San Francisco)
47. Mrs. Smith (San Francisco, USA)
48. Mr. James Visceglia (Calif., USA)



Antifer — A New Oil Terminal

Le Havre Port Authority France

Le Havre:—Construction of an oil terminal at Antifer, 18 km north of Le Havre, is proceeding according to plan. The service port was completed in September 1973 and work on the 3,500-metre dike was begun in October. The first docking berth is scheduled to be ready for use in June 1975. It will be able to handle tankers of the 350,000-ton class. By 1976, Antifer will be equipped to receive the 500,000-ton tankers now being built.

In 1973, 9,221 tankers brought 63 million tons of oil to Le Havre, which is now Europe's third oil port, after Rotterdam and Marseilles. Le Havre is France's principal port for general cargo (5,558,000 tons in 1973).

In 1861 the sailing ship Elizabeth Witts arrived at Le Havre carrying the first consignment of crude oil from the United States. In 1975 the first 500,000-ton tanker will berth at Antifer. The intervening century has seen an extraordinary evolution of ocean transport, in which Le Havre has been one of the leading participants.

This evolution is still continuing, but Le Havre's role in it will now be taken over by Antifer.

Basing their estimates on a reasonably foreseeable average expansion rate of 5% per annum, specialists reach the conclusion that world energy needs will quadruple by the year 2000. In the race for energy, the supremacy of oil will continue unchallenged for many years yet: the share of energy resources it represents will rise from 59% in 1970 to 69% in 1980.

Continental Europe's oil consumption is expected to grow from 500 million tons in 1970 to 1,000 million in 1980. French consumption will develop at the same pace: from 100 million tons in 1970 to 150 million in 1975 and to more than 200 million in 1980. At present, France needs 350,000 tons of oil a day. These needs will double in ten years' time. When 500,000-ton tankers replace today's 250,000-tonners, the saving on transport costs from the Persian Gulf to Le Havre will be of 4.50 to 5 F per ton: this would represent in 1980, if all France's oil supplies were carried by giant tankers, an economy of 1,000 million F per annum compared with the transport cost using 250,000-tonners.

HANDLING OF SUPER-TANKERS

The port of Le Havre receives today 45% of France's crude oil imports. In 1972 this represented over 50 million tons—2% of the world crude oil production and 4% of the crude oil carried by sea. Taking into account the anticipated growth rate, the tonnage it handles will have to rise to 100 million by 1980 just for France's needs alone. To carry this oil, new tankers are under construction or on order, but two-thirds of them could not enter the present port: while 250,000-tonners with a 21-metre draught can still pass through the breakwater, 500,000-tonners with a 28-metre draught necessitate the construction of new

WHY ANTIFER?

In spite of the present conjuncture, the construction of the port of Le Havre Antifer is still fully justified. Effectively:

1. The oil terminal facilities in Le Havre are saturated. The saturation level of Berth 8 and Berth 10 is estimated at 120 calls/year for each. Now this level exceeded widely the possibilities during 1974, 163 calls were enumerated at Berth 8 and 148 at Berth 10. The cargoes unloaded from vessels over 200,000 dwt represented 63% of the traffic for this period, while only 49.3% in 1973—40.06% in 1972 and 31.57% for 1971.

2. In order to resolve problems arising from this saturation, the lone solution, by the fact of physical impossibility to build other berths within the actual limits of the port, is to realize new facilities out of those limits. The Antifer solution was the less expensive of all those studied.

3. The building of very large vessels remains justified by the realisable savings on transport costs. Early 1975, 197 vessels of over 250,000 dwt were in operation and 342 on order or construction.

4. The construction of the Port of Antifer represents after all only one and a half the construction price of a 500,000 dwt tanker. Moreover taking into account a reduced improvement of oil traffic compared to the origin one, this port presents a profitability for the Port Authority with tariff possibilities reserving fully the profitability of very large vessels.

installations.

This is why, on 11 December 1969, the French Government adopted a proposal to build an oil terminal for vessels of 500,000 to 1 million tons in the Baie de Seine.

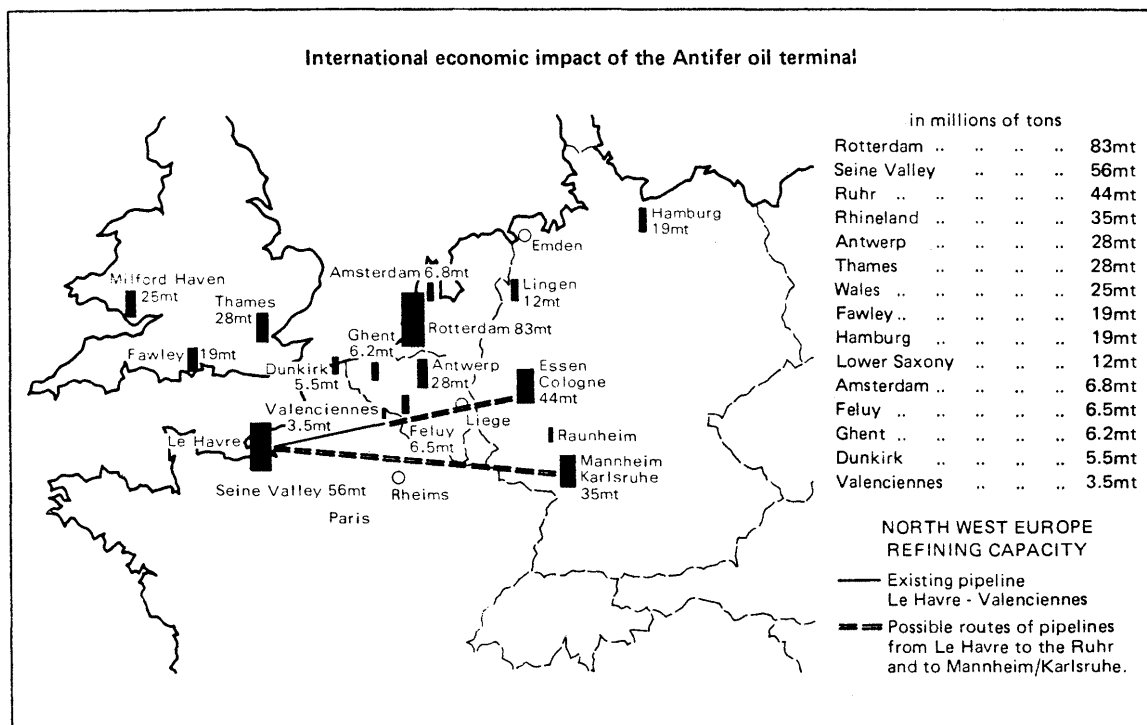
Initially, the terminal will have two piers able to receive 200 calls a year. Since a tanker can make five return-trips a year to the Persian Gulf, the new port will therefore be able to handle a fleet of 40 tankers. Its construction cost being roughly the same as that of one 550,000-ton tanker, the investment represents only 2½% of the value of the fleet that will use it. This figure becomes smaller still if one takes into account the third and fourth piers that can be built behind the same breakwater and reached by the same access channel.

THE NEW TERMINAL

Choice of site

Tankers of 500,000 to 1 million tons need 31 to 36 metres of water including the indispensable safety margin. On this basis, there were two possible sites: Le Parfond, 30 km west of Le Havre, and Antifer to the north of the present port, below the cape of that name.

The comparative studies of the two sites showed up the advantages of Antifer. It was nearer to the coast, the currents were more favourable, and above all, as the



geological survey revealed, a fault several kilometres wide in the rocky sea-bed, filled with sand and easy to dredge, comes right up to the foot of the cliff at this point. This meant that the oil terminal could be built on the coast.

The project

Construction work is already under way at Cap d'Antifer near the small seaside resort of Bruneval, whose beach, much frequented by the inhabitants of Le Havre, entered the history books in February 1942 when a British commando force landed there for a daring raid against an enemy radar station that could detect Allied traffic in the Channel.

The port will be protected to the north by a 3,500-metre breakwater consisting of a broken line of several rectilinear sections. It will provide shelter and will also adequately protect the swinging circle against northerly and north-westerly swell. The Cotentin peninsula offers natural shelter to the south and south-west—another advantage of the Antifer site.

An ancillary port with 35 hectares of ground area has been built at the foot of the cliff for tugs, etc., and an access road to serve the new terminal will be cut into the cliff-side.

The 550 m-wide access channel will in the first stage be dredged to a depth of 25 metres below the lowest equinoctial tide level. The swinging circle for manoeuvring (diameter 1,800 m) will be three times larger than that of the present port; inside this swinging circle, a smaller circle will be dredged to 27 m to prevent the danger of ships running aground at ebb tide and also in case of manoeuvring errors. The berthing area will be dredged to 31 m.

The port will ultimately have four piers (two in phase 1) accessible to vessels of 550,000 tons deadweight. Later on, the fairway will be dredged to between 30 and 33 m, depending on the increase in the draught of tankers, and two of the four piers will be developed to accommodate 1-million-tonners.

The oil will be pumped from the tankers into the

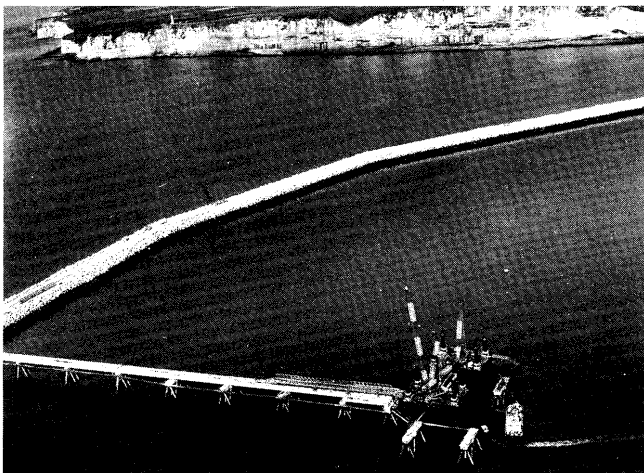


**Le Havre, France, 2.7.75 (Port Authority of Le Havre):—
General view of the works in Antifer.**

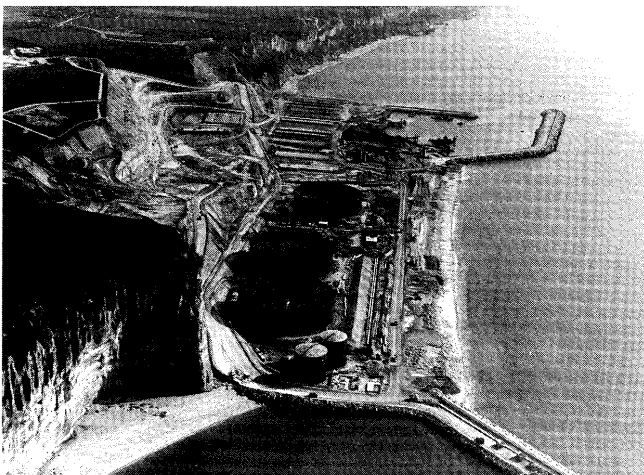
dockside holding tanks: rather than build a pipeline with a sufficient flow to convey oil straight to the present tanks at Le Havre at the same rate as that of the ship-board pumps, it has been found cheaper to discharge into holding tanks and thence to Le Havre by a pipeline of lesser flow. The crude oil will therefore be rapidly unloaded at Antifer and re-forwarded to Le Havre by pumping stations and pipelines operating permanently and capable of handling the different types of oil separately. The refineries may at a later stage be supplied direct from the Antifer holding tanks.

The breakwater

The breakwater will have a foundation of pebbles dredged from a nearby site. The materials making up the core will be taken from the 100-metre-high limestone cliff overlooking the site. This limestone mixed with flint, although not as hard as the granite or quartzite usually used, has been thoroughly tested and found satisfactory. The big advantage of this solution is that the basic materials will come from the immediate vicinity, cutting out trans-



Le Havre, France, 8.7.75 (Port Authority of Le Havre):—
View of the works in Antifer.



Le Havre, France 21.4.75 (Port Authority of Le Havre):—
General view of the works in Antifer.

port costs.

The core will be covered by a layer of natural selected blocks, then by concrete blocks, and finally by a protective layer of concrete cubes of varying weight up to 30 tons, depending on the portion of the structure where they will be laid. The breakwater is designed to withstand swells of up to 8 metres without damage.

The ancillary port is already in service. The terminal itself should be ready to receive tankers of 350,000 tons deadweight in June 1975, and of 550,000 tons in December 1975.

THE SAFETY ASPECT

Larger ships

The greater the number of ships in circulation, the greater the risk of collisions. It is encouraging to note that, despite the considerable growth of hydrocarbon traffic, the number of tankers has been kept down to around 3,000 for twenty years, thanks to the bigger capacity of ships.

Assuming that 300 million tons per year must be carried from the Persian Gulf to meet the North European oil needs, this traffic would require 750 tankers if it were transported exclusively by 70,000-tonners: the round trip being of 22,000 nautical miles, each vessel would make six trips per annum and would transport about 400,000 tons of oil. The route would be ploughed by a non-stop procession

of tankers with a distance of only 30 miles between each one.

If 250,000-tonners are used, the number of tankers required drops to 200 and the distance between them lengthens to 100 miles. Large ships are therefore a considerable safety factor.

Prevention of pollution

At Antifer itself, everything is being done to eliminate risks of oil pollution of the sea and coast. In the first place, the best conditions will be provided for manoeuvring and berthing: a wide channel, a big swinging circle, and numerous navigational aids. And since there will only be tankers, interference by other shipping will be eliminated. The dangers of collision or running aground, which cause the worst pollution, will thus be very slight.

Practically the only pollution risk will arise from broken pipes or joints. Against this, a number of measures will be taken. Accidental oil spillages will immediately be enclosed within floating barriers towed by ancillary vessels, to stop them floating out to sea or, more important, towards the shore where the effects on the environment would be even more prejudicial. Most of the oil isolated in this way will be pumped away for treatment at a special plant. Any oil remaining on the water surface will be treated and dispersed into the sea, where its destruction will be completed by natural process.

Ample pollution-fighting facilities (barriers, recovery equipment, treatment products) will be stored at Le Havre, which has been chosen as one of the main centres for the prevention of marine pollution, in the framework of the POLMAR-ORSEC plan.

Fire-fighting

Amongst other equipment, an advanced fire-fighting vessel has been ordered for the Antifer terminal.

This 50 m-long vessel will have a speed of 16 knots when fully loaded. She will be twin-shafted, with retractable propellers that can be angled for positioning manoeuvres; a dynamic system will keep her in place near crippled ships even when these are drifting and regardless of winds and currents. She will be stabilized by a particularly efficient anti-roll system.

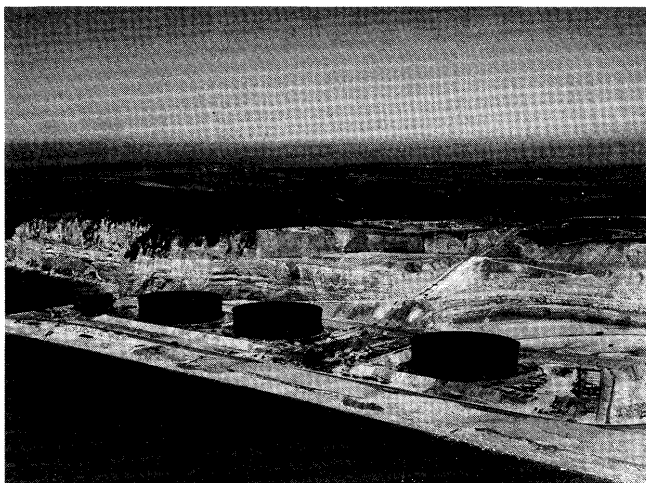
Besides fire-hoses, the vessel will be fitted with six water and foam guns on deck, and another two on elevator devices capable of lifting them to more than 25 metres above sea level. These guns will have a range of 40 to 50 metres and will be able to discharge either water or foam for 1½ hours at a stretch. A stock of foam-making liquid will be kept on board. The ship will also be used for anti-pollution work and, for this purpose, will have storage facilities for the necessary equipment and oil-dispersing liquid. It will, of course, operate not only at Antifer, but also in the port of Le Havre and over a wide radius along the Channel coast and up the Seine.

Navigational aids

The new terminal will be equipped with navigational aids ranging from the usual buoyage system to the most modern facilities.

As regards buoyage, the 15-km channel will have 13 lighted buoys by the time 1-million-tonners with a 33-metre draught are introduced.

Lighthouses and lights will be constructed at all necessary navigational points of the terminal, and transit lights



Le Havre, France, 8.7.75 (Port Authority of Le Havre):—General view of the works in Antifer.

visible in daytime from a distance of 5 km in good visibility will indicate the access channel.

As for radio-electrical equipment, the terminal's approaches and navigation in the channel will be permanently controlled and monitored by the radar stations of both the port of Le Havre and Antifer. The radar pictures will probably be beamed to the Nouveau Sémaphore control and monitoring station of Le Havre.

The piloting system is still being studied: a "personalized" system is being considered, under which the pilot, once on board, would receive directly on the bridge the essential data regarding the exact position of a pre-determined point of the ship, the speed vector, acceleration and turning speed, all of which would be shown in alphanumerical signs on a portable screen which the pilot would bring with him.

LIFE AT ANTIFER

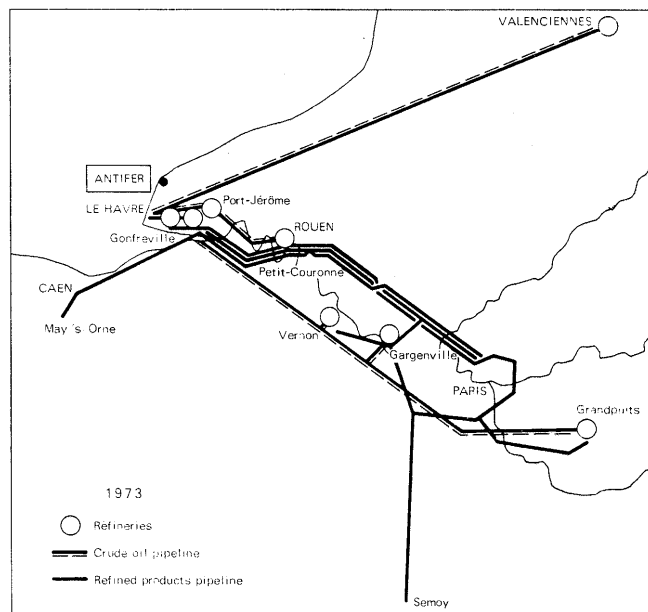
The new terminal will inevitably bring to Antifer an influx of people and services that will have to be housed and given facilities of their own.

For instance, the ships' pilots based at Antifer will probably take charge of incoming traffic off Cherbourg. This service may be provided by pilot vessels, as is usual, or by helicopters, the solution adopted at Rotterdam and which is very convenient in all weathers. In the latter case, a heliport will have to be built in addition to the pilot station.

Similarly, four tugs with a 35-ton towage capacity, provided by the company Les Abeilles, will be necessary to assist shipping. These will be based in the ancillary port and will need their own repair shops and offices nearby.

