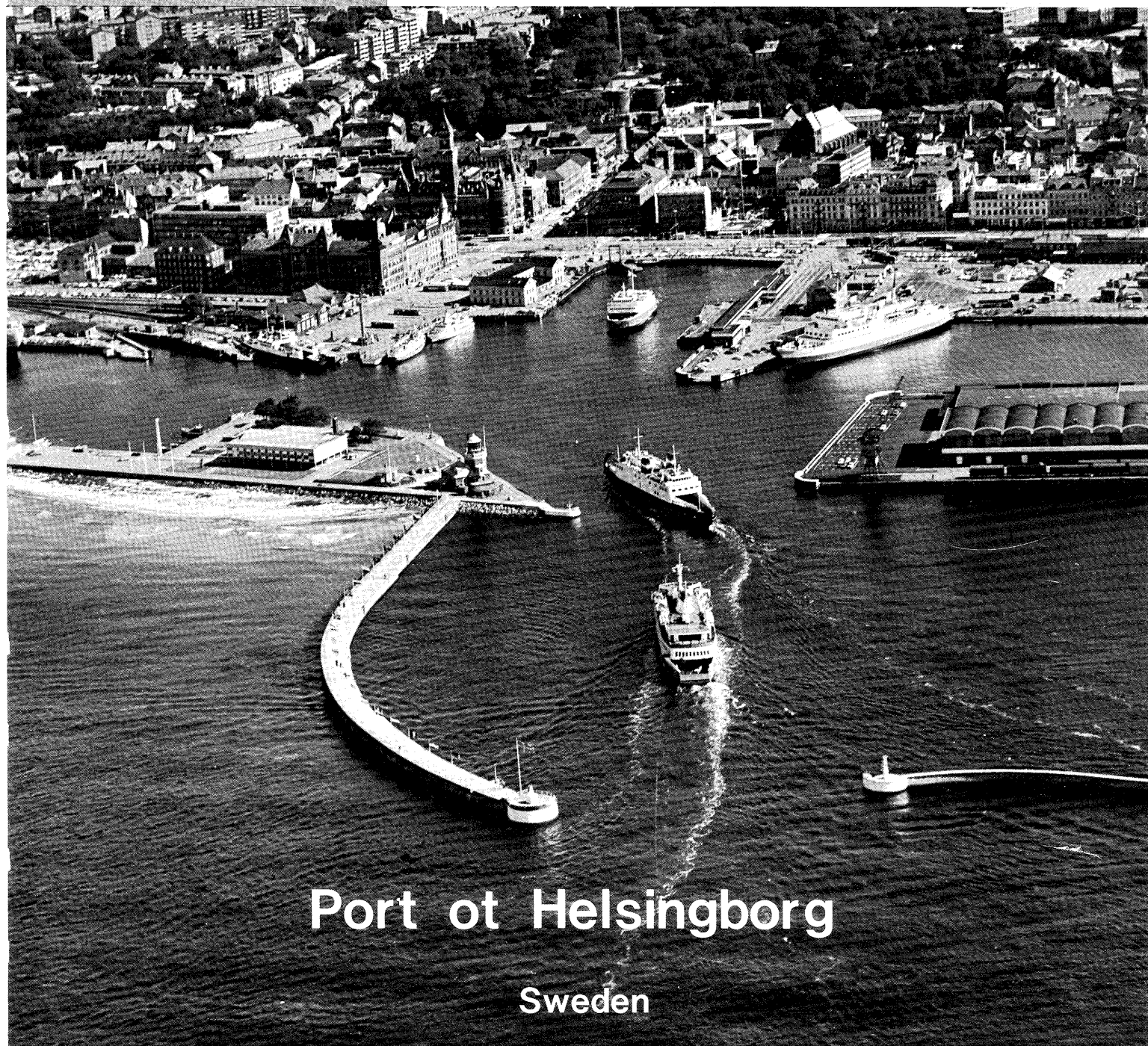


PORTS *and* HARBORS

March, 1975 Vol. 20, No. 3



Port of Helsingborg

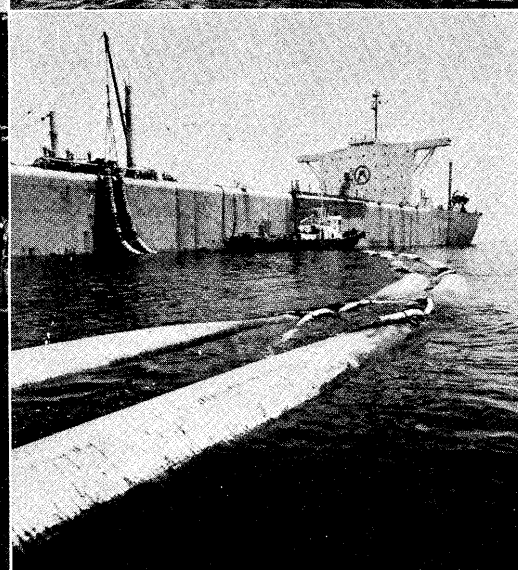
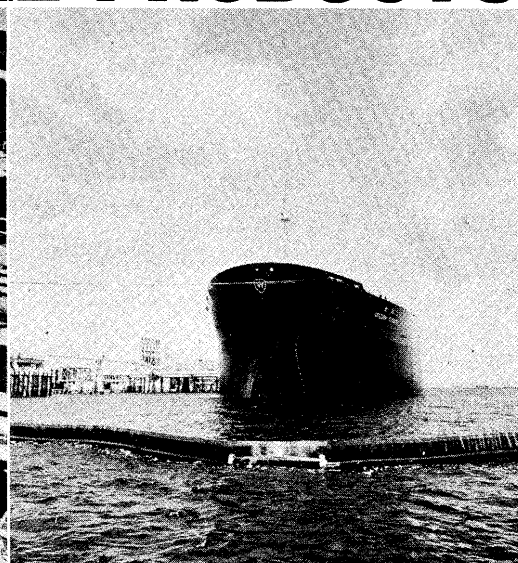
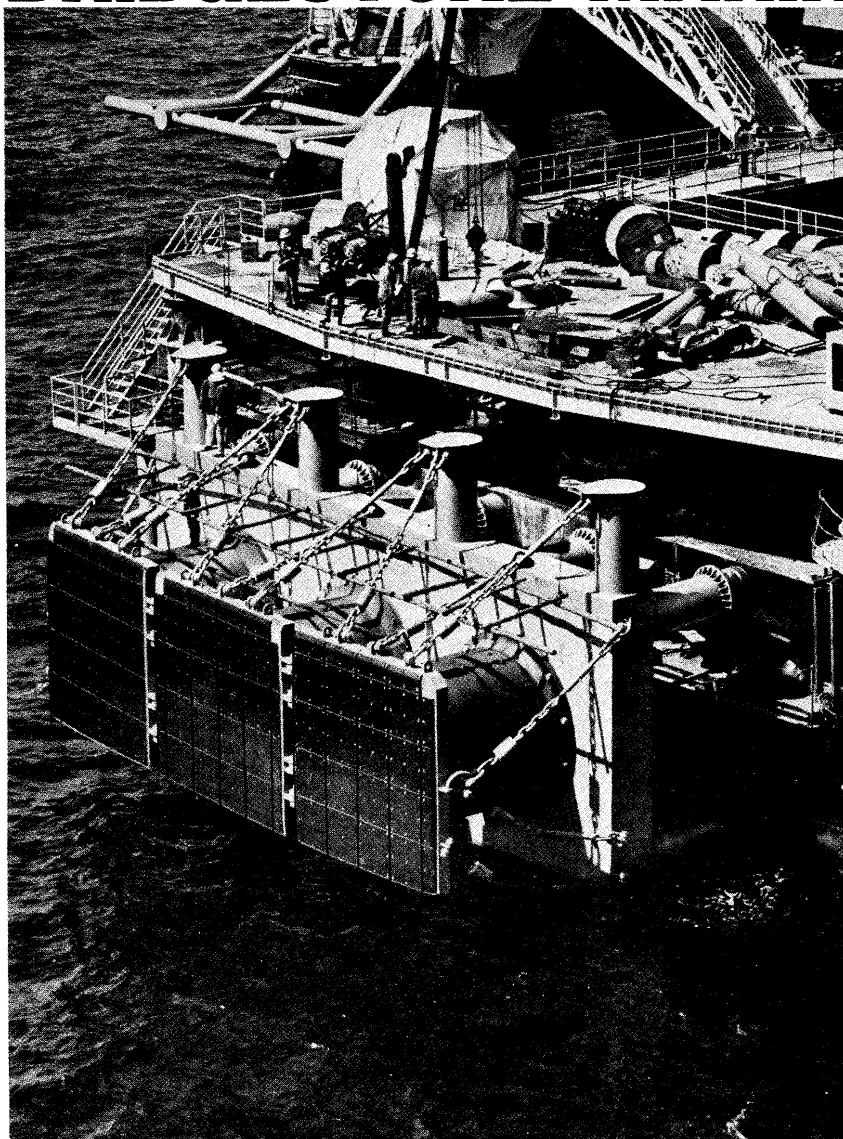
Sweden

Singapore Conference March 8-15, 1975

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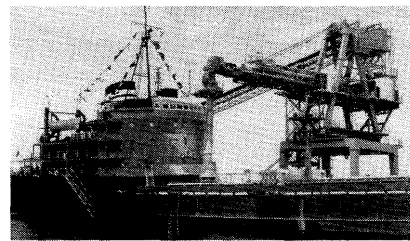
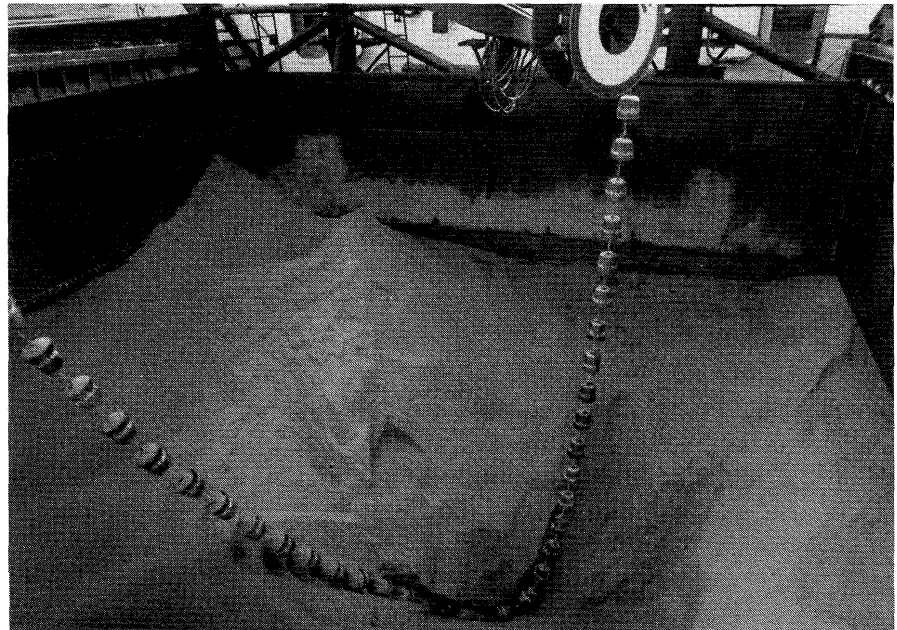
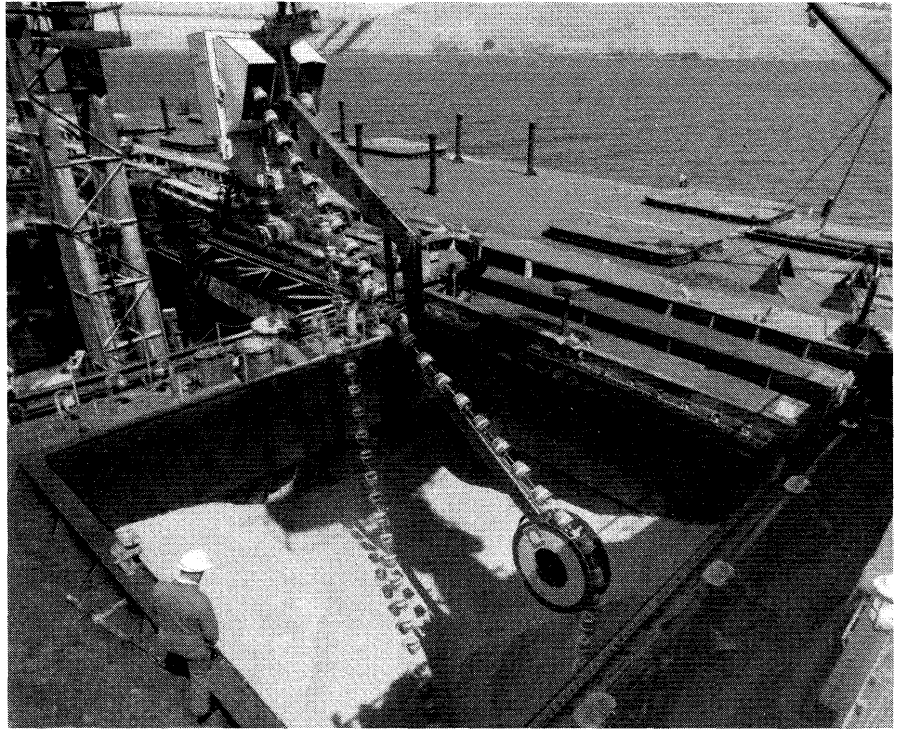
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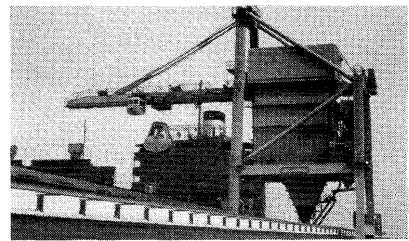
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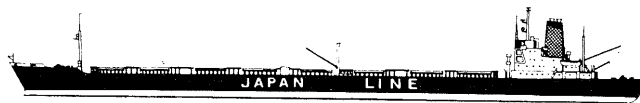
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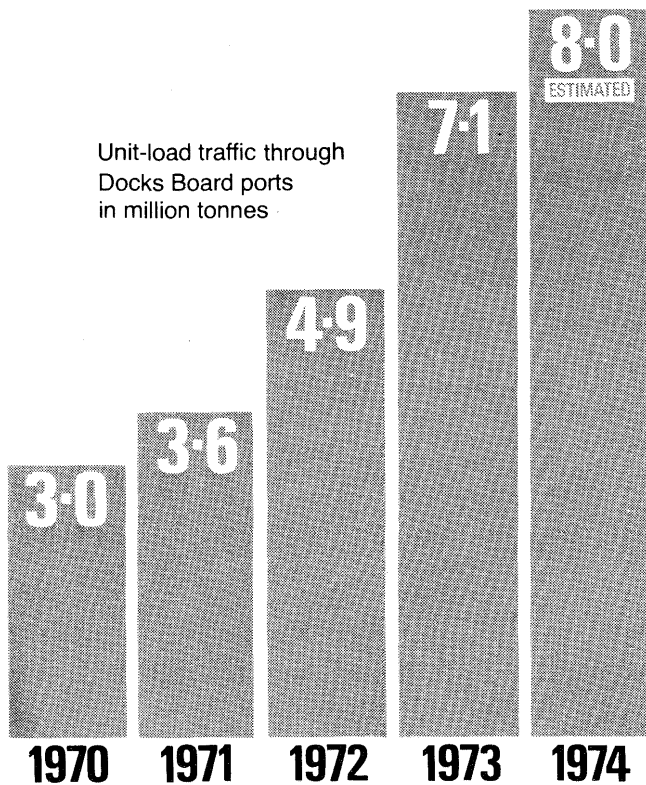


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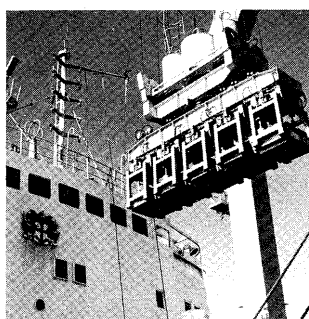
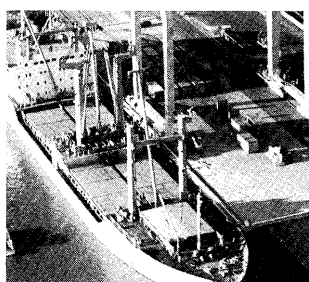
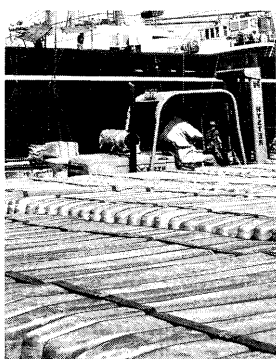




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PORTS *and* HARBORS

Editor: Yoshio Hayashi

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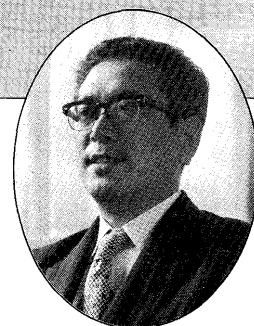
PORT OF HELSINGBORG: At Helsingborg 6 RoRo-berths are available in the North Harbour, where another 2 are under construction.

In the South Harbour at the Container Terminal there are an additional 2 RoRo-berths. (See also story on page 47 "Port of Helsingborg in pictures".)

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PORTS *and* HARBORS

IAPH Head Office Announcements: Pages 7 ~ 22

Final 9th Conference Agenda and Time Schedule

As announced in the February edition, the amendments to the By-Laws come into force on and after February 1st, 1975 and the revised By-Laws requires a minor modification to the Conference Agenda and consequently to the Conference Time Schedule. In accordance with Sec. 12 of the By-Laws, the Secretary General sent a letter of February 1st, 1975 to all members of the Board asking for approval on the modification by its meeting of correspondence fixed on March 2nd 1975.

In this edition we announce the modified Conference Agenda and Time Schedule for the convenience of the Conference participants.

The major points of the modification are as follows.

1. *To hold a meeting of Nominating Committee on March 8th instead of March 13th.*
2. *To hold a preliminary meeting of the New Board of Directors on March 11th for the purpose of appointing 9 (nine) members of the New Executive Committee composing of 3 (three) members among from Directors and Alternate Directors of each of three regions. (K.Y.)*

Revised Agenda of the Plenary Sessions

1. Opening Session

15:30—16:30

March 10 (Monday)

- (1) Address of Welcome by Conference Chairman
- (2) Address and Declaration of Opening of the Conference by Mr. Yong Nyuk Lin, the Honorable Minister for Communications and Patron of the Conference
- (3) Address by Mr. Robert L.M. Vleugels, President, IAPH
- (4) Address by Distinguished Guests and Introduction of Messages by Conference Chairman
- (5) Announcement of Chairmen and Members of the Conference Committees by President, IAPH
 - a. Nominating Committee
 - b. Resolutions and Bills Committee
 - c. Honorary Membership Committee
 - d. Ways and Means Committee
 - e. Credentials Committee
- (6) Others

2. First Plenary Session

09:00—10:00

10:30—11:30

March 11 (Tuesday)

- (1) Secretary General's Report

- (2) Reports by Chairmen of

- a. Finance Committee
- b. Constitution and By-Laws Special Review Committee

- (3) Others

3. Second Plenary Session

16:30—18:00

March 11 (Tuesday)

- (1) Reports by Chairmen of Special Committees on
 - a. International Port Development
 - b. Containerization and Barge Carriers
 - c. Large Ships
 - d. Legal Protection of Navigable Waterways
- (2) Others

4. Third Plenary Session

16:30—18:00

March 13 (Thursday)

- (1) Reports by Chairmen of Conference Committees
 - a. Ways and Means Committee
 - b. Resolutions and Bills Committee
 - c. Credentials Committee
- (2) Report by Chairman of Board of Directors on nominations of President and 3 Vice-Presidents
- (3) Adoption of Resolutions and Bills
- (4) Election and announcement of
 - a. President and 3 Vice-Presidents
 - b. Directors and Alternate Directors
 - c. Executives
- (5) Others

5. Closing Session

16:30—18:00

March 14 (Friday)

- (1) Report by the Chairman of the Honorary Membership Committee
- (2) Take-over of the Presidency to the New President
- (3) Address by the Retiring President
- (4) Address by the New President
- (5) Presentation of Gold Badge to the Retiring President
- (6) Award of Scrolls to the newly elected Honorary Members
- (7) Announcement of the continuance, termination and establishment of the Special Committees
- (8) Address by the Chairmen of Special Committees endorsed to continue to work on or newly established

- (9) Announcement of the proposed time and place of the next Conference
- (10) Invitation Address by the Host of the Next Conference
- (11) Adoption of Resolution of Thanks
- (12) Closing Address by the Conference Chairman
- (13) Others

Time Schedule for Meetings of Board of Directors, Executive Committee, Special Committees, Conference Committees and Chairmen & Members of Working Sessions

I. Board of Directors and Executive Committee

Pre-Conference Joint Meeting of Board of Directors and Executive Committee

14:00–16:00 March 09 (Sunday)

Post-Conference Joint Meeting of Board of Directors and Executive Committee

14:00–16:00 March 14 (Friday)

II. Preliminary Meeting of the New Board of Directors on the election of 9 Executive members and others

11:30–12:30 March 11 (Tuesday)

III. Special Committees (Standing Committees)

International Port Development

11:00–13:00 March 08 (Saturday)

Large Ships

15:00–17:00 March 08 (Saturday)

Finance Committee

1. 09:00–11:00 March 08 (Saturday)

2. 08:30–09:30 March 13 (Thursday)

(Reserve)

Special Review Committee

14:00–16:00 March 08 (Saturday)

Containerization and Barge Carriers

09:00–12:00 March 09 (Sunday)

Legal Protection of Navigable Waterways

16:00–17:00 March 09 (Sunday)

All committees endorsed to continue and or newly established

09:00–12:00 March 15 (Saturday)

IV. Conference Committees

Credentials

1. 17:00–18:00 March 08 (Saturday)

2. 16:00–17:00 March 09 (Sunday)

3. 08:30–09:00 March 10 (Monday)

Nominating

17:30–18:00 March 08 (Saturday)

Ways and Means

09:00–10:00 March 10 (Monday)

Resolutions and Bills

1. 10:00–12:00 March 10 (Monday)

2. 09:00–10:00 March 13 (Thursday)

3. 11:00–12:00 March 14 (Friday)

(Reserve)

Honorary Membership

08:30–09:00 March 13 (Thursday)

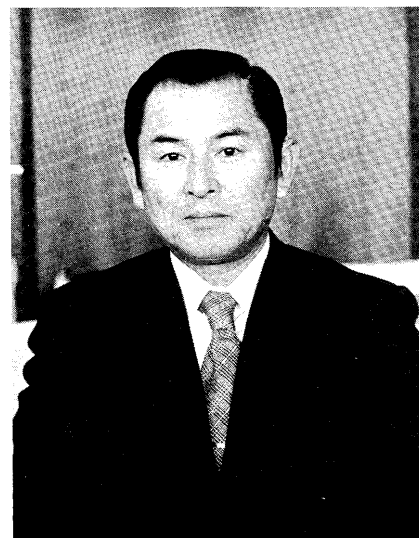
V. Chairmen and members of Working Sessions

14:00–15:00 March 10 (Monday)

Introducing A New Staff In the Head Office

I have the pleasure of introducing to you Mr. Masatoshi Kinouchi, whom I have newly appointed as the 2nd Deputy Secretary General on a non-paid part time basis under the Presidential agreement of Mr. Vleugels.

