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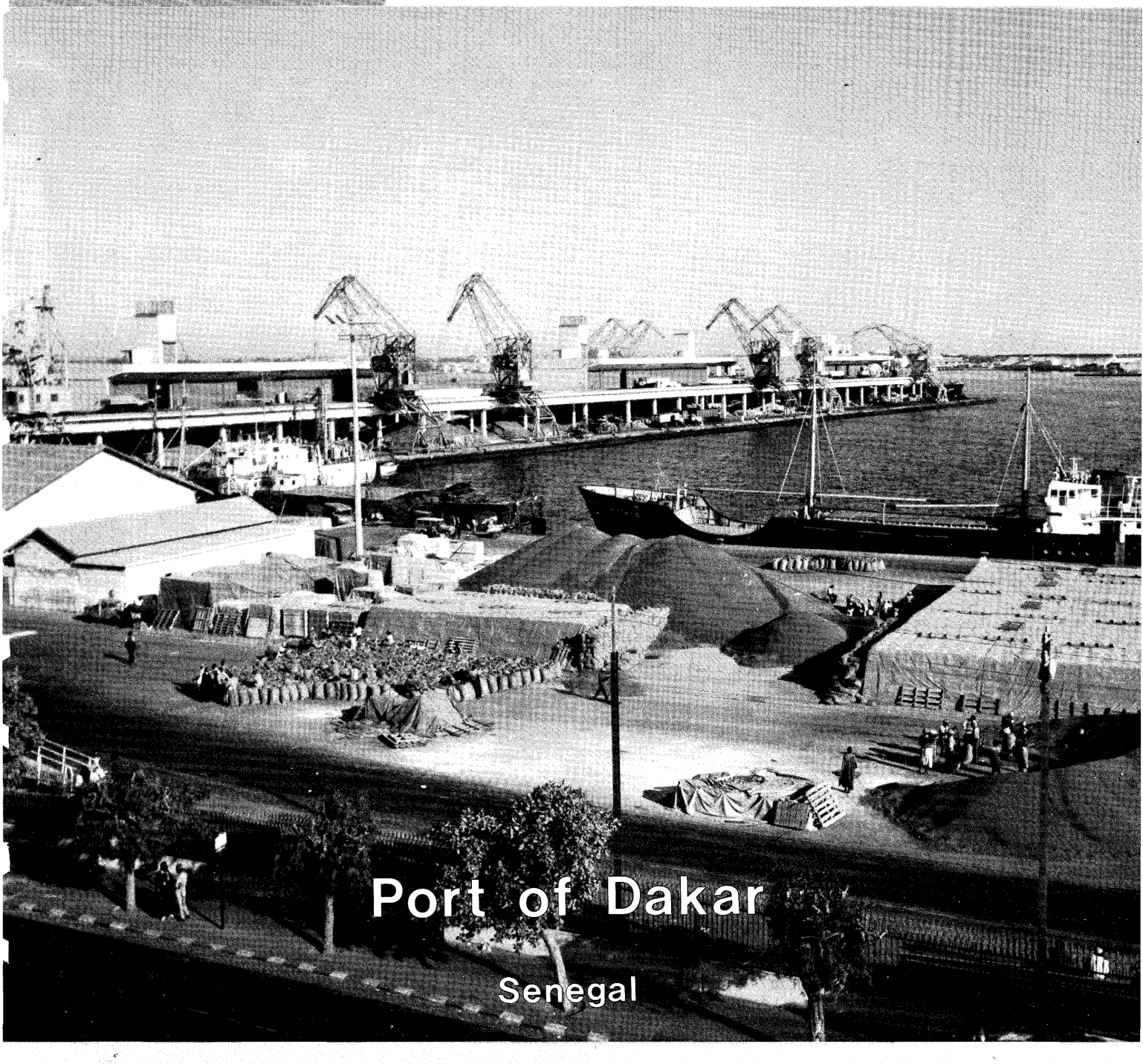
PORTS and HARBORS