The harbour pilots will also live at Antifer and will have three launches at their disposal in the ancillary port. Other persons employed at the terminal will deal with ships' supplies: fuel supplies in the first place, since 350,000-tonners will require 6,500 tons of fuel at every call; also oil supplies, for which a few storage tanks will be needed, and water (a 1,000-m³ water tower is to be built).

All the services operating at Antifer will need office space. All the staff of the Port Authority, the Compagnie Industrielle Maritime, the pilot, tug and harbour-pilot services, police and customs, brokers, shipping agents and forwarding agents, will probably be grouped in one large



building, and an ample supply of telephone lines and a telex network will of course be provided. The terminal will naturally be staffed round the clock. A well-equipped security service will keep an eye on its installations.

INTERNATIONAL ECONOMIC IMPACT OF THE ANTIFER OIL TERMINAL

The development blueprint for the pipeline networks starting from Le Havre makes the following proposals: firstly, a "Nord-Europe" network to serve Valenciennes, Feluy, Liège and the Ruhr; in second priority, a "Centre-Europe" network to serve the eastern part of the Paris Basin as far as the Metz region, and then, around 1980/1985, to complement the South-European pipeline's supplies (from Marseilles) to the German refineries of Karlsruhe-Stuttgart.

The geographical handicap that places the Ruhr 250 km from Rotterdam and 500 km from Le Havre will thus be largely offset by economies on the cost of sea transport.

Over and above the satisfaction of national needs, this international role is a new and fundamental aspect of the Antifer project: the port of Le Havre will be in a position to participate on exceptionally competitive terms in the supply of crude oil to much of northwestern Europe, more especially to Wallonia and the Ruhr. The extension of the port's oil hinterland beyond the French frontiers thus becomes a practical possibility.

SAIL AMSTERDAM 700

Between Damrak (1275) and Sail Amsterdam 700 (1975)

Amsterdam:—Inseparably linked with the history of Amsterdam is the development of its port and the inland waterways connecting it with the sea. When in 1275 Count Floris V granted "the people living near the Amstel damme" exemption from taxes, there was already question of a relatively important freight-traffic in this district.

Shortly before a dam had been built in the river Amstel, which served two purposes: protecting the inland against the sea and favouring the trade from north to south and vice versa. The small harbour sheltered by the dam was called Damrak.

For in those days an important trade in Europe was the one between the Baltic Countries and Flanders. This trade was effectuated by small ships sailing the inland waterways, whereby Amsterdam was the ideal intermediate station between Lubeck and Hamburg and the trading centres of Flanders. Thus Amsterdam became an important junction in this trade, which gradually expanded to England and France and later on to Spain and Portugal.

It did not take the Amsterdammers long to realize that they could do more than just intermediate and that they might as well become traders themselves. Thus we see that in the 15th century Amsterdam is marketing and exporting

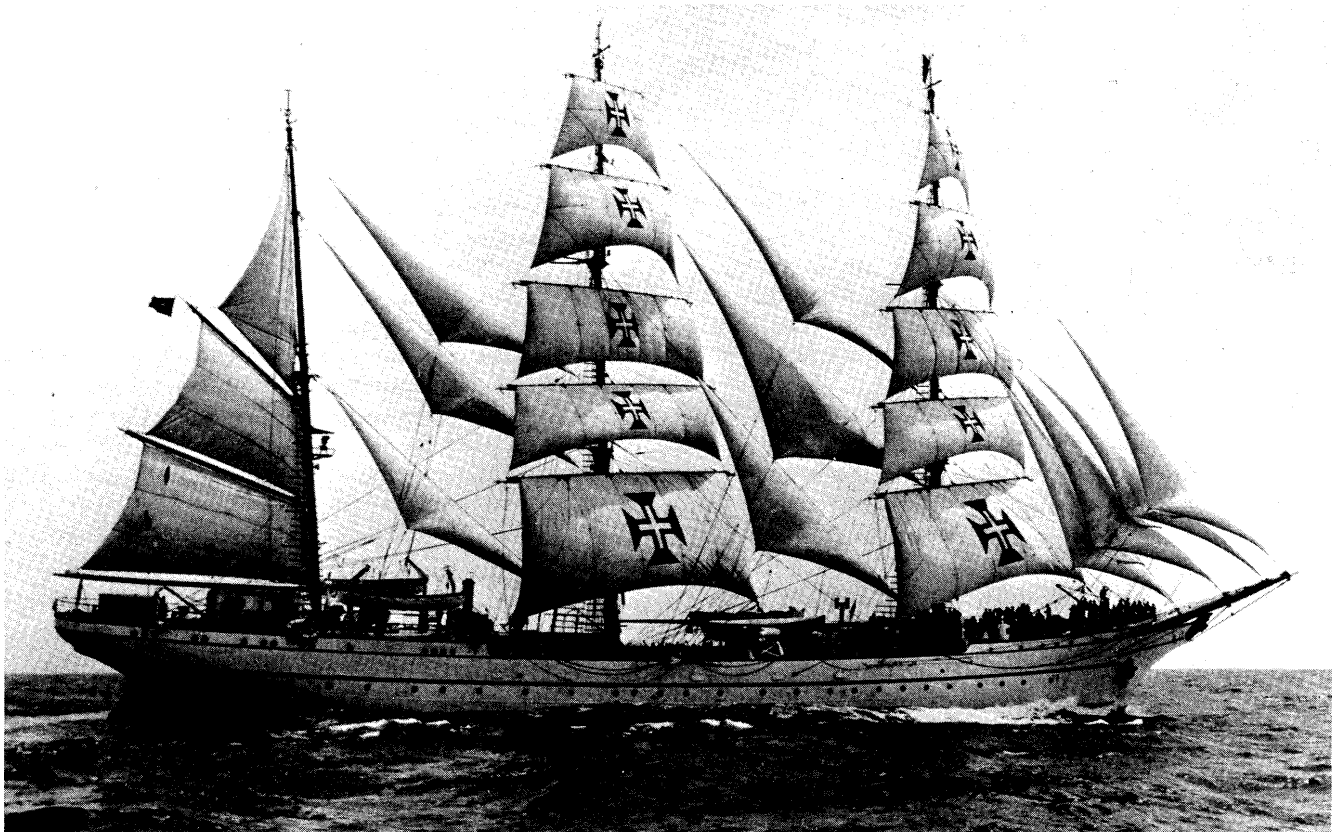
its own produce.

Navigation expands, the town attracts people and money, the East—and West—Indian trade develops, providing wealth and prosperity to Amsterdam. After having reached in the "golden" 17th century its economical apogee, however, Amsterdam's phenomenal power begins to fade. Hamburg and Lubeck are becoming dangerous rivals and trade begins to slacken, Amsterdam's spirit of enterprise is no more, the channels of the IJ are silting up...

But in the 19th century the digging of the Groot Noord-Hollands Kanaal forebodes a period of renaissance. This canal running from Amsterdam to Nieuwendiep and covering the whole length of the province of Noord-Holland, testifies of great insight and daring and represented in those days a huge technical feat. In 1824 the first ships sail the canal to Amsterdam IJ.

But ships are getting larger and larger and when in 1869 the Suez Canal is opened, another bold resolution is taken: Amsterdam is to be given the shortest connection possible with the sea by cutting a canal through Noord-Holland "at its narrowest": from Amsterdam-West to IJmuiden.

In 1876 the Noordzeekanaal, a beautiful no-tidal canal, is inaugurated. Since then it has constantly been widened and deepened to keep pace with the explosive developments of recent shipbuilding. In 1930 Queen Wilhelmina puts into operation the Noordersluis in IJmuiden, then the world's largest locks.



SAGRES, PORTUGAL

After the second World War, the construction of the Amsterdam Rijnkanaal as a connection with the hinterland south of the capital, is of great value to the further development of the port of Amsterdam. When in the 1960ies, transport in bulk of corn, petrol and minerals proves to be more efficient, the port of IJmuiden has to be suited to take in the huge bulk carriers and the Noordzeekanaal is enlarged accordingly.

With the completion of the Noordzeekanaal, the port of Amsterdam has expanded westwards. Industries and firms settled alongside the canals, housing-estates have been developed. At present, a plan is being studied for an outer harbour for the loading and unloading of still larger bulk carriers.

As to passengers' traffic, it has shown a favourable development in recent years and new terminals have been established. Thus the port of Amsterdam, 700 years old, but today as vital to Amsterdam and its welfare as in the old days, is still very much alive and unremittingly working at its future.

Two Old-Dutch Traditions Revived

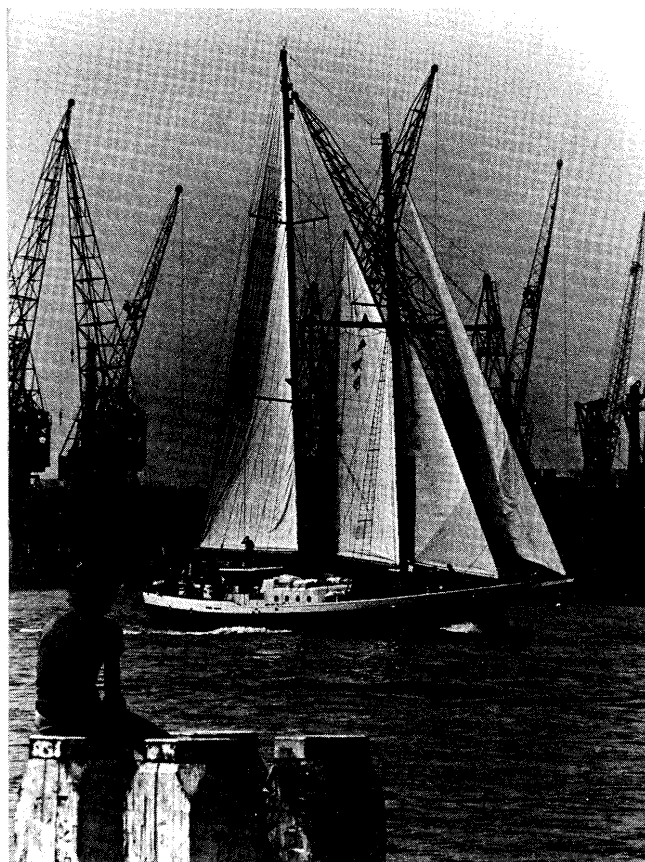
The demonstration on the IJ of those two old-Dutch traditions, "Admiral sailing" and a sham sea-fight promise to be a pageantry such as has not been witnessed since the last century.

By "Admiral sailing" is traditionally understood the execution of outstanding manoeuvres by squadrons of yachts under the command of an admiral, a vice-admiral and a rear-admiral. "Admiral-sailing" originated in the Middle Ages as a necessity for vessels to join forces against the attacks of pirates. In the bellicose 17th century this necessity was confirmed by a decree obliging captains to sail together and under escort of two admirals in front and two at the rear.

with the advent of large, fast and heavily armed Indiamen, sailing under escort gradually fell into disuse. But it survived as a popular display taking place annually on the IJ till the end of the last century when it was almost entirely ousted by the regattas then becoming popular.

Thanks to an initiative of the "Foundation Register Traditional Dutch Yachts" this old naval tradition has been rehabilitated. During its annual meeting, the Foundation always features "Admiral sailing" on its programme.

In this special celebration year, we will be able to witness a particularly grand display on August 17th when no less than 250 yachts will be giving a demonstration of



DE EENDRACHT, NEDERLAND

their skill in executing intricate manoeuvres.

The "water fête" or sham sea-fight dates from the 15th century and was performed on very special occasions only. In the history of Amsterdam, the most brilliant water fête has been no doubt the one held in honour of Czar Peter the Great, an event which has been depicted by the painter Abraham Storck. The picture can be admired at the National Maritime Museum.

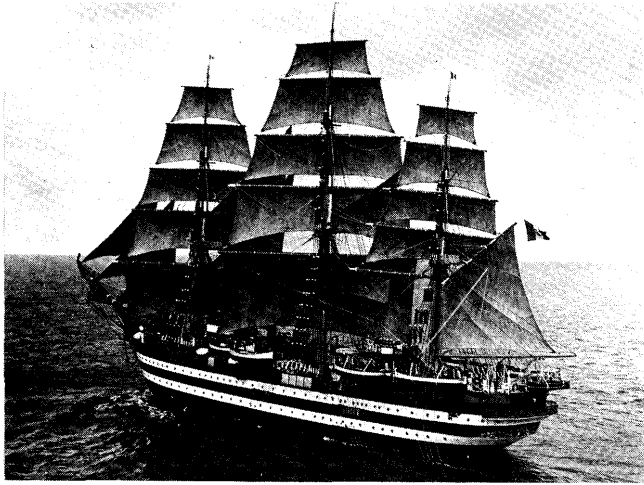
It is again due to the said Foundation that this tradition has also been revived: on August 16th, 125 ships will open fire and though the guns have been replaced by fireworks, it promises to be an unforgettable show.

SAILING AT SEA

There is no doubt that in recent years the interest in sailing at sea has increased, as is shown by the growing

Participating ships (as listed on July 1st 1975) are:

Name ship	Nation	Captain	Type	Tonn.
Creidne	Ireland	G.F. Healy	Bermuda Ketch	18
Dark Horse	England	J. Avery	Bermuda Ketch	14
Eendracht	Netherlands	Cdr. H.M. Juta	Schooner	226
Falken	Sweden	Lt. Olander	Fore-and-aft Schooner	232
Fram	Netherlands	H. Stolle	Fore-and-aft ketch	20
Master Builder	England	B. Thorggood	Bermuda Ketch	50
Morva	England	W.B. Podevin	Bermuda Cutter	26
Siederoog	West-Germany	U. Heydasch	Bermuda Cutter	32
Taikoo	England	F. Dovaston	Bermuda Ketch	50
H.M. "Urania"	Netherlands	Cdr. F.J.T. Reedeker	Bermuda Ketch	70
Wind Flower	Netherlands	W. Geus	Bermuda Ketch	18
Zulu	England	B.A. Stewart	Bermuda Ketch	19
Zeeland	Netherlands	E. Brouwer	Fore-and-aft Ketch	45



AMERIGO VESPUCCI, ITALY

number of publications on the subject.

This increasing interest is for the greater part due to the British Sail Training Association (STA), which organizes meetings and races of the so-called "tall ships" every two years.

Conscious of the educational value of team-sailing under expert direction, this association has done much to bring sailing at sea closer to a larger public.

Many young people are eager to be admitted as a trainee, and no wonder, for they are offered a unique opportunity, not only to have a thorough sail-training, but at the same time to take part in a fascinating race. From the beginning Dutch vessels have participated in the races.

Race IJmuiden—Den Helder

This year the STA has been offered the possibility of organizing a race for smaller ships, the so-called Amsterdam 700-race, which will be held on Tuesday August 19th and following days. The race will start at 4 p.m. outside IJmuiden and finish in Den Helder.

The participating vessels have been divided in ships of 50 tons and over (Division I) and ships of under 50 tons (Division II).

The committee charged with the organization of the start is made up of 3 STA-members and 3 Sail Amsterdam 700—members.

The prizes will be presented on Saturday August 23rd at Den Helder. On August 24th this race is followed by another STA-race from Den Helder to the river Thames, thus linking "Sail Amsterdam 700" with the "London Festival of Sail".

A worthy conclusion of the Amsterdam festivities.

FURTHER INFORMATION ON THE PROGRAMME

Arrival of the ships

The "tall ships" are expected on Friday morning August 15th in IJmuiden from where they will sail under escort to Amsterdam. Here their arrival will be brightened up by the Royal Military Band and the Amsterdam Police Brass Band. The other participating ships will join in the afternoon. In the evening the programme features a grand reception for the crew of the "tall ships".

During the weekend the training-ships will remain in the harbour. Various contests and excursions will be organized for the crews, while the traditional Dutch fishing vessels and inland barges will give a demonstration of "admiral

sailing" and a sham sea-fight. Another highlight will be a concert by the Amsterdam Philharmonic Orchestra playing Händel's "Watermusic", if possible on board of one of the Thames barges.

"Tall ships"

Several seafaring nations have training-ships sailing. On these ships naval and merchant officers are trained and can get acquainted with the elements. Most of these ships are naval vessels, others belong to shipping companies or are privately owned.

Traditional Dutch Vessels (Round and Flat Bottom Yachts)

These old Dutch sailing vessels owe their origin to the many shallow waters of Holland (e.g. the "Wadden", the Zuiderzee and the waters of Zuid-Holland and Zeeland), to which their construction is perfectly suited. This type includes a great number of varieties of which the "Stichting Stamboek Ronde en Platbodemjachten" (Foundation Register Traditional Dutch Yachts) keeps a register.

"Botters"

Botters are the old-timers of the Zuiderzee-fishermen. Most of the original ones are assembled in the "Vereniging Botterbehoud" (Society for the Preservation of Botters).

Inland Barges

The "Landelijke Vereniging voor Behoud van het Zeilend Bedrijfsvaartuig", "Het Varend Museumschip" (National Association for the Preservation of the Sailing Inland Barges, called "The Sailing Museum-Vessel") was founded not long ago to protect the various types of ships that used to sail Holland's inland waterways. There are many different types: "skûtsjes", "tjalks", "aken" etc.

Royal Netherlands Navy

The Dutch naval forces will be represented by the training-ship Hr. Ms. "Urania" and Hr. Ms. destroyer "Friesland".

Royal attendance

The aforesaid events will be attended both by HRH Princess Beatrix and Prince Claus with their sons (on Saturday afternoon), and by HRH Princess Margriet and her husband (on Saturday-evening and Sunday afternoon) on board of their royal yachts "De Groene Draeck" and "Piet Hein".

International Rowing Regatta

From the larger training-vessels crews will represent their ships in a rowing race in naval craft.

Rowing the canals

The "Amsterdamsche Roeibond" (Amsterdam Rowing Association) has invited a great number of rowing clubs to take part in a 25 KM long rowing tour, starting at 9 a.m. from the Sloterplass (Amsterdam-West) and leading via the canals to the port.

Harbour fête

A festive night for over 5000 workers in and around the harbour will be held on Saturday. Admittance on presentation of a valid ticket only, visiting tall-ship crews are invited.

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Orbiter Probe

NPC BOOK:

NPC Port Statistics for 1974

Milford Haven now has highest throughput

London (National Ports Council News Release):—Last year, fifteen years after the decision to establish a major oil terminal at Milford Haven, the port had a higher throughput than any other British port. According to the latest edition of the National Ports Council's **Annual Digest of Port Statistics**,* almost 60 million tonnes of traffic, 16 per cent of the total foreign and coastwise traffic of British ports, passed through Milford Haven in 1974.

Milford Haven's traffic is virtually all crude oil and refinery products; these commodities account for over 60 per cent of all Britain's port traffic: 226.5 million tonnes in 1974, 5.6 million tonnes down on the record 232.1 million tonnes in 1973.