Mr. Kinouchi has been engaged in the field of port



Mr. Masatoshi Kinouchi

construction for 27 years as a senior civil engineer of the Ministry of Transport Japan. He resigned the office of the Director General of the First District Construction Bureau of the Ministry of Transport and retired from the Ministry of Transport in December 1974.

He has served for the IAPH's Special Committee on Containerization and Barge Carriers as its member since 1969.

I am confident that Mr. Kinouchi's joining the Head Office will enable the secretariat to serve more effectively for your Association's further development.

Your guidance and cooperation with him will be highly appreciated.

Hajime Sato
Secretary General

Membership Notes:

New Members

Regular Member

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Cable Address: ONAT/KIN

Telex: 216

(Mr. H. Paelinck, Head of Ports Department)

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(Mr. Yoshihiro Ogawa, President)

Mr. Genji Yamada (Class D)

Society for the Study of Port Economics

and Transport
c/o Maya Kounjigyo Corp.
Maya Futo, Nada-ku, Kobe, Japan
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Withdrawals:

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Tampa Port Authority, U.S.A.
Board of Harbor Commissioners, City of Milwaukee, U.S.A.

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National Bulk Carriers, Inc., U.S.A. (Class A)
Tokai Construction Co., Ltd., Japan (Class A)
Mr. Takao Mukoh, Japan (Class D)

Head Office Secretariat Welcomed by Singapore Secretariat

Mr. Katsuya Yokoyama, Deputy Secretary-General, in company with his staff, Mr. Rinnosuke Kondoh, Under Secretary, had visited Singapore during the middle part of January 1975, and was received quite warmly by Mr. Cheng Tong Seng, Chairman of the Conference Organising Committee and his staff.

During his 3 days discussion, 13-15, January, on the details of the Conference preparation works, every details was observed and discussed among the parties concerned, including field observations of the International Conference Hall where the Opening Ceremony is to be held, Shangri-La Hotel, major conference site, Pick-nick site at Sentosa Island and others.

It is Mr. Yokoyama's view that thanks to the great efforts given by the PSA, Mr. Cheng and his staff member of the Organising Committee, the arrangements for the 9th Conference have been so beautifully worked out that they



Photo, taken in a meeting room at the PSA Tower

Front Row: from left to right

Mr. Rinnosuke Kondoh, Head Office, Mr. Katsuya Yokoyama, Head Office

Mr. Cheng Tong Seng, Chairman and Mr. Kenneth Seah

Back Row: from left to right

Miss Janice Lau, Miss Lee Guat Yong, Mr. Herbert Teo, Mr. Chak Siew Cheun, Mr. Tan Hock Lye, Miss Greta Choo and

Mr. Suen Tian Hing

can start receiving IAPH delegates at any moment, and that our gathering at Singapore would become one of the most unforgettably impressive one. (RIN)

New Members of the Board Elected

In accordance with Sec. 10 of the By-Laws, the Secretary General sent a circular letter dated November 14, 1974 to all Directors and Alternate Directors requesting the election of new Directors and Alternate Directors for the term 1975-1977 to be notified to the Head Office by the middle of December, 1974.

However, as of February 1st, names of new members from some countries are still not available in spite of the Secretary General's reminders dated December 25, 1974 and January 10th, 1975 in which he said that those who had failed to respond by February 1st, the same Directors and Alternate Directors in the previous term would be regarded as remaining office, as marked with * in the list of the new Board members. (See pages 13-19 of this edition) (K.Y.)

"The Times" of London focus- sing on the 9th IAPH Conference

Mr. M. Orr, International Division, of "The Times" informed in his letter to Dr. Hajime Sato, Secretary General, dated January 10, 1975, that "The Times" was planning to publish a "Report on Shipping in Asia" to coincide with our Ninth Conference (Publication date: March 8, 1975).

He emphatically noted that "The Times" felt that shipping, particularly in Asia was currently going through an important phase of both expansion and adjustment, at this particular time when the IAPH 9th Conference would be concentratingly discussing on its theme "Greater International Port-Cooperation".

He further disclosed that the Report would naturally deal with matter related to port activity and development in the region for problems facing the shipping industry would unavoidably related with those of port authorities.

In his letter, Mr. Orr kindly offered that "The Times" will try to enable those of our participants at the Conference to obtain copy of this Report sometime during the Conference.

The following is a provisional synopsis of the Report by "The Times": (RIN)

SHIPPING IN ASIA

"The Times" Special Report, March 8, 1975

A Special Report to coincide with the opening of the Ninth Conference of the International Association of Ports and Harbours in Singapore.

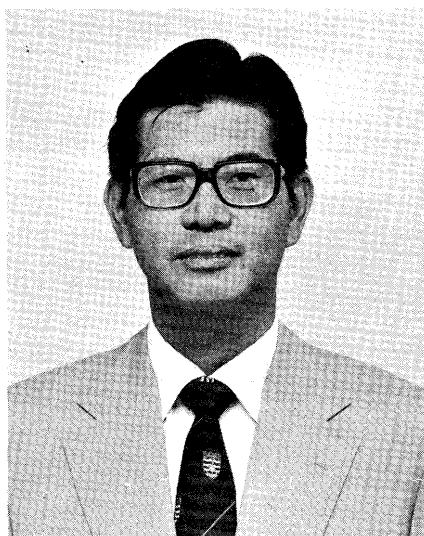
Proposed Editorial Synopsis

1. Effects of the energy crisis on freight traffic and the shipping and shipbuilding industries; conflicting interests of the shippers and the freight Conferences; need for increased co-operation between trading nations in negotiating rates and integrating operational schedules; role of ASEAN in this respect; effects of U.S. policy on cross-trading; recent developments on the chartering market.
2. Matching the ports to the ships; construction of new

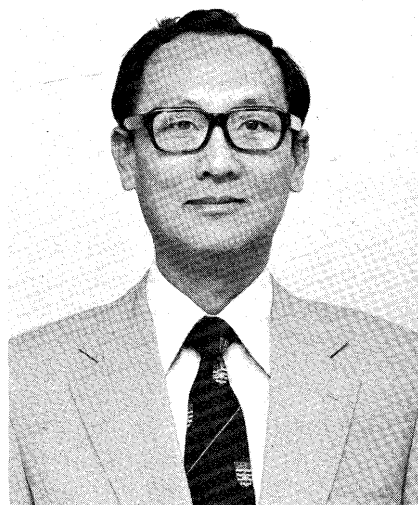
(Continued on page 23)

We look forward to seeing you in Singapore

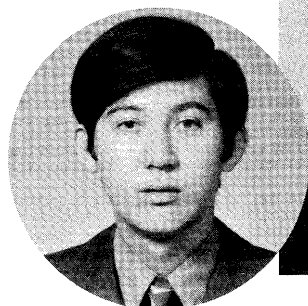
This page is particularly dedicated to introduce to you the Chairman and members of the Conference Organising Committee so that you can make an easier acquaintance with these ladies and gentlemen who will look after you while you are in Singapore. (Rin)



Mr. Cheng Tong Seng, Chairman



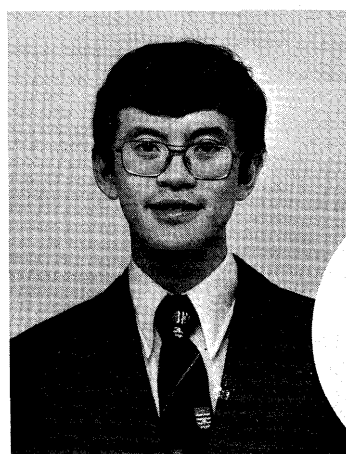
Mr. Kenneth Seah, Deputy Chairman



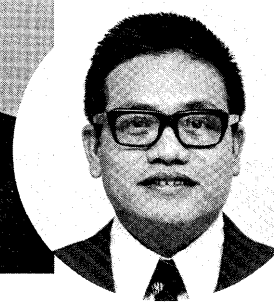
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Member
(Publicity)



Mr. Chak Siew Chuen
Joint Secretary



Mr. Tan Hock Lye
Joint Secretary



Mr. Suen Tian Hing
Member
(Tours and Recreation)



Miss Janice Lau
Member
(Registrations, Rapporteurs
and Stenographic Services)



Miss Lie Gwat Yong
Member
(General Administrations)



Miss Greta Choo
Member
(Meeting Rooms, Tele-
communications)

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—9th Singapore Conference—

As announced in page 9 of this edition, the Organizing Committee of the Port of Singapore Authority and the Head Office agreed upon, at their January meeting in Singapore, on how to arrange effective clerical services for Plenary & Working Sessions and Committees Meetings.

According to this agreement, Tape-recording and Word-to-word transcription into English will be made for the whole course of all plenary sessions and working sessions for the compilation of the Proceedings of the Conference, and Point -to-point minutes will be available for meetings of

all Committees after the closure thereof under the approval of each chairman respectively.

In this edition, which will be distributed to all participants at Singapore, we are pleased to announce the names of Senior Officers and Stenographers responsible for each Session and Meeting respectively.

Each chairman is kindly requested to keep the names of the Senior Officer and Stenographer in mind, so that they can serve his meeting more smoothly and closely. (K.Y.)

Date/Time	Session	Senior Officer	Stenographer
<u>Sat Mar 8</u>			
0900-1100	*Meeting of Finance Committee (Special Committee)	Miss Long Fung	Lee Ly Chee Cynthia Meyer
1100-1300	*Meeting of International Port Development Committee	Mr. Tham Heng Mun	Linda Kong Mary Lee
1400-1600	*Meeting of Special Review Committee (Constitution & (By-Laws)	Mrs. Sandrasegara	Lim Seok Ann Veronica Chia
1500-1700	*Meeting of Committee on Large Ships	Mr. Lau Chee Peng	Tan Seok Cheng Amy Yu
1700-1800	*Meeting of Credentials Committee	Mr. Ong Chow Hong	Catherine Seow
1730-1800	*Meeting of Nominating Committee	Mr. Tan Hock Lye	Helen Leong
<u>Sun Mar 9</u>			
0900-1200	*Meeting of Committee on Containerisation & Barge Carriers	Mr. Richard Ho	Lee Lye Chee Linda Kong
1400-1600	*Joint Meeting of Board of Directors and Executive Committee Members	Mr. Lee Chee Yeng	Margaret Lam Andrea Leo
1600-1700	*Meeting of Credentials Committee	Mr. Ong Chow Hong	Catherine Seow
1600-1700	*Meeting of Committee on Legal Protection of Navigable Waterways (Constitution & By-Laws)	Mr. Lau Chee Peng	Veronica Chia
<u>Mon Mar 10</u>			
0830-0900	*Meeting of Credentials Committee	Mr. Ong Chow Hong	Catherine Seow
0900-1000	*Meeting of Ways & Means Committee (Conference Committee)	Miss Long Fung	Cynthia Meyer
1000-1200	*Meeting of Resolution & Bills Committee	Miss Tay Beng Khim	Omana Joseph Lim Seok Ann
1400-1500	*Meeting of Chairmen & Panelists of Working Sessions	Mr. Tham Heng Mun	Tan Seok Cheng
1530-1700	Opening Ceremony		Helen Leong Amy Yu

Date/Time	Session	Senior Officer	Stenographer
<u>Tue Mar 11</u>			
0900-1000	First Plenary Session		Lim Seok Ann Andrea Leo
1030-1130	First Plenary Session (contd.)		Lim Seok Ann Andrea Leo
1130-1230	*Meeting of New Board of Directors	Mr. Lee Chee Yeng	Margaret Lam
1400-1600	Working session No 1		Mary Lee Helen Leong
1630-1800	Second Plenary Session		Lee Lye Chee Linda Kong
<u>Thur Mar 13</u>			
0830-0900	*Meeting of Honorary Membership Committee	Mr. Wong Seng Chee	Amy Yu
0830-0930	*Meeting of Ways & Means Committee (Conference Committee)	Miss Long Fung	Cynthia Meyer
0900-1000	*Meeting of Resolution & Bills Committee	Miss Tay Beng Khim	Omana Joseph
1030-1230	Working Session No 2		Rita Lim Margaret Lam
1400-1600	Working Session No 3		Mary Lee Catherine Seow
1630-1800	Third Plenary Session		Lim Seok Ann Tan Seok Cheng
<u>Fri Mar 14</u>			
0830-1100	Working Session No 4		Amy Yu Helen Leong
1100-1200	*Meeting on Resolution & Bills Committee	Miss Tay Beng Khim	Omana Joseph
1400-1600	*Joint Meeting of New Board of Directors and New Executive Committee Members	Mr. Victor Goh	Margaret Lam Rita Lim
1630-1800	Closing Ceremony		Cynthia Meyer Mary Lee
<u>Sat Mar 15</u>			
0900-1200	*Meeting of various special committees		Catherine Lee Yvette Lim (on standby)
On standby:			Geraldine Mary Tan (Port Pro- motion) Azizah Abdu- llah (S & T) Mrs. Alice Fong (Keppel Wharves)

Directors and Alternate Directors 1975—1977

(Elected As of February 1, 1975)

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Abu Dhabi	(Name not yet available)	(Name not yet available)
Bahamas	Sen. the Hon. L.H. Lockhard Chairman of the Board Nassau Port Authority Box 1417, Nassau New Providence	Mr. L.H. Flowers Acting Port Director Nassau Port Authority Box 1417, Nassau New Providence
Belgium	Mr. Robert L.M. Vleugels Director-General of the Port City of Antwerp City Hall, B-2000, Antwerp	Mr. Fernand L.H. Suykens Deputy General Manager of the Port City of Antwerp City Hall, B-2000, Antwerp
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Burma	Thiri Pyanchi U. Hla Myint Managing Director Burma Ports Corporation P.O.Box No. 1, Rangoon	U Aung Saw General Manager Burma Ports Corporation P.O.Box No. 1, Rangoon
Cameroon	(Name not yet available)	(Name not yet available)
Canada	Mr. D.E. Taylor Chairman National Harbours Board Transport Canada Bldg. Place de Ville, Tower C 330 Spark Street Ottawa KIA ON6	Mr. J.H.W. Cavey Chief, Harbours and Ports Department of Transport Tower "C", Place de Ville Ottawa, Ontario KIA ON7
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El Salvador	Lic. Jorge Rochac Zepeda General Manager Comisión Ejecutiva Portuaria Autónoma Avenida Cuscatlán No. 317 San Salvador	Carlos Alfredo Pineda Navas Legal Adviser Comisión Ejecutiva Portuaria Autónoma Avenida Cuscatlán No. 317 San Salvador
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*Federal Rep. of Germany	Dr. jur. Karl-Ludwing Mönkemeier General Manager Freie und Hansestadt Hamburg Amt für Hafen, Schifffahrt und Verkehr 2 Hamburg 11, Alter Steinweg 4	Mr. Gerhard Beier General Manager/Director Bremer Lagerhause-Gesselschaft Bremen, Überseehafen
*Ghana	Mr. P.O. Aggrey General Manager Ghana Railway and Ports Authority P.O.Box 251, Takoradi	Mr. D.A. Minta Port Manager Ghana Railway and Ports Authority P.O.Box 251, Takoradi
Hongkong	Mr. A. Fletcher Director of Marine Marine Department 102 Connaught Road Central, Hongkong	Mr. M.J. Alexander Deputy Director of Marine Marine Department 102 Connaught Road Central, Hongkong
India	Shri K. Sivaraj Joint Secretary Ministry of Shipping and Transport Transport Bhavan 1, Parliament Street New Delhi 1	Shri H.K. Panditaradhya Chief Engineer & Administrator Port of New Mangalore Panambur via Mangalore
Indonesia	(Name not yet available)	(Name not yet available)
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Israel	Mr. Aharon Remez Director General Isreal Ports Authority P.O.Box 539, Haifa	Mr. Avraham Frydman Head of Administration and Organization Div. Head Office Israel Ports Authority P.O.Box 20121, Tel-Aviv
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*Liberia	Mr. G.E. Tubman Managing Director National Ports Authority P.O.Box 1849, Monrovia	Mr. Edward J. Wesley Director of Ports National Ports Authority P.O.Box 1849, Monrovia
*Malaysia	Raja Datuk Paduka Haji Azam bin Raja Haji Kamaralzaman D.P.M.B., J.M.N., P.P.T. S.M.S., P.J.K. Chairman Kelang Port Authority Selangor	The Hon. Mr. Kassim Kamidin Chairman Sabah Ports Authority P.O.Box 1430, Kota Kinabaru, Sabah
Netherlands	Ir. J. den Toom Managing Director Port Management of Amsterdam Havengebouw, de Ruyterkade 7 Amsterdam	Drs. F.A.F. Scheuerleer Managing Director Port Management of Rotterdam Poortgebouw, Stieltjesstraat 27 Rotterdam

Country	Director	Alternate Director
Netherlands Antilles	Capt. Jan Oenes General Manager Dienst Haven-en Loodswezen Handelskade 7a, Curacao	Capt. P. Sint Jago Assistant General Manager Dienst Haven-en Loodswezen Handelskade 7a, Curacao
New Zealand	Mr. R.W. Carr Chairman Auckland Harbour Board P.O.Box 1259, Auckland Mr. Keith S. Calder Chairman Bay of Plenty Harbour Board Private Bag, Mount Maunganui	Mr. J. Brand Chairman Lyttelton Harbour Board P.O.Box 2108, Christchurch Mr. H.A. James Chairman Wellington Harbour Board P.O.Box 893, Wellington
Nigeria	Mr. R.O. Ajayi Deputy General Manager Nigerian Ports Authority Private Mail Bag 12588 26/28, Marina, Lagos	Alhaji B.M. Tukur Port Manager, Lagos Nigerian Ports Authority Private Mail Bag 12588 26/28, Marina, Lagos
*Norway	Mr. Joh W. Scheen Director General Directorate of the Norwegian Harbours, Vogtsgt. 57, Oslo 4	Mr. Svrre Lende General Manager Oslo Port Authority Prinsensgt. 2, Oslo 1
Pakistan	Rear Admiral (Retd.) S. Zahid Hasnain Chairman Karachi Port Trust, Karachi	Mr. Aftab Alam Engineer-in-Chief Karachi Port Trust Karachi
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*Peru	Capitan de Frangata (r) Rafael Zevallos Tavera Sub Gerente Operativo de la Empresa Nacional de Puertos ENAPU-PERU Terminal Maritimo del Callao Edif. Administrativo, 3er Piso Apartado Postal No. 260, Callao	Capitan de Corbeta (r) Cesar Lezameta Bizetti Jefe de la Division de Ingenieria Empresa Nacional de Puertos ENAPU-PERU Terminal Maritimo del Callao Edif. Administrativo, 3er Piso Apartado Postal No. 260, Callao
*Philippines	Mr. Carlos L. Castillo Assistant Director Bureau of Public Works Bonifacio Drive, Port Area Manila	Mr. Ricardo Q. Dantes Chief Division of Public Works Bonifacio Drive, Port Area Manila
Poland	Mr. Zbigniew Teplicki General Director Zjednoczenie Portów Morskich Gdynia, Zgoda 8	Mr. Lech Rudnicki Managing Director Zjednoczenie Portów Morskich Gdynia, Zgoda 8
Portugal	Eng. Luis Moreira Lobo President, Substitute Administracao-Geral do Porto de Lisboa Cais do Sodre Lisboa-2	Eng. Alfredo Humberto Oliveira Stoffel Administrador-Delegado Administração dos Portos do Douro e Leixões Palacio da Bolsa-Porto

Country	Director	Alternate Director
Puerto Rico	Lic. Julio Maymi Pagan Executive Director Puerto Rico Ports Authority G.P.O.Box 2829 San Juan, Puerto Rico 00936	Mr. José Ysern de la Cruz Chief Maritime Department Puerto Rico Ports Authority G.P.O.Box 2829 San Juan, Puerto Rico 00936
Qatar	(Name not yet available)	(Name not yet available)
*Senegal	Mr. M.M. Gueye Director General Port Autonome de Dakar B.P. 3195, Dakar	Mr. Benier Chef de l'Arrondissement Etudes et Exploitation Maritime Port Autonome de Dakar B.P. 3195, Dakar
Singapore	Mr. Cheng Tong Seng Deputy Director (Staff & Training) The Port of Singapore Authority P.O.Box 300, Singapore	Mr. Vincent Lai Acting Deputy Director (Administra- tion) The Port of Singapore Authority P.O.Box 300, Singapore
*Spain	Dr. Ing. Marciano Martinez Catena Director General Dirección General de Puertos y Sañales Marítimas Ministerio de Obras Publicas Madrid	Mr. Aurelio Gonzales Isla General Manager Junta de Obras y Servicios del Puerto de Barcelona Puerta de la Paz Barcelona
Sweden	Mr. Sven Ullman General Manager Port of Gothenburg P.O.Box 2553, S-403 Gothenburg 2	Mr. Sven Linde General Manager The Helsingborg Harbor Board Box 260, 251 04 Helsingborg
Suriname	(Name not yet available)	(Name not yet available)
*Tanzania	Mr. J.C. Oliga Financial Advisor & Chief Accountant East African Harbours Corporation Box 9184, Dar es Salaam	Mr. P.C. Bakilana Corporation Secretary East African Harbours Corporation P.O.Box 9184, Dar es Salaam
Thailand	Admiral Abhai Sitakalin, R.T.N. (Ret.) Director Port Authority of Thailand Klongtoi, Bangkok	Capt. Lapo Israngkura, R.T.N. (Ret.) Deputy Director (Operations) Port Authority of Thailand Klongtoi, Bangkok
Trinidad and Tobago	Mr. Bruce Procope, Q.C. Chairman Port Authority of Trinidad and Tobago Wrightson Road, Port of Spain Trinidad W. 1.	Mr. H. Moylan Ag. General Manager Port Authority of Trinidad and Tobago Wrightson Road, Port of Spain Trinidad W. 1.
Turkey	Engineer Fikret Gürer Director of Ports State Railways of the Rep. of Turkey, Ankara	Mr. Ziya Ulküi Asst. Director of Ports State Railways of the Rep. of Turkey, Ankara
*Uganda	Mr. E.N. Bisamunyu Director General East African Harbours Corporation P.O.Box 9184, Dar es Salaam (Tanzania)	Mr. J.E. Abura Chief Engineer East African Harbours Corporation P.O.Box 9184, Dar es Salaam (Tanzania)

Country	Director	Alternate Director
U.K.	Mr. Stanley Johnson, C.B.E. Managing Director British Transport Docks Board Melbury House, Melbury Terrace London, NW1 6JY, England	Mr. J.P. Davidson General Manager Clyde Port Authority 16 Robertson Street, Glasgow C-2 8DS, Scotland
U.S.A.	Mr. W. Don Welch Executive Director South Carolina State Ports Authority P.O.Box 817 Charleston, South Carolina 29402 Mr. Ben E. Nutter Executive Director Port of Oakland 66 Jack London Square Oakland, California 94607 Mr. Anthony Tozzoli Director Marine Terminals Dept. The Port Authority of New York and New Jersey One World Trade Center New York, N.Y. 10048	Mr. Thomas J. Thorley General Manager Port of Long Beach P.O.Box 570 Long Beach, California 90801 Mr. Edward S. Reed Executive Port Director and General Manager Port of New Orleans P.O.Box 60046, New Orleans La. 70160 Mr. John A. McWilliam General Manager & Chief Executive Officer Toledo-Lucas County Port Authority 241 Superior Street Toledo, Ohio 43604
U.S.S.R.	Mr. Oleg' A. Terekhov General Manager Sea Commercial Port of Leningrad Mozhevoi Kanal 5 Leningrad, 198035	Mr. Michail A. Ryazanov Assistant General Manager Sea Commercial Port of Leningrad Mozhevoi Kanal 5 Leningrad, 198035
*Venezuela	Ing. Alfredo Carranza Hermoso Administrador General de los Servicios Portuarios Nacionales Ministerio de Hacienda 4° Piso, Torre Norte Centro "Simón Bolívar", Caracas	Capt. (r) Miguel Henríquez Ledeзма Jefe de la División de Operaciones Administración General de los Servicios Portuarios Nacionales Ministerio de Hacienda 4° Piso, Torre Norte Centro "Simón Bolívar", Caracas
*Rep. of Viet-Nam	Lieutenant-Colonel Tran-Thien- Phuong Director Port de Commerce de Saigon Directorate of Saigon Port 1, Ham-Nghi St., Saigon	Mr. Nguyen Ngoc Du Director Port of Da-Nang Central Viet-Nam
People's Democratic Rep. of Yemen	Mr. Mustafa A.A.K. Mana Ag. General Manager Port of Aden Authority Steamer Point, Aden	Mr. A.S. Khalil Chief Accountant Port of Aden Authority Steamer Point, Aden
*Yugoslavia	Mr. Zdenko Knafel General Director "LUKA" Rijeka ("Port" Rijeka) Rijeka, Obala Jugoslavenske Mornarice 1	Mr. Milan Gruden Manager Port Operation "LUKA" Rijeka Rijeka, Obala Jugoslavenske Mornarice 1

Report on Intergovernmental Group on a Convention on International Intermodal Transport

Second Session: 11th-29th November, 1974

—by Mr. S. Miller of PLA—

The Second Session of the Intergovernmental Preparatory Group of a Convention on International Intermodal Transport was held in Geneva from 11th to 29th November 1974.