April, 1975 Vol. 20, No. 4



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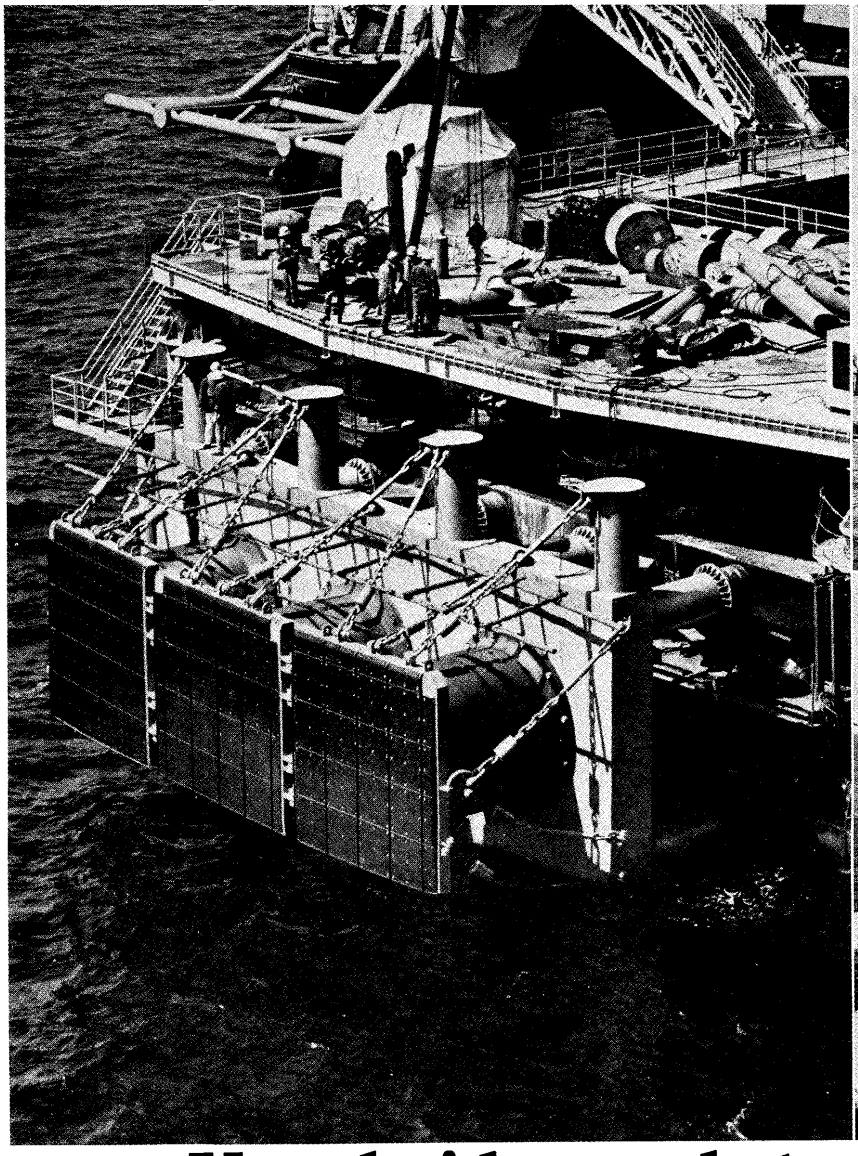