At 367.7 million tonnes the total traffic through British ports in 1974 fell short of 1973's record total by 9.1 million tonnes (2.4 per cent): in addition to the fall in petroleum traffic there were drops of 3.7 million tonnes (6.8 per cent) in basic materials and 1.2 million tonnes (4.1 per cent) in foodstuffs. Tonnages of manufactured goods and coal increased, by 1.1 million tonnes (2.4 per cent) and 0.3 million tonnes (1.8 per cent) respectively.

Tonnages through the major ports in 1974 are shown below (the figures in brackets are tonnages excluding fuel traffic):

Milford Haven	59.5 m. (0.02 m.)
London	46.2 m. (18.0 m.)
Liverpool	27.8 m. (10.2 m.)
Southampton	27.5 m. (3.7 m.)
Tees & Hartlepool	25.0 m. (10.3 m.)
Medway	24.6 m. (1.8 m.)
Immingham	21.2 m. (8.8 m.)
Clyde	17.4 m. (5.3 m.)
Manchester	16.3 m. (5.6 m.)
Forth	9.8 m. (4.2 m.)
Swansea	6.4 m. (0.8 m.)
Hull	5.6 m. (4.3 m.)
Bristol	5.6 m. (2.9 m.)
Tyne	4.8 m. (1.2 m.)

Container Traffic

The year saw a further increase in the tonnage carried on container and other unit load services through British ports. Such traffic now exceeds 30 million tonnes a year, having almost doubled in the past five years, as is shown by the following annual tonnages of container and roll-on traffic:

1970	16.9 million
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* Annual Digest of Port Statistics 1974, Volume 1. Published by the National Ports Council, Commonwealth House, 1-19, New Oxford Street, London WC1A 1DZ. Price: £10.00.

1971	19.3 million
1972	22.5 million
1973	28.5 million
1974	30.6 million

Of last year's total, 5.6 million tonnes were carried on services across the Irish Sea, 12.8 million tonnes to near-Continental destinations, 5.5 million tonnes to the more distant Continental and Mediterranean countries, and 6.4 million tonnes on deep-sea services.

Last year's unit load tonnages through individual ports include the following (1973 tonnages are shown in brackets):

London	2.97 m. (2.93 m.)
Felixstowe	2.89 m. (2.53 m.)
Dover	2.88 m. (2.29 m.)
Southampton	2.85 m. (2.75 m.)
Hull	2.20 m. (2.10 m.)
Liverpool	1.54 m. (1.86 m.)
Preston	1.22 m. (1.42 m.)
Tees & Hartlepool	0.51 m. (0.52 m.)

Of the two main types of unit load service, roll-on vessels carried 16.3 million tonnes in 1974; lift-on vessels carried 14.0 million tonnes. On roll-on routes almost 10 million tonnes were carried on road goods vehicles and trailers.

Manpower

The section of the **Digest** dealing with Manpower shows that 122,000 working days were lost through disputes in the ports, with 120 disputes beginning during the year. These are the best figures since 1968.

By June 1974 the industry had reduced its manpower to 71,300 men (including registered dockworkers) compared with 113,400 in 1969. Registered dock workers totalled 34,582 (daily disposition, 1974 average). At the end of the year there were 319 registered employers in the industry (71 of these had no registered dock workers under contract).

Content of the Digest

Volume One of the 1974 **Digest** contains 84 tables divided into four sections; Goods traffic analysed by commodities; Container and roll-on traffic; Passenger traffic, and Manpower. Volume Two, to be published later, will include statistics based on Customs data relating to overseas trading areas, and summaries of the financial performance of major port authorities.

New IAGLP President

Toronto, Ontario, Canada, August 22 (International Association of Great Lakes Ports):—Harold F. Millen, a member of the Board of the Oshawa Harbour Commission, is the new President of the International Association for Great Lakes Ports (IAGLP).

Mr. Millen, elected during the association's annual
(Continued on next page bottom)

The Chairman's Message

National Harbours Board of Canada

(from 1974 Annual Report)

The Honourable Jean Marchand,
Minister of Transport,
House of Commons,
Ottawa, Ontario.

Dear Mr. Marchand:

After three years of internal re-organization and decentralization in the operations of the National Harbours Board, we are now finding our major continuing role to be one of fulfilling the requirements as a co-ordinating agency for the interest of the Government of Canada in the activities and development of national and international seaports. In our Annual Report to you for the year 1973, we recognized the growing need for this part of our responsibilities, and I quote from that Report:

"The Board is going through a period when the parameters of merely economic or financial considerations are proving narrow for its larger role in being a total service to the public. The need is increasing for the port areas to become more and more responsive to a wider variety of proper and reasonable demands, both local and national, particularly the impact of social, environmental, and urban development programs and projects."

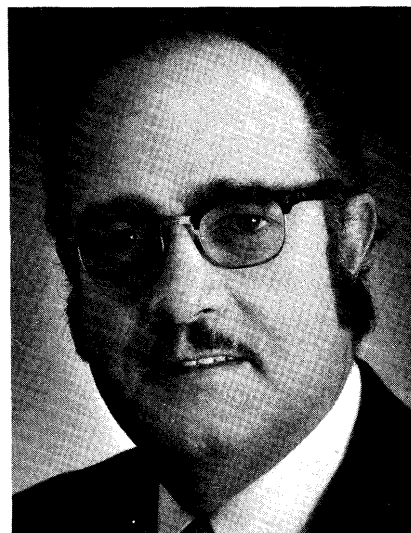
The National Harbours Board recognizes Canada's unique geography—bounded as it is, by three oceans and the world's greatest fresh water inland river and lake system. The ports under our general supervision exert an influence far beyond their jurisdictional boundaries; and in turn are affected greatly by the policies and programs of other levels of government. Accordingly, through the Board's Regional structure—Atlantic, St. Lawrence, Central, Pacific, we have strengthened our communication system particularly with the Governments of the Provinces. Early

meeting held recently in Duluth, Minn., succeeds C. Thomas Burke, Executive Director of the Seaway Port Authority of Duluth.

The IAGLP, formed in 1960, represents 16 U.S. and five Canadian Ports and consists of two sections, one for each country.

Members of the U.S. Board of Directors are: Sherwood L. Hamilton, Chairman, Oswego, N.Y.; Robert W. Barclay, Green Bay, Wis.; Matthew Carroll, Buffalo, N.Y.; John A. Seefeldt, Milwaukee, Wis.; Verner J. Soballe, Chicago, Ill.; Richard H. Van Derzee, Ogdensburg, N.Y.; and Mr. Burke, past President. The Canadian Board of Directors consists of Mr. Millen as Chairman and Walter J. Clemens of the Lakehead Harbour Commission, Thunder Bay, Ontario.

Ian C.R. Brown, Assistant General Manager of the Toronto Harbour Commission, was reappointed secretary-treasurer for another year.



Mr. Del Taylor

consultation and co-ordinated development of port planning programs between the National Harbours Board under the policy guidance of the Minister of Transport, and the appropriate organizations under the policy direction of the various Provincial Governments, is very important in the interest of all Canadians.

The National Harbours Board is also aware of the results of its own activities, particularly capital expenditures, upon the municipal and regional areas, and governments which surround the specific harbour limits. The formation of Local Port Authorities has contributed greatly to a mutual understanding, which provides for complementary programs, again allowing for discussion and examination of alternatives, before recommendations are made to you for consideration by the Government of Canada. I should like to pay tribute to the interest, effort, and co-operation extended to the Board by these various Port Authorities representing in total some 88 persons, stretching from St. John's, Newfoundland to Vancouver, British Columbia, which form a major source of advice and communication to the Board.

With respect to the fulfilment of larger parameters, the National Harbours Board participates in the national transportation planning within the Ministry of Transport; but also is associated directly with the specific objectives and projects in other Government Departments and Agencies whose responsibilities are closely related to our own. Although this involves the total spectrum of responsibility of the Government of Canada, there are particularly the following, whose operations are most vital to us and with which there is continuing dialogue—Department of Regional Economic Expansion; Department of Industry, Trade and Commerce; Revenue Canada; Environment Canada; Department of Energy, Mines and Resources; Department of National Defence; Canadian Transport Commission; Canadian Wheat Board and the Canadian Grain Commission.

In last year's Annual Report, the National Harbours Board highlighted the efforts of its employees and their contribution to the economy of Canada. This year's report deals more generally with the recognition that Canada's

(Continued on next page bottom)

The Great Lakes—Shipping Lines Take a Close Look

International Association of Great Lakes Ports (IAGLP) Toronto, Canada

Toronto, Ontario, Canada, August 25:—A renewed interest in the Great Lakes by both United States and foreign shipping lines indicates ports in the St. Lawrence Seaway System can expect to capture a greater share of the general cargo market through a vigorous trade promotion program.

David W. Oberlin, administrator of the St. Lawrence Seaway Development Corporation, told delegates at the annual meeting of the International Association of Great Lakes Ports (IAGLP) held recently in Duluth, Minn., that more attention had to be given to strong market programs to sell what the system now has until such major programs as season extension and larger locks become a reality.

"The cargo is there—the traffic is there," he said.

"Let's face it, even with the ability to offer a lower cost route in some instances, the Seaway maritime industry has not demonstrated sufficient adoption and adaption to technological changes in ocean shipping brought about in recent years," he pointed out.

Mr. Oberlin said a complete overhaul in the marketing strategies being employed by the system is needed. He noted that new strategies might take the form of consolidating present individual efforts, devoting more resources and money to promote a greater cargo volume to support existing services and to encourage new developments.

"The recent action by Duluth in obtaining state legislative approval to operate its own vessel in direct overseas or feeder service if need be is the kind of positive action and planning needed," he said.

national port system is intertwined with the entire fabric of Canadian life and for this reason most of the photographs and illustrations give evidence of the great communities which have built up around the ports; and also demonstrate the nature and variety of industry related to, or dependent upon port activity. In several instances it can be seen that these industries are miles, and in some cases hundreds of miles from the port site itself, and reflect the import, export, transshipment and distribution of Canada's economy, which these ports serve. The National Harbours Board is pleased to form part of this complex and dynamic mosaic, and we are conscious that our responsibilities touch on so many aspects of Canadian life.

We acknowledge your support and direction in the attainment of our objectives.

Yours very truly,

Del Taylor,
Chairman

Guy Beaudet, Vice-Chairman
Stephen H. Weyman, Member

Ernest B. Griffith, general manager of the Port of Toronto told IAGLP delegates that new lines were showing an interest in the lakes and that old lines were coming back for another look.

"There was a time not too many years ago when the Great Lakes were not given much of a chance of surviving in the overseas business," he said.

"We were in a fight for our lives and we survived. The pendulum is swinging and we are now in a position to win back some of what we have lost in overseas shipping."

"Now is the time for Great Lakes ports to get together and look at the future. We must reassess our position, decide on what has to be done and move in that direction," he stressed.

Delegates were told that new liner services introduced in 1975 will make the year one of the most important in the history of the Great Lakes.

- This season saw the reintroduction of U.S. flag service in the system. Lykes Bros. Steamship Co. Inc. is operating a monthly service between U.S. ports in the Great Lakes and areas in the Mediterranean.

- CARE Line (Canada Roll-on Roll-off Express Line) sent a ship to the Port of Toronto for the first time early in August. More sailings are planned in the fall by the line which serves Continental and Scandinavian ports.

- Another significant development was a recent announcement by a consortia of Polish and Soviet shipping interests regarding new service plans for Baltic and North European trade.

- The Port of Toledo has announced an increase in service by Bennett Sparrow Shipping in the United Kingdom and Continental trade.

- Pakistan Line (Red Sea, Persian Gulf and Pakistan) is a new service in the lakes.

- Great Lakes and Ocean Lines Inc. (GLO), a New York State corporation, plans to introduce a U.S.-flag container service between the United Kingdom, Northern Europe and the Great Lakes.

- New York-based Farrell Line will start a South and East African service into the Lakes in September. Two other lines, Moore-McCormack to the east coast of South America and Waterman Line have made applications for U.S. subsidized lakes services.

- There are two other applications pending for the construction and operation of new services under the U.S. flag—American Heavylift Shipping Co. which has proposed a specialized service and Prairie Shipping Co. which is looking at a unique bulk-container service.

Mr. Oberlin urged ports in the lakes to go after available cargo. He said that even with present constraints (limited season, locks, drafts) the Seaway System has capabilities which could secure a better competitive position for lakes ports.

One of the system's constraints, limited navigation, is receiving special attention. In outlining the program to solve the problems of winter navigation, Rear Admiral James Gracey, commander of the 9th Coast Guard District in Cleveland, said the U.S. Army Corps of Engineers will

continue to concentrate on the St. Lawrence River until "we can develop and prove out cost effective means and measures to permit safe ship transits under winter ice conditions."

"We will seek a joint U.S.-Canada agreement on solutions compatible with power needs and shore property concerns. Our goal is to provide a full, system-wide report to the U.S. Congress for authorization in 1977."

Admiral Gracey stressed that the Coast Guard would do everything possible to improve the winter navigation program and help it run smoothly.

In today's atmosphere of concern for the environment and fuel shortages, the general manager of the Port of Toronto told delegates that concepts were changing. Mr. Griffith said: "The movement of goods by water is now receiving more attention. We are no longer looking at speed. Perhaps water is a little slower but it is cheaper and certainly less harmful to the environment."

"Pre-scheduling"

Balboa Heights, C.Z., August 22 (Panama Canal Press Release):—The Panama Canal's Transit Operations Division has developed a new ship scheduling concept that may save users of the waterway thousands of tons of fuel yearly.

"Pre-scheduling," as the new system has been named, is designed for certain classes of high speed vessels, particularly clearcut/daylight transits, that are able to conserve fuel by reducing speed to avoid arriving on days when they cannot transit. The pre-scheduling system, placed into operation August 20 on a 60-day trial basis, does not penalize any vessel which can not take advantage of it.

A Marine Director's notice has been sent to shipping agents outlining the procedure and instructing how ship owners and operators may participate in the system.

The master or agent of a vessel taking advantage of the new system must provide an estimated time of arrival (ETA) to the Canal at least 72 hours prior to arriving at Canal Zone waters. Upon receipt of the ETA by Marine Traffic Control, the ship data card will be pulled and placed in a "ready" file and an information strip will be placed on the ETA board.

After the 72-hour ETA has been received, the agent may request pre-scheduling at the MTC by filling out a Ship Due Form. A scheduler will advise him on the prospects of the vessel's transiting as requested. Vessels arriving in Canal Zone waters for the first time will not be pre-scheduled.

No more than four daylight vessels will be pre-scheduled for any given day. In the event that a pre-scheduled vessel is unable to be available for the pre-scheduled ready time, the space will be given to any daylight ship that is available. The late vessel will not be rescheduled until after all vessels of the same category present in Canal Zone waters have begun transit.

Foreign trade workshop

Charleston, South Carolina (South Carolina State Ports Authority Trade News Release):—A transportation and foreign trade zone workshop will be held in Charleston, S.C., November 11-13 at the Mills Hyatt House Hotel.

Sponsored by 11 transportation-oriented groups doing business in South Carolina, the workshop includes three business sessions on "Current Trends and Issues", as related to transportation and to utilization of South Carolina's new

foreign trade zone.

Sponsors are Carolina Trade Zone, Custom Brokers and Freight Forwarders Association of Charleston, Maritime Association of the Port of Charleston, Midlands International Trade Club, Motor Transportation Association of South Carolina, Piedmont International Trade Club, Propeller Club of the Port of Charleston, Seaboard Coast Line Railroad, South Carolina State Ports Authority, Southern Railway System and the U.S. Commerce Department.

Charles M. McSwain, special accounts manager of the South Carolina State Ports Authority, Charleston, is workshop chairman. Moderators are Mrs. Margaret A. Patrick, trade specialist, U.S. Commerce Department, Columbia, S.C.; Robert G. Jacobi, assistant for special projects, State Ports Authority, Charleston, and Joe P. Arnot of Yellow Freight System, Columbia.

A registration fee of \$35 covers workshop activities, including two meals and a special reception. Checks should be payable to Transportation and Foreign Trade Zone Workshop and Mailed to P.O. Box 539, Charleston, 29402. Further information and registration forms may be obtained by calling (803) 723-8651, extension 122.

Out-of-town registrants are asked to make their own room reservations by writing P.O. Box 1013, Charleston, 29402, or phoning (803) 577-2400.

New marketing manager

Charleston, South Carolina, September 10 (Trade News, South Carolina State Ports Authority Trade Development Division):—In a move designed to expand its service to shippers, the South Carolina State Ports Authority's Trade Development Division has named its New York-northeast regional manager, Carl M. Staggs, to the new post of marketing manager.

Anthony P. Ricardi, his assistant, has been named to succeed Staggs in the New York post. Staggs, whose appointment is effective September 1, will make his new office at the Ports Authority's headquarters in Charleston.

Trade Development Director Charles A. Marsh, when announcing the changes, said Staggs will have a wide range of responsibilities. Among them will be compiling throughput transportation costs, combining inland, port and ocean charges; seeking solutions to rate disparities; researching and developing programs to deal with unusual customer needs and problems; and assisting the trade development director in marketing studies and project implementation.

Ferry for Hawaiian Islands

Honolulu, Hawaii, August 7 (News Release, Office of the Director, Hawaii Department of Transportation):—The State of Hawaii has announced selection of Nickum & Spaulding Associates, Inc., of Seattle, to design a ferry to operate between the state's major islands.

The Seattle firm was selected from among more than a dozen of 17 firms that had been solicited for proposals for preliminary design of an inter-island ferry. Both monohull and semi-submerged platform designs were requested.

Although Nickum & Spaulding's design was for a monohull ship, the State still is interested in the SSP designs, probably as second generation vehicles, said E. Alvey Wright, Director of the State Department of Transportation responsible for the ferry project.

Wright also announced that Wilson Okamoto & Associates, a Honolulu firm, has been named consultant on design of ferry terminals. Proposed stops for the ferry system will be Honolulu, Nawiliwili on Kauai, Kaunakakai on Molokai, Kahului on Maui and Kawaihae and Hilo on the island of Hawaii.

The design chosen calls for a ship 435 feet long at the waterline, with an 81-foot beam and 18-foot draft and a full load displacement of 8,050 long tons. Capacity is for 30 large trailers and 115 autos or 265 autos alone with roll on-roll-off service and accommodations for about 1,000 passengers on a single-class basis.

Speed will be 21 or 22 knots.

The planning timetable calls for complete preliminary design through October of this year and for the State to let the contract design in November. The design and system plan will be presented to the Hawaii Legislature, which already has approved the concept, next February and bids for construction will be advertised in April.

It is expected that the first of two ships will go into service in mid-1978.

Port Sales Representative

Houston, Texas, 9/5/75 (Port of Houston News Release):—W. Barclay Terhune III, 27, has joined the staff of the port of Houston Authority as a Sales Representative.

Terhune, a magna cum laude graduate of St. Thomas University, will be responsible for port trade development in the Houston area.

He also is a graduate of Selwyn Preparatory School in Denton, Texas, and attended North Texas States University, Tyler Junior College and South Texas Junior College.

Terhune comes to the port from his most recent position of sales representative for General Foods Corp. where he covered a territory encompassing Bryan to Clear Lake, Texas.