Mr. S. Miller of PLA, who acted on behalf of Mr. Lunch, has kindly prepared a report in the hope that relevant information would be informed of all IAPH members through our official journal.

With regard to UNCTAD's further studies, Mr. A.N. Taylor of PLA sent a letter to this office in which he expressed that he had written to the Preparatory Group asking how they intended to progress the studies into the technical feasibility and financial availability of the necessary investments to adapt the infrastructures, including the ports and port handling.

The following is a full text of Mr. Miller's report. IAPH members are kindly requested to examine this report and let Mr. Taylor have some idea of how they propose to progress these studies so that Mr. Taylor can make a further report on this aspect to IAPH. (K.Y.)

1. Introduction

International intermodal transport (or multimodal transport—the terms are interchangeable) occurs when an operator undertakes the full responsibility for the transport by two or more modes of transport of the users' goods from the place of origin or acceptance in one country to the place of final destination or delivery in another country. In the absence of a multimodal transport operator, the user would require separate contracts for each mode of transport. The MTO must be able to:—

- (a) meet any liability for loss of or damage to the user's goods through his own fault or that of his sub-contractors;
- (b) provide or procure the transport required for each leg of the total journey and to control and co-ordinate each leg or mode of transport to ensure the efficient transfer from one to the other.

Containers are synonymous with multimodal transport, since it is doubtful that there can be any significant commercial benefits to either the user or the provider from multimodal transport of goods which require handling at every interchange point. Furthermore, although it is not a necessary pre-requisite, it has become usual in deep-sea trades for the MTO to own or to control directly a major part of the through transport system—to be, in fact, a **shipowner**. Certain important technical problems arise from the use of multimodal transport, mainly as a result of the user not having separate contracts for each stage of the



Mr. S. Miller

through transport journey. In addition to, and overlapping, the technical problems are policy matters of special concern to developing countries.

The main technical problems concern:—

(a) Liability and insurance

Existing international conventions set different conditions and limitations of liability on carriers, depending on the mode of transport employed (CIM and CMR conventions and the Hague-Visby Rules). This situation is well understood by users and cargo insurers but the situation becomes complicated with the involvement of the MTO who will have his own conditions as to liability.

(b) Documentation

The status of the document issued by the MTO (in place of the traditional Bill of Lading and Carrier's Receipt), its negotiability and acceptability to banks presents special problems.

(c) Customs

Existing practices in some countries are at variance with the concept of the through transport of containers.

On the policy side, many developing countries are concerned at the way in which the activities of the MTO are likely to affect:

- (d) the ownership of sections of their inland transport industry;
- (e) the development of indigenous insurance businesses;
- (f) the terms of trade—since traditional terms such as c.i.f. and f.o.b. are not appropriate to through transport systems;
- (g) the currency of payment—a through rate system of charging may adversely affect the balance of payments of a country.

Bearing in mind the close connection between multimodal transport and container operations, there are consequences for:—

- (h) ports and port handling;
- (i) employment prospects.

On 10th January, 1973 (resolution 1934(LIV)), the United Nations Economic and Social Council instructed the UNCTAD Board to prepare a Convention on International Intermodal Transport and, in May 1973, the Board set up the Intergovernmental Preparatory Group to produce a draft convention. The Intergovernmental Preparatory Group held its first session from the 29th October to 2nd November 1973. In an annexe to the report for this session, the Chairman, Mr. E. Selvic (Norway), said that the Group were dealing with a complicated subject involving a confrontation between old and new transportation practices. There were major differences in approach between different countries, due mainly to disparities in economic and technical development.

At the end of its First Session, the Intergovernmental Preparatory Group asked the UNCTAD Secretariat to carry out studies on the technical and policy issues, referred to above, to guide the delegates at the Second Session.

2. Report on 2nd Session of the Intergovernmental Preparatory Group

According to the agenda, drafting of a Convention on multimodal transport was due to begin at this session. However, it was clear that many delegates, particularly those from the developing countries, considered that more time and further information was required before they could consider drafting a Convention. Much of the time of the Conference was taken up with private sessions of the various international groups at which observers were not allowed to be present. Documentation, Customs, Insurance and Liability and the Scope of a Convention were all briefly discussed in the few plenary sessions that were arranged. Few conclusions were recorded of any substance on these subjects and the Intergovernmental Preparatory Group eventually concluded that:—

- (a) further studies should be carried out by the UNCTAD Secretariat (see below);
- (b) the Trade and Development Board be requested to approve an additional session of the Preparatory Group (i.e. a fourth);
- (c) drafting of a Convention be re-scheduled for the Third Session (August 1975).

Although the report on the studies carried out by the UNCTAD Secretariat, in preparation for this 2nd session, referred to the implications of multimodal transport operations on ports and dock labour, there was no discussion of these aspects in the plenary sessions. However, mention of ports was made in connection with the further studies that the Group asked the UNCTAD Secretariat to carry out before the 3rd session in August 1975.

The Secretariat has been asked to study the Economic and Social Implications of International Multimodal Transport in Developing Countries, including the prospects for establishing or expanding international multimodal transport operations in a sample of developing countries, with specific reference to a number of aspects including: "technical feasibility and financial viability of the necessary investments to adapt the infrastructures (including the ports and port handling)".

The apparent lack of progress at this 2nd session of the Intergovernmental Preparatory Group was no doubt due to the complexities of the subject and to some major differences in approach between different countries, factors

Special Committee on Large Ships

Report of the meetings held the 18th and 19th November in New Orleans

By Paul Bastard
Director-General
Port Autonome du Havre

The Committee On Large Ships (C.O.L.S.) held its 2nd meeting the 18th and 19th November in NEW ORLEANS.

The subjects to be studied are the following:

SUBJECT No. 1: Trends in the field of large ships such as: oil tankers, combination carriers, ore carriers, gas carriers, container carriers.

1 - **Statistical information and trends** covering the following specifications for types of vessels under similar categories

1-1 Geometrical specifications

- Overall length
- Beam
- Draught fully loaded
- Required draught for entry to repair docks
- Maximum height of the ship above the sea level
- Windage (or sail area)

1-2 Manoeuvrability characteristics

- Type of propulsion (Diesel, turbine, nuclear, etc)
- Power of engine ahead and astern
- Other propelling equipment (stem propeller, active rudder, variable pitch propeller)
- Stopping distance according to speed
- Manoeuvrability of vessel near port accesses in terms of slow speed, shallow water, wind and current effects.

2 - **Relation between the size of planned large ships and the following data:**

- Water depth in certain straits (Straits of Dover, Suez Canal, Panama Canal, Straits of Malacca etc) and depth access to the world's large ports. Possible consequences of the reopening of the Suez Canal.
- Existing or planned facilities in ports already in operation or intending to receive large ships; restricted draught tankers foreseeable future.

SUBJECT No. 2: Trends in the field of large ships such as: oil tankers, combination carriers, ore carriers, gas carriers, container carriers.

The various problems relating to the safety of large ships for every type of vessel concerned: fire safety, pollution, stability, gas freeing, ballasting, loading, unloading, lighterage, mooring. Vessel equipment already in existence or being planned, port equipment already in existence or being planned.

SUBJECT No. 3: Specific aspects of organisation of the control and regulation of traffic applicable to the reception of large ships.

This subject covers the control of navigation in a given area and traffic regulations (i.e. conveyance of these ships, its economic aspects, criteria for operation and safety, criteria

which were identified by the Group Chairman at the end of the 2nd session. However, representatives clearly intend to understand all facets of intermodal transport before committing themselves to a draft Convention, and this is obviously a responsible approach to the many problems involved.

More Replies to Questionnaire on Bulbous Bows Vessels

Head Office received more replies to the Questionnaire since the closing the edition of the February issue as follows:

[Question 1]

Has your Port Authority been faced with problems resulting from the specific type of hull construction of vessels commonly called "bulbous bows" with respect to

towing, berthing, etc.,? If so, which were the difficulties, risks?

[Question 2]

Should, to your opinion, an international regulation be introduced obliging ships to carry marks, in a shape to be determined, which indicate the size or extend of bulbous bow?

Port names and Answers to Question 1

Answers to Question 2

20. Port of Guayaquil

We have not been faced with any problems regarding ships with Bulbous Bows, except some especial care we have established with our pilots, with our fendering system that consist of long vertical wood piles-placed on each 10 feet. In this circumstances we have never had any accidents or damages.

21. Port of Sydney

- (a) As the bulbous bow rarely, if ever, projects beyond the extreme limits of a ship it is assumed that the vertical line projected from the extremity of the fore part of the vessel's upper deck. This assumption has proved 100% correct to the present time.
- (b) Berthing the vessel poses some problems which are generally related to draft. If the vessel is deep laden and a bulbous bow is not visible, nor indicated by some symbol then an accident could occur in a tight situation.
- (c) On one occasion, in Sydney, a vessel's bulbous bow was damaged by striking an under-water obstruction. It is possible that if the vessel had not been fitted with a bulbous bow the accident may not have occurred.
- (d) Tugs sometimes have difficulty manoeuvring in the vicinity of bulbous bows if they are required to pick up a ship's head line; particularly if the ship is deep laden and the bulb is not in evidence.
- (e) Few problems are evident when the vessel is in light draft and the bulb is clearly visible.

We do approve for an International regulation obliging ships to carry marks because we will help the pilots on the maneuvering and sailing in small and shallow channels and base.

The Board would certainly support an internationally accepted symbol indicating that a bulbous bow was fitted. A marking of this nature would obviate most of the problems raised in reply to Question 1.

in the light of environment, their handling and efficient reception by navigational technical aids whether fair or poor visibility) not forgetting international pilotage.

1-1 Advisability and necessity for the control and regulation of traffic in the various ports, proper consideration being given to its economic implications and to the environmental criteria.

1-2 Report on examples of traffic operation (Rotterdam - London - Le Havre - Seaway).

1-3 Information on their existing and future implementation recommendations examined from the Port Authorities' standpoint regarding such implementation, both on board and ashore. Advisability of publishing some future information on large ships and suitable for use by Masters of Large Ships in terms of navigational requirements in the given areas.

The working method adopted was to constitute 3

Working Groups, each charged with studying one of the subjects. The Chairman of each of the Groups was charged with establishing a first report which was diffused to the Group members and modified in function with the observations or suggestions. It was the 2nd version of the Working Groups' reports which was examined in NEW ORLEANS, being understood that after this meeting, a definitive version would be finished in order to be diffused at SINGAPORE.

The afternoon of the 18th November was consecrated to the meetings of the three Working Groups:

Working Group No. 1 under the Chairmanship of Mr. J. COUNE

Working Group No. 2 under the Chairmanship of Mr. S. ULLMANN

Working Group No. 3 under the Chairmanship of Mr. P. MASON

(Continued on next page bottom)

Port of Baltimore sets foreign commerce record in 1974

Baltimore, Md., December 29 (News from Port Promotion Department, Maryland Port Administration):—The port of Baltimore experienced the greatest foreign commerce year in its history during 1974, handling a total of nearly 43 million tons of import-export freight.

Maryland Port Administrator Joseph L. Stanton, in a year-end statement issued today, said that Baltimore marine terminals handled 1974 cargo at a pace some 5.1 million tons above the port's previous all-time 37.3 million tons of foreign trade set in 1973. This is an increase of about 13.5 per cent.

"In almost every significant category of waterborne commerce—including containers, exports and imports—Baltimore registered impressive increases during 1974," said Mr. Stanton.

The MPA figures for the year are based on firm statistics

for the first nine months of 1974 and the best tonnage projections available for the closing three months of the year.

For 1974, total bulk cargo registered 37.7 million tons, a jump of about 15 per cent over last year. Total general cargo was approximately 5.1 million tons, an increase of some 2 per cent.

One of the major factors in the port's record foreign trade year during 1974 was a huge 30 per cent increase over the previous year in total exports, according to Mr. Stanton. Goods leaving the port registered a figure of 13.4 million tons this year, an increase of about 3.1 million tons over 1973. Export bulk cargo was up 30 per cent over the previous year to 10.8 million tons while general cargo exports also rose 30 per cent to a figure of 2.6 million tons.

Import commodities for Baltimore also increased in

The 19th November was consecrated to the plenary meeting of the C.O.L.S.

Those present:

- Mr. P. BASTARD—Directeur du Port Autonome du Havre—FRANCE
- Mr. G. BEAUDET—Vice-President du National Harbours Boards—MONTREAL—CANADA
- Mr. J. COUNE—Directeur des Chantiers de l'Atlantique—ST NAZAIRE—FRANCE
- Mr. F.L. DIXON—Logistics Department—Exxon Corporation—NEW YORK—USA
- Mr. H. EKWALL—Granges Shipping—STOCKHOLM—SWEDEN
- Mr. A. HAMMON—American Association of Port Authorities—NEW YORK—USA
- Mr. R.J. LIGTERMOET—Director of Operation—National Harbour Board—CANADA
- Captain MASON—Trinity House—LONDON—GREAT BRITAIN
- Mr. F. MONCEAUX—Bureau Veritas—PARIS—FRANCE
- Captain K.L. MOSER—US Coast Guards—WASHINGTON—USA
- Mr. J.W. OOSTERBAAN—Deputy Harbour Master—ROTTERDAM—NETHERLANDS
- Mr. L. PASCUAL—Directeur de Gazocean—PARIS—FRANCE
- Mr. L. RIBADEAU-DUMAS—Service des Phares et Balises—PARIS—FRANCE
- Mr. G. THEBAUD—Directeur de la Société Maritime SHELL—PARIS—FRANCE
- Mr. S. ULLMANN—Directeur du Port de Gothenburg—SWEDEN
- Mr. A.T. YOUNG—Clyde Port Authority—GLASGOW—SCOTLAND

Observer

- Mr. C. VAN der BURGT—President de l'International Commission for the Reception of large ships of the P.I.A.N.C.

Each of the Chairmen were asked to make a new effort in order to respect the time limits which will permit the

diffusion of the final report of the C.O.L.S. at the 9th Conference of SINGAPORE.

The Chairman of the C.O.L.S. would, especially, like to thank the authorities of the Port of NEW ORLEANS for their hospitality and particularly Mr. REED, Managing Director and Mr. RAUBER, Deputy Managing Director.

"The Times" —

(Continued from page 9)

- container terminals, notably in Hong Kong, Japan, Singapore and U.S.S.R., and their effects on turn-round time; competition for traffic within the Pacific Basin; significance of the IAPH Conference.
 - 3. New routes for old; efforts to shorten transit time across the Pacific and via Siberia to Europe; likely effects of re-opening the Suez Canal.
 - 4. Finance for shipping: role of foreign and domestic banks in channelling investment, providing credit and speeding documentation.
 - 5. Japan
 - a) State of the shipbuilding industry: effects of government decision to end subsidies on interest payments by ship owners.
 - b) Growth of the merchant fleet: new berthing facilities at Yokohama and at Port Island, Kobe.
 - 6. Hong Kong: expansion of shipbuilding and repairing facilities and creation of Kwai Ching port terminal; moves to establish an individual shipping register.
 - 7. Singapore: expansion of shipbuilding and repair industries; new dock facilities at East Lagoon.
 - 8. South Korea: continued expansion of their shipbuilding industry.
 - 9. China's influence on world freight markets: efforts to build up its merchant fleet.
 - 10. Taiwan: current growth of shipbuilding and port and harbour facilities.
- (The inclusion or expansion of some articles will be dependent on the final size of the Report.)

1974, reaching a mark of 29.4 million tons, a 7.3 per cent increase over the previous year's total. Bulk cargo imports rose 10.2 per cent to 26.9 million tons while general cargo imports showed a decrease of about 16.7 per cent to a total of 2.5 million tons.

In the area of containerization Mr. Stanton said: "Baltimore solidified its ranking as the number two containerport on the U.S. Atlantic and Gulf Coasts during 1974."

The port handled an all-time high of about 3.4 million tons of container and trailer traffic this year, a 29 per cent increase over 1973. Of this volume, a record 2.2 million tons was carried in 169,000 boxes through Dundalk Marine Terminal, Baltimore's center for container activity. These container figures surpass all U.S. East and Southern Coast ports except New York.

For the second consecutive year, the largest single item in terms of tonnage handled in the port of Baltimore was imported iron ore, which hit a mark of 12.8 million tons in 1974, a 28 per cent increase over last year. "Iron ore imports accounted for more than 43.5 per cent of all of the incoming foreign waterborne cargo received in Baltimore this year and resulted from generally heavy U.S. steel production throughout a large portion of the past 12 months," the Port Administrator said.

Petroleum and petroleum products were another large imported commodity for Baltimore this year at 9 million tons, although this cargo registered a decrease of about 15.5 per cent from 1973 totals. "This drop reflects a decrease in overall oil imports which affected many U.S. ports this year," Mr. Stanton noted.

In terms of exports, the largest single cargo, despite a nationwide strike of several weeks, was coal, which increased 35 per cent over 1973 totals to a figure of almost 6 million tons. Other major exports showing increases were grain (led by a 6.7 per cent rise in corn, 189 per cent rise in wheat and 13.2 per cent rise in soybeans), which hit a mark of 4.1 million tons; and iron and steel products, which increased 27 per cent to 685,000 tons.

"The port's ocean ship traffic during the past year totaled about 4,210, a drop of nearly 3 per cent from 1973," Mr. Stanton said. The MPA chief executive pointed out that this drop reflects a trend that has affected not only Baltimore but most other world ports as well in recent years, as fewer but larger ships carry more cargo than many smaller vessels did in the past.

Statistics of the Steamship Trade Association of Baltimore show that the port's 4,800 longshoremen worked a total of 6,331,088 million hours at the docks during the period covered by the 1974 contract, an increase of 906,337 from the previous year's total of 5,424,751 hours.

"With the aim of continuing to provide the most modern facilities for the transfer of waterborne commerce, construction projects in Baltimore progressed steadily during 1974," Mr. Stanton reported.

Several major undertakings at MPA facilities were started during the past year, he said, including the beginning of work on "Gateway Plaza," a new truck entrance way scheduled for completion at Dundalk terminal in 1975; a modern 17-acre rail yard at Dundalk to accommodate 125 trailer-on-flatcar/container-on-flatcar railcars by late-1975; the completion of a 2,100-foot-long bulkhead as the first step in the construction of a new three-berth terminal at the south side of Locust Point; and an upgrading and expansion of facilities at the Clinton Street Marine

Terminal.

"Also," Mr. Stanton added, "the newest and most modern cruise passenger building on the U.S. East Coast was just completed at Dundalk Marine Terminal. This spacious 37,500-square-foot building will provide every necessary convenience for Baltimore's increasing cruise passenger traffic."

Several privately-operated firms in port also increased their facilities in some way during the past year, including major expansion projects at the Maryland Shipbuilding and Drydock Company and the Canton Marine Terminal.

Baltimore's trade development and promotion program was extremely active in 1974, Mr. Stanton pointed out. "In the past 12 months, MPA personnel logged more than 100,000 miles traveling to every major trade center in the world to solicit trade for the port and underscore our commitment to service," he said.

By far, the most extensive single trade mission was a 27,000-mile, 29-day round-the-world trip covering 17 cities and 10 countries, including the Soviet Union, in May 1974.

In an effort to even more completely serve shippers, the MPA increased its efforts in the area of market research over the past 12 months, the Port Administrator noted. This included publishing the quarterly Container Market Study, a detailed look at container movements through the port's Dundalk Marine Terminal, which is distributed to major shippers using Baltimore.

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of unitized cargo at the Port Authority facilities in 1973.