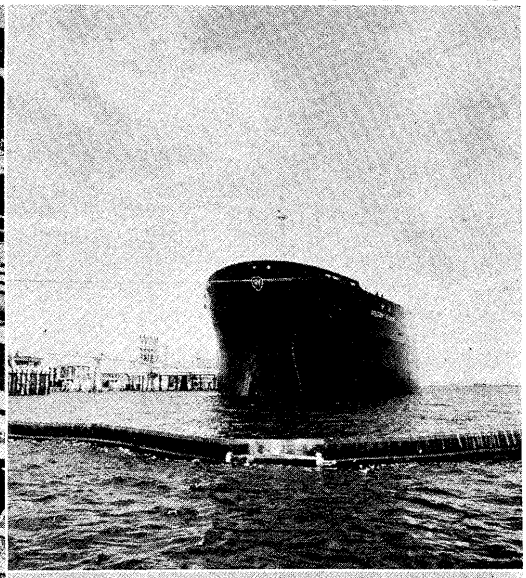

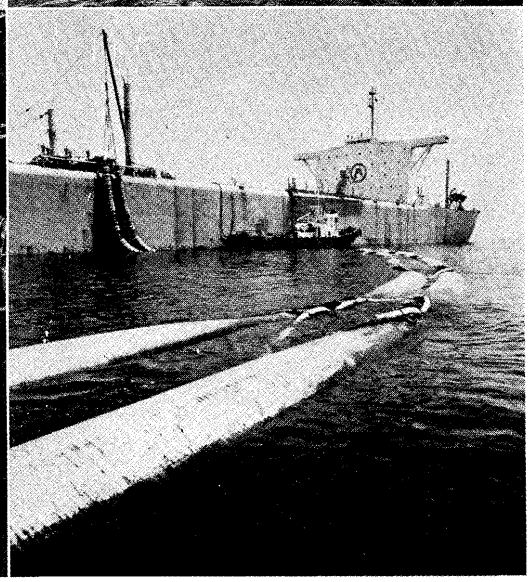

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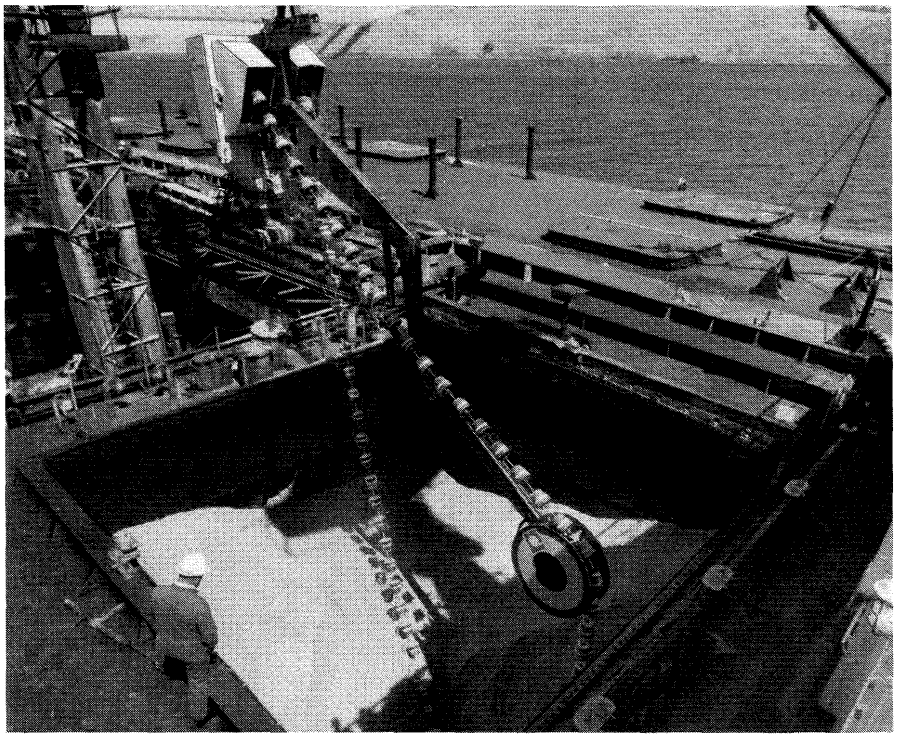