He is married and has no children.

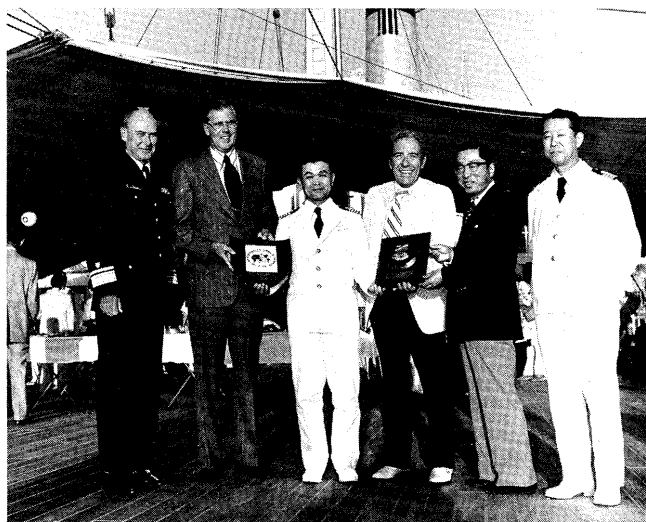
All tonnage records smashed

Houston, Texas, 8/26/75 (Port of Houston News Release):—The Port of Houston smashed all previous tonnage records in 1974 with more than 89 million tons of cargo handled, according to figures just released by the U.S. Army Corps of Engineers, official record-keeper for U.S. Ports.

The new official figure for 1974, 89,106,389 tons, is one million tons better than the previous record figure for Houston set in 1973. The figure also is 5.3 million tons more than the previously-released Port of Houston calculation of 1974 tonnage.

The discrepancy between the Port's own figures and those of the Corps stems from tonnage not reported to the Port Authority but recorded by the Corps of Engineers itself.

There was no change in Houston's 1974 record foreign trade of 34.4 million tons worth 7.8 billion dollars. This record foreign trade was one million tons ahead of Houston's 1973 total and surpassed the Port of Houston's nearest Gulf rival by an equal amount.



Long Beach, California, 9475 (Port of Long Beach News):—Farewell ceremonies aboard the Japanese Maritime Training Ship Seium Maru in the Port of Long Beach climaxing a weeklong visit to the area found commemorative plaques being presented to Captain Kiyoshi Horikoshi. From left are Rear Admiral Joseph R. Steele, Commander 11th Coast Guard District, Mayor Thomas J. Clark of Long Beach, Captain Kiyoshi Horikoshi, Harbor Commission President H.E. Ridings, Jr., the Hon. Keiichi Tachibana, Consul General of Japan, and Chief Engineer T. Shimokawa.

New Harbor District tenant

Port Hueneme, California, September 8 (Port of Hueneme, Oxnard Harbor District):—The Board of Harbor Commissioners of the Oxnard Harbor District announced today, their approval of an agreement to allow assignment of the Northrop Hueneme lease and facilities site to the C.E. Miller Corporation of Irvine, California. Northrop Hueneme Corporation had formerly used the modern 100,000 square foot plant to manufacture fiberglass barges and had employed upwards of 200 people at the Port of Hueneme site, at one time. The manufacturing of fiberglass barges was stopped early fall of 1974 and the huge plant has been inactive since that time.

C.E. Miller Corporation, the new tenant is an engineering, fabrication and construction organization serving the Oil and Gas Industry on a world-wide basis. Their activity covers the design, manufacturing and installation of facilities used for oil and gas production, processing and transmission; power generation, energy conversion, and chemical and industrial processing. The Port of Hueneme facility will play a significant role in the development of oil and gas reserves on the West Coast, Alaska, South Asia and other oil producing areas of the world. The firm tentatively plans to employ a 20-man workforce by mid-October and increasing gradually to a workforce of up to 200 employees. Commissioner Bob H. Jennings, President of the Oxnard Harbor District Board of Harbor Commissioners said he felt "that the new firm could provide a new direct employment in the manufacturing operation and could also attract shipping to the Port of Hueneme which would add additional impetus to the local economy and assist the Port in their current marketing efforts." The Port of Hueneme facility will be the largest of its kind on the West Coast.



The Port and City of Long Beach

Long Beach officials in Japan

Long Beach, Calif., 9275 (Port of Long Beach News):— Mayor Thomas J. Clark of the City of Long Beach, California, and Long Beach Harbor Commission president H.E. Ridings, Jr. are in Tokyo this week to host a reception for civic and transportation officials at the Okura Hotel and to make calls on shipping and business interests in the area.

Mayor Clark and Commissioner Ridings are accompanied by Mrs. Eunice Sato, newly elected City Councilwoman; Robert Pierce, president of the Long Beach Chamber of Commerce and by Elman Baxter, Public Relations Director of the Port.

Long Beach, home port of the Queen Mary and widely regarded as America's most modern maritime facility, last year assumed the tonnage leadership among U.S. West Coast ports by handling nearly 30 million tons of cargo. Japan is by far Long Beach's largest trading partner, annually accounting for nearly 5 million tons of cargo valued at nearly \$2 billion.

Principal commodities imported include steel and steel manufactured goods, machinery and parts, motorcycles, automobiles, and clothing and textiles while the principal exports via Long Beach were coke, grains, fresh fruit,

cotton and miscellaneous chemicals.

Port of Long Beach serves the Los Angeles-Southern California market with 66 deep water berths and more than ten square kilometers of backup terminal and storage facilities. Its main channel and several terminals offer 18.3 meters of water, the deepest in the United States.

Nearly 2600 ships from 40 nations call at Long Beach annually. Last year saw commerce reach 27.7 million tons of cargo worth \$6-billion. Tonnage handled by Long Beach and neighboring Port of Los Angeles now accounts for nearly half of all shipborne commerce moving through U.S. West Coast Ports.

Commissioner Ridings noted that with the recent completion of the \$50-million container expansion program, including a dozen gantry cranes serving 10 deep water berths, Port of Long Beach now has 300 acres devoted exclusively to container and auto operations, one of the largest container complexes in the Pacific.

Tonnage moved through Long Beach Harbor last year totaled 27,675,888 revenue tons. A more than 2 million tons reduction in crude petroleum imports at Long Beach from the record-breaking year previous is due to America's efforts to become less dependent on foreign oil sources, Ridings noted.

However, general cargo movements gained 3.2 percent in

fiscal 1974-75 over the year previous, despite the worldwide economic slump, while other forms of cargo handled held steady.

The Long Beach contingent has just attended the Japanese-American Conference of Mayors and Chamber of Commerce Presidents in Sapporo. They will also pay courtesy calls on their Sister Cities of Yokkaichi and Yokosuka.

New Port Director

Norfolk, Va. (Virginia Ports, September-October 1975):—M.V. "Bill" Craft, a Norfolk native, was named July 23 as executive director of the Virginia Port Authority. Craft has been serving as deputy executive director for port development and plans since March, 1973.

Prior to joining the Port Authority in October, 1972, as planning director, he served as deputy director of the Peninsula Ports Authority of Virginia and the Virginia Peninsula Industrial Committee, located in Newport News.

In announcing the appointment, Edward R. English, chairman of the Port Authority Board of Commissioners stated, "the education and back-ground of Bill Craft, together with his experience as deputy executive director fit him well for the position of executive director."

English continued, "I am delighted he has accepted the appointment and I look forward to his association with the Board and the Port Authority as its executive director."

Chairman English while discussing the announcement also mentioned the stiff competition with other east coast ports which face the Port of Hampton Roads. "We will all have to work harder in the future," he said, "since Hampton Roads cannot share in the expanding Soviet Bloc trade. Competition from the ports of Baltimore, North and South Carolina and Georgia will increase. These ports are spending millions to provide additional terminal facilities that will develop for them additional cargo traffic."

Craft, 40, holds a Master's Degree in Business Administration from Old Dominion University and is a 1956 graduate of Virginia Polytechnic with a Bachelor's Degree in Civil Engineering. A registered professional engineer in Virginia and Missouri, the new executive director is a member of the National and Virginia Societies of Professional Engineers; American Society of Civil Engineers and the Engineers Club of the Virginia Peninsula. He is also the 1st Vice President of the North Atlantic Ports Association and is active in The American Association of Port Authorities.

Married to the former Miss Mary Jane Bradley, the Crafts reside in Newport News with their three daughters.

States Line Ro/ro vessel

Portland, Oregon (Port of Portland, PORTLINER October, 1975):—THE SS "MAINE," first of four roll-on/roll-off vessels built for States Line's trans-Pacific service, has been launched and is scheduled to call Portland in December. There is a chance she, or one of her sister ships, will call regularly in Portland. States Steamship Company is researching to see if projected revenues and cargoes will warrant this service to Portland. Completion of studies should coincide with the launching of the fourth vessel in December 1976, at which time a final determination of where these vessels will call is expected. The ship's 24-foot stern ramp permits cargo vehicles to be driven aboard under



New York, N.Y., August 28 (The Maritime Association of the Port of New York):—Top three finalists in Bicentennial Maritime Queen of the Port of New York contest are (1 to r) Nona Haimer, Carlen Roman and Susan Butler from, respectively, Manhattan, Elizabeth (NJ), and Staten Island. They pose happily against backdrop of American colonial Bennington Battle Flag following their selection aboard ROBERT FULTON at South Street Seaport. One of the three will be chosen Maritime Queen, the other two Maritime Princesses, at Maritime Association of New York's annual golf tournament September 16th., at Tamarack Country Club, Greenwich, Connecticut. Winner receives 7-day cruise for two on S.S. DORIC to Bermuda and will reign at marine functions in the NY-NJ port area during the next year.

their own power. General cargo and containers are rolled aboard by shipboard mobile equipment.

Containerized river transport

Portland, Oregon (Port of Portland, PORTLINER October, 1975):—Raz Inland Navigation, Inc., expects to begin hauling roll on-roll off (ro-ro) containerized cargoes from ports on the Upper Columbia and Middle Snake this fall. This will not be the conventional tug and barge operation. The company proposes to use converted LSTs in the river trade to attract cargoes that barge firms have not developed, cargo that now moves by truck or rail. Raz tariffs were filed and approved effective July 19.

The LSTs, designed to deliver tanks to beachheads, can make a port out of any stretch of reasonably level shore. Art Raz, president of the company, says the vessels will carry 3,000 to 4,000 tons of cargo. Raz Inland's first move

(Continued on next page bottom)

A year in perspective

Lloyd E. Anderson
Executive Director
Port of Portland Commission

Portland, Oregon (Port Side, June 1975):—Lloyd Anderson came to the Port of Portland in March 1974, and has served as its executive director since November 15. With a year behind him, Anderson comments:

Q. How has the Port changed in the past year, and in what way do you see it changing in the future?

A. The Port is taking an expanding role in what is happening in the community and the region. We also are trying to develop a greater presence in the Far East. The Pasco office, approval of an advertising budget and opening of new agency offices in Manila and Singapore will strengthen our marketing position. We are expanding our capability to provide services to Washington and Clackamas counties.

Since 1970, we have committed a sizable amount of our reserve resources to build new facilities to better serve the community and the users of the Port. Our future rests with our ability to keep current with our facilities, to market them and to keep our administrative costs down. All of our efforts, of course, have to be done within the environmental and other constraints necessary to keep this community a good place to live.

Q. You undoubtedly had an impression of the Port before you came here. Has that changed? Is the organization different than you had expected?

A. The Port traditionally has had a kind of "fat cat" image, but a look at our budget and the way we're spending money now and expect to spend it in the future would indicate that in fact we have a lean budget. The Port at one time seemed a bit remote, almost autonomous, to me. Frankly, I was pleasantly surprised after I came to see the many good people committed to doing a good job. We continue to expand our role in community issues related to our business.

Q. Do you think the public is becoming more aware of this change in image?

A. Yes, to a limited extent; we have a lot more to do.

is scheduled to follow this fall's closure for repairs of the John Day Dam on the Columbia. While still looking at acquisition of LSTs, their first vessel will be a 265-foot Navy accommodation barge now being reconfigured for beach landing. When completed, its fifty 40-foot container ro-ro capability will be somewhat less than the seventy 40-foot container capacity of the LSTs.

Its bow configuration necessitates a stern-first landing, but the ro-ro principle will be the same after modification of the vessel.

Raz Inland has terminal agreements at Clarkston, Washington, where they have built a landing ramp, and at Boardman, Oregon. They will use Fulton Terminal 6 in Portland as an interim base until they have established their own Portland ro-ro facility.

We've had some groups, like the League of Women Voters, spend a lot of time with us, understanding the Port, and out of that understanding has come much broader support than we've had in the past. We don't surface as much as some other agencies. We're not dealing with the social services that cause public controversy and discussion. Ours is a more business-oriented activity, we have a more limited constituency and therefore public awareness is more restricted.

Q. The emphasis now is on marketing. Do you anticipate a change to reflect a different emphasis in the foreseeable future?

A. We should continue to emphasize our marketing efforts, but at the same time we need to see that our facilities are adequate and expanding to meet new market opportunities and demands. Our efforts in production and quality of service will continue to be important to our success. Internally, we have a good staff now—we need to keep good people and give them a satisfactory work atmosphere.

Q. What new facilities do you see as being necessary in the future?

A. Clearly, if we can add a bulk facility, it would expand our capabilities in that direction. We also need to look at our ship repair future and see what can be done in that activity. Of all the areas I'm concerned about, the future of Rivergate (Industrial District) and Swan Island (Industrial Park) are the most critical, because of potential air quality or access problems that inhibit growth. Both of these areas can be big assets to Portland and to the Port.

Q. How do you view the Port's role in the community and state?

A. The Port, by its involvement with the regional planning agency, CRAG, and by our efforts in marketing, hopefully will play an expanded role in influencing the movement of cargo. We also must maintain close cooperation with the State Department of Economic Development to see that our activities are mutually reinforcing, and we must be concerned with influencing where and when more transportation facilities are built to support our economic growth.

Q. What do you consider the Port's primary function?

A. We're concerned with the economic development of the community, and we provide some elements of transportation service. Our involvement in economic development clearly in the long range will have a positive effect on the growth and quality of development within our community.

Fulton Terminal

Portland, Oregon (Port of Portland, PORTLINER October, 1975):—Construction of the John M. Fulton Terminal 6 warehouse started this summer, with completion expected before spring 1976. Space will be provided in the 400 by 506-foot warehouse for OCP, regional and local cargo distribution. A bonded area will be included. Among the equipment contracted for use at the new warehouse are three battery-operated, side-reach trucks. Their side-reach capability enables use of narrow aisles, thereby increasing the capacity of the warehouse.

Bay Area port capacity estimates

San Francisco, Calif., August 25 (released by Lowry Russom & Leeper, public relations):—Cargo capacity estimates covering terminal facilities of the ports of Alameda, Benicia, Oakland, Richmond and San Francisco are being prepared by Manalytics, Inc. for the Northern California Ports and Terminals Bureau, Inc. (NORCAL) and the Maritime Administration. The San Francisco-based research firm is also developing a workbook to aid port authorities, ocean carriers and large shippers in estimating practical throughput capacities of specific combinations of cargoes, ship types and terminal facilities.

The results of the Manalytics research will be incorporated into a regional transportation study which is being coordinated by the Bay Area Metropolitan Transportation Commission. In addition, NORCAL expects to combine Manalytics' estimates with trade-flow forecasts to aid in planning new or enlarged port facilities. NORCAL says its object is to minimize duplication in new port development, to reduce intra-regional competition among the ports, and to increase the region's total competitive strength.

The capacity estimation workbook being developed by Manalytics will be based on original concepts and data. The workbook will be divided into chapters covering various cargo, ship and terminal facility groupings or "triplets." Within the section on terminals, the handbook will describe all of the physical and non-physical factors contributing to terminal capacity.

Subsequent chapters will be devoted to key physical functions associated with a particular combination of cargo, ship and terminal facility. Work sheets will be included to allow the user to calculate the capacity of each function in any port in the United States.

The methodology developed in the workbook will be used to compile the Bay Area port capacity estimates. Since throughput capacity of a terminal is set by its lowest rated function, or bottleneck, Manalytics plans to determine the effect of an increase in the capacity of each port's most constraining function. As a result, the second lowest rated function of each port will be identified.

The Manalytics project team for the study is headed by Richard H. Randolph. Douglass S. Lathrop is preparing the functional analyses on which the workbook and capacity estimates will be based. Harold J. Leeds is developing the worksheets for each cargo, ship and terminal facility grouping.

Manalytics is a management research organization specializing in transportation and distribution analysis. Headquartered in San Francisco, the firm serves industry and government clients throughout the world.

Port bibliography available

San Francisco, Calif., September 11 (released by Lowry Russom & Leeper, public relations):—A bibliography on port planning and development has been compiled by Manalytics, Inc. The bibliography, believed to be the only one of its type ever published, covers port organization, administration and operation, economic impact, port access, intermodal interchange and deepwater port planning.

With an emphasis on U.S. ports, the bibliography

includes more than 300 citations selected from more than 1000 journal articles, professional papers and technical reports issued throughout the world in English since 1965. Significant research projects in progress are also cited. The bibliography is indexed by subject and author.

The 40-page, spiral-bound publication will be updated annually with supplements. Copies of the bibliography including a subscription to the 1976 supplement are available for \$20 each. Orders may be sent to Manalytics, Inc., 625 Third Street, San Francisco, Calif. 94107.

The bibliography was compiled by Manalytics' research and library staffs under the direction of Mrs. Janice W. Bain.

Manalytics is a management research organization specializing in transportation and distribution management. Headquartered in San Francisco, the firm serves industry and government clients throughout the world.

Consolidated port of entry formed

Seattle (August 1975, Port of Seattle Reporter):—A consolidated port of entry to include 10 Puget Sound ports was established July 1, it was announced by Vernon D. Acree, Commissioner, U.S. Customs Service.

Consolidation of the ports into one port of entry will eliminate the filing of many documents formerly required, while at the same time not diminishing any of the present services rendered by Customs.

The 10 Washington ports include Anacortes, Bellingham, Everett, Friday Harbor, Neah Bay, Olympia, Port Angeles, Port Townsend, Seattle and Tacoma.

The new concept eliminates the need for commercial vessels to enter and clear at each port on Puget Sound and significantly reduces red tape for both Customs and industry. Under this change, vessels arriving within the new Puget Sound port limits will enter at the first port area visited and clear only at the last. It will be of distinct benefit to shipowners and Customs.

The new procedures will eliminate many of the Customs requirements and reduce penalties imposed on shipowners which might arise from cargo carry-overs between ports on the Sound.

The following representatives of Customs and industry contributed significantly to this port consolidation, according to Acree:

From Customs: Roland Raymond, regional commissioner, Region VIII, San Francisco; Edward Gilmore, regional counsel; William Payne, regional director, inspection and control, and Don Eide, district director, Seattle.

From industry: Philip Steinberg, president, Pacific Merchant Shipping Association, San Francisco; William J. Lott, president, Puget Sound Steamship Operators Association, and John Molsberry, president, Customhouse Brokers & International Freight Forwarders Association of Washington State.