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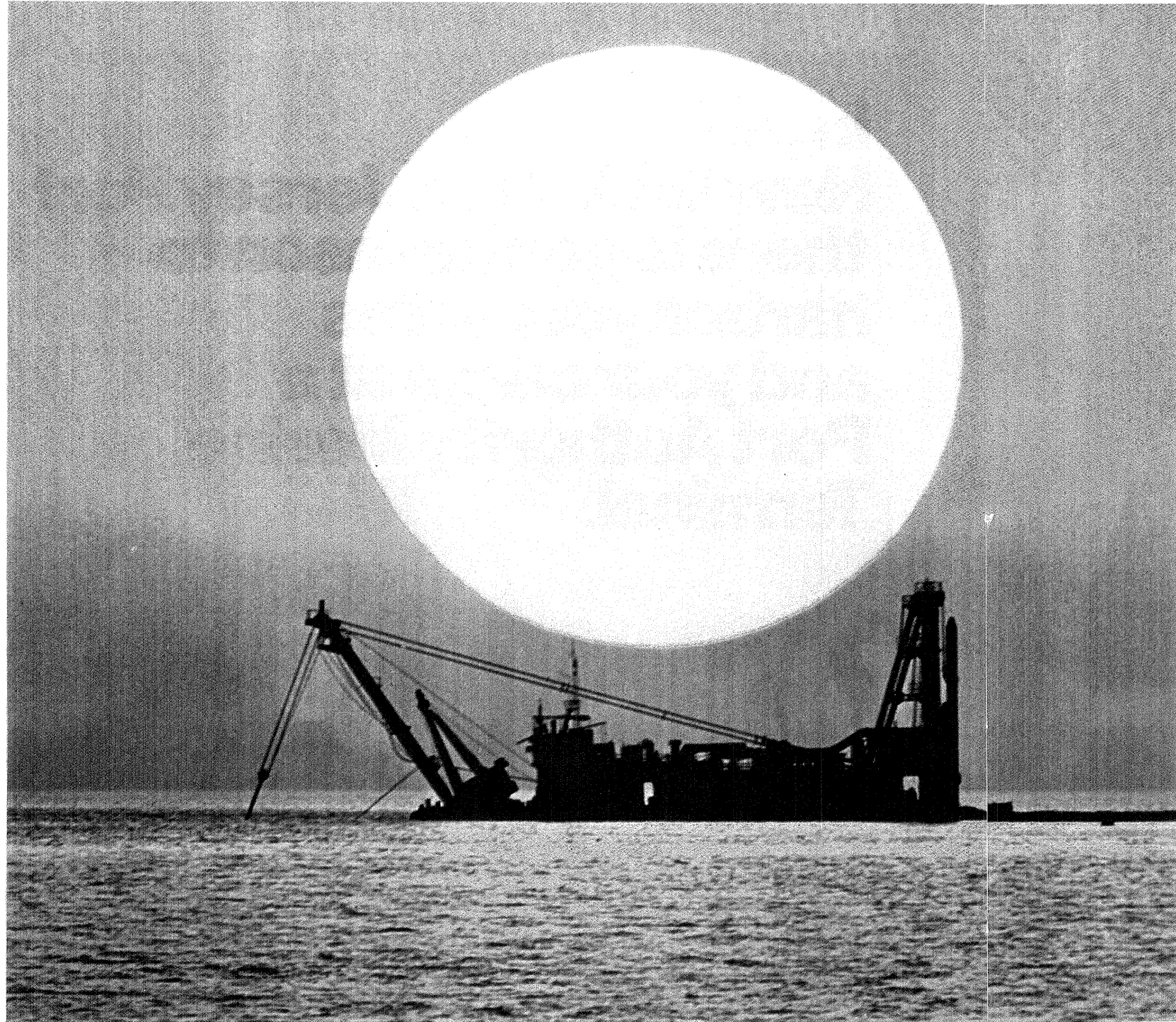


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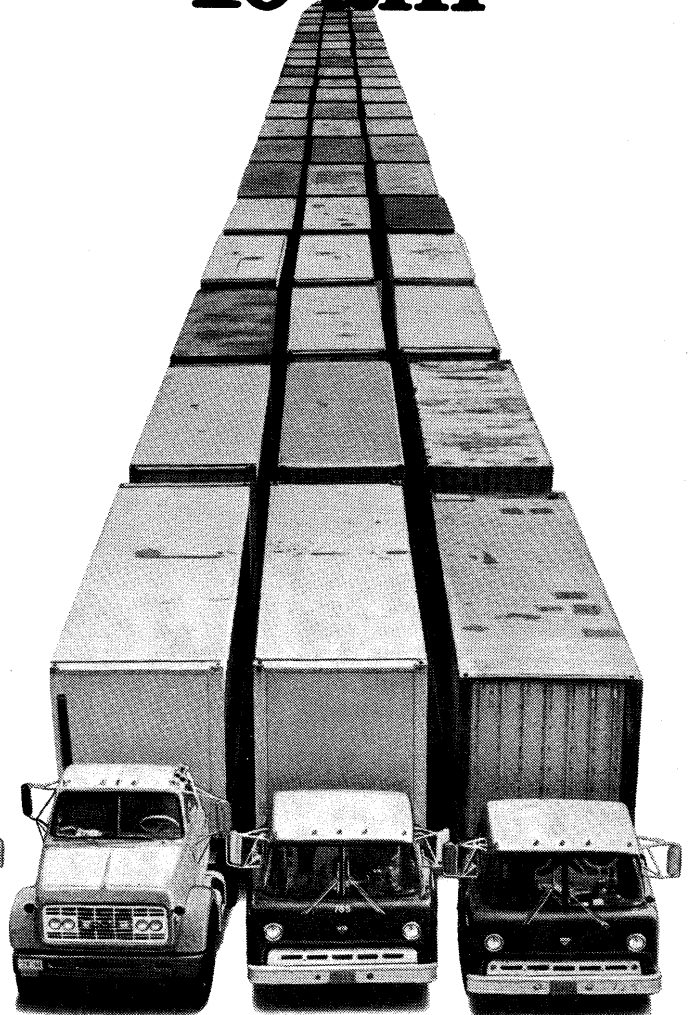


*Bright Sun and Blue Ocean,
Green Land and Human Life,
There are the Materials for Creation*

9 am



10 am



This demonstration is brought to you by two of the container cranes in the Port of Boston.

Rather than show you the world's largest capacity container crane and its companion crane, we thought a more impressive sight would be a show of what they can do.

What do you think? The 70-ton capacity Hitachi and the 45-ton capacity Paceco at our new Boston-Mystic Container Terminal can handle on and off loading, simultaneously, at the rate of 60 containers an hour. Two ships at once. That's ten times faster than

conventional handling methods.

We even have a third crane at our Castle Island Terminal, but that isn't the only additional way we take a load off your mind.

Take security. No container has ever been stolen from a Massport terminal, because Boston has the best security system on the East Coast.

Take cost. Boston's rates are generally lower than other ports. We don't spend a lot of time so you don't spend a lot of money.

Take convenience. Boston is closer to Europe than any other American port. And all terminals are adjacent to major railroads and super highways.

While all these are distinct advantages, our two biggest ones carry the most weight: 60 containers an hour.

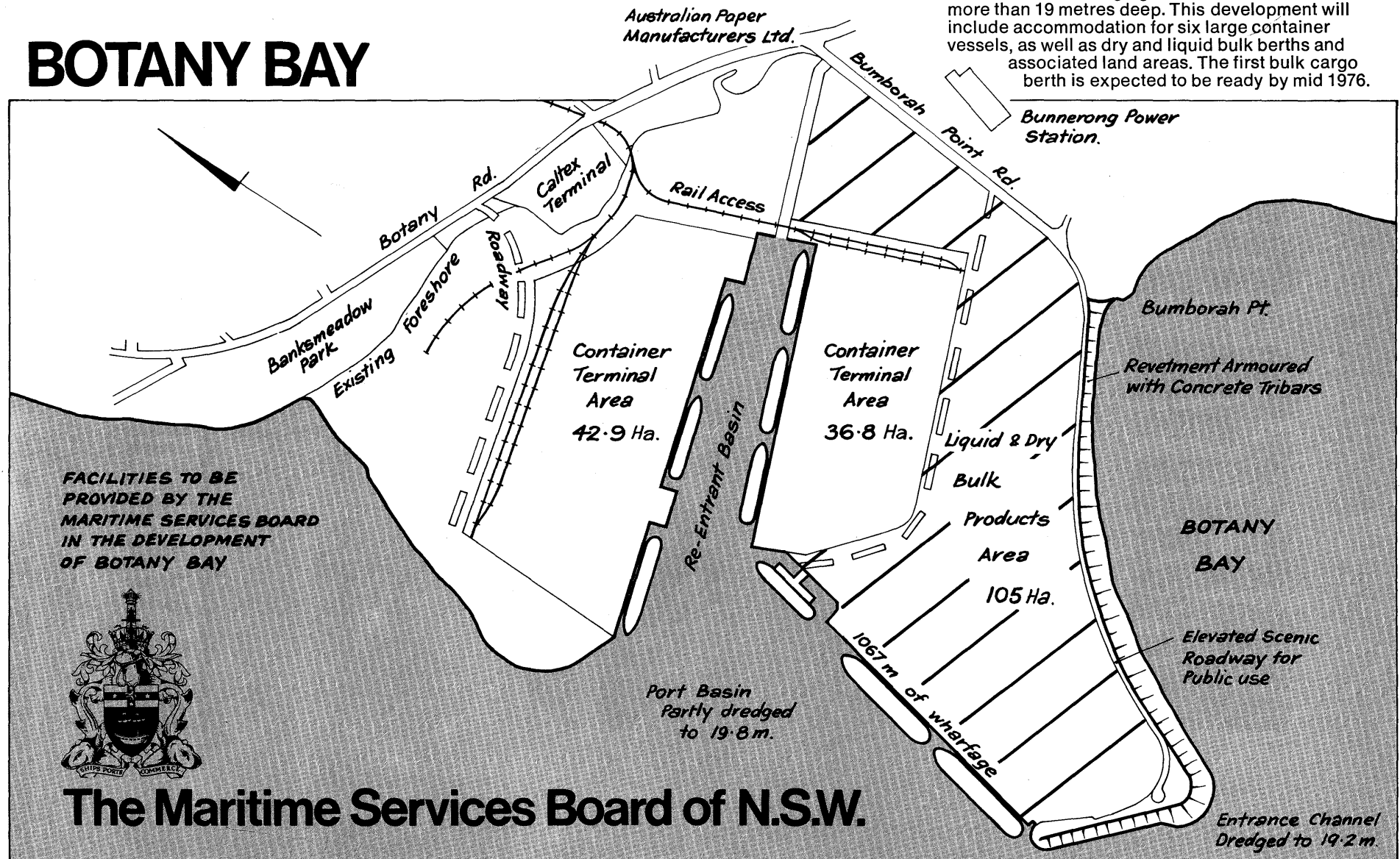
massport

Write for more information about the new Port of Boston to: Thomas A. Ries, Director-General, Europe-Africa, Department P. & H. Massport, 29 Passage, International Center Rogier, Brussels. Tel. 218-04-51, Telex 25858. Container companies calling at the Port of Boston include ACT/PACE American Export Lines, Atlantic Container Line, Atlantica Line, CNCA Line, Columbus Line, Dart Line, Finnlines, Japan Lines, Maritime Coastal Containers Limited, Mitsui OSK Lines, New England Express Line, N.Y.K. Line, Sea Land, Y-S Line, Zim Line.

THE PORT OF THE FUTURE

BOTANY BAY

This plan, released by the Maritime Services Board of N.S.W., shows the first stages of the development on the northern foreshores of Botany Bay. It will cater for bulk trades and expanding container activities, involving the reclamation of more than 225 hectares of land and the dredging of an entrance channel more than 19 metres deep. This development will include accommodation for six large container vessels, as well as dry and liquid bulk berths and associated land areas. The first bulk cargo berth is expected to be ready by mid 1976.



NAGOYA PORT

You'll get there faster through Nagoya.

Nagoya, with a population of more than two million, is the largest city in Central Japan. Nagoya Port is the largest port. And we're both growing together. Fast. In fact, the economic development of the whole central region can be largely attributed to the activity of the Nagoya Port.

And we'll continue to grow.

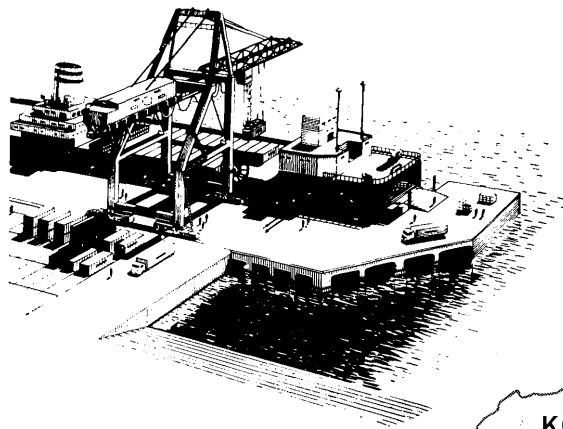
Because we're ideally located in the very center of the Japan Industrial Belt.

Because we have the most modern facilities, and a harbor capable of handling the largest ships.

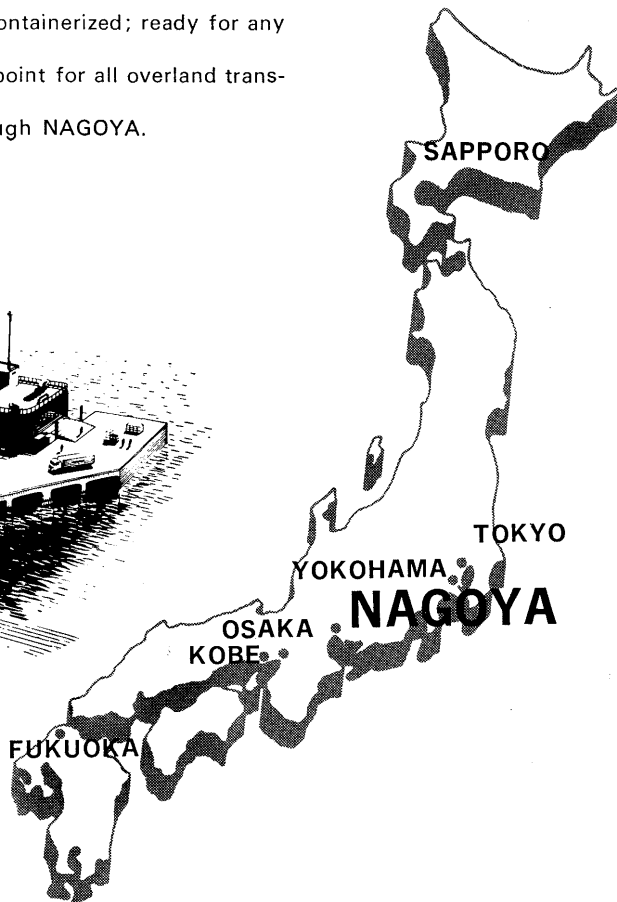
Because we're completely containerized; ready for any cargo, any carrier.

Because we're the starting point for all overland transport to Central Japan.

Get there faster. Ship through NAGOYA.



Fully equipped
Container and
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facility in Nagoya



NAGOYA PORT AUTHORITY

8-21, 1-chome, Irifune, Minato-ku, Nagoya, Japan

Orbiter Probe

ICHCA BOOK:

Condensation damage to containerised cargoes

London (ICHCA Press Information):—Condensation damage to containerised goods constitutes a problem of economics, in addition to the physical problems of actually preventing condensation, say ICHCA (International Cargo Handling Coordination Association) in their new report on 'Condensation in Containers'.

No overall evaluation of the costs arising out of loss or damage caused by condensation in containers, has been made within the Transport Industry. At the same time, although many methods of prevention exist, these have all been criticised as being uneconomic, for varying reasons, by carriers and cargo owners alike.

The ICHCA report argues that such judgements are themselves based on uneconomic criteria if the actual costs of the damage caused remain unknown.

Rusty and discoloured cans; labels unstruck; mould on cartons and collapsed stows in a containerised shipment of canned goods. A container-load of pharmaceutical products rendered unusable due to mould growth. A container-load of bagged coffee rejected by the consignee because the coffee had a "musty" taste. These are just three examples of damage caused by condensation in containers.

Although condensation damage is by no means a new problem, or the prerogative of containerised cargoes, ICHCA found that there is still insufficient appreciation generally of how condensation occurs. The report therefore describes, in some detail, the conditions giving rise to the formation of condensation, either on the interior of the container, or on the cargo it carries.

The potential for condensation damage may be increased where materials having a high moisture content are carried in the container. It is well known that cargoes having high moisture contents can cause, or be subject to, condensation damage. Yet it is not fully realised that

materials used for packaging or separation (Timber or Fibreboard for example) can have an equal or even greater effect in some instances.

Difficulty lies in making the industry aware of what actually constitutes 'wet' packaging. Fibreboard or other materials with a high moisture content will not always appear outwardly different from that which is acceptably 'dry'. This can only be ascertained by the use of special equipment, or treatments.

The report gives case-histories of condensation problems in the carriage of certain commodities. Results of trial shipments are noted, and details given of certain other practices giving rise to an increased potential for condensation damage.

The report which is being circulated to all ICHCA members, reviews many of the methods of prevention or protection which have been tried or recommended. The advantages and disadvantages of each are discussed. Finally 'Condensation in Containers' describes what is believed to be the ultimate solution to the problem.

This illustrated report will provide most interesting and informative reading for all those with an interest in the containerised carriage of goods.

'Condensation in Containers'. Report by the Technical Advisory Sub-Committee of ICHCA from ICHCA Central Office, Abford House, 15 Wilton Rd., Ldn. SW1V 1LX Price: £10.00 (Reductions available for bulk orders)

New book: "The Ports of India"

A new book, "The Ports of India", written by Satkartar Batra, was published by The Kandla Commercial Publications, THX-12, Adipur (Kutch), Kandla, India on the 26th October, 1974. The 150 x 220 mm. format, 200-page, hard-bound book is priced at Rs. 40-00. The author's preface is reproduced here:

Encouraged by the over-whelming co-operation from the shipping industry, I have been directing my humble efforts towards a subject which is of vital interest to the nation viz. Ports and Shipping. Although this subject is of paramount

The Conference Theme:

"Towards Greater International Port Co-operation"



SOLICITATION NOTICE

The PANAMA CANAL COMPANY announces that bids are being solicited under Invitation for Bid No. P-75-5 by the Company to provide stevedoring services at the Port of Cristobal, Canal Zone for a period of two (2) years effective June 2, 1975, with an option for extending up to an additional one (1) year period. Estimated tonnage to be stevedored under this contract is 220,000 revenue tons (based on measurement or weight) of predominantly break-bulk general cargo per year. Bid opening date March 31, 1975 at 10:30 a.m. local Canal Zone time. Bidding material available from the Chief, Procurement Division, Panama Canal Company, 4400 Dauphine Street, New Orleans, La, 70146, U.S.A. Telephone number 504-947-0036.

importance to our economy and trade, the authentic literature available on the subject was very meagre. In the year 1961, when I started dabbling with the interesting subject, I found the same complicated and complexed and therefore felt what difficulties the foreign and Indian ship-owners and their agents must be experiencing while planning voyage of their ships.

If we as a nation look forward to receiving a latest model of ships at our ports, then the facilities and equipments available with us must be made known to all the ship-owners of the world. Ocean-going steamer traffic is handled at our Major and intermediate as well as a few minor ports.

In the present compilation I venture to make available to the Shipping world a short history, facilities available, practices followed in brief at each of the port handling steamer traffic as well as a concise directory of various offices of Government (Union and State) and Ports Trusts.

I hope the information compiled will be useful to the shipping in general and ship-owners and ship-agents in particular.

Every possible care has been taken to collect the information from the best sources available to make the compilation upto date.

Japan-Europe sea-air route

Ottawa, Canada (Canada Japan Trade Council Newsletter, December 1974-January 1975):—A 10-year old concept of air-sea cargo carriage has come alive and is currently taking off with the Port of Vancouver as one of the chief beneficiaries. Air Canada has been operating the

service for some time but it was not until use of containers for shipments of all kinds became widespread that it became really important. Cargoes come across the Pacific by ship to Vancouver and are air-lifted to European destinations from there. The traditional Japan-Europe route has been via the Suez Canal or around the Cape of Good Hope. An alternate route has been the Trans-Siberian Railway. The new route reduces shipper-to-receiver time dramatically and also reduces handling.

Halifax, Canada's largest container port

Ottawa, Canada (Canada Japan Trade Council Newsletter, December 1974-January 1975):—In terms of total tonnage, Halifax has been confirmed as Canada's largest container port. National Harbours Board statistics show that, between January and September this year, 1,279,606 tons moved through Halifax. The growth this year has exceeded the original estimate of 10% by a further 15% and is part of stable trend upward since 1969. In 1969 container traffic was 10,000 TEUs. This reached 170,000 this year. Direct labour hours in 1969 were 16,000 and 424,000 this year. Direct gross labour payroll in 1969 was \$65,000 and now stands at \$3,500,000.

Trade mission to Europe from IAGLP (International Association of Great Lakes Ports)

by **C. Thomas Burke**
President, IAGLP

A 15-man fact-finding trade mission representing the International Association of Great Lakes Ports (IAGLP) is now on a tour of Europe to reassure shipping line operators that there is a future in the Great Lakes. The group also wants to determine what the association's member ports can do to make the St. Lawrence Seaway system more attractive for the movement of goods.

Leading the delegation is C. Thomas Burke, executive director of the Seaway Port Authority of Duluth and president of the IAGLP.

"The chief aim of this trip is to meet with steamship owners and to encourage them to come back into the seaway system," he said.

"There is no doubt in my mind," he added, "that 1975 will be a pivotal year in the continued growth of the system and will have a great bearing on the very survival of many ports in the Great Lakes."

Mr. Burke pointed out that the recent tentative three-year agreement between the International Longshoremen's Association (ILA) and stevedoring firms covering all United States and Great Lakes ports gives the American side of the lakes a harmonious labour situation which will provide the kind of stability needed for a ship owner to plan his trade schedule.

The IAGLP, formed in 1960, represents 17 United States and five Canadian ports. It consists of two sections with U.S. and Canadian representation based on an equitable geographic distribution. Six of the eight members making up the board of directors are from U.S. ports while the other two are from Canada.

Each of the sections is represented by a chairman. Mr. Burke is leader of the U.S. group while Warren Flewelling, deputy director of the Port of Hamilton, is chairman of the Canadian side.

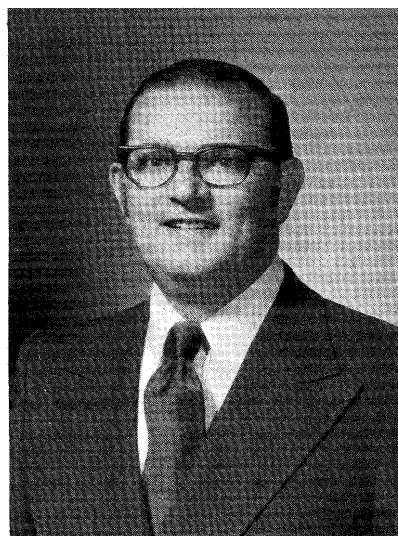
"I see our mission having as its prime objective the desire to find out from the users of our ports what their basic operational plans are for 1975," said Mr. Flewelling.

"We want to know how they view the flow of import and export cargo from the Great Lakes Basin and to assure them that while we had a lot of labour unrest and an accident in the Welland Canal during the 1974 shipping season, this is a situation that has not prevailed over the years."

Mr. Flewelling agreed that 1974 was not a good year and added: "We are very hopeful that we will not have those problems again."

The fact-finding trade mission, which includes the ports of Cleveland, Duluth, Toledo, Burns Harbor, Erie, Bay City, Buffalo, Hamilton and Oshawa, makes its first stop in Paris where members will meet with French businessmen. The three-week swing through Europe will end in London where the mission will arrive on February 13.

Other cities being visited are: Milan (Jan. 29–Feb. 2),



Mr. C. THOMAS BURKE

Antwerp (Feb. 2–Feb. 4), Rotterdam (Feb. 4–Feb. 6), Hamburg (Feb. 6–Feb. 8), Copenhagen (Feb. 8–Feb. 11), Oslo (Feb. 8–Feb. 13) and London (Feb. 13–15).