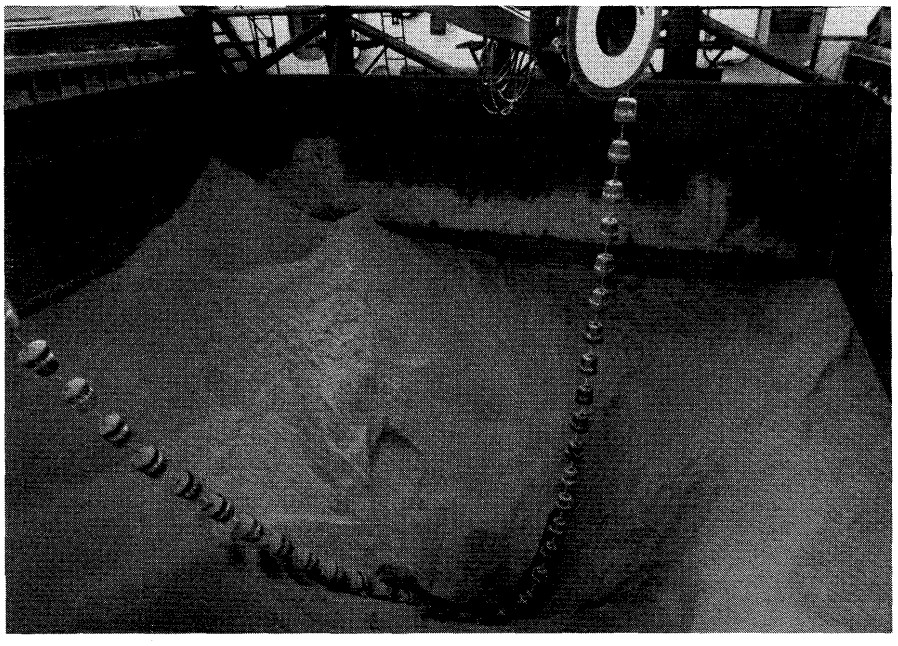

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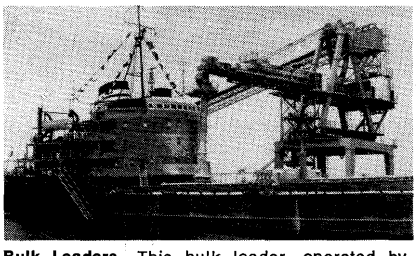

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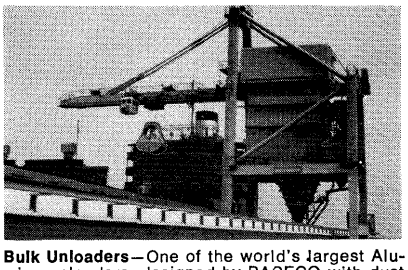

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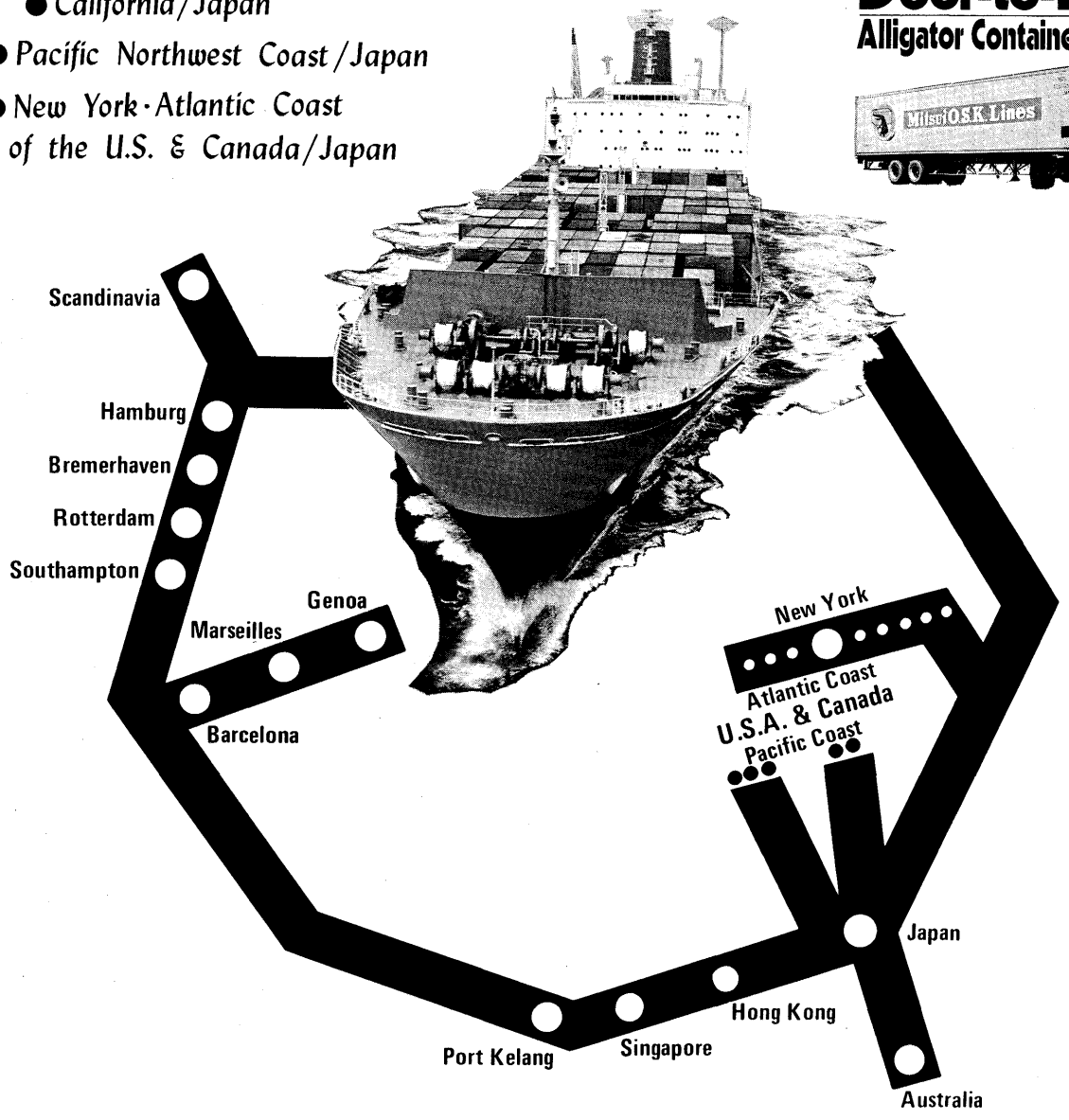