Port traffic with Sweden

Ghent, Belgium (Port of Ghent Information Periodical, 4-75):—When referring to the statistics, it is certainly not necessary to emphasize that traffic with Sweden is most important for the port of Ghent. In 1974 the Swedish flag ranked fifth in the sea-borne traffic for the number of ships

as well as for the tonnage, with respectively 208 ships and 707,331 Moorsom tons net. The number of loaded ships arriving from or sailing to Swedish ports amounted to 238 and 790. Different regular lines with high frequency sail to Ghent.

From above-mentioned figures it can be deduced that the maritime goods traffic with the Swedish ports is also very high. In 1974 indeed, 293,028 Moorsom tons net were received in Ghent, nearly 50% of which consisted of machinery, transport material and spare parts and general cargo.

The Swedish iron ore, 1.8 million tons, shipped via Norwegian ports, should in fact be added to this. Conveyance from Ghent amounts to 2,505,930 tons, 1.9 million of which for petroleum products and 0.5 million for iron and steel.

Considered as a whole, Sweden is the most important customer of the port of Ghent.

West Dock flooding starts

Bristol, September 3 (Portfolio, a newspaper for the Port of Bristol):—Today at approximately 4.10p.m. another milestone in the construction of the new West Dock was reached when the flooding of the lock and dock basin was started.

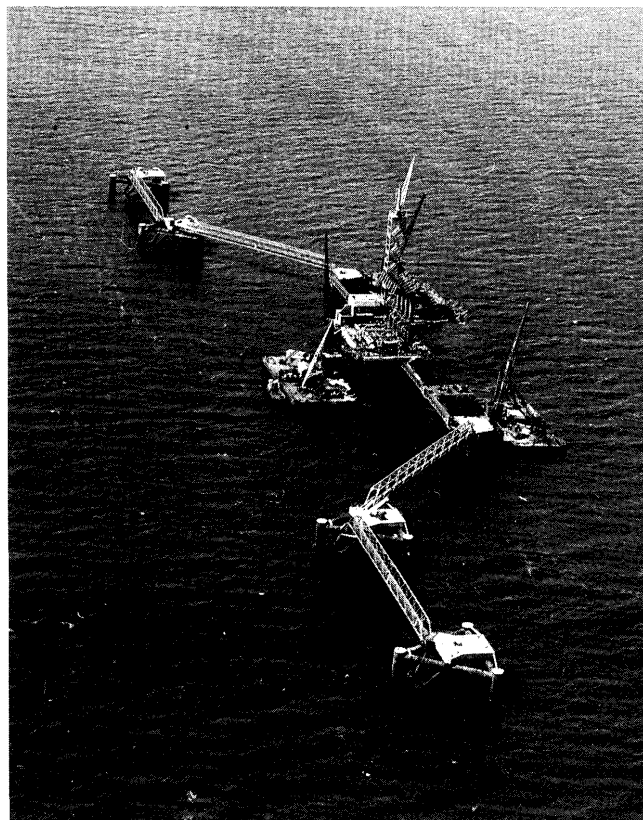
The flooding of the dock will be a gradual process spread over ten tides during September. To effect the flooding a channel has been cut in the pumping pond, yet to be fully excavated, from a riverside temporary tidal sluice to pumping pond sluice No. 4 by which it will flow into the lock and subsequently into the dock basin.

Earlier last month members of the public had been given their first opportunity of a close-up of the new dock prior to the flooding. The timing of the visits enabled the public to see the height of engineering achievement before it disappeared below the water level, probably for ever as far as the vast majority of us are concerned.

An estimated 3,500 people were given a guided Land-Rover tour of the dock starting on the M5 access road and progressing along the back of Gordano Quay, before descending into the dock and lock.

To accommodate 3,500 people in seven Land-Rovers for half-hour trips over two days required considerable organisation. The success of the venture pays tribute to the ready co-operation which was achieved between the various departments involved. Special mention must be made here of the efforts of P.C. Pat Comer who stepped in at the eleventh hour to act as a guide when it was found that one twelve-seater Land-Rover was unavailable and had been replaced by two other vehicles. Although it was rumoured amongst other guides that he started each tour with the traditional policeman's greeting of "Evenin' All" Pat was soon revelling in his new role, doubtless drawing off his many years experience of dock work.

The public reaction to the project was to a certain extent predictable, in that any person visiting the site cannot fail to be impressed by the vastness of the project. Several visitors found it difficult to believe that the project had been underway for three years saying that from previous occasions when they had passed along the M5 motorway they little realised such a tremendous development was in progress.



Edinburgh (Forth Ports Authority):—The £7 million offshore loading terminal, built by the Forth Ports Authority for the handling of B.P.'s output from the Forties Field. Now complete, the terminal can load tankers of between 50,000 tonnes dwt \$300,000 tonnes dwt at a rate of 15,000 tonnes an hour, and offer a water depth of nearly 70ft. at low tide.

There was also a great deal of praise for the engineering achievement in the project and a general sympathy for the Port Authority not having been able to start the project in the sixties when it wanted to.

The visits were not without their lighter moments, however. One guide was asked how thick the concrete was in the lock floor. Not being an engineer the answer was not one of the facts of the project which sprang readily to mind so he duly rushed off to find an engineer who could provide the answer. This he eventually achieved and returned triumphant to his inquisitive visitor.

"Thank you for taking all that trouble" said the visitor, "only I'm building a fish-pool at home and I was not sure how thick the concrete should be in the bottom."

Another visitor revealed that his interest stemmed from the fact that he had attended the opening of the Royal Edward Dock in 1908!

The following weekend the dock was opened once again to enable Port Authority employees to visit the site before flooding. Over 600 people attended on Sunday 24th August and Monday 25th August when they were allowed the opportunity to walk around the site.

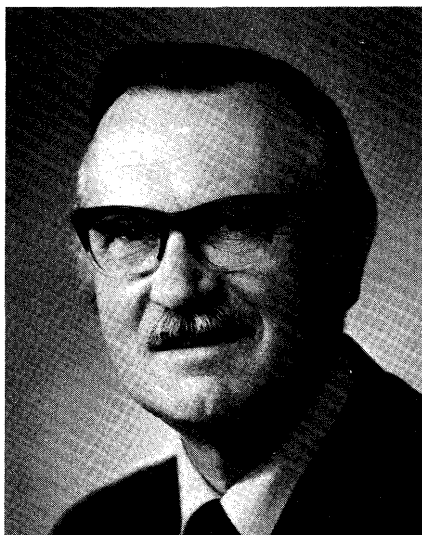
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Mr. Ronald Lakin

APPOINTMENT—Manchester, 11th September (The Manchester Ship Canal Company):—Mr. Ronald Lakin, C. Eng., F.I.C.E., has recently been appointed Deputy Chief Engineer for the Manchester Ship Canal Company. Prior to this he had held the post of Assistant Engineer with a special responsibility for the port's dredging operations. Mr. Lakin joined the Company in October 1956 as Assistant Civil Engineer at the terminal docks in Manchester. From December 1957 to October 1966 he was Engineer for the Bridgewater Canal.

Oil-loading terminal completed

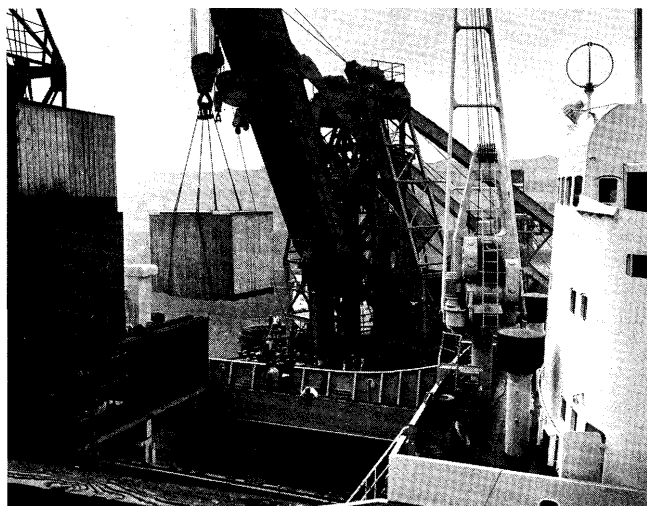
Edinburgh, 15th September (Forth Ports Press Information):—Hound Point, the £7.2 million loading terminal which will handle crude oil from B.P.'s Forties Field, is complete and ready for the first tankers later this year.

Vessels of between 50,000 tonnes dwt. and 300,000 tonnes dwt. will use the terminal, which can load at a maximum rate of 15,000 tonnes an hour.

Completed just before the opening of the Offshore Europe Exhibition at Aberdeen, the commissioning of the terminal highlights the deep water facilities of the Forth Estuary. Sited one mile from the Forth Railway Bridge, and less than half a mile from the south shore, the terminal moorings offer a minimum of 78 feet of undredged water to vessels at lowtide.

The Forth Ports Authority owns the terminal, which will be operated exclusively for the Authority by British Petroleum. It is fed from the nearby Dalmeny Tank Farm, which itself is supplied by a 30 in. pipeline from Grangemouth, 12½ miles away and the site of B.P.'s refinery.

Despite complex subsea rock formation, design advances have allowed the entire 1,200 ft. long terminal to stand on only 47 steel piles, some of them 240 ft. long and rolled out of 2 in. steel. Wimpey Hersent were the builders and design consultants were the Glasgow firm of Babbie Shaw



EXPORTS EAST—Manchester, 20.9.75 (The Manchester Ship Canal Company):—Manchester's 250 tonne floating crane manoeuvres a 72 tonne roll forming machine towards the hold of the general cargo vessel 'Irbittles' at Manchester Docks. Fourteen cases of ancillary equipment accompanied the machine which was manufactured by Fielding & Platt Limited of Gloucester. The Irbittles was loading out for the Baltic port of Riga in the U.S.S.R.

and Morton.

Although B.P. have had no major oil spillage in twenty years of operations at their Finnart terminal on the West coast of Scotland, precautions have been taken to guard against accident at Hound Point. Design features of the terminal reduce the chance of spillage and a 1,600 ft. inflatable boom and sea-skimming equipment are stored nearby.

Comprehensive Shipping expand Far East activities

London, 17th September (Comprehensive Shipping Limited, London):—Comprehensive International Freight Forwarders, the overseas freight forwarding division of the London based Comprehensive Shipping Group, a subsidiary of the Port of London Authority, have opened a new office in Taiwan.

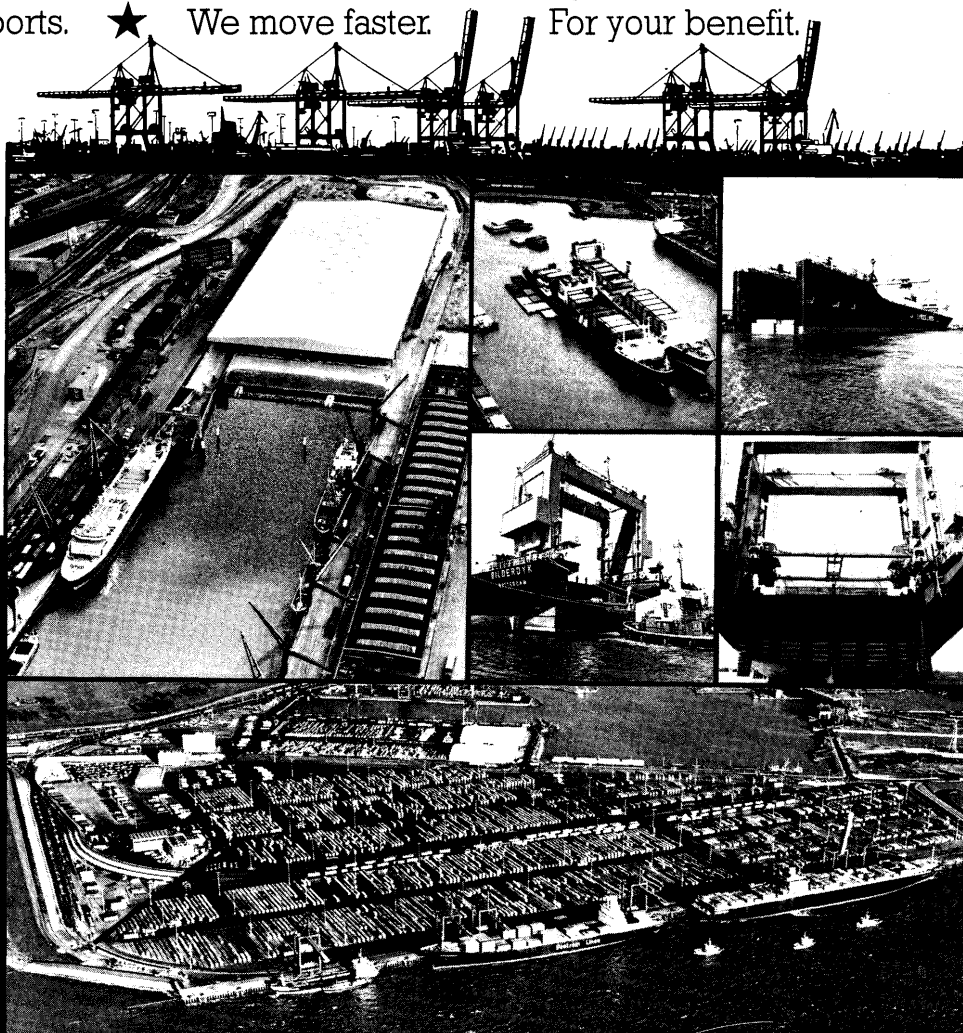
CIFF Far Eastern General Manager, Klaus Engelmann said that the office was opened to extend Comprehensive's service to customers in the UK by providing direct local control of consolidation services. The Manager of the new office is Michael Lee.

The Hong Kong Office of CIFF has been strengthened by the secondment from Comprehensive Shipping London of Timothy Ellis, added Mr. Engelmann.

The address of the CIFF Taiwan Office is 7th Floor, Suang Lien Buildings, 111 Chung San N Rd., Sec. 2. Taipei, Taiwan, Republic of China. P.O. Box 22908 Taipei. Telex 21643 Petwood. Telephone 5620017 (10 lines).

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THE NEW DUNKIRK

Port Authority of Dunkirk France

Dunkirk, 20 August, 1975:—1975 has seen the commissioning of the new outer harbour: this event took place on July 13, with the French 120,000 tdw tanker "Betelgeuse" followed less than a month later by the 105,000 tdw tanker "Gwenola" herself immediately followed by the first 220,000 tdw supertanker "Hermione". She delivered the largest cargo ever discharged in Dunkirk: 170,400 tons of crude oil in 30 hours. These three ships already prove Dunkirk's capacity to receive large vessels up to 73' draft. Although the new outer harbour is not completed yet, save some volume of dredging, "West-Dunkirk" is a reality. 1976 should also see an increase in the traffic coming through the Western harbour as the quick-turn-round port will be commissioned early next year. At first the Ro-Ro trans-channel terminal will start operations, then the Dover-Dunkirk train-ferry terminal and lastly in mid-76 the East-West container terminal will be commissioned with 3 40 tons gantry cranes to begin with. Several other

projects are in store both in the present Eastern harbour such as the enlarging of access channels and the like, but also in the Western harbour with the starting of the works to build a new iron ore and coal terminal. As for the traffic, let M. Boeuf, General Manager of Dunkirk Port Authority, address you:

Dear readers,

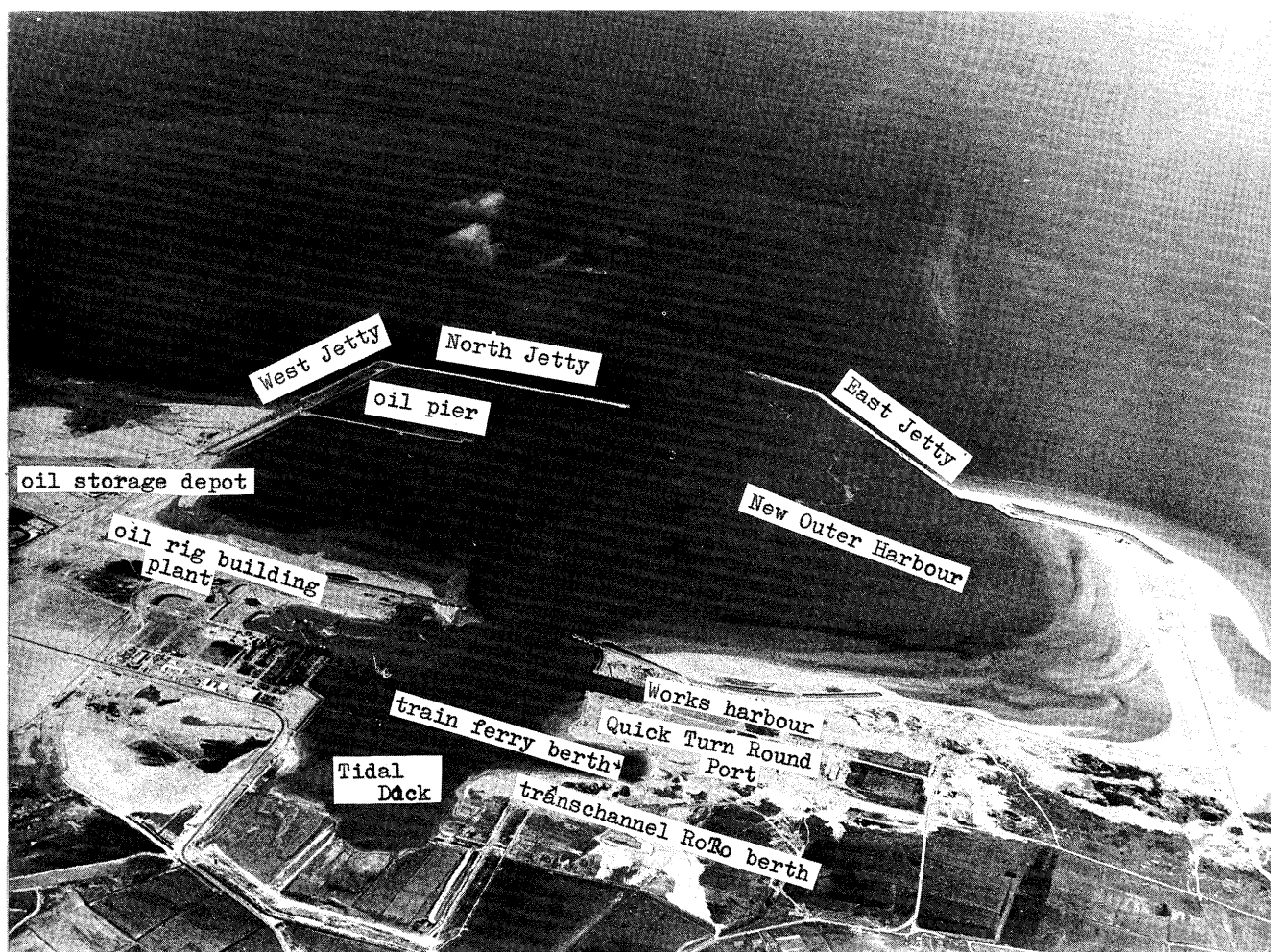
Today, after what has been known as the oil crisis of 1973/1974, and at the time when new trends will be taking shape under the Government's VIIth Plan, we are naturally led to take stock of the situation.