In addition to calling on established Great Lakes operators, the group will also contact those lines which do not do business in the Great Lakes.

"Naturally we will try to convince them that they should call at our ports," said Mr. Flewelling. "With the easing of the charter market, we hope the availability of more ships will make Great Lakes ports more attractive to shipping line owners. We will be very interested in hearing what they think about feeder services from Great Lakes ports and how they feel about using the Great Lakes in general."

The association believes the information gathered by the mission will help lakes ports in planning for the coming season and that the visit will lay the groundwork for larger IAGLP trade missions in the future.

The mission, which includes representatives of the states of Indiana and Illinois and the St. Lawrence Seaway Development Corporation, will sound out shipping line owners and representatives on how member ports could make the lakes more attractive as a trade route.

"For example," said the mission's leader Mr. Burke, "a number of ports want to expand their container facilities and will be talking to Manchester Liners about its feeder service to U.S. ports."

Ports in the Great Lakes system believe that tonnage will swing upwards in 1975.

"As I indicated previously," explained Mr. Burke, "we should have labour stability and except for the pilotage situation, everything seems to be settled now. Pilotage is being handled at the highest levels of government and hopefully we should see an agreement soon resolving the differences between U.S. and Canadian pilots in the Great Lakes."

"Insofar as the upcoming labour situation with longshoremen," noted Mr. Flewelling, "we in the Port of Hamilton feel that labour relations between the port and the ILA are good and we sincerely hope that we will be able to arrive at a settlement which will not hinder the flow of

ships into the Great Lakes. I think similar relationships hold true in other Canadian ports."

The last IAGLP trade mission to Europe took place in 1973 and according to Mr. Burke, the present mission has been assembled because "we have been doing this kind of overseas work on a fairly regular basis, and since we are now experiencing some economic uncertainty, we feel the time is right to share our thoughts with shipping owners and agents abroad."

Cargo traffic during 1974

Montreal, Quebec, December 18 (News Release from Port of Montreal, National Harbours Board of Canada):—The total tonnage of all cargo handled at the Port of Montreal during 1974 will register a slight increase over the previous year for a total of approximately 24 million tons.

This was disclosed by Montreal Port Manager, Mr. Nicholas Beshwaty, during a press conference held at the Port of Montreal Building, on December 18, 1974.

Commenting on the evolution of cargo traffic during the last twelve months, the port manager stated that this result should be considered as satisfactory since it exceeds the last ten year average and that it was realized despite a certain number of serious work stoppages by members of the St. Lawrence River pilots, the Seafarer's International Union, the Canadian Merchant Service Guild and just recently by grain inspectors, none of which were attributable to cargo handling employees at the Port of Montreal.

The general cargo category, the most profitable for the port, should account this year for 3.9 million tons for an increase of 240,000 tons over 1973 while total bulk cargo should represent approximately 20 million tons.

Container traffic which presently account for nearly 50% of all import and export general cargo should reach about 1.7 million tons or last year's equivalent. In the bulk cargo category, it is expected that the handling of petroleum and petroleum products should total 7.8 million tons while grain deliveries both for domestic consumption and export should reach 143 million bushels.

Mr. Beshwaty expressed satisfaction over the increasing success of winter navigation and indicated that during the period of December 15, 1973, to April 1st, 1974, a record of 312 ships called at Montreal Harbour carrying close to two million tons of import and export cargo.

In his closing remarks the port manager stated that this year's resurgence of general cargo traffic was attributable to a large extent to competitive costs and increased effectiveness of services to shippers and with the prevalence of these two important factors he remained confident that Montreal's port activity will gain new momentum in 1975.

Outlook for the port

Nanaimo, B.C., Canada (Nanaimo Harbour News, January 1975):—When the annual report for the 1974 operations of Nanaimo Harbour is published in March it will show, once again, that the port revenue for the year was at an all-time high.

While this in itself is encouraging, the long-term outlook for the port is still unclear.

For two years, a proposed development for the port has been held up. During the past year there have been many meetings and volumes of correspondence and reports.

Nanaimo City Council, the Concerned Citizens Committee, S.P.E.C. and the Regional District, among many other organizations, have been consulted and informed on the progress of discussions.

As we go into 1975, the Federal Government, and its interested departmental groups—Transport, Environment and Public Works—the regional district and the City of Nanaimo are all agreed that Duke Point is the site for port development and expansion.

Major shippers, in particular MacMillan Bloedel, are in favour of the site and are, in fact, anxious for work to be started because they are planning for expanded shipments in the next few years.

Where's the hold up? At the moment there is still debate going on in the B.C. Government's Environmental and Land Use Committee.

However, Resources Minister Bob Williams has announced that the province is investigating a site for an industrial port complex on South-eastern Vancouver Island. He made the announcement in rejecting Cowichan Bay as a possible site.

The need for such a terminal is growing because the number of facilities presently in use which can effectively handle the newer types of vessels are relatively few.

The Department of Transport Report commented: "The natural process of evolution would suggest that certain terminal facilities would tend to phase out direct export loadings and barge their products to nearby assembly areas where more efficient consolidation and loading is possible."

The Department of Public Works estimated that construction costs for the Duke Point site will be \$16,500,000. Allowing for inflation factors, it is considered that the real cost, if the project is commenced early this year, will be \$20,000,000. At current rates of interest, the total capital and interest, repayable over 20 years, would be \$45,000,000.

For Nanaimo and the surrounding area, there are many benefits that will arise from the new terminal, among them:— to the forest products companies, through improved terminal handling facilities.

— a port capacity to meet increasing demand for B.C. forest products around the world.

— to large shippers, able to schedule their largest ships into a terminal designed to handle them.

— to smaller shippers who, 'piggy-backing' on a greater number of ships with more ports of call, can move their cargoes faster to more markets.

Early in 1975 the future of Nanaimo and its proposed port development has to be decided. All the investigations, reports and proposals have been made.

Delay will only increase the costs for the new proposal, and industries that might have come to Nanaimo will find somewhere else more suitable.

The obvious site for the industrial port complex on Vancouver Island is right here, in Nanaimo.

Canadian ports

Nanaimo, B.C., Canada (Nanaimo Harbour News, January 1975):—The Canadian Port and Harbour Association, founded in 1959, groups together organized ports and harbours of Canada into one national association.

Member ports administered by local harbour commis-

sions are: Toronto, Oshawa, Windsor, Hamilton and the Lakehead (Thunder Bay) in Ontario; and Nanaimo, Fraser River, Port Alberni and North Fraser, in British Columbia. National Harbours Board ports are: Halifax, Nova Scotia; Saint John, New Brunswick; St. John's, Newfoundland; Montreal, Quebec city, Trois Rivières, Chicoutimi and Sept Îles, Quebec; Churchill, Manitoba; Prescott and Port Colborne, Ontario; and Prince Rupert and Vancouver, British Columbia.

The ports and harbours of Canada are key links in the vast transportation chain that unites Canadians as a nation. Each year billions of dollars worth of goods move through Canada's ports which provide employment for thousands of workers and account for millions of dollars in wages. More billions are poured into the economy directly or indirectly by waterfront activities in the nation's ports system.

The types of jobs generated in a port-oriented economy vary but they generally include harbour pilots, harbour masters, crane operators, tug operators, stevedores, computer operators, security policemen, truckers, railroad workers, engineers, employees in port-related industry and a host of others. One of the aims of the association, therefore, is to make Canadians aware of the value of their ports to their particular communities and to the country as a whole.

Mr. Soules elected 2nd V-P, AAPA

Boston, Mass., November 14 (News from Massport):—Massport Port Director Thomas T. Soules was elected second vice president of the American Association of Port Authorities (AAPA) at the AAPA's annual convention held October 20 to 24 in San Juan, Puerto Rico.

In that position Mr. Soules is expected to assume the presidency of the AAPA in two years. The current president, also elected at the annual convention, is Ben E. Nutter, executive director of the Port of Oakland. The first vice president is A.M. Eschbach, director of development services of the Port of Portland (Ore.).

Mr. Soules is also a member of the AAPA's executive committee and of the executive committee of the International Association of Port and Harbors (IAPH). This June he became the first U.S. port executive to participate in coastwise bargaining with the International Longshoreman's Association (ILA) at the Florida meeting of North Atlantic Shipping Associations.

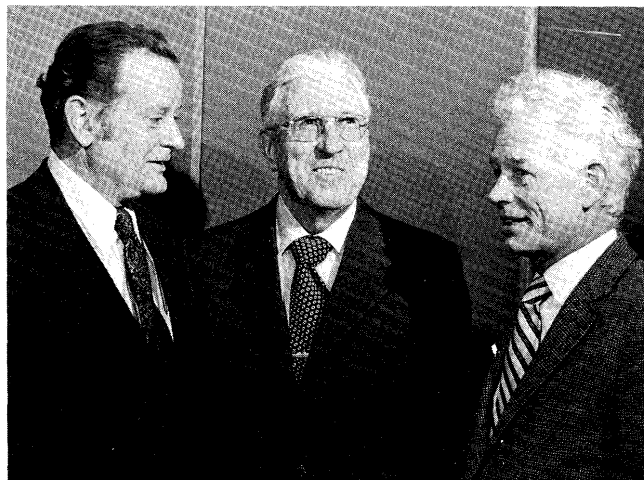
Port Everglades News

● 1/21/75:—Fred J. Stevens, Fort Lauderdale, veteran Port Everglades Authority commissioner, was elected 1975 chairman at a reorganization meeting of the board.

Stevens, now in his fifth term and 17th year, served previously as Port chairman in 1965, 1970 and 1972. He first came on the Port board in 1959, and his most recent reelection was last November.

Michael J. Marinelli who also won a seat on the commission in the general election last fall, was named vice chairman for 1975. Marinelli is a Pompano Beach businessman and retired law enforcement officer.

Other members of the Port Authority commission are



San Francisco, Calif., 1/13/75 (California Marine Affairs and Navigation Conference):—Key planners for the Pacific Coast's first comprehensive review of navigation and dredging—with the theme, "Energy, Economics and Environment"—are conference chairman David O. Matson, Bank of America vice president and International Banking Office manager, Bob Hoffmaster, president of the sponsoring California Marine Affairs and Navigation Conference, and Long Beach chief harbor engineer, and J. E. Duda, manager, Great Lakes Dredge & Dock Co., representing the cooperating Dredging Contractors Association. The February 20-21 San Francisco Sessions will feature nationally-recognized scientific, engineering and industry experts, together with recreational boating, shipping, environmental and public officials, to seek consensus on the needs of navigation, for energy, stimulation of the economy, and ecological safeguards.

Jack C. Behringer, Jack Clark and W. Phil McConaghey, who served as chairman last year. McConaghey and Clark are both in their seventh year on the port board.

● 1/21/75:—Port Everglades experienced its first decline in waterborne commerce in 13 years when trade fell by 1.2 million tons in 1974 to 12.4 million tons.

Port Authority Chairman Fred J. Stevens said that commerce was off 8.8 percent as a result of the economic slump from the all-time high of 13.6 million tons in 1973.

Biggest loss was in imports, off 25 per cent from 3.7 to 2.5 million tons. Domestic cargo totaled 8.2 million tons, down only 6 per cent from the prior year, Stevens pointed out.

Ship arrivals reflected the cargo decline. Number of vessel entries dropped from 1,731 in '73 to 1,654, off 77 ships or 4 per cent.

The cargo downturn at Port Everglades followed consecutive increases of more than a million tons in 1972 and '73. Despite the off-year, tonnage for 1974 was the second highest in the 45-year history of the South Florida harbor, Stevens said.

● 1/21/75:—Queen Elizabeth 2, world's largest cruise ship in active service, returns to Port Everglades March 29 following her 76-day inaugural world cruise. The 65,683-ton liner sailed from here on Jan. 12.

Ship arrivals during 1974

Houston, Texas, 1/16/75 (Port of Houston News Release):—Nearly 4,500 ships entered the Port of Houston during 1974 according to statistics just released by the Port of Houston Authority, 2,803 of them dry cargo vessels and 1,610 tankers, for a grand total of 4,413.

This compared with 4,805 vessels in 1973, even though this year's tonnage is running nearly equal to last year's record-breaking 88 million tons. Thus, the decrease in the number of vessels in 1974 was off-set by the greater size of the ships and their capabilities for carrying more cargo in each vessel.

Once again American flag ships were predominant with 713 tankers and 461 dry cargo vessels. Under foreign flags, Liberia had the greatest number with 334 dry cargo ships and 289 tankers for a total of 623, followed by Norway with 188 dry cargo ships and 227 tankers. Third was Great Britain with 383 ships, 288 of them dry cargo vessels and 95 tankers followed by Greece with 251 dry cargo ships, many of them under charter carrying steel, and 77 tankers. Panama was fifth among the foreign flag vessels with 154 dry cargo ships and 48 tankers for a total of 202, followed by West Germany with 125 dry cargo ships and 8 tankers and Japan with 117 dry cargo vessels, many of them also bringing steel as well as automobiles, and 10 tankers.

Despite the fact the U.S.-Russian grain agreement was terminated in 1973, when 63 Russian ships came into Houston, 40 Russian ships came in during 1974, 35 of them dry cargo vessels and 5 tankers. Other leaders were Denmark with 72 ships, 55 dry cargo and 17 tankers, and The Netherlands with 69 ships, 62 of them dry cargo vessels, and Finland with 62 ships, 59 of which were dry cargo.

Steamship Services Directory

New York, Jan. 17 (News from The Port Authority of NY & NJ):—The 1975 edition of the Port of New York Scheduled Steamship Services Directory has been issued by the Port Authority to meet the needs of exporters, importers, freight forwarders, and other business organizations and government agencies moving cargo via the New York-New Jersey Port.

The 21-page Directory, published annually since 1955, lists the names, addresses, telephone numbers and pier locations for all steamship lines and agents offering regularly scheduled cargo, passenger, and cruise services from the Port of New York on international, intercoastal and coastwise routes. It also contains a listing of active steamship piers, together with the lines, terminal operators and railroads serving them.

An alphabetical cross index of over 350 ports enables users of the Directory to determine which steamship lines provide services between the bi-state New York-New Jersey Port and specific overseas ports.

Copies of the Directory may be obtained without charge from the Port Promotion Division, The Port Authority of New York and New Jersey, One World Trade Center, New York, N.Y. 10048, and also from the Port of New York Regional Trade Development Offices in Chicago, Cleveland, Pittsburgh, Washington, London, Zurich and Tokyo.



Portland, Oregon, Dec. 11 (Port of Portland):—Kenneth Lewis, Vice President of Lasco Shipping Co., Portland was sworn in as a Commissioner at the Port of Portland, Wednesday, Dec. 11, 1974 by Governor Tom McCall. Lewis was appointed Commissioner at the Port Tuesday, Dec. 3 by McCall, with Gov.-elect Robert Straub concurring.

Port Commissioners elected

Portland, Oregon (Port of Portland News Release):—The Port of Portland Commission at its regular meeting Jan. 8 elected officers for the coming year. They are Robert F. Wallace, president; James B. Thayer, vice president; Joseph M. Edgar, secretary, and F. Glen Odell, treasurer.

Wallace, president, chief executive officer and director of the First National Bank of Oregon, was appointed to the commission by Gov. Tom McCall in November 1973. A resident of Clackamas County, Wallace is on the board of trustees of Lewis and Clark College, Western Forestry Center and the Better Business Bureau. He is a director of the Portland Opera Association and member of the lay advisory board of Providence Hospital. Wallace accepted position from outgoing President Alan Green Jr.

Thayer, owner of J. Thayer Co. in Beaverton, also was appointed to a four-year term on the Port Commission in November 1973. He is a member of the board of directors of General Telephone Co. and founder, director and assistant secretary of Lincoln Savings and Loan Association.

Thayer is a member of the Washington County Historical Commission, the board of trustees of the Tuality Hospital Foundation and the boards of directors of the Leukemia Association of Oregon and Associated Oregon Industries.

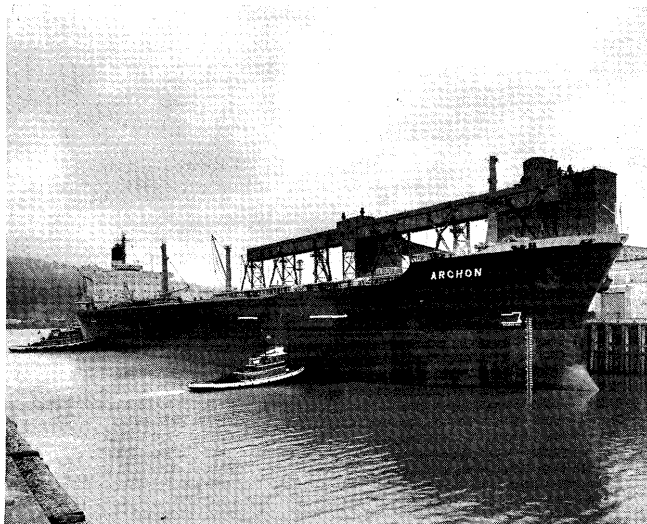
Edgar is president of the Joint Council of Teamsters No. 37 and former member of the City-County Charter Commission. He was named to the Port board in August 1973. Edgar, treasurer of the 1974 commission, is a member of the policy committee, Western Conference of Teamsters; a trustee of the Western Conference of Teamsters Trust Fund, and a director of the Sunshine Division.

Odell, a Port commissioner since January 1973 and the only commission member to be reappointed this year, is a consulting environmental engineer. A former Peace Corps volunteer, Odell is a member of the Professional Engineers

of Oregon, Consulting Engineers Council of Oregon, Oregon Environmental Council, Sensible Transportation Options for People, Common Cause and the Northwest Environmental Defense Center.

Officers of the commission serve for one year. The Port of Portland Commission holds regular meetings on the second Wednesday of each month at 9 a.m. in the 13th floor board room, Lloyd Building, 700 NE Multnomah St.

Other members of the nine-person board are Lawrence S. Black, Ilo Bonyhadi, Green, Kenneth Lewis and former U.S. Rep. Wendell Wyatt.



Portland, Oregon:—The M/V ARCHON in the Port of Portland.

Largest ship ever in port

Portland, Oregon, December 25 (Port of Portland News Release):—The M/V ARCHON, largest ship ever to come into Portland harbor, berthed early Christmas morning at the Cargill grain elevator at Port of Portland's Terminal 4, berth 405.

Brand new out of Tsurumi Shipyard N.K.K., Yokohama, Japan, the ARCHON is on her maiden voyage. The Port of Portland is her first port of call. The ship was enroute to the Gulf of Persia when diverted to the Pacific Northwest to take on some 100,000 tons of grain. Owned by Inca Compania Naviera S.A. (Panama), the ship is of Liberian registry and is on time charter to Maritime Carriers, Ltd. of Vancouver, B.C. The ARCHON was launched August 9, 1974 and was delivered November 28, 1974, according to Horace Harrison, Jr., Portland Manager, Pacific N.W. Region for Harper Shipping Co., agent for Maritime Carriers.

Nearly 900' in overall length, with a beam of 124' 8", the ARCHON's dead weight tonnage (DWT) of 121,500 is greater than the MANHATTAN, (114,668 DWT) heretofore the largest vessel to come into the Portland Harbor. The MANHATTAN was last here in March, 1967.

The ARCHON will take on 25,000 tons (short tons) of soft white wheat from eastern Oregon, Washington and southern Idaho at the Cargill elevator at the Port's Terminal 4, 35,000 tons at Kalama, Washington, and then steam to the Puget Sound where she will load 20,000 at United



MAERSK LINE LAUNCHES CARGO SERVICE AT PORT OF LONG BEACH:—Recent maiden arrival of the MS Chastine Maersk at Maersk Line's new cargo terminal at Berths 25 and 26 on Pier C in the Port of Long Beach marked inauguration of weekly express service from Long Beach to the Far East. Maersk Line additionally anticipates launching full container service from Long Beach later this year. Pictured at presentation ceremonies marking start of the new service are, from left, Captain Rolf Rodebaek, Long Beach Harbor Commission president Llewellyn Bixby, Jr., Bengt Henriksen, Maersk general manager in charge of West Coast and H.E. Scully, Maersk general manager in Los Angeles.

Grain's facility, Tacoma and will top-off at Cargill's Seattle terminal with 20,000 tons. Destination for the grainship is Karachi, Pakistan, a voyage of 10,024 nautical miles. When fully loaded, the ship's draft will be 53'.

Charter agreement for the wheat is between Maritime Carriers and the government of Pakistan. Captain of the ARCHON is F. Symmopoulos.

APL container service resumed

San Diego, Calif., 24 January (Port of San Diego News Release):—American President Lines has notified the Port of San Diego that it will resume container service on a monthly basis and as a first port of call on the West Coast commencing February 22, 1975.

APL discontinued service here during the fuel crisis last summer.

Notice of the intention to utilize San Diego's multi-million-dollar container terminal was received from Jack Manseau, managing director, Southwest region of APL.

The best part of the new service, according to Port Director Don Nay, is that the ships will call on a regular monthly basis: exporters and importers can utilize containers which they know will leave the 22nd of each month for Yokohama, Kobe, Okinawa, Hong Kong, Kaohsiung and Keelung.

Inbound service will carry, in addition, cargo relayed to these ports from Karachi, Bombay, Cochin, Port Kelang, Jakarta, Singapore and Busan.

Cargo generated from San Diego will be "reviewed periodically, and direct calls will be increased as warranted, Manseau noted.



San Francisco, Calif., 1/16/75 (Marine Exchange of the San Francisco Bay Region):—The maiden voyage arrival of the MS PERSEUS was recently feted in special ceremonies aboard ship at San Francisco's Pier 48B facility. On hand were (left to right) Don Taggart, Port of San Francisco; vessel master Captain A.M. Blackburn; Chris Blom, Overseas Shipping Co.; Joe Armin, Marine Committee of the San Francisco Junior Chamber of Commerce; and Bob Langner, Marine Exchange of the San Francisco Bay Region. The 11,420 DWT vessel is the first of eight ships that will call in San Francisco as part of the new Barber Blue Sea service. Overseas Shipping Co. is the local agent.

Use of unpolluted dredge spoil

San Diego, Calif., 14 January (Port of San Diego News Release):—A \$56,000 feasibility study to consider the use of unpolluted dredge spoil to develop a wildlife reserve and salt marsh in south San Diego Bay is a step closer today.

The Unified Port District has announced the selection of a joint venture consultant team composed of David D. Smith and Associates, Marine Biological Consultants Inc., and Environmental Quality Analysts, Inc. The team is to clearly define the ecological advantages and disadvantages of such a project for the Board of Port Commissioners. The report is due within the next eight months.

Construction of a proposed island and marsh would result from proposed dredging of the Chula Vista "J" Steet Marina.

Consultants are to evaluate to what extent ecological effects of the proposed, marina basin mud removal will be mitigated by development of a wildlife reserve-salt marsh area in a more remote part of South Bay.

According to the commission, because much of Southern California's ecologically important coastal marshes and wetlands have been adversely affected by man in the past 50 years, development of a wildlife reserve and marsh in south San Diego Bay could have regional significance.