This task however, is not easy because we find ourselves at the beginning of a period which is full of uncertainty.

The activity of the Port of Dunkirk depends, on the one hand, on shipping traffic in transit, going to or coming from the Hinterland and, on the other hand, on traffic from local factories and plants. During the last ten years, the percentage of local industry out of the total traffic for the port has remained at approximately 50%. Therefore, the general balance is satisfactory.

In order to define traffic prospects for the coming years, I consider that four major sectors must be characterized:

1) *The hydrocarbon sector, in other words traffic with*



Dunkirk, France, 21 April 1975 (Port Authority of Dunkirk):—New outer harbour with crude oil terminal. (Grafic Foto)

- local refineries and traffic with the Dunkirk oil depots.*
- 2) *Traffic involving iron ore and coal, in other words, the whole of the supplies of the Dunkerque steelworks, and works inland, in France and the region of the Saar.*
 - 3) *Traffic involving bulk, solid goods, made up, from an import aspect of raw materials and from an export aspect, of semi-finished products.*
 - 4) *Traffic involving «general cargo».*

In 1974, the two refineries located in Dunkirk, imported 7,100,000 tons of crude oil and exported, by sea, 1,100,000 tons of finished products; furthermore, 3,100,000 tons of finished products, especially fuel oil, were imported via Dunkirk for the region's needs.

Traffic in the hydrocarbon sector is directly hit by the oil crisis; however, in Dunkirk, the effects of the crisis should not be felt so much: on the one hand, the Raffinerie des Flandres, which commenced production in 1974, is a modern refinery, on the other hand, the development of industry in the region will create new needs for fuel oil.

One can therefore, think that after a period of being at a standstill, the duration of which I find difficult to estimate, traffic in the hydrocarbon sector could develop itself again and attain, in 1980, approximately 10 million tons of crude oil and 3 million tons of finished products for import purposes and 2 million tons of finished products for export purposes.

In 1974, imports in iron ore and coal (totalling 16.6 million tons) increased by 15% as against 1973.

It is true, at the present time, that the situation is not good in the steel industry and the results attained in 1975 will be lower than those attained in 1974.

But, on a medium term basis, it is foreseen that this traffic will quickly pick up again and in 1980, it could attain 20 million tons of ore and 6 million tons of coal.

Other forms of traffic which attained 1,500,000 tons in 1974, mainly include imports of sand and gravel, phosphates and manganese ore.

As from now, several industrial companies recently established, will commence operations in 1975, this applies to the Lafarge Cement Works and Establishments Francis Parker.

This bulk traffic will, therefore, greatly increase as from 1975 and will exceed 3 million tons in 1980.

The evolution in general cargo traffic depends both upon the general economic situation, on the new trends in exports abroad and Dunkirk's competitive position in comparison with neighbouring ports, in order to serve and supply its Hinterland.

The port of Dunkirk knows that it is involved in a fierce battle in order to defend its positions when faced with the dynamic action of other ports on the North Sea.

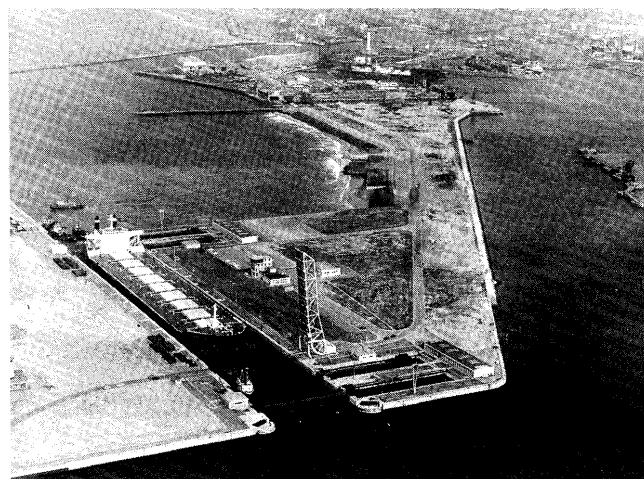
In 1974, the tonnage of general cargo handled in Dunkirk reached 5 million tons, 600,000 tons of which covered goods packed in containers.

Among the multiple sources and destinations, I would like to mention a particularly important movement: the trans-Channel traffic, which represents 1.6 million tons.

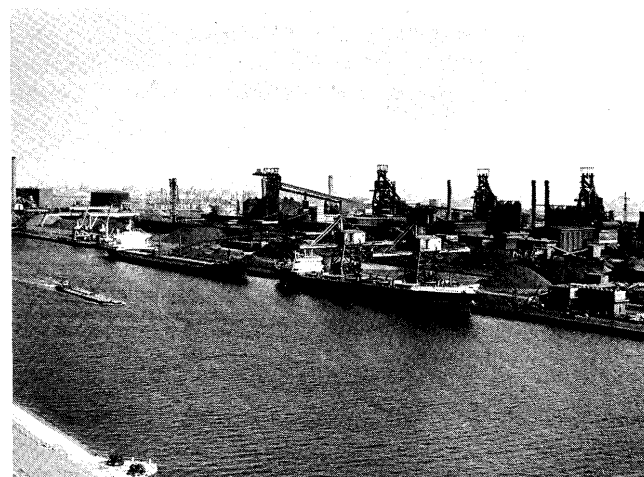
By having a commercial policy which becomes more and more dynamic, with a view to emphasizing its assets which are becoming more powerful, the general cargo activity is progressing quicker than the development of shipping commerce abroad from northern France, if this social climate continues to improve in the Port of Dunkirk; the



Dunkirk, France, 13 July 1975 (Port Authority of Dunkirk):—The 115,000 dwt tanker "Betelgeux" entering the area next to the oil berth in the New Outer Harbour at West-Dunkirk.



Dunkirk, France (Port Authority of Dunkirk):—Charles de Gaulle Lock with 125,000 dwt iron ore carrier "Leopold L-D". (Grafic Foto)



Dunkirk, France (Port Authority of Dunkirk):—USINOR's 4 blast furnaces with iron ore terminal and 4 miles long seaboard dock. (Grafic Foto)

tonnages of goods in containers should greatly increase, especially after the rapid handling port is open to ships

mid-1976.

In 1980, more than a third of the general cargo traffic should be carried out by using containers.

To conclude this brief general survey of the situation, I would like to define three ideas:

- 1) 1975, being the last year of the Government's VIth Plan, will appear with no doubt whatsoever, in the future, as one of the most important stages in the development of the Port of Dunkirk with the opening of the Western Harbour, which can accommodate large vessels, and the start of the construction of the rapid handling port, representing an object of confidence to us.
- 2) The short term period appears as a transition period, with traffic in 1975 which will probably not attain the

level of traffic for 1974; this will create as much a delicate as an imperative situation. It is necessary not only to retain but also to improve the positions acquired, to prepare for the future and to carefully observe, in the different sectors of economy, any evolution capable of modifying forecasts on a medium term basis.

- 3) With regard to this medium term, it should procure in Dunkirk, an important development in its traffic (approximately 50 million tons in 1980); the Autonomous Port has decided to prepare itself for this development by making an effort in the way of installations, amenities and organization, planned with the whole of the professions in the Port.

R. BOEUF

Suez is open

Marseilles (Statement by Mr. Yves Boissereinq, Director of Port of Marseilles Authority, in Marseilles/Fos Europort South, July 1975):—On the 5th. of June, a new sea route was opened. History, coupled with new techniques, have made this sea route different from what once it was.

Marseilles is naturally linked with Suez. Suez is the Gateway to the Orient; the Port for the Arab markets; the southern link to the continent of Europe.

But one should not say, to the people of Marseilles, something they have never thought: Marseilles will not, by some miracle, immediately gain a general cargo traffic of hundred of thousands of tonnes. Suez is a commercial opportunity. The people of Marseilles will do all they can to help their clients to benefit from it.

Ships will gain both time and space; the exporter will be able to get his merchandise to his markets quicker.; the economic life of the countries, that border the Persian Gulf and Oriental Africa, will develop. Marseilles is their Port in Europe. The Port of Marseilles Authority is restructuring its ports, automating its cargo handling, modifying its ro/ro tariffs, so that the exporter may take full advantage of the potential available.

One cannot gauge results in a fortnight; one knows that all is ready, but tangible results will not become clear until after a period of running-in: the reestablishment of a stable, peaceful, political climate, the creation of new Shipping Lines, the modernisation of the Ports in the Persian Gulf that, at present, can't handle the traffic that chokes them; but also the completion, in France, of those sections of the Autoroutes which are still lacking:

- from Valence to Grenoble, towards Switzerland,
- from Beaune to Mulhouse, towards Germany.

Suez is open; there is work to be done.

Holidays via Marseilles

Marseilles (Marseilles/Fos Europort South, July 1975):—1974: more than 700,000 passengers passed through Marseilles: tourists, wanting to cross the Mediterranean in their cars, people going cruising, workers using the car-ferries.

What changes in twenty years! Then, the traveller arrived by train, stayed several days in the area of Marseilles, and boarded ships for distant lands. Now, most travellers are in a hurry, arriving from the autoroute and driving directly on

board without leaving the driving seat.

The Port of Marseilles Authority has redesigned its Maritime Passenger Terminal to satisfy the requirements of this new form of traffic which, incidentally, varies enormously with the season.

During the last three years, the Embarkation Centre at La Joliette—for car-ferries serving Tunisia, Algeria and Corsica, and the passenger ships for Egypt—have been greatly altered and improved.

From this summer, cars and passengers can drive straight from the autoroute to the Maritime Passenger Terminal; the entrance is at the same level as the Cathedral of Marseilles (porte 1 bis). The arrangements are such that travellers can pass Port Control (J.3), Customs, Police and Health (J.1), without leaving their vehicles; they then can either park their vehicles (J.2), or drive on board via a helical ramp on J.1 for North Africa, or J.2 for other destinations.

Those people who have not been able to get a place on the car-ferry for their vehicle can arrange to send it as cargo on a ro/ro ship which will arrive at their destination at the same time.

But the projects of the Port of Marseilles Authority don't stop there: the Authority looks for an improvement in the handling of passengers without transport—similar to the way in which airports operate—and these schemes will come to pass on the first floor of the reconstructed Passenger Terminal at La Joliette.

In parallel, since 1974, has functioned the Passenger Terminal North, at Cap Janet (Shed 16). This terminal is organised to deal with passengers for cruises; it consists of a car park, large waiting rooms, Controls, and all the services that people in transit need. During the summer of 1975, 20 separate cruise ships will call at Marseilles.

Three other Maritime Passenger Terminals, though smaller, have been specifically laid out for ease of transit:

- Shed 14 (President Wilson Basin) for Turkey,
- Shed 6 (National Basin) for Spain, Morocco and Senegal,
- North Shed (Maroc Quay)—which is in the Grande Joliette Basin for Greece.

Marseilles has always been a passengers port and, by no means, have the traditions been forgotten. On the contrary, the number of Regular Shipping Lines covering the Mediterranean Basin—which has always been a tourist attraction—increases every year. Already, certain cruise ships aim to use the Suez Canal, thus opening up the Orient anew to those who love the sea.

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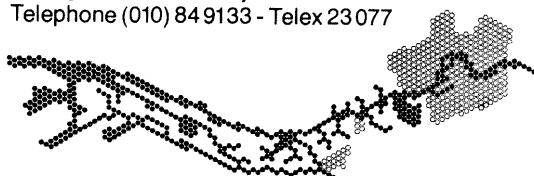
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Amsterdam Outerport vital

Amsterdam (Haven Amsterdam, June, 1975):—A number of years ago, local interests urged the construction of an Outerport at IJmuiden to complement existing port facilities at Amsterdam. A market study was ordered jointly by the Municipality of Amsterdam, the Shipping Association North (Port Employer's Association), and the Amsterdam Chamber of Commerce and Industry.

Perhaps the most important result of the study—the Inbucon report—was that such an outerport was in the Dutch national interest and of benefit to the entire Dutch economy. The whole matter was referred to the 'Commissie Zeehavenoverleg' an advisory body charged with investigating and reporting to the Ministry of Transport and Public Works on the feasibility of seaport development plans within the Netherlands.

'Commissie Zeehavenoverleg' recently completed its advisory report on Amsterdam's Outerport which recommended that such a port would not only be economically viable but would strengthen Holland's position in international trade. Moreover, the report stated, the Outerport would not take traffic away from other existing Dutch ports; instead it would generously add to total Dutch shipping and cargo handling volume.

The final decision giving the green light to the project is to come from the Ministry of Transport and Public Works, and we in Amsterdam strongly favour approval. This issue of HAVEN AMSTERDAM gives the port's own viewpoints on the proposed Outerport—views which, of course, take the national value of the Outerport into consideration, but which also sees the project from a local angle.

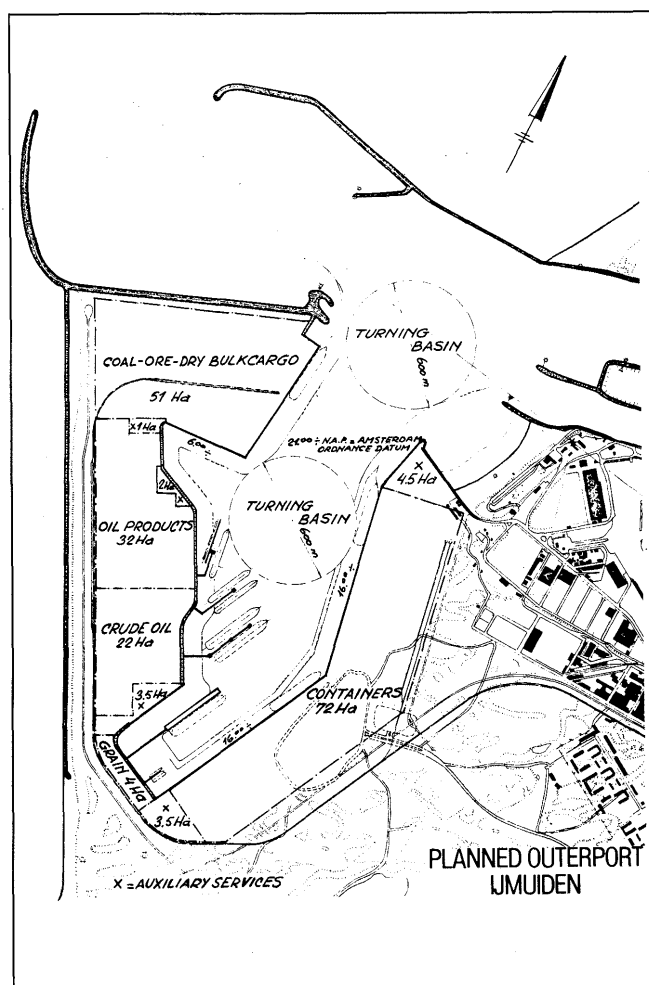
The 'Commissie Zeehavenoverleg', a national advisory body, has been engaged on a study of the feasibility and effects of the proposed Amsterdam Outerport at IJmuiden for some time now. Recently it gave a positive recommendation for this project to the Dutch Ministry of Transport and Public Works which is to make the final decision on the Outerport. Important in its recommendations was the fact that the Outerport was seen to be economically feasible and in the national Dutch interest. The following is an Amsterdam Port viewpoint on the Outerport.

The necessity for an Outerport at IJmuiden can be seen in a number of ways. Even the most pessimistic prognoses about future volumes of trade and therefore international sea-going goods traffic indicate more a geometrical than a simple arithmetic growth pattern. Certainly this has been seen in the past 30 years and such a growth is difficult to stem.

Given this growing volume of traffic, we can also discern a great increase in the sizes of ships. These larger, extremely expensive vessels, require fast turn-around times and congestion-free handling.

The Outerport will help to consolidate the traffic streams on Amsterdam, continuing the port's natural growth. With the ever-increasing size of ships, Amsterdam, without an Outerport, runs the risk that large ships even with part loads may skip our port.

Holland has always had two multi-purpose deep sea

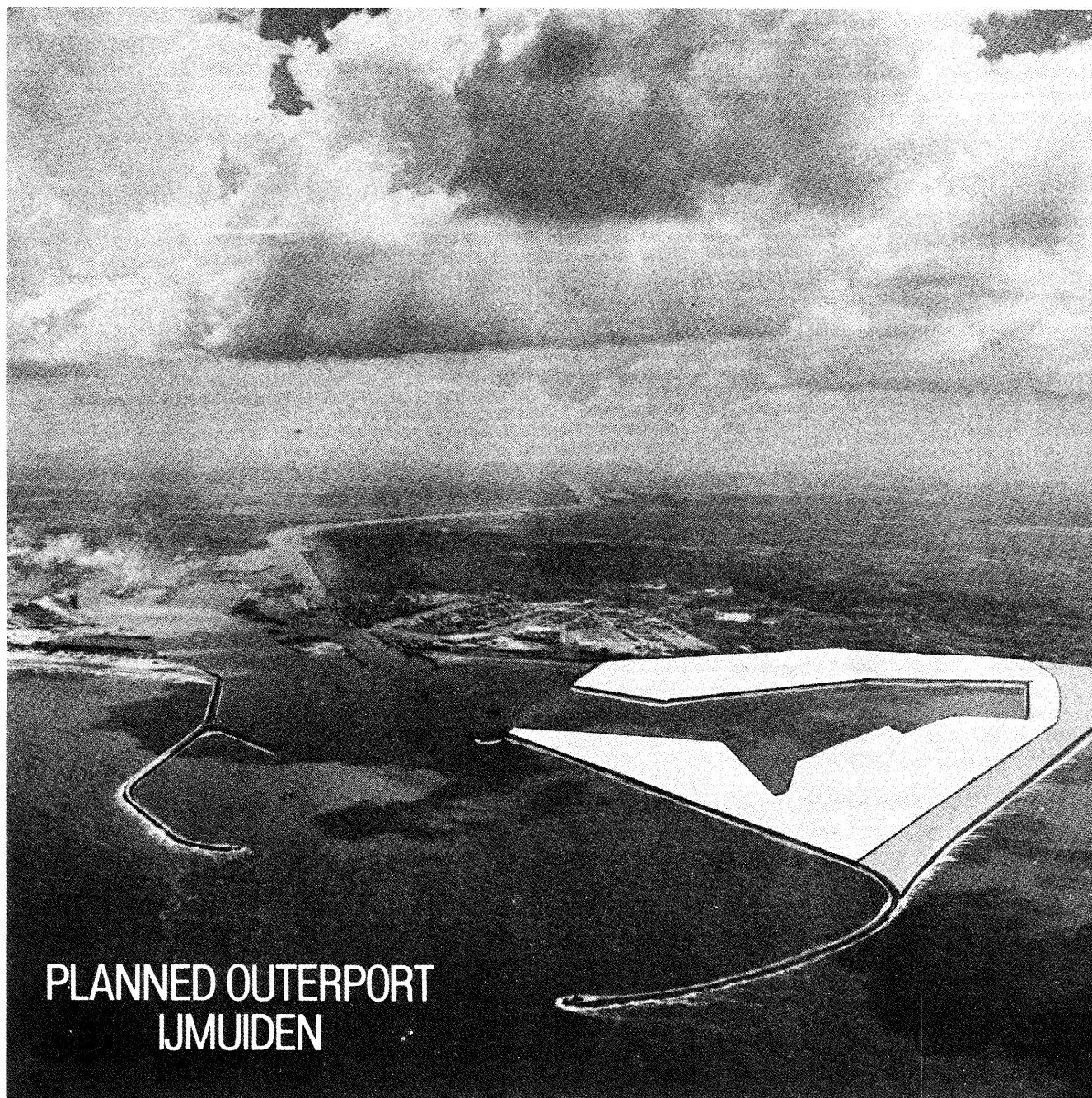


ports for international traffic. Amsterdam is against the monoport philosophy, simply because too much concentration of traffic in one area will in the longer term damage that same traffic because of the danger of congestion and higher tariffs which could be a consequence of a monopoly.

Therefore it is only logical to spread the handling of large ships over the entire range of North Sea ports. It is interesting to note that both West Germany and Belgium have at one point or another recently discussed construction of new deep-water ports several miles off the coast.

The main attraction of the Amsterdam Outerport is that it would be able to avail itself of the excellent, existing links to the hinterland by road, rail and, of course, the North Sea Canal/Amsterdam-Rhine Canal inland waterway links. The existing infrastructure of the area could easily be extended to the Outerport loading, discharging and storage areas.

In a recent speech, Mr. R.J.H. Fortuyn, Chairman of the Amsterdam Port Association, discussed several current traffic projections. He noted that most concurred that while transshipment through all Dutch ports totalled 250



million tons in 1970, this would increase to at least 400 million tons by 1980; 700 million tons in 1990 and about a thousand million tons by the Year 2000. Even if these figures proved to be grossly exaggerated, Amsterdam would have to handle an ever-larger share of traffic, he said.

The whole point is that if Dutch ports are not geared to absorb this extra traffic in time, it will go to other ports—or lead to congestion in the existing ports. The Outerport is to be used to handle larger bulk carriers, tankers, container vessels and others requiring fast turn-around times. The Outerport would be used only for loading, discharging and storage—not for industrial purposes.

The Outerport is vital for Amsterdam as the effective limit in ship sizes is about 90,000 dwt (fully loaded) as the depth limit is 45 feet. The Outerport would be able to accommodate vessels twice that size in the first instance. A proposed second stage would further increase the limit of

ship sizes.

Taking the old maxim that traffic attracts traffic, the Outerport would only serve to enhance the ports in the North Sea Canal area—IJmuiden, Velsen, Zaanstad as well as Amsterdam itself. These ports together handled about 35 million tons of goods last year. The Outerport would also enhance short-sea transshipment possibilities.

There are ancillary arguments in favour of the Outerport. First, it would increase Amsterdam's—and Holland's—ever-increasing importance to the North Sea Offshore Industry. It is of vital interest to serve this industry well. Second, the Outerport could well help to revive Holland's temporarily ailing construction industry by providing a vast public works project and creating thousands of jobs.

The Outerport is scheduled to be built in the shallow coastal waters adjoining the South mole of the port entrance at IJmuiden. The entrance would be through a cut

in the South Mole and channels would be cut using the sand removed to form the land areas within the Outerport. The existing shipping channel leading to the port entrance would be deepened to accommodate larger vessels. Other industries in area, which use raw materials will also benefit from this facility.

News from Bremen

Packing Centre for Inland Containers

Bremen, 8. 9. 1975 (BremIn). A packing-centre commences operations in the Bremen ports on September 12th 1975. The new installation (at a cost of DM15 millions) undertakes the stuffing of containers destined for interior destinations—thus relieving the similar facilities adjacent to the quays. It is estimated that around 300,000 tons of goods annually will be handled by the new Bremen packing-centre.

Australian Wool comes via Bremen

Bremen, 8. 9. 1975 (BremIn). Nearly 90% of all the Australian wool imports into the Federal Republic of Germany come through the Bremen ports: the value in 1974 being around DM120 millions. Of these, wool valued at DM95 millions were for Bremen firms alone; as was advised by the Bremen State Statistical Office, on the occasion of a recent official visit of the Australian Ambassador to Bonn, Lewis Harold Border, in the Free Hanseatic City of Bremen. The city and port of Bremen is Germany's No. 1 centre for wool and cotton. In 1974 goods to the tune of DM3.1 milliards were exchanged between Australia and West Germany.

Sixth Generation Family Business

Bremen 8. 9. 1975 (BremIn). The forwarding firm J. H. Bachmann, founded in Bremen on August 20th 1775 by Joh. Christoph Bachmann, has now been in the family possession uninterruptedly for 200 years—at present with the 6th generation. At one time the forwarders imported cotton and silk with sailing ships and conveyed the resultant cloth into the interior by barges/horses-and-carts. Today the, meanwhile world-renowned, J. H. Bachmann forwarders control in Bremen, Bremerhaven and Hamburg, 56,000 sq. metres port areal, 700 metres ocean-ship quayage 15 cranes for sea-cargo handling and 83,000 sq.m. warehouse and quay-shed storage space, accommodating an average of 60,000 tons of goods. In addition they possess branches in all parts of the Federal Republic of Germany, as well as an organisation abroad. With 900 employees at home and abroad J. H. Bachmann handles imports and exports to and from all over the world, including an own container service—above all with South America. A subsidiary is the J. H. Bachmann Luftfracht GmbH (air-freight).

4th Transport Exhibition International

Hamburg, September 8th (Hamburg Messe und Congress GmbH):—We have the pleasure to invite you herewith to participate in the TAI Hamburg '76 (16-20 November 1976).

Having organised three successful transport exhibitions the main theme of which had been containerisation and combined transport, the subject for 1976 will be: inte-

grated transport.

Supported by qualified transport experts a new, undoubtedly unconventional concept has been elaborated providing for each exhibitor the possibility to show his position within the international transport chain and to represent himself as indispensable member of the chain.

For further details, write to: Hamburg Messe und Congress GmbH, 2000 Hamburg 36, Jungiusstrasse, Messehaus, West Germany.

Port of Lisbon in 1974

Lisbon, Portugal (Summary of article "Port of Lisbon Activities in the year 1974" in "Boletim do Porto de Lisboa" January/February issue of 1975):

1. INCOMING SHIPPING

A total of 5,693 ships with 38,143,508 g.r.t. called at the Port of Lisbon in 1974. 1,284 of these vessels (6,591,421 g.r.t.) were Portuguese and the remaining 4,409 with 31,552,087 g.r.t. hoisted foreign flags.

That means a decrease of 567 ships (−9.1%) and 3,420,894 g.r.t. (−8.2%) in relation to 1973.

2. COMMODITIES

Last year, 11,817,318 metric tons of commodities were handled in the port, which encompass 2,074,181 metric tons of loaded goods plus 9,743,137 metric tons of unloaded cargo.

The increase of the global sea-cargo concerning 1973 was of 896,146 metric tons (+8.2%). These figures result from a growth of 1,310,471 metric tons (+15.5%) for unloaded cargo as well as from the decrease of 414,325 (−16.6%) metric tons for loaded commodities.

3. SEA-PASSENGERS

In 1974, the amount of these passengers was of 221,542, this representing a decrease of 25.8% in relation to previous year.

In last years, it has also been registered a decrease in sea-passenger traffic.

4. RIVER TRAFFIC

The total of passengers who have crossed the Tagus estuary by boat in 1974 was of 26,095,127 which means a diminution of 3.1% concerning previous year.

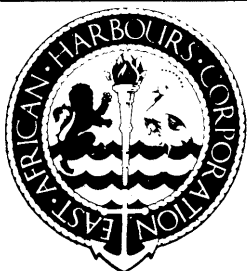
As to vehicle river traffic by means of ferry-boat, an increase of 47,189 unities (+8%) was registered in comparison with 1973.

Demolition of Hickson Road Bridge

Sydney, 24th July (The Maritime Services Board of N. S. W.):—The bridge across Hickson Road at the northern end of Darling Harbour connecting High Street, Millers Point with the overhead roadway formerly serving Nos. 3, 4 and 5 Berths Darling Harbour, is now in the final stages of demolition.

The wharves in Darling Harbour have been progressively demolished in recent times to make way for the development, now nearing completion, of modern long-shore wharfage in the area.

The President of the Maritime Services Board, Mr. W.H. Brotherson, said today "one of the first projects under-



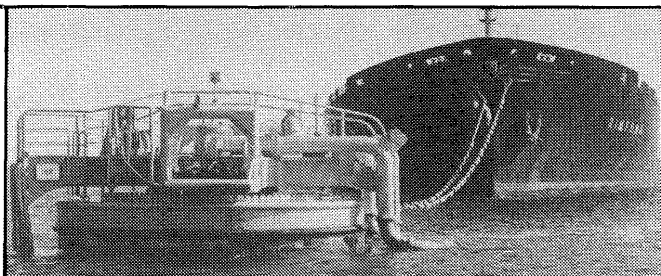
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taken by the Board's predecessors, the Sydney Harbour Trust, when it was established in 1901 was the construction of wharfage in Walsh Bay and the redevelopment of the then existing wharfage in the northern end of Darling Harbour".

"A feature of this wharfage, which was completed by the early 1920's, was the two level cargo sheds with bridges crossing the main port roadway to provide direct access from the high level streets of the City to the upper decks of the wharf sheds" he said.

Mr. Brotherson pointed out that in those days, the steep foreshores of Sydney Harbour in the main port area were regarded as assets and the cargo sheds were considered to be ideal for the small ships then using the port and the transport vehicles, many of which were drawn by horses, moving cargo to and from the wharves.

"But in the immediate post-war years and more particularly during the last decade, developments in the shipping and transport industries involving large ships and road vehicles have brought about the need for large areas of flat land and the steep foreshores which had been regarded as assets created problems" Mr. Brotherson added.

He went on to say "the only way to overcome the problems has been to reclaim land and in the northern end of Darling Harbour alone the Board in its redevelopment programme has already spent some \$30 million on the reclamation of 65 acres of land in the last 15 years".

"When the work in this area is completed in the next 3

or 4 years, the Board will have provided eight general cargo berths of world standard. While Botany Bay is developing for bulk cargoes and to meet the needs of container and other special ships, the re-development of Darling Harbour is providing modern berths for the conventional and roll/on roll/off general cargo liner trades" he said.

Removing rubbish from Sydney Harbour

Sydney, 5th August (The Maritime Services Board of N.S.W.):—The President of the Maritime Services Board, Mr. W.H. Brotherson, appealed to-day for the co-operation of the public in keeping Sydney Harbour clean.

He said the Board's employees removed almost 5,000 tonnes of rubbish from Sydney Harbour during the financial year ended 30th June, 1975.

Mr. Brotherson said "all surface water from the surrounding city and suburban municipal areas drains into Sydney Harbour and carries with it a considerable amount of litter from the streets. Paper drinking cups, drink cans and the like are some of the common articles of rubbish found floating in the harbour".

He said "tree cuttings and other types of garden refuse are also common but, apart from that which is thrown in, a considerable amount of it is placed near the water's edge and is washed into the harbour during high tides and periods of heavy rains".

"The carcasses of thirty-one dogs, one kangaroo, one pig,

one large turtle, a possum and some cats were also removed from the harbour last year" he added.

Mr. Brotherson pointed out that a penalty of up to \$400 can be imposed for pollution of navigable waterways by garbage.

He said "I feel it is not clearly understood that, apart from the person who actually deposits the garbage in the water, a recent amendment of the regulations provides that the master or owner of a vessel or the owner or occupier of a place on land from which rubbish emanates is also liable to be fined".

Mr. Brotherson concluded "unfortunately, the people who deliberately litter the harbour often do so under cover of darkness and this, together with the extent of waterway to be policed, makes it extremely difficult to detect offenders".

Mystery ship adrift

Hong Kong, 26 August (The Week in Hong Kong):—The Marine Department has repeatedly warned ships in the South China Sea that a 400-ton unmanned ship is drifting dangerously on a major shipping lane. Its anchor chains are dangling, which suggests that the ship was anchored but has broken away.

It was first sighted on 16 August, 400 miles south of Hong Kong, and is now 350 miles south-east, drifting in the direction of Manila. The ship is believed to be Vietnamese, and her name is probably Toulane.

Port of Tokyo

Tokyo (Extracted from Port of Tokyo Manual 1975, Bureau of Port & Harbor, Tokyo Metropolitan Government):

Outline of the Port of Tokyo

The history of the Port of Tokyo goes back about 500 years to the time when Ota Dokan built Edo Castle. It was constructed in Hibiya Bay and called Edo-Minato (Port of Edo), sharing prosperity with the town of Edo.

The Port of Tokyo today is situated in the innermost recess of Tokyo Bay in the central part of Japan, and covers an extensive area from the mouth of the Arakawa to the estuary of the Tama. Its hinterland embraces Tokyo, the capital of Japan and center of the country's politics, economy, transportation and cultural activities and inhabited by as many as 11.6 million people.

With active consumption and production activities carried out in its hinterland, the Port of Tokyo is serving as an important commodity distribution center, handling about a quarter of all incoming cargoes to the metropolitan area.

Growing Port of Tokyo

Improvement of port facilities is planned to follow the global trend towards renovation of marine transportation and to provide better services to metropolitan citizens.

Conspicuous among the many recent improvements is the construction of container wharfs intended for quicker, cheaper and safer transportation of larger volumes of cargoes.

The first container wharf constructed at Shinagawa Wharf in 1962 opened up the way for inauguration of Japan's first regular container service. This was soon

followed by the operation of five container berths which were constructed at the extensive Oi Wharf by Keihin Port Development Authority, and three additional berths are planned to be put in service in 1975 by the same authority.

With Oi Container Wharf as base, the Port of Tokyo is now linked with major ports of the world, ranking the fifth in the world in the volume of container cargoes handled.

When the planned construction of container wharves at Shinagawa Wharf, Oi Wharf and Land-lot No. 10-2 is completed, the Port of Tokyo will become one of the leading container bases in the world.

Efforts are also made to cope with the rapid increase of foreign trade cargoes. Specifically, nine berths for regular foreign trade liners was completed at Land-lot No. 13-2 in July 1974. These newly constructed berths are expected to add to the importance of the port as an international trading port.

In the aspect of domestic trade, an exclusive car ferry wharf was completed in May 1974 in order to bring remote producing areas closer to the great consumer city Tokyo by integrated sea-and-land transportation. At present, nine regular car ferry routes are opened with this wharf as base.

In addition, a large timber distribution center is about to be created in the port by integrating the timber-related sites in Land-lot No. 14 with lumber dolphin berths, timber basins, etc.

Further, to assure metropolitan citizens of smooth supply and price stabilization of daily necessities, endeavours are made to construct a wharf for handling classified goods such as foods, marine products and timber.

Urban Problems and the port of Tokyo

Improvement and expansion of the Port of Tokyo is not merely a means to exhibit the required port functions, but it is indispensable for bringing solution for various urban problems encountered by the mammoth city Tokyo, such as environmental pollution, traffic congestion, housing difficulties, commodity price escalation, waste treatment and disposal, and so forth.

To cite only few examples, construction of the 100-m wide road is in active progress to alleviate the traffic congestion, and the marine park for restoration of nature and garbage plants, sewage plants, waste treatment plants which can never dispensed with for urban life are also under construction.

When all these improvement plans are completed, the Port of Tokyo will emerge as a new port much closer and familiar to metropolitan citizens than at present. The improvement plans include the rational and efficient development of the port's seaside belt zone for urban renewal and redevelopment.

Future Plan for the Port of Tokyo

1. The Second Revised Development Plan for the Port of Tokyo

The current "Second Revised Development Plan for the Port of Tokyo" is a newly born plan from the amendments effected in 1966 and 1972 to the original programme.

In mapping out this second revised development plan, studies were made from a comprehensive viewpoint not only for the improvement of port facilities but also for efficient implementation of city planning involving traffic

(Continued on page 75)



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

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(Continued from page 72)

policies and urban redevelopment.

The outline of the plan is as follows.

- (1) Basic Policy
 - I. Active expansion and consolidation of port facilities to meet the increased activities of the port.
 - II. Consolidation of traffic systems to cope with the increasing needs for higher degree of functions and efficiency of the city.
 - III. Early development of reclaimed land for the purpose of urban redevelopment, while keeping the present function of port activities.
 - (2) Time of Completion: 1975
 - (3) Area of Land to be Reclaimed:
 - 23,664,00 sq. meters
 - Sites for port functions:
 - 10,641,000 sq. meters (45%)
 - Sites for traffic facility:
 - 3,875,000 sq. meters (16%)
 - Sites for urban redevelopment:
 - 9,148,000 sq. meters (39%)
 - (4) Mooring Facilities:
 - 170 berths
 - For public use:
 - 131 berths incl. dolphin berths, 17,815 meter long
 - For exclusive use:
 - 39 berth (estimated), 3,910 meter long
 - (5) Cargo Handling Volume:
 - 74,000,000 tons
 - Foreign trade:
 - 19,910,000 tons
 - Domestic trade:
 - 54,090,000 tons
2. Recommendation of the "Committee for Development and Landuse of Reclaimed Land"
- Advisory Council for Ports and Harbors of Tokyo Metropolitan Government.
- In its recommendation made on February 26, 1974 concerning the "development of reclaimed land and management of reclamation work," the Council for Ports and Harbors of the Tokyo Metropolitan Government pointed out the past tendency to consider the reclaimed land as a closed and special space intended for development of port functions alone and urged that plans for land use and allocation be so revised that the reclaimed land will be utilized for the direct benefit of Metropolitan citizens.
- Formulation of the "Third Revised Plan for Tokyo Port Development" is now in progress on the strength of the above-mentioned recommendations.
- (1) Completion of the reclamation work was scheduled for 1980.
 - (2) Land Use Plan
 - Area of Land to be Reclaimed:
 - 24,415,000 sq. meters
 - Sites for commodity distribution:
 - 7,192,000 sq. meters (29.4%)
 - Sites for improvement of urban traffic systems:
 - 5,875,000 sq. meters (24.1%)
 - Sites for urban redevelopment and urban facilities:
 - 6,023,000 sq. meters (24.7%)
 - Sites for recovering greens and creating new towns:
 - 5,325,000 sq. meters (21.8%)

Cargo during 1st 1/4 of 1975

Kelang, Malaysia (Kelang Port Authority Berita Pelabuhan, April-June 1975):—The port handled 1,162,253 tons of cargo in the first quarter of 1975. This is a decline of 136,548 tons compared with the first quarter of 1974 which saw the handling to 1,298,801 tons.