Joint venture consultants, DSA/EQA/MBC, will employ biologists, geologists, and engineers on the project under the direction of Dr. David D. Smith. The three firms have carried out a variety of related estuarine and environmental studies along the California coast.

To insure maximum input from local ecological specialists, the consultants have established a special Environmental Advisory Panel consisting of three San Diego State University scientists experienced in South Bay ecological work. The panel is chaired by Professor Richard F. Ford,

and members include Professors Gerald Collier and Professor Joy Zedler.

New Board officers sworn in

San Diego, Calif., 8 January (Port of San Diego News Release):—San Diego Judicial District Judge J. Robert O'Connor swore in newly elected Unified Port District Board Chairman Frank L. Hope Jr. and other board officers yesterday.

Judge O'Connor also administered the oath to re-appointed Commissioners Miles D. Bowler (Imperial Beach), C.R. Campbell (Chula Vista), and Dudley Williams (San Diego). Alois Smith, a new appointee from San Diego, was also sworn in during brief ceremonies in the board room of the Port District's Administration Building.

Serving with Hope will be Walter A. Vestal (Coronado), vice-chairman, and Lorenz H. Ruehle (National City), secretary of the Board of Port Commissioners.

The ceremony took place following a luncheon hosted by the Board of Port Commissioners for the mayors of all five member cities of the district aboard the Reuben E. Lee on Harbor Island.

Hope stated that during his term he would concentrate on planning and promoting maritime commerce. He believes a current business recession hasn't had an effect on port operations as yet but could affect budgeting of future programs.

A previously announced priority is to create greater public participation in the port commissioners' weekly meetings by announcing issues to be discussed prior to the board meeting. "I think a better public understanding of port activities is an essential part of our responsibility as trustees of invaluable public tideland assets," he said.

Don L. Nay, port director, presented outgoing Chairman Campbell with the traditional scrapbook given each chairman at the end of his term.

The board meeting was recessed for a press conference following opening comments by Chairman Hope. The port commissioners' first meeting for 1975 began at 3:00 p.m.

Mr. Soules seen as S.F. Port Director

San Francisco, Calif., January 15 (Port of San Francisco News):—The San Francisco Port Commission today sent to Mayor Joseph L. Alioto the name of Thomas Taft Soules, port director of Boston, as the commission's nominee for San Francisco port director.

Under the city charter the Mayor appoints the port director, who thereafter serves at the pleasure of the commission. The new director will be paid \$44,000 a year.

The commission said Soules emerged from the exhaustive search for a permanent director as a "truly outstanding person of great professional abilities" in port management and administration.

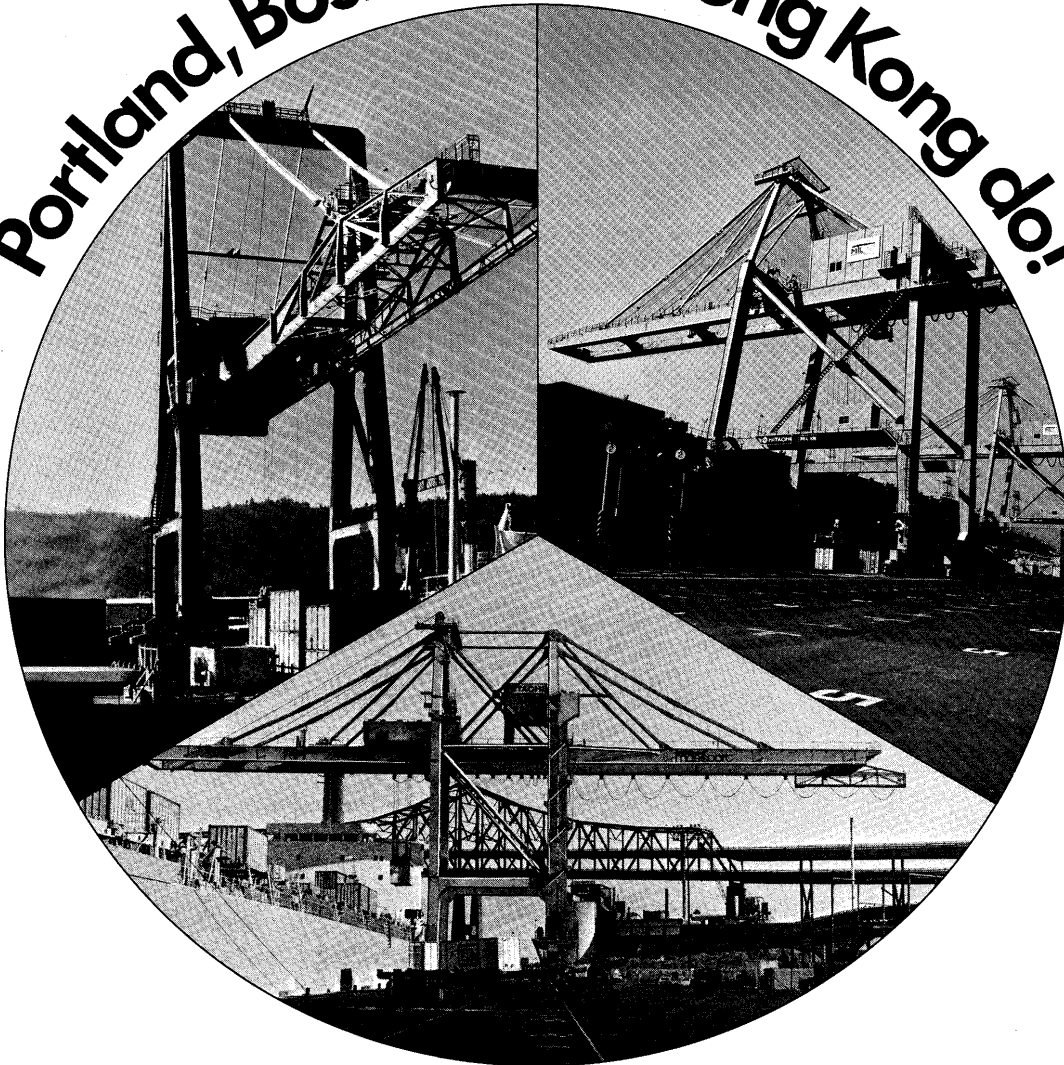
"Mr. Soules has successfully directed the Port of Boston for the last 11 years," the commission announcement said. "In addition, his prior experience includes many high maritime managerial positions in various other parts of the world in which he served with distinction.

"We feel he will do an outstanding job in San Francisco."

(Continued on page 40)

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San Francisco, Calif., 1/16/75 (Marine Exchange of the San Francisco Bay Region):—The Mariner's Club of California recently named Lester C. Bedient (center) as it's Marine Man of the Month at a special luncheon in San Francisco. Bedient is vice president and general manager of Harbor Tug & Barge Co. (Crowley Maritime Corp.) and is a member of the board of directors of the Marine Exchange of the San Francisco Bay Region. Also pictured are (left) Walt Willard of Willard Marine Decking, Inc., club president; and Captain Walter Alvey (USCG) master of ceremonies at the special meeting. The Mariner's Club periodically honors outstanding members of the maritime community who have made contributions helpful to all.

(Continued from page 38)

Soules will become the permanent replacement for Acting Port Director Bernard A. Orsi. Orsi served from August 22 to January 7 following the resignation of Miriam E. Wolff.

Soules (pronounced soles) became the commission's final choice after a four-month nationwide search aided by a port director selection committee appointed by the Mayor and headed by R. Gwin Follis, retired president and board chairman of the Standard Oil Company.

The committee screened 97 resumes and applications, obtained through national advertising and other sources such as the American Association of Port Authorities. Soules was one of the committee's final choices.

The Port Commission then carefully combed through the list of 97 again to ascertain for itself that no other top candidates might be overlooked, then made its final selection.

Soules, 55, port director of the Port of Boston since 1965, has a colorful and extensive background of sea-related and maritime management dating back to 1940 and 1941, when he was a varsity oarsman on the two-time national champion University of Washington eight-oar crew.

For a year he was a seaman on the three-masted sailing vessel Kaiulani.

From 1942 to 1943 he was a civilian employee of the U.S. Army in Australia as a ship's deck officer, then served as an army officer from 1943 to 1946 with the Transportation Corps in the southwest Pacific.

Subsequently Soules was a marine department supervisor for the Port of Ras Tanura, Saudi Arabia, as an employee of the Arabian American Oil Company (1946-52); port director for the Saudi Arab government at Damman, Saudi Arabia (1952-58); general manager, Port Authority of

Guayaquil, Ecuador (1958-63); and port management expert with the firm of Fredric R. Harris, New York, from 1964 until named Boston port director in 1965.

Soules, a native of Seattle, is a graduate of the University of Washington school of economics.

He is currently third vice president of the American Association of Port Authorities, which normally leads to accession in turn to the presidency, and a member of the executive committee of the International Association of Ports and Harbors.

Soules will be principal speaker at the IAPH convention March 8-15 at Singapore.

The San Francisco Port Commission comprises James J. Rudden, Harry Bridges, Gary P. Vannelli, Monsignor Matthew F. Connolly and Judge Byron Arnold.

Board chairman elected

Toledo, Ohio, December 17 (Toledo-Lucas Country Port Authority):—John H. Thomas, former vice president and deputy chief executive officer for the Owens-Corning Fiberglas Corporation, Toledo, has been elected chairman of the board of directors of the Toledo-Lucas Country Port Authority for 1975. He succeeds Rene C. McPherson, chairman and chief executive officer of the Toledo-based Dana Corporation, who had served as chairman in 1974. The selection was made at the Port Authority's December 13 directors' meeting.

In other action, the directors also re-elected former board chairman W. W. Knight, Jr., as vice chairman for 1975. Mr. Knight had served as chairman for the port board for 18 years prior to being succeeded by Mr. McPherson.

Mr. Thomas joined the Port Authority board of directors in July, 1974, after serving as chairman of the port agency's citizen advisory board since December, 1973. In his new position, he will head a board responsible for directing the activities of the Port Authority's seaport and aviation divisions. Since 1955, the port agency has directed the development of the Port of Toledo's overseas general cargo shipping center and in February, 1973, the agency assumed the operations of Toledo's airports from the City of Toledo.

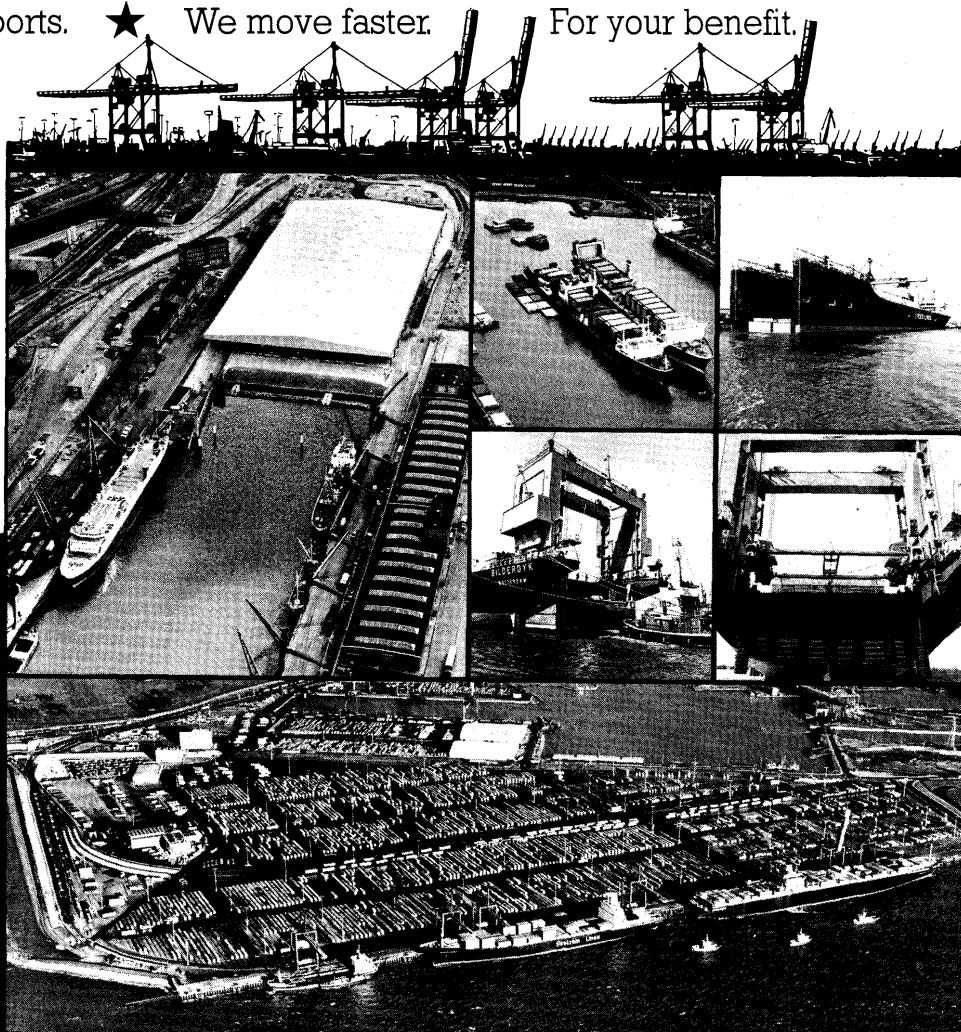
Now a consultant for O-C-F, Mr. Thomas enjoyed a long and distinguished career with the Toledo-based firm before retiring in 1972.

He has been associated with the development of Fiberglass materials from the earliest stages. Mr. Thomas' name is on 16 United States and 8 Canadian patents, all of them basic to the processes by which Fiberglass is manufactured. One of Mr. Thomas' patents, applied for in 1936, was the forerunner of today's successful development of rubber-impregnated Fiberglass cord and cloth as reinforcements for tires.

Mr. Thomas is on the board of directors of Denison University, the Ohio Citizens Trust Company, Toledo Hospital and the Greater Toledo Community Chest. He is also a trustee of the Southwest Research Institute, San Antonio, president of the Electrical Manufacturing Club and president and a trustee of the Toledo Area Chamber of Commerce.

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Most productive North Sea port

Antwerp, 7/10/1974 (Press Release from Port of Antwerp Promotion Association):—In the English publication "The Port" appeared a study on the productivity of West European ports.

The study was revealed by the "British Importers Confederation," and based on data provided by the Lines of the India-Pakistan Conference. The port productivity was monitored on the average tonnage, loaded or discharged in a day.

For the leading ports of the Hamburg-Le Havre range it appears from this study that for loading performances Antwerp ranks first with a quota of 930 t, followed by Le Havre (670 t), Rotterdam (612 t) and Bremen (550 t).

The deadweight output per gang hour worked in Antwerp was 34,20 tons on loading vessels. For unloading performances the first Belgian port achieved a quota of 562 t.

The combined quota (loading + unloading) for the leading ports of this range, reveal the following productivity coefficients:

Antwerp	1492
Le Havre	1320
Rotterdam	1202
Bremen	965
Hamburg	940
Amsterdam	666
Dunkirk	649

Flying visit

Bristol (November 6, 1974, PORTFOLIO, a newspaper for the Port of Bristol):—Transport Minister Mr. Fred Mulley paid a flying visit to West Dock last week whilst in Bristol as guest of honour at the Bristol Omnibus Company Centenary Luncheon. Mr. Mulley also met leaders of the Avon County and Bristol City Council to discuss a possible Government contribution to the cost of safety work on the cliffs overhanging the Portway in the Avon Gorge.

At West Dock, Mr. Mulley was greeted by Bristol Docks Committee Chairman Councillor J. Fisk, Vice-Chairman Councillor W.W. Jenkins, J.P., Port General Manager Mr. G.L. Lowery and other senior Port Officials.

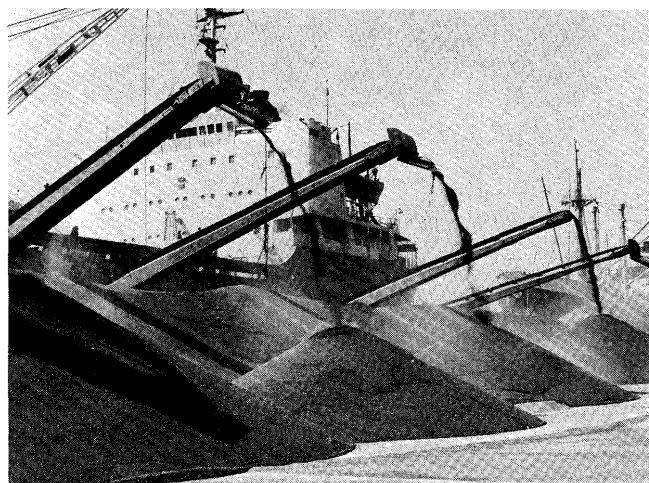
Mr. Mulley spent fifty minutes touring the site and also answering questions on the development from members of the Press and Television.

NATIONALISATION

On the question of nationalisation Mr. Mulley emphasised that the Government had no immediate plans to nationalise Britain's ports in the current session of Parliament.

"There are consultative procedures to go through and I would not expect any effective change for a year at least," he said. He also added that municipally owned ports like Bristol would continue controlling their day to day affairs, although strategic planning and long-term investment would be subject to the proposed National Ports Authority.

The Minister has agreed to an extension of the date by which the Port Industry is invited to submit detailed comments on the nationalisation proposals to November



Dakar, Senegal:—A scene at the Port of Dakar (Port Authority of Dakar). Photo by B. Van Laere.

30th.

In connection with this, Docks Committee members have been asked to produce any more questions they want answered so that they may be submitted to the Bristol Ports Association for consideration.

The B.P.A. will, in turn, submit a statement to the Minister setting out in general terms the Association's views.

CANADA VISIT

Earlier in the month, Port General Manager Mr. G.L. Lowery and Assistant General Manager (Marketing) Mr. S.P. Whittington had visited Canada on a Trade Mission.

The purpose of the visit to British Columbia was to acquaint shippers of forest products of the specialised facilities for handling these materials to be provided at West Dock in 1976.

In addition the opportunity was taken to seek potential users of West Dock who would require their own terminal facilities for handling forest products. In the many discussions with separate shippers, large and small, and the deep sea carriers of their products they were able to discuss future trends in the industry which are very necessary to the successful development of West Dock for receiving large volumes of forest products.

It was not expected that the trade mission would obtain immediate commitments to use West Dock from the forest products trade. However, certain firms are showing a continuing interest and have asked the Port to keep close contact with their London based agents.

A major step forward

by J.P. Davidson
Managing Director
Clyde Port Authority

Glasgow, Scotland (Clydeport News, December, 1974):—When writing at this time last year, I felt justified in looking forward to 1974 with a measure of confidence in our ability as a port, notwithstanding that I was constrained to sound the warning that our prospects were always subject to jeopardy by factors and circumstances beyond

our control.

Indeed, this cautionary note unfortunately proved all too true and before January was far gone we were faced with the three-day working week which lasted for two months and left its repercussions well into the year. Again during the whole month of October the port was affected by the Scottish road haulage strike which virtually closed the Container Terminal at Greenock, reduced trade in the Upper Reaches to a minimum and resulted in Glasgow being left with considerable problems of shed congestion after its conclusion.

Trade at Ardrossan was also badly hit and with the haulage strike in Northern Ireland which lasted into November the port came through a bleak two months. Regrettably, we also had a strike at the Container Terminal in November which, although only of a week's duration, caused further serious disruption to our customers at a time of year when they could ill afford such difficulties.

On the credit side, however, trading during the middle of the year was good and indeed in the Upper Reaches for quite some time we experienced sizeable labour shortages. It is encouraging to be able to record the new dock labour agreement which was recently concluded for Glasgow and has resulted in a reduction in the manning scales, greater flexibility, and the ability to provide guarantees of labour to our regular customers. I have no doubt that this major step forward augurs well for the future of the Upper Reaches and it will be the focal point in our marketing campaign during 1975.

APPRECIATION

I feel it right to place on record the Authority's appreciation of the forward-looking attitude of the Trade Union and the men and of the efforts of all those on both sides who were involved in the long negotiations which culminated so successfully.

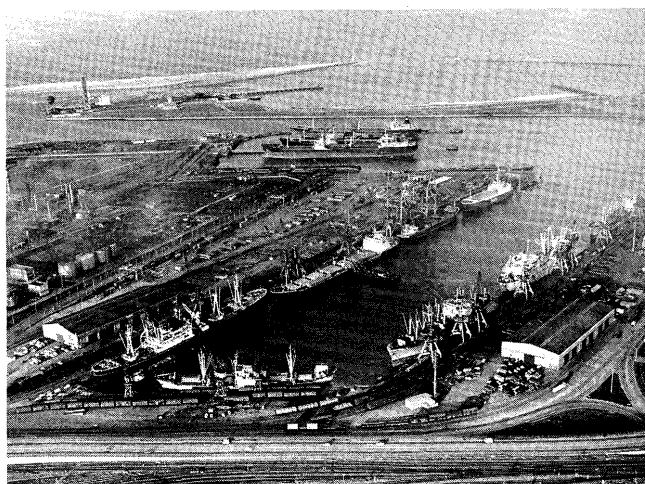
We were naturally disappointed to learn in July of the Secretary of State's decision not to allow an oil refinery at Hunterston or, indeed, at the alternative inland site of Bloakmoss. While recognising the urgent need for platforms for the North Sea, in the view of the Authority, it is regrettable that such a prime natural deep water port site is not to be exploited for port purposes. It is only to be hoped that this does not imply that the Clyde and the West of Scotland is to be precluded from oil refinery developments for all time.

Unfortunately, inflation during 1974 not only continued but increased to a level which surpassed all previous years. Continuing rising costs all around do not make operational profitability easy nor, indeed, for that matter, capital investment. It must never be forgotten that without the former we just cannot afford the latter and it therefore behoves all of us to keep well before us the objective that our operations must be both efficient and profitable if we are but to survive and expand.

If indeed we enter 1975 confident in our ability to provide an efficient and dependable service and remembering also that our service must be economic to our customers and show a profit to ourselves we have little to fear. We cannot, however, expect trade to come to us if we do not meet these criteria and particularly so if we subject our customers to sudden stoppages. At the end of the day



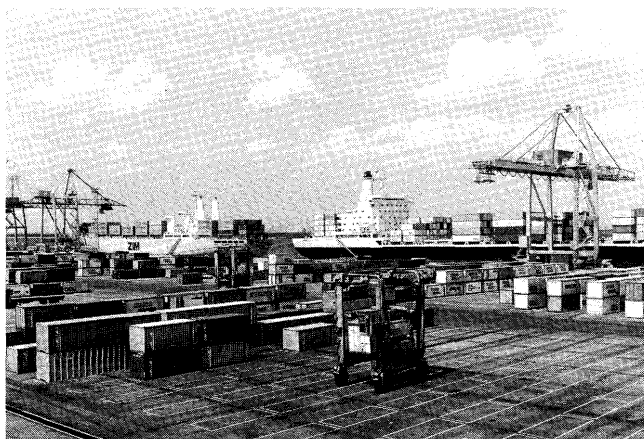
Dunkirk, France:—Container terminal of Basin No. 6 (Port Authority of Dunkirk). Photo by Grafic Foto.



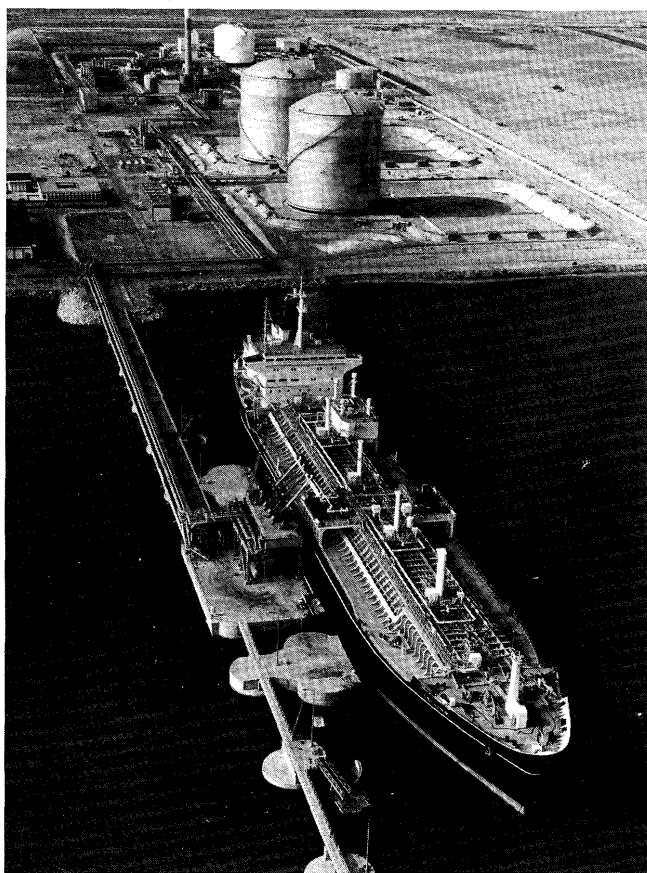
Dunkirk, France:—Basin No. 6 of Port of Dunkirk (Port Authority of Dunkirk). Photo by Grafic Foto.

everyone in the port is working towards the same end—a successful, prosperous, and expanding port which will provide secure employment opportunities for everyone connected with it.

To all who have contributed to the success of Clydeport during 1974, in whatever sphere, on behalf of the Authority I extend every good wish for Christmas and the New Year.



Marseilles:—Container terminal No. 2 at Fos (Port Authority of Marseilles).

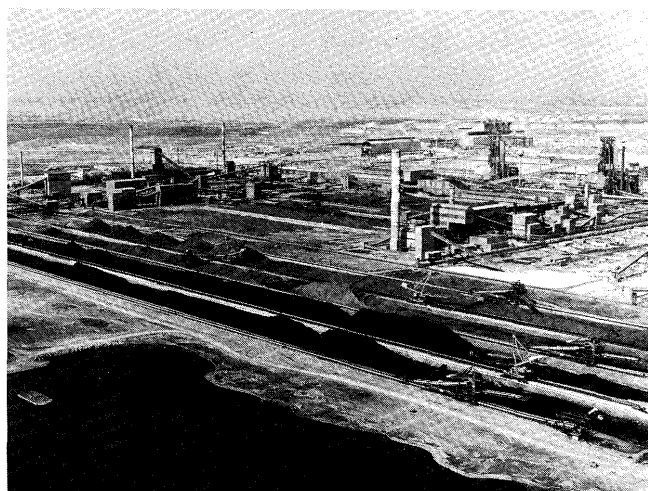


Marseilles:—Methane terminal at Fos (Port Authority of Marseilles).

Tilbury new riverside berths

London, 3rd December (PLA News):—The Port of London Authority are negotiating with shipping lines in the New Zealand, Australian and South African trades about plans for accommodating their container services at Tilbury—Britain's leading and largest container port. Plans provide for riverside container berths which would form an integral part of the existing enclosed docks facilities.

The Tilbury scheme would enable P.L.A. to meet all the stated requirements of the shipping lines by the time required, which is earlier than would be possible at the



Marseilles:—Solmer steelworks at Fos (Port Authority of Marseilles).

planned Maplin seaport development. It would also enable P.L.A. and the lines to provide for growth in the container business and the handling of larger ships.

P.L.A. have advised the Government and the National Ports Council of the nature and extent of the proposals so that a decision under the Harbours Act may be made when commercial discussions have reached the appropriate stage.

Le Havre Flashes

Le Havre (Port of Le Havre Flashes, December, 1974)

New container shed

Le Havre is the leading French container port and has two specialised terminals, the Quai de l'Atlantique and the Quai de l'Europe. Stuffing and stripping is occasionally required and two sheds were originally built for the purpose near the Quai de l'Europe. In view of the continued heavy increase in container traffic, the need for a similar shed was felt at the Quai de l'Atlantique and one has now been completed nearby and handed over to the leaseholders, the Compagnie Nouvelle de Manutentions. The first containers to be stripped there were discharged from the German Elbe Express on October 3rd.

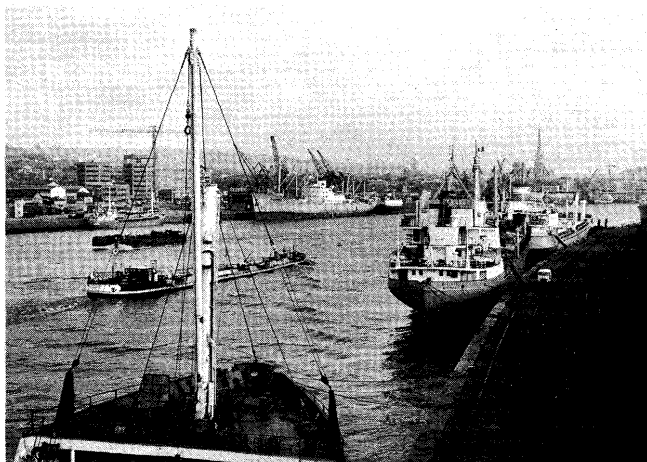
Night out in Dublin

On Thursday October 3rd the Port Authority gave a reception at the Shelbourne Hotel in Dublin to show its appreciation of the shipping companies' continued attachment to Le Havre, which handles nearly all the Irish republic's trade with France. Tonnage has gone up from 6,000 tons in 1964 to 180,000 tons in 1973. Moreover the only car-ferry service between Ireland and continental Europe carrying both private and commercial vehicles has its terminal in Le Havre.

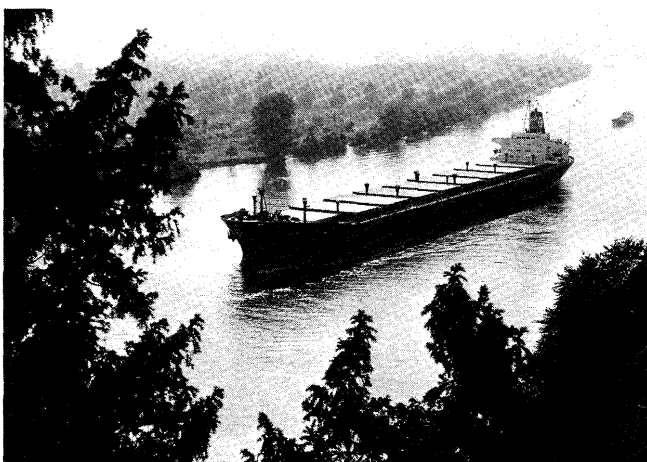
A large number of guests attended this most enjoyable and informative evening, which was presided over by the French ambassador to Ireland, Mr. Emmanuel d'Harcourt.

Award

At the second International Oceanographic Film Festival, which was held in Bordeaux, the Port of Le Havre



Rouen:—A general view of the commercial part of the port. (Port of Rouen Authority)



Rouen:—A ship of 216m in length during her going up river. (Port of Rouen Authority)



Rouen:—The Rouen Quevilly Quay with containers. At this quay containers are handled with two cranes of 25 tons lifting power each. (Port of Rouen Authority)

Authority's film on the planning and construction of the Havre-Antifer Terminal, entitled "Antifer and the Giants", won the first prize in its category, ahead of the Port of London's "Faces in a Crowd" and the Port of Marseilles' "A Hundred Million Tons".

Competition superior to government control

Bremen (Bremen International, 10/12-1974):—Deliberations on an European seaport policy; which have been in progress for years in the EC in Brussels, revolving around the question as to whether there should be investment management and control from a European Commission (which in other words would mean decisive restriction of the, up to now, complete freedom of decision enjoyed by the major European ports); these deliberations are everywhere on the increase. The various EC-Instances have cautiously been revealing their intentions and desires to, from the round table in Brussels, concern themselves also with the prices and capacities of the seaports; thus exercising governmental control over the functioning processes of free competition. Bremen—as also have other European ports—has been emphatically against this from the beginning. Bremen's Senator for Ports and Traffic, Oswald Brinkmann: The competition among the seaports within the Bordeaux-Hamburg range functions because the capacities and prices conform to the market and because the North-European seaports, despite variations in structure, are among the most efficient in the world. Why then, asks the Bremen Senator—and in our opinion with justification—then why a seaport policy on an uniformity basis which cannot improve the situation for the shipper, for the shipowner, or for the ports themselves—but which can, indeed, considerably worsen same?

In its stead, Senator Brinkmann has for years been calling—as also did his, now deceased, predecessor Dr. Georg Borttscheller—for the EC to take a hand in correcting those competition distortions existing in the European hinterland, arising from nationalistic state regulations being introduced and being allowed to remain in force to create a barrier to genuine competition and continued liberalisation. It is not in the ports, but in the hinterland, where lay the problems calling for solution on European Community level. An urgent and necessary harmonisation, throughout all the countries of the Community, of the conditions for competition is just that which would prove beneficial for the Community as a whole.

That is why the announcement from Brussels that the Commission would (at last) now concern itself with this competition distortion was enthusiastically welcomed in European port circles. At the end of 1974 the EC will be producing a detailed report on all the relevant enquiries and findings. Let us hope, in the interests of the European trading economy—and indeed of the economy as a whole—that relative consequences will be taken from the report. In any event the Bremen senator—who is simultaneously the Chairman of the Traffic-Committee of the Federal Government Upper Chamber in Bonn—will not be relinquishing his efforts.



BACAT vessel in Rotterdam (Rotterdam Municipal Port Management)

Rush to avoid cargo confiscation

Dar-es-Salaam, Tanzania (Bandari Zetu, Organ of the East African Harbours Corporation, November/December, 1974):—The Tanzania Government directive issued on November 7 this year to clear cargo pile-up at Dar es Salaam port has received tremendous response from port users. Within seven days of the order a pile-up of 8,527 tons was reduced to only 300 tons.

Sheds at the port were fairly empty by deadline November 14 especially the Tanzania yard, as unclaimed goods of about 100 tons belonging to private firms and individuals were confiscated by the Government as ordered by the Ministry of Communication and Transport.

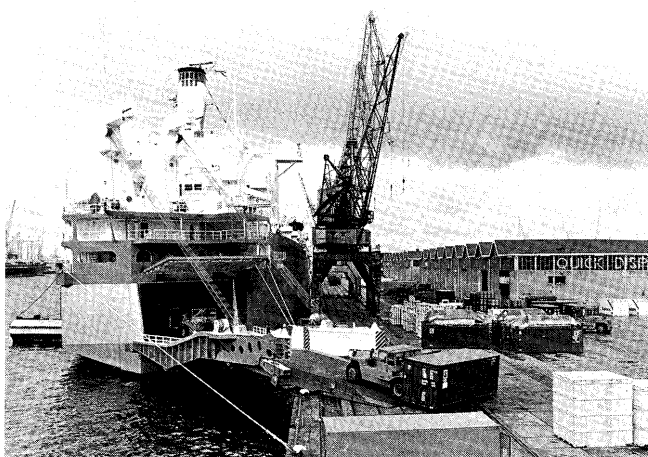
The Ministry also ordered heads of Government departments and parastatal organisations which failed to clear their cargo from the port to give reasons for the failure. These included Government Stores, Tanzania Fertiliser Company, Tanzania Motor Corporation, Agricultural and Industrial Supplies Company, and Williamson Diamond Mines.

Scrap and unclaimed yard cargo which occupied almost half of the area outside the sheds was also taken over by the Ministry of Works and will be utilised for other beneficial purposes.

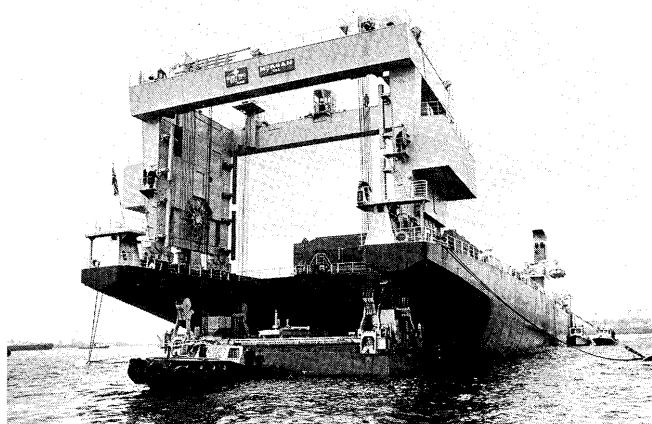
In a bid to beat the deadline vehicles belonging to Government Ministries, parastatal organisations, private firms and individuals sped into the port throughout the ultimatum period to haul away cargo some of which had been lying there as far back as 1972 and 1973.



Container terminal Prinses Beatrix harbour, Eemhaven (Rotterdam Municipal Port Management)



Ro/Ro Prinses Beatrix harbour, Eemhaven (Rotterdam Municipal Port Management)



LASH vessel in Rotterdam (Rotterdam Municipal Port Management)

Vehicles which formerly transported Zambian cargo from the Transhipment depot at Ubungu are now busy clearing such cargo directly from the port. "Big improvement in clearing Zambian cargo has been recorded through

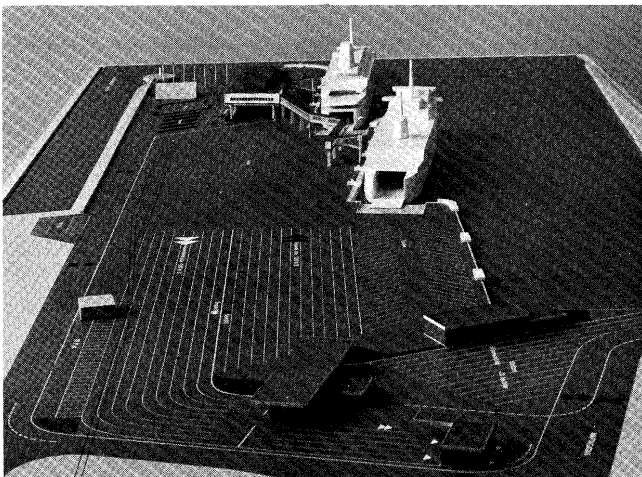
(Continued on page 48)

Port of Helsingborg in pictures

(see front cover also.)



PORT OF HELSINGBORG:—Containers and other units are dominating the cargo turnover of the port. The picture shows the Skane Terminal—sole complete container harbour of South Sweden.



PORT OF HELSINGBORG:—Model of the new RoRo-terminal of Helsingborg. The “Sound Terminal” is seen from the south with the customs and passport control stations in front and the regular berths in the distance.



PORT OF HELSINGBORG:—Wood shipments are considerable. Over 2 million cu.m. are being shipped from Helsingborg in a year.



PORT OF HELSINGBORG:—Helsingborg has a considerable share of the automobile import to Sweden. Here French cars are being discharged from a French RoRo-vessel.



PORT OF HELSINGBORG:—Paper to European and overseas markets are exported in ever increasing quantities from Helsingborg—the largest port in South Sweden.

(Continued from page 46)

this arrangement," remarked one port official.

The Government directive in this respect is likely to have far reaching repercussions which could raise operational performance and make the port more fluid resulting in improvement of ships' turnround, it is believed in shipping circles here.

The stern measures instituted by the Government was in the wake of an imposition of 30% surcharge of all cargo from Dar es Salaam port by the East African Conference Lines with effect from October, 21.

Announcing the surcharges, the Lines Spokesman in Dar es Salaam asserted, "Member lines have continued to watch closely the Dar es Salaam Port position which unfortunately has not improved, and lengthy delays of vessels continue. In these circumstances the Lines regret to advise that they have no alternative but to increase the existing surcharge on cargo to Europe to 30%."

The Conference Lines had earlier announced a 15% increase in freight charges for some categories of exports from East and Central Africa effective from October, 1. These included cashewnuts, wood carvings, palm kernels, sunflower seeds, gum arabic, flooring blocks and scrap iron. They also imposed 15% surcharge on imports to all East African ports, followed by a similar surcharge on exports in May.

The South and East Africa Conference Lines also announced the intention of imposing 35% port detention surcharges for cargo handled from Dar es Salaam port starting from November, 10 this year. Cargo handled at Tanga and Mombasa would be surcharged by 10 and 25 per cent respectively, said an announcement made in Dar es Salaam on October, 23.

The Conference also expressed intentions to impose the same percentage rates on long length charges and heavy lift charges at the three ports of Dar es Salaam, Tanga and Mombasa. "Continuing and increasing delays have been encountered, making the institution of these surcharges necessary," the announcement alleged.

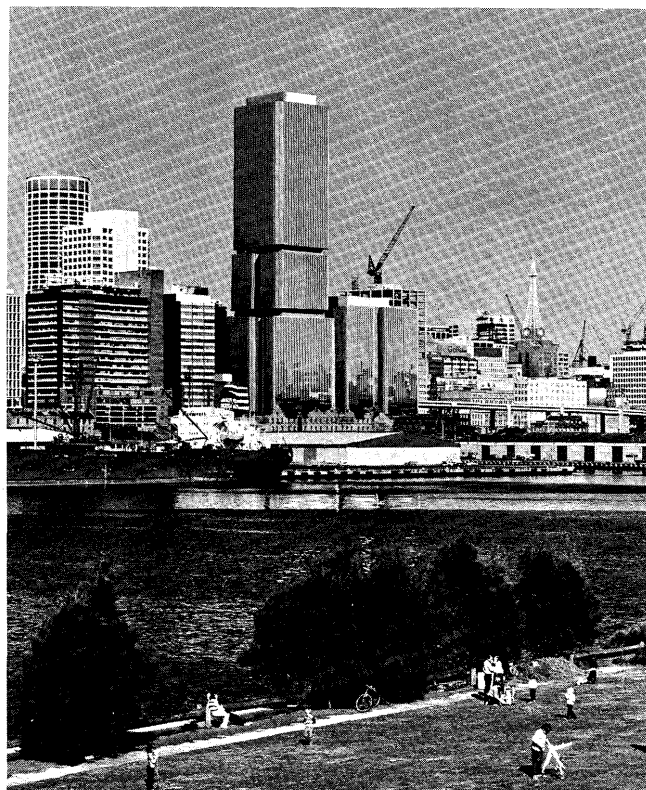
The Eastern African National Shipping Line, jointly owned by Tanzania, Zambia, Kenya and Uganda has not implemented the surcharges.

Sydney to develop land in Kent Street

Sydney, 8th January (The Maritime Services Board of N.S.W.):—The historic Grafton Bond store on the corner of Napoleon Street and Hickson Road, built in 1881, of bricks brought from Newcastle-on-Tyne as ballast in sailing ships, is set down for restoration and preservation in a development application lodged with the City Council by the Maritime Services Board.

The Board's application is for the development of an office and residential complex on a site owned by it bounded by Kent Street, Napoleon Street and Hickson Road, overlooking Darling Harbour.

The President of the Maritime Services Board, Mr. W.H. Brotherson, said to-day "the Board entered into negotiations with the National Trust some two years ago resulting



Sydney:—An artist's impression of the proposed development on the Maritime Services Board land in Kent Street. The 51 level building is shown in the centre of the illustration with the 27 level building at the right and the town house and home unit block at the left. The historic Grafton Bond building is seen in the foreground.

in agreement being reached for the demolition of some of the newer buildings on the site to make land available for a major construction project and for the original, historic building to be incorporated in the future development".

He said, "apart from the restoration and preservation of Grafton Bond, the Board's proposals envisage the erection of a 51 level tower building, a 27 level office building and a residential block comprising 50 home units and town-houses".

The three building will be linked by an extensive retail plaza which will include exhibition space and provision will be made for an underground parking area providing accommodation for some 280 cars.

It was pointed out by Mr. Brotherson that the Board does not intend undertaking the proposed development itself but will offer the site to a developer.

"Once the City Council has given approval to the application, tenders will be invited by the Board and, in this way, the Board will have complete control over the nature of the development to be undertaken on its land", he said.

Mr. Brotherson added that the Board's existing Head Office building at Circular Quay West is subject to development plans by the Sydney Cove Redevelopment Authority in the future and, because of this, once tenders have been received for the development of the Kent Street land, the Board would have in mind negotiating with the successful tenderer to take over ownership of the 27 level building and the land on which it stands as a new Head

Office building.

He said, "the remainder of the Kent Street site would provide a financial offset against the cost of the 27 level building."

Mr. Brotherson said "no real estimate has been made of the total cost of the development but a preliminary assessment indicates that it will be of the order of \$30 million based on present day costs.

More congestion possible

Sydney, 11th December (The Maritime Services Board of N.S.W.):—The President of the Maritime Services Board, Mr. W.H. Brotherson, today warned of a possible cargo bank up on the Sydney wharves during the Christmas-New Year holiday period.

Mr. Brotherson said the Cargo Movement Co-ordination Committee, under the chairmanship of Mr. A.F. Deer and comprising representatives of all facets of the shipping and transport industry has looked into this matter and the recommendations made to the Board by the Committee have prompted him to issue this warning.

He said "there has been very little cargo congestion in Sydney during recent months despite a continuing high level of imports but it is possible that the resources of the Port will be strained to their limits during the holidays".

Many importers close their warehouses without making adequate arrangement for their goods to be cleared from the wharves but the situation could be worse this year because of the wide introduction of four weeks annual leave and the subsequent increase in the period during which the importers will close their premises.

"Because of the unprecedented boom in imports, bond and warehouse accommodation is at a premium and if importers simply close down for four or five weeks and allow their goods to jam the wharves and terminals, cargo congestion is inevitable", he said.

The recommendations of the Cargo Movement Co-ordination Committee which Mr. Brotherson commends to importers are:—

- (a) arrange for mails to be cleared frequently;
- (b) give the necessary authorities to Banks to enable documents to be cleared to Customs Agents;
- (c) make sufficient funds available to pay Customs Duties, shipping company charges, port rates, etc. and;
- (d) keep some staff of duty to receive cargoes into warehouses or, alternatively, arrange appropriate storage space away from the wharf area for the cargo pending the re-opening of the warehouse.

"Importers should not lose sight of the fact that storage charges ranging up to a dollar per tonne per day are incurred on goods which remain on wharves following the expiry of the free period which is three days after the final discharge of the ship", Mr. Brotherson added.

Private enterprise for operating container terminal

Sydney, 22nd November (The Maritime Services Board of N.S.W.):—The operation of the common user Container Terminal at Glebe Island will be taken over by a consortium of shipping and stevedoring companies at the weekend.