The decline is largely due to a reduction in the import of artificial manure, vehicle parts, paper reels newsprint, iron and steel and the export of rubber, woodchips, ilmenite ore, timber and plywood.

Total Import and Export

Import tonnage for the first quarter of 1975 was 557,021 tons, while export was 605,232 tons.

While import liquid cargo tonnage went down by 995 tons compared with 1974's first quarter, due largely to the fall in import of petroleum products, export of liquid cargo during this period rose by 6,747 tons compared with the corresponding period of 1974. This rise was due to a greater shipment of bulk liquid cargo—palm oil, palm kernel oil and coconut oil. Compared with the corresponding quarter of 1974, latex declined by 4,305 tons; palm oil rose by 9,564 tons; palm kernel rose by 1,029 tons; and coconut oil rose by 811 tons.

On the whole, liquid cargo tonnage rose by 2.46%.

Container and LASH Cargo

During the first quarter of 1975, 8,989 units of containers were handled compared with 5,690 units of the corresponding period last year. Out of the total of 8,989 units, 4,506 units were import containers and 4,483 units export.

The total containerised tonnage was 90,404 (import was 44,152 tons and export 46,252 tons). As in the first quarter of 1974, chemicals remained the main containerised import in terms of tonnage (7,358 tons compared with 12,891 tons last year). Other containerised imports include electrical goods (which rose from 1,159 tons to 2,520 tons) and the group of cargo termed 'miscellaneous' which rose from 1,532 tons to 6,803 tons.

Rubber continued to be the major containerised export commodity and tonnage for the first quarter of this year rose to 29,958 tons (from 24,646 tons last year).

LASH export cargo for this period totalled 13,329 tons made up of 11,846 tons of rubber, 202 tons of plywood, 475 tons of timber and 806 tons of moulding. There was no import through LASH vessels.

Number of Vessels and GRT

Eight hundred and eighteen ships called at the port compared to 701 in the corresponding period of 1974—a rise of 117 ships. Out of the 818, fifty-four were container vessels (for the same period last year only 27 container vessels called at Port Kelang). Besides the container ships, two LASH vessels also called at the port.

The Gross Registered Tonnage for this period was 5,565,742 tons compared with 4,686,536 tons for the same period in 1974.

Visitors: Sarawak State officials

Kelang, Malaysia (Kelang Port Authority Berita Pelabuhan, April-June 1975):—A 50-member delegation of senior State officials from Sarawak visited the port on May 17. The delegation was headed by the Deputy Chief Minister of Sarawak Encik Sim Keng Hong.

The officials, who were invited to Peninsular Malaysia as guests of the Selangor State Government, were greeted on arrival at Port Kelang by the Director (Planning and General Affairs) Encik Mohamed bin Abdul Rahman.

A briefing on the port was given by Encik Mohamed and this was followed by a tour of the port area and the site of the Second North Extension Project. A briefing on the project was given by the Resident Engineer Mr. Michael Briggs.

Traffic Manager attends international seminar

Kelang, Malaysia (Kelang Port Authority Berita Pelabuhan, April-June 1975):—Encik Hamidun Yunus, Traffic Manager (Cargo Handling and Stevedoring), recently attended the 11th International Seminar on Port Management in Delft, Netherlands.

The seminar which was held at the Delft International Training Centre from April 14 to May 17 was attended by 38 participants from 18 countries.

The first and last weeks of the seminar were concentrated on lectures covering all subjects pertaining to port matters and briefings on their respective ports by the participants. The second, third and fourth weeks were reserved for visits to ports such as Amsterdam, Rotterdam, Le Havre, Southampton, Bristol, Liverpool and Hull.

Pilgrim vessel

Penang, Malaysia, April 1975 (Publication of the Penang Port Commission):—For the first time the pilgrim vessel 'Malaysia Raya' berthed alongside Butterworth Wharves on 13th January 1975 to disembark pilgrims. All previous disembarkations were at Swettenham Pier on the Island of Penang.

The decision to berth returning pilgrims vessel at Butterworth Wharves was the result of requests from many organisations. A decision was taken to try disembarking passengers at Butterworth Wharves on an experimental basis as passengers complain that facilities at Butterworth Wharves were not as good as at Swettenham Pier.

Numerous meetings were held with the Police, Pilgrims Management & Fund Board, Information Department and relevant authorities to work out the necessary preparations for the berthing of Malaysia Raya at Butterworth Wharves. Godown W5 was cleared and partitioned with crowd control barriers for custom clearance facilities for the returning pilgrims as well as serving as a waiting area for relatives. To facilitate crowd control, only those with passes issued by the Pilgrims Management & Fund Board were allowed into the wharf. Temporary public toilet facilities were also set up behind godown W5.

1st container feeder vessel

Penang, Malaysia, April 1975 (Publication of the Penang Port Commission):—The first container feeder service operated by M/s. Pelangi Trade & Transport Sdn. Berhad between Port Klang and the Penang Port was inaugurated with the arrival of the Asean Pioneer at Butterworth wharves on 6th February 1975 on its maiden voyage. The 2,800 ton vessel discharged 30 empty containers and loaded one FCL container and 10 empties.

The vessel 270 feet long, has a service speed of 10 knots and is capable of carrying 65 containers. It has self sustaining loading capabilities with two derricks of 12.5 tons capacity each. The derricks can be rigged to take a maximum load of 25 tons.

With the introduction of the feeder service between Port Klang and Penang an important link in the transportation of containers between the two Ports has been established.

Catering for small boat owners

Whangarei, New Zealand (Northland Harbour Board, "Points North" mid-year 1975):—Ideas, plans, aspirations, inspirations—this year the Northland Harbour Board has been asking owners and builders of small craft what they would like to see in the way of facilities in Whangarei Harbour. And this is only one of the scores of harbours, bays and inlets around the Northland coast in which the Board interests itself in providing facilities for pleasure craft.

Board officers have met three times with all interested parties and at a final meeting to be held in December it is hoped that all relevant information and plans will have "Jelled" into definite proposals.

Also closely involved in the "think tank" are the Whangarei County and City Councils, and the Northland Regional Planning Authority.

Two major projects are planned by the Whangarei boatbuilding firms, Alan Orams Marine and Smiths Boatyard Ltd. Orams are hoping to build a 140-berth marina at the entrance to Awaroa Creek on the Onerahi Road, opposite the Kaituna block reclamation, while Smiths have submitted plans to the Board for a 72-berth marina.

Some thought is also being given to the future of the 6,000 sq ft former cargo shed on the wharf at the Town Basin.

Since the early 1960's until the beginning of this year it was used for general storage. The Harbour Board installed toilets and showers there before the Noumea Yacht Race in March and the building was extensively used by the yacht crews in the week prior to the race. At present the Navy League uses the shed as a training base and to store equipment.


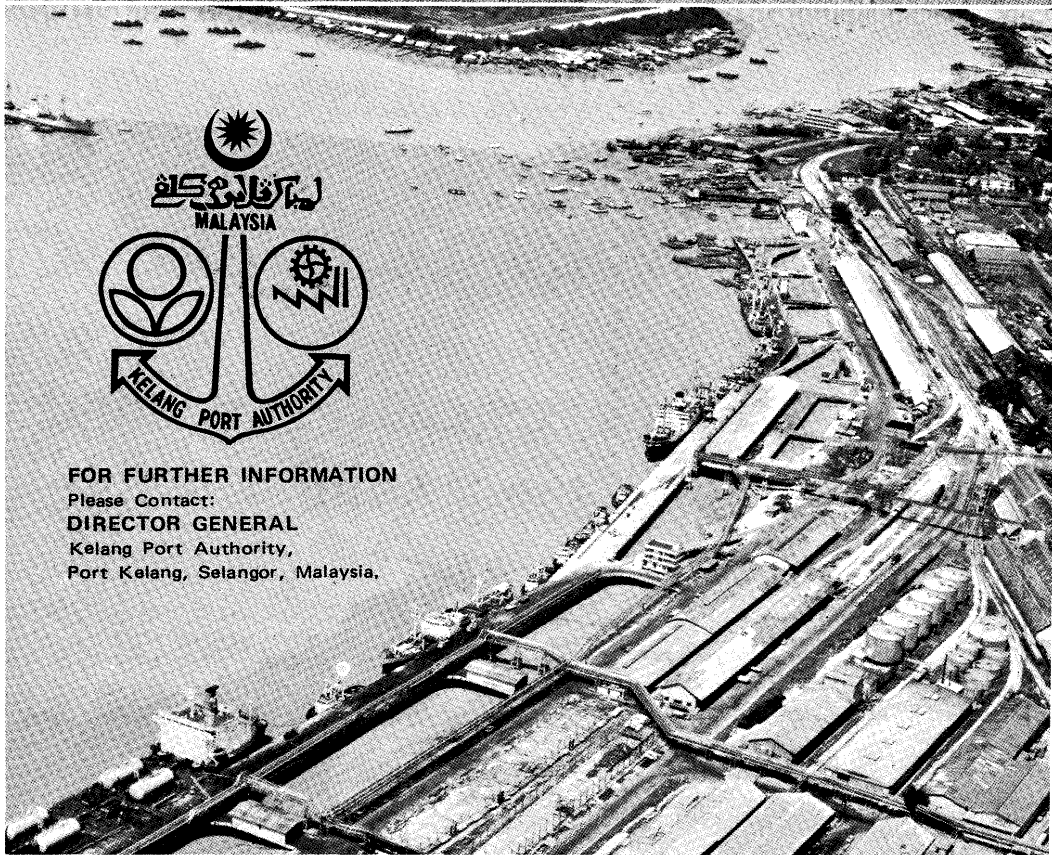
An important development for small craft users on the harbour is already well on the way to being finished—the Parua Bay reclamation on which will be sited facilities for the Outboard Boating Club and the whangarei Cruising Club. The total area reclaimed is about 3.2 hectares (8 acres) of which the Cruising Club has about 6,000 sq meters. The club is building a double boat ramp for launching centre-board yachts and trailer-sailers, and a clubhouse. Two double boat ramps are being put in by the Outboard

(Continued on page 79)

PORT

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(Continued from page 76)

Boating Club, which has also fenced off a parking area.

In the public area the Board will put in a toilet block and a sewage treatment plant to service it, ready for this summer. An extensive grassed area has been provided along the foreshore, and planted with seven pohutukawas by the Whangarei Forest & Bird Society.

By the end of the year the Northland Harbour Board and all interested parties hope to have an overall plan of small boating facilities worked out to their mutual satisfaction. Board officers have issued a gentle reminder however: "This won't all come to pass immediately—it's a blueprint for the future."

And with all these facilities on the planning boards, what is the scene with the local boatbuilders?

"There's miles of work—we just can't do it all," says the manager of one of Whangarei's largest boatbuilders, Alan Orams Marine. Mr. Ray Roberts says people have been ringing from the Islands and America to ask if the firm can do yacht refits, though not so frequently recently with the deterioration in value of the American dollar.

The firm's major project at present is a complete refit of a 68 ft American yacht—work that came to the yard on a "word-of-mouth" basis. Last month a 53 ft fibreglass yacht, ordered by a New Zealander and valued at about \$100,000, was launched at the yard, and work has already started on a 28 ft general all-purpose launch designed by Alan Orams.

The firm hopes to be able to go into production of these later in the year. A mould will be made shortly for a 47 ft yacht, and another 53-footer of the type just launched has been ordered.

"Generally we have expanded quite a bit in the past 18 months," says Mr. Roberts. His staff now numbers 22—16 boatbuilders, apprentices, tradesmen, engineers and mechanics, and six general office and shop assistants for the new chandlery shop.

Smiths Boatyard has become well known for its 38 ft yacht known as the Pacific 38 and now its main work. In two and a half years the firm has made and sold 22 in New Zealand and a further 10 have been built in Australia on its behalf. Developments of the Pacific 38, the 2-38 (the flush deck version) and the 3-38 (a motor-sailer) are now in production too. Two 2-38's have been sold.

Other work undertaken by the firm includes maintenance and repair work on local boats.

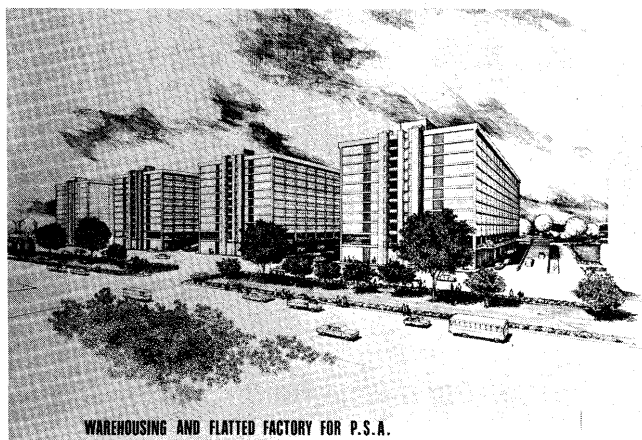
"Orders have slowed down," says Mr. C.R. (Peter) Southey, one of the three directors of Smiths, "but we couldn't possibly expect to have kept on making one P38 a month the way we were."

His firm moved into a new 5,000 sq ft factory a year ago and has purchased more land adjacent to its old factory. The slipway and engineering facilities have been upgraded and the firm has applied for permission to build a floating work berth.

The staff numbers about 12.

Contract signing ceremony

Singapore, 20 September (PSA Press Release):—Speech by Mr. A. Vijiaratnam, Director (Engineering Services), PSA, at the warehousing-cum-flatted factory complex contract signing ceremony on Saturday, 20 September, 1975 at the PSA Conference Hall, PSA Towers.



1975 at the PSA Conference Hall, PSA Towers.
Distinguished Guests, Ladies and Gentlemen

Singapore has for decades been the distributing centre of many countries in this region which have been contributing a varied export of raw materials and tropical produce to the world market. And with a total population of over 280 million, Southeast Asia also constitutes a substantial consumer market for the businessmen.

The last decade has brought about significant changes in the pattern of trade in this area. Industries are mushrooming throughout the countries in the region with the growing awareness of economic nationalism. Plants and machineries now find their way into this area from many of the developed countries whose entrepreneurs are now realising the potential of Southeast Asian nations.

But though industrialisation is here to stay, the region is still rich in timber, rubber, tin, rice and other tropical goods. Moreover, with comparatively cheap labour in the countries, investors could easily manufacture products here for export to their local consumers, or pick one of the spots in the region to supply to the regional market.

Singapore stands strategically in the middle of this potentially rich market with one of the best ports in the world. No other port in this region is so favourably endowed by nature to serve as a distributing reservoir for the Southeast Asian market.

Geography aside, the commercial-maritime tradition of the island has provided it with an excellent range of supporting facilities to serve as an important commercial hub. Singapore's long shipping history has been marked by a proliferation of commercial houses and shipping agencies where carriers handle cargo to and from all parts of the globe.

Furthermore, as a regional trading centre which has already been oriented towards servicing the world market, Singapore possesses the basic infrastructure on which it has built and expanded its role in international finance.

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Communications, so vital to world trading, assumes a sophisticated level in Singapore which is efficiently linked to all parts of the world.

To complement the facilities and services provided by Singapore, the availability of adequate storage area is paramount. Today the Port of Singapore operates nearly 110,000 sq m of warehousing space both within and outside the port areas. This is well supported by trained warehousing personnel, readily available mechanical equipment and round the clock security. Other ancillary services are also provided on request.

However, the increase in demand for warehouse and storage space as a result of such factors as the normal expansion of business, and the choice of Singapore as the most economical repository for stockpiling and redistribution, has warranted the development of additional space. Forecast of warehousing requirements indicates that there will be a shortfall of over 0.5 million sq m of space by 1980 and by 1990 some one million sq m will be needed.

Therefore, the early provision of this shortfall will contribute much to Singapore becoming the warehousing centre of the region. In view of the land shortage in Singapore, the construction of multi-storey warehouse complexes has thus become evident.

Today, the Port of Singapore Authority is pleased to award a \$40.5 million contract to Messrs Lam Lee Building Contractor Co. (Pte) Ltd. for the construction of the first phase of its multi-storey warehousing complex at Alexandra. The construction of the super-structure of three-

blocks of 11-storey warehouses-cum-flatted factories, is part of an overall \$100 million port project to be developed on an area of about 14.6 ha (36.16 acres) at the junction of Alexandra Road and Pasir Panjang Road. Besides fulfilling the warehousing need, the complex will also meet the increasing demand for flatted factory space by industries in Singapore. The project when ready in two years will provide a total of 14,300 sq m of storage space and 102,000 sq m of factory area.

Each of the blocks with a total area of 67,000 sq m, will consist of a warehousing area on the ground floor, a covered car park on the first floor and factory space on the nine upper floors. There will also be provision for a covered lorry park. Each block will be serviced by five lifts of 3-ton capacity, one of 5-ton capacity and two passenger lifts.

Every port in this region is striving to be self-reliant and more competitive in laying out similar or related facilities and services. The PSA is constantly equipping itself to face the changing conditions and the increasing demands of the shipping and trading world. Existing operations are being reviewed to provide better service to port users. In conjunction with this aim, the Free Trade Zone concept is also being studied and promoted to cater for cargo that pass through Singapore for the regional market. Steps are therefore being constantly and positively taken to establish the Republic as a warehousing complex for this region.

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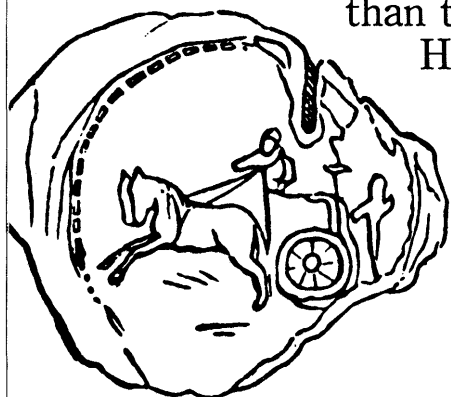
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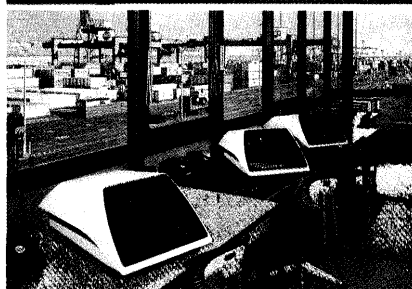
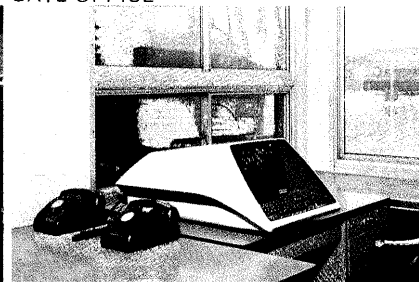
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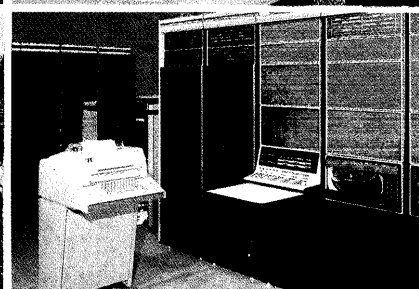
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