The consortium comprises—Farrel Lines Inc., Patrick Operations Pty. Ltd., Liner Services Pty. Ltd., and Colum-

bus Overseas Services Pty. Ltd.

The President of the Maritime Services Board, Mr. W.H. Brotherson, to-day said "the Board's staff which has been operating the terminal since it was opened in February, 1973, will complete the working of the ship currently berthed at the terminal but the staff of the consortium will undertake the operation of the terminal from then on".

Mr. Brotherson said that, at the request of the consortium, some of the Board's key officers would be seconded for a few months to assist in the smooth introduction of the new administration of the terminal.

He said "when the terminal first commenced to operate, there was not sufficient trade to make it a viable proposition for a business undertaking".

"However, the situation has now been reached" he said "where the trade passing through the terminal is at a very high level and, during the month of October, reached an annual rate of 90,000 containers which could be regarded as the equivalent of approximately 2,000,000 tonnes of goods per year.

Mr. Brotherson added that "before the construction of the Glebe Island Container Terminal, the total general cargo passing through the conventional wharves in the area was of the order of 70,000 tonnes per year".

Mr. Brotherson stressed that the Glebe Island Terminal will retain its character as a common user facility.

He said "the lease with the Consortium includes a strict requirement ensuring that the interests of shipping companies which are not members of the consortium be protected and that their container ships will have equal rights to the use of the terminal".

Polaroid identification cards

Penang, Malaysia (Berita Pelabuhan, publication of the Penang Port Commission, October 1974):—The Commission will soon be issuing Polaroid Identification Cards to all its employees and port users such as forwarding clerks, shipping clerks and officers of shipping or other related companies.

For the port users, these identification cards will replace the existing security permanent wharf entry passes. The cards will show the holder's photograph, name and identity card number. A fee of \$3/- will be charged for each card issued.

For the Commission's employees, the Identification cards will also show the following items:—

- (i) Category of Hospital Benefits eligible.
- (ii) Vehicle Registration number for purpose of free ferry travel.
- (iii) Wharf entry permit.

The passes will be issued free to all the Commission's employees.

More godowns at Butterworth Wharves

Penang, Malaysia (Berita Pelabuhan, publication of the Penang Port Commission, October 1974):—Construction of three new godowns at Butterworth Wharves with a combined floor space of 120,000 sq. ft. was completed recently. Godowns F1 and G2 with a total floor space of 81,000 sq. ft. have been leased to private traders who import or export their goods through Butterworth Wharves.

This brings the total area of traders' godown space leased out to 384,000 sq. ft. Godown G1 with 39,000 sq. ft. of floor space will be used as a storage godown.

The Port Commission is also currently constructing two new godowns as well as extending the timber shed to meet the demand for godown space. The new godowns A7 and A8 will have a total area of 93,000 sq. ft. Godown A8 with an area of 42,000 sq. ft. will serve as a container freight station. This godown is part of the total scheme to provide improved container handling facilities at Butterworth Wharves by mid 1975.

The extension of the timber shed will provide an additional 30,000 sq. ft. of covered space for the storage of timber and other cargo. All these projects are expected to be completed by early 1975.

In addition, work has also started on the reclamation of the berths behind transit sheds W4 and W5. When completed, this reclaimed area will provide ample space for open storage cargo and the parking of prime movers and other mechanical equipment at Butterworth Wharves. This area will be used as parking space for vehicles during disembarkation of pilgrims at Butterworth Wharves.

Chairman's annual address

Mr. R. O'Regan

Chairman

Wellington Harbour Board

Wellington, New Zealand (from Wellington Harbour Board Annual Report & Accounts for the year ended September 30, 1973)

The Members of the Wellington Harbour Board:

I have pleasure in reviewing the operations of the Board for its 94th year, which ended on 30 September 1973.

Shipping arrivals for the year reached a record total of 7,304,600 net register tons, an increase of 1,580,167 tons or 27.6% on last year's figure of 5,724,433 tons which was the previous record for shipping arrivals.

For the fifth year in succession there was a record manifest tonnage of cargo passing through the port. The total of 4,632,330 tons was an increase of 644,154 tons or 16.2% on last year's record tonnage of 3,988,176 tons. The principal increases were in general cargo; coastal inward and outward increasing by 492,166 tons (26.6%); Australian inward and outward by 50,211 tons (17.4%) and other Overseas ports by 121,958 tons (19.6%). Cement in bulk increased by 16,928 tons (18.2%) and wool and skins by 4,011 tons (5.3%). Decreases were in oils in bulk by 25,952 tons (2.9%), bitumen in bulk by 5,388 tons (33.1%), timber by 4,057 tons (21.4%) and coal which decreased by 3,139 tons (19.6%).

The Annual Accounts, which will come formally before the Board in March next after completion of the Government Audit, show a balance of \$757,374 in the Working Account as compared with \$76,362 last year. However, after meeting loan repayments, payments to Sinking Funds and contributions to Special Funds, there was a surplus of \$223,086 in the Appropriation Account compared with a deficit of \$308,160 last year.

Income rose to \$7,741,959 (last year \$6,420,001) as a result of the buoyant level of trade, increases in the Board's charges as from 1 October 1972 and new sources of revenue such as tug hire, container crane hire and rents from the

container terminal area.

Working expenditure increased to \$4,295,783 (last year \$3,935,996) mainly due to increases in salaries and wages. Expenditure on repairs and maintenance \$839,909 (last year \$745,537) also showed an increase. Interest \$1,205,186 increased markedly on the previous year's figure of \$1,079,051. Depreciation \$644,707 was up (last year \$583,055) due to the increase in the Board's assets. Payments to Sinking Funds and loan repayments also increased significantly to \$402,566 (last year \$352,800).

The Board's total wage bill this year was \$4,577,863 compared with \$4,206,717 last year.

Loan money raised during the year amounted to \$1,992,500. Loan liability increased from \$20,316,563 to \$22,028,644 of which \$9,639,824 is repayable on a table basis and \$12,388,820 by the Sinking Fund method. Sinking Funds now held amount to \$1,087,147.

Capital expenditure totalled \$1,880,843 for the year, of which \$1,588,122 was provided from loan money and the balance \$292,721 from revenue sources.

The principal items of capital expenditure for the year were:

Thorndon Wharf Development	\$581,119
Point Howard Wharf Development	\$553,784
Container Crane	\$ 34,165
Second Rail Road Ferry Berth	\$290,126
Two Tugs	\$ 67,734
Lambton Harbour Development	\$ 72,014
Laiwharawhara Development	\$ 22,567

Loan standing charges increased from \$1,431,849 to \$1,607,752 or by \$175,903.

Accompanied by the General Manager I attended the International Association of Ports and Harbours Conference in Amsterdam/Rotterdam from 7th to 12th May 1973. Mrs. Nixon who was overseas at the time took the opportunity to attend as an observer. A Congress of the International Cargo Handling Co-ordination Association followed from the 14th to 17th May 1973. The opportunity was taken to visit various ports en route to the Conference and on the return journey. The wealth of information and knowledge that was brought back from the Conference and from the ports visited and the fact that the Board's contacts with shipping interests abroad was maintained and increased well justified our overseas visit. I thank Mr. Hodder for acting as Deputy Chairman of the Board during my absence.

During the period there were a number of occasions when the container crane suffered breakdowns which caused considerable concern. Due to the efforts of the Chief Engineer and his staff these incidents were coped with and it is to the credit of those concerned that the delays to shipping were minimal. Arrangements were made for one of the manufacturer's Engineers to visit New Zealand to investigate and report on the situation first hand. The position now seems much improved and it is anticipated that the modifications proposed will eliminate the difficulties which have been experienced.

An appeal lodged against the New Zealand Ports Authority's decision to defer consideration of the Board's application for consent to expend loan monies on the acquisition and installation of a second container crane was declined by the Minister of Transport. Subsequently the New Zealand Ports Authority approved the Board's applica-

tion and a second container crane (single lift) has now been ordered and should be operative by 1975.

It was intended that Stage 1 of the Lowry Bay Boat Harbour development would have been completed by the end of the period but due to varying factors this work was unable to be proceeded with. Work on this project is planned to be commenced early in the New Year.

Festival Wellington '73 was held in March and provided, in addition to the many activities within the city, a number of aquatic attractions. The Board took a prominent part in the Festival programme as well as assisting financially. The Wellington City Corporation expressed appreciation at the Board's participation.

Under the guidance of Mr. Hodder the Trade Promotion Sub-Committee has continued to work in close association with the Wellington Chamber of Commerce. An immense amount of work has been done in this field so far and is continuing.

The Board's Marine Museum continues to attract many interested members of the public and during the past year 19,553 visited the Museum. Parties of school children on conducted tours of the wharves accounted for 4,500 of this number. Many items for display within the Museum continue to be offered by public spirited citizens. The Board made application for membership to the Art Gallery and Museum Association and has been accepted as a member.

Meetings of the Harbour and City Liaison Committee continue to be held at which matters concerning both the city and harbour were discussed. The opportunity to have matters of joint interest discussed by representatives of the Wellington City Council and this Board is considered to be of considerable value to both bodies.

The work on the Lambton Harbour Development Scheme H/I continues to make good progress. The demolition of the timber sheds along Jervois Quay has opened up the harbour to the city and brought them together in a dramatic manner. Storm water drains are at present being extended through the reclamation. An agreement between the Board and the Council has been reached on most points and it appears that it is only a matter of checking details of the areas and amounts involved for inclusion in the agreement. The delay here was caused by the need to have the new Scheme H/I line re-surveyed so that accurate details could be obtained.

During the period under review the reconstruction of Miramar Wharf was completed. The Thorndon Container Terminal breastwork was extended from 1,500 ft to 1,900 ft and two extensions of the backup area of five acres and three acres respectively were both completed with a further extension to the backup area in hand. Work on the Kaiwharawhara reclamation continued with the reception of free fill from various city excavations. Dredging of the new Seaview Wharf Berth has been completed and orders have been placed for the principal materials for the wharf itself. A tender for the wharf construction project has been accepted and work is expected to commence shortly.

Further development of the Thorndon Container Terminal is contemplated with progressive development of the backup area and associated facilities including the provision of a new break bulk store.

A comprehensive programme for the provision of launching and other facilities for pleasure craft for various

points in the harbour is at present under consideration. Further progress in the Lambton Harbour Development is envisaged.

The year under review has been a memorable one with records for shipping arrivals and cargo tonnages being established. It is confidently anticipated that this upward trend will continue as more container vessels including "Remuera" which is scheduled to arrive in February 1974, are expected to use the facilities at the Thorndon Container Terminal and the frequency of roll-on vessels increases during the coming year.

I wish to express my thanks to Members for the time and thought they have given to the affairs of the Board throughout the year and for the support they have accorded me. I also extend to the General Manager the Chief Engineer and other Officers and Staff of the Board my appreciation of their conscientious and loyal work during the year.

Whangarei news

Whangarei, New Zealand (Points North, published by the Northland Harbour Board, November, 1974)

• Record tonnage

A record total tonnage of imports and exports in Whangarei Harbour for the year ended Sept. 30 was reported by the Board's treasurer, Mr. A.T. Henderson. The total of 7,602,925 tonnes was 300,000 tonnes greater than in the same period the previous year.

• Slippery trade

If you are an eel enthusiast, you could be going short on your gourmet treat next year. Exporter Mr. V. Yovich has a contract from a Dutch firm alone to take 300 tonnes of eel from his Hikurangi company over the next three years. Although in the eel export business for some years, this was his biggest order to date.

• Better place for yachts

It is pleasant to play host, but a bit tricky when you find your house is far too small for all your guests. This is the problem faced by the Northland Harbour Board which is having to cater for about 40 additional yachts a month, migrating south to escape the hurricane season in the islands.

Many more yachts are dotted round the Bay of Islands and other northern anchorages, causing worry for the customs and port agricultural services.

The Whangarei town basin, close to shops, services and employment, is a favourite berth and large yachts are regularly moored there several abreast. In a joint project between the Harbour Board and the City Council, a new amenities block is to be built in Riverside Drive to provide washing and toilet facilities for people living on the boats.

Similar amenities are needed on the opposite side of the basin and the Navy League has plans to assist visiting craft, particularly during the forthcoming Noumea yacht race, when it completes the remodelling of the town basin wharf shed. Approval has been given for this work and the League hopes to be able to provide facilities for other activity groups as well as its cadets.

The availability of suitable facilities for visitors has been

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brought to the public's attention, not only from the viewpoint of averting possible pollution problems.

"Northland is now taking its rightful place as a highly desirable port of call for world-ranging holidaymakers," commented the Northern Advocate editorially.

"These people are our guests and we are proud to have them here in Northland . . . It is our collective and individual responsibility to see that they are indeed made welcome."

First "LASH" ship arrives

Karachi, Pakistan (K.P.T. News Bulletin, September 1, 1974):—The first 'LASH' Vessel arrived at Karachi Port on the 28th August, 1974, and left the Port the same day, discharging its entire cargo of 911 tons in just about 32 minutes only.

The 'LASH' service is the fastest cargo-handling method in the world as there is no need of berthing for 'LASH' vessels.

The 'LASH' vessel to arrive at Karachi Port on the 28th August, 1974, was S.S. "ROBERT E. LEE" whose agents in Pakistan are M/s. United Liners.

The officers of the United Liners appreciated the cooperation of Chairman, K.P.T., and others concerned in Karachi Port Trust for speedy discharge of their 'LASH' vessel S.S. 'ROBERT E. LEE.' and hoped that further ships will come to the Port soon.

CARGO-HANDLING ON "LASH" VESSEL

Instead of unloading cargo in the traditional manner,

"LASH" vessels unload the barges destined for a particular port. These barges in fact carry the cargo intended for unloading. The barges are then towed to a particular area where the cargo is unloaded. Later outgoing cargo is loaded on these barges which are then put aboard the ship.

This new system of cargo-handling saves much time otherwise needed in traditional handling.

Message from the Chairman

Karachi, Pakistan (K.P.T. News Bulletin, September 1, 1974):—I am pleased to inform all of you that the Karmahom Conference and the Westcoast/USA-India-Pakistan Conference have withdrawn the Port Detention Surcharge completely. Similarly no Surcharge is being levied by the P & O Group to Australia, New Zealand and Gulf Ports.

This is a very happy development and I would like to congratulate all concerned particularly the Traffic Manager, Deputy Conservator, and their Departments for maintaining their sustained efforts over the last 20 months in bringing out this improvement.

I earnestly hope that we will be able to maintain this effort and ensure that the surcharge is not reimposed in any form in the future.

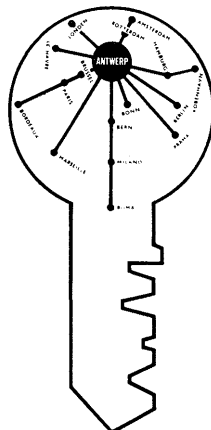
Well done and keep it up.

S. Zahid Hasnain
Rear Admiral (Retd.)
CHAIRMAN
Karachi Port Trust.

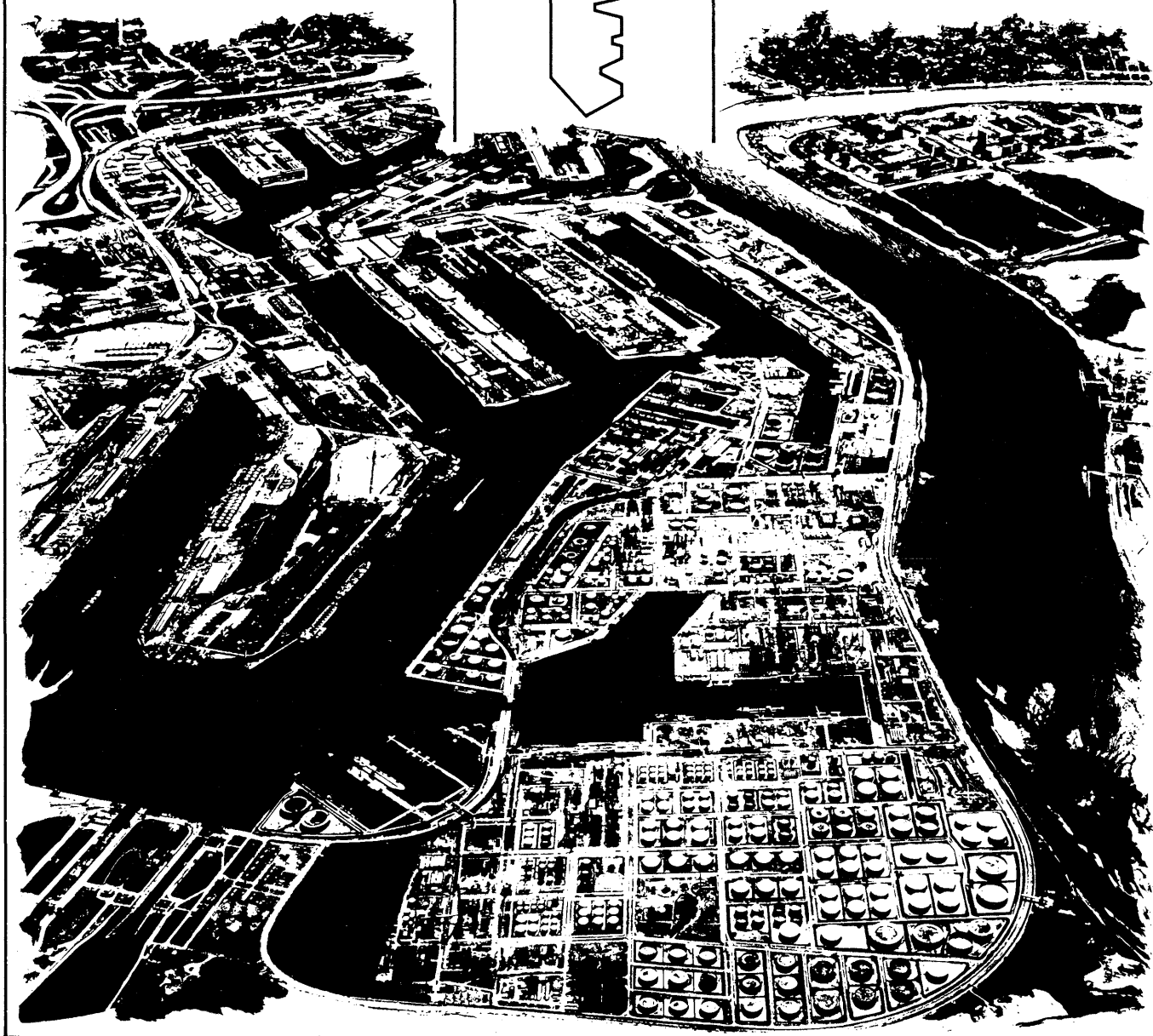
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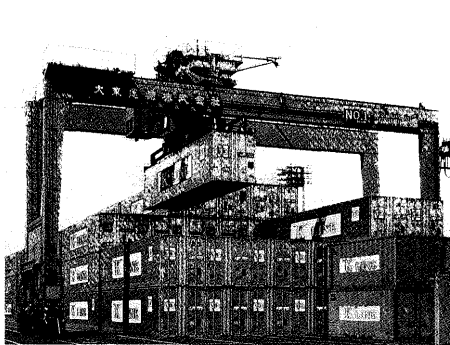
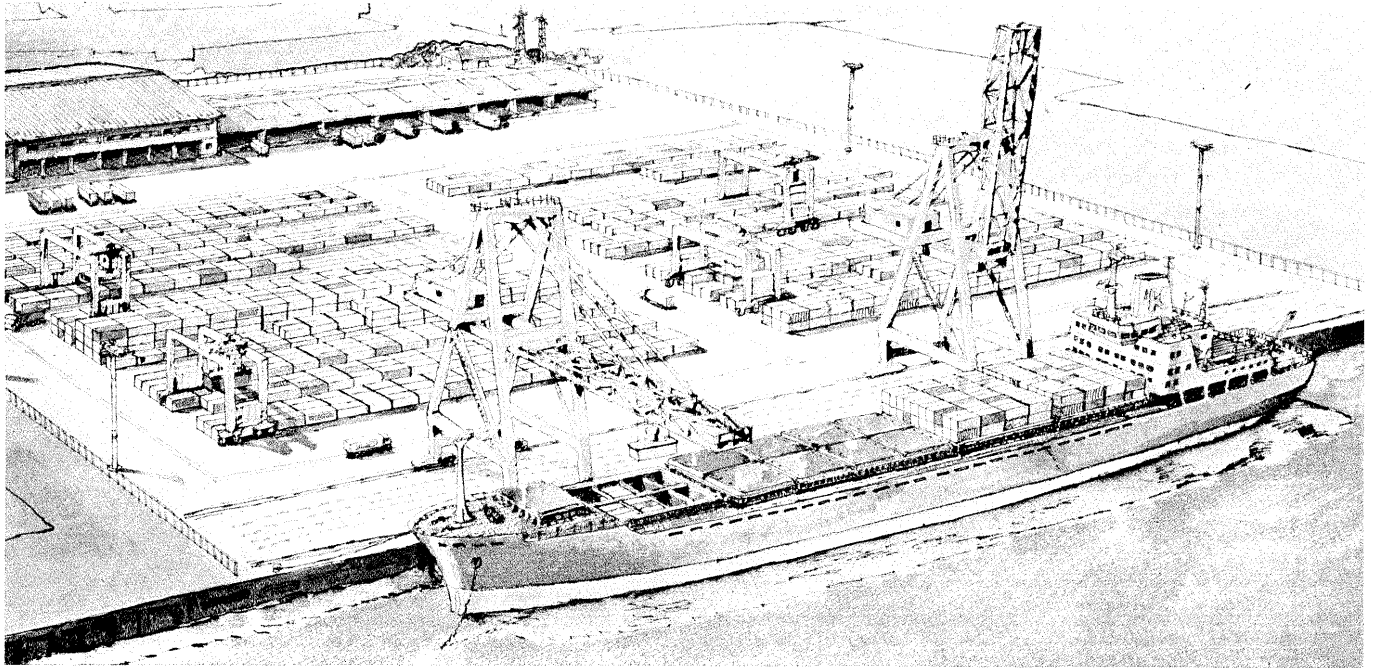
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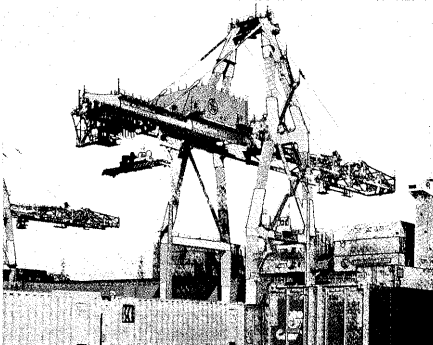
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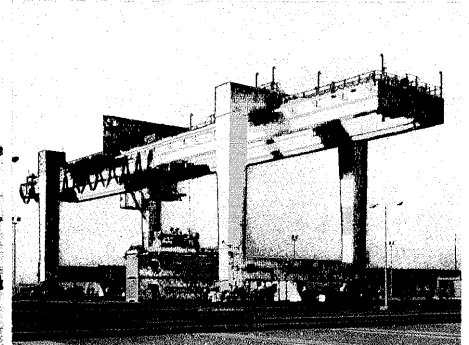
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