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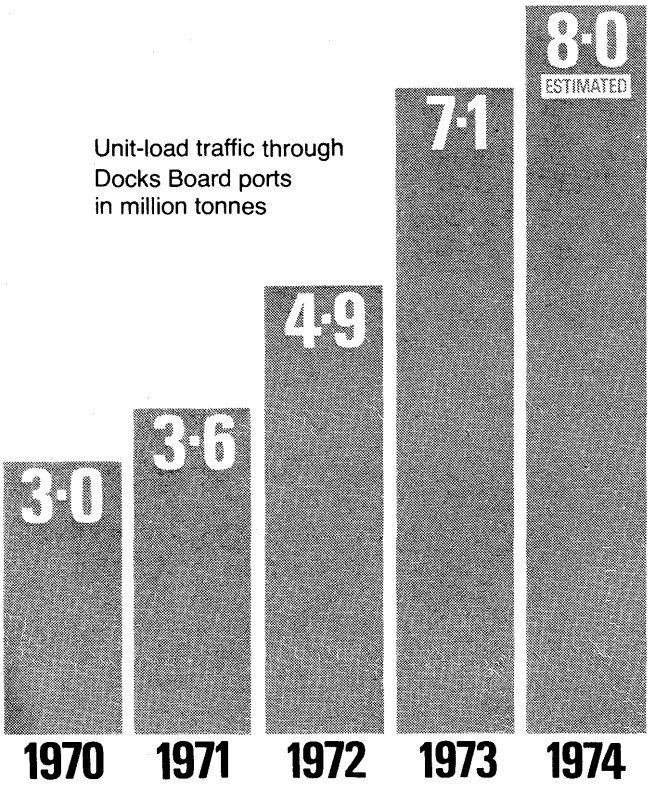

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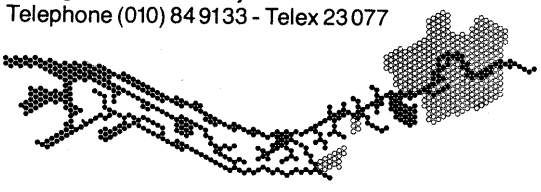

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Secretary General:
Dr. Hajime Sato

Head Office:
Kotohira-Kaikan Bldg.
1, Kotohira-cho, Minato-ku,
Tokyo 105, Japan
Tel.: TOKYO (591) 4261
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April, 1975 Vol. 20, No. 4

CONTENTS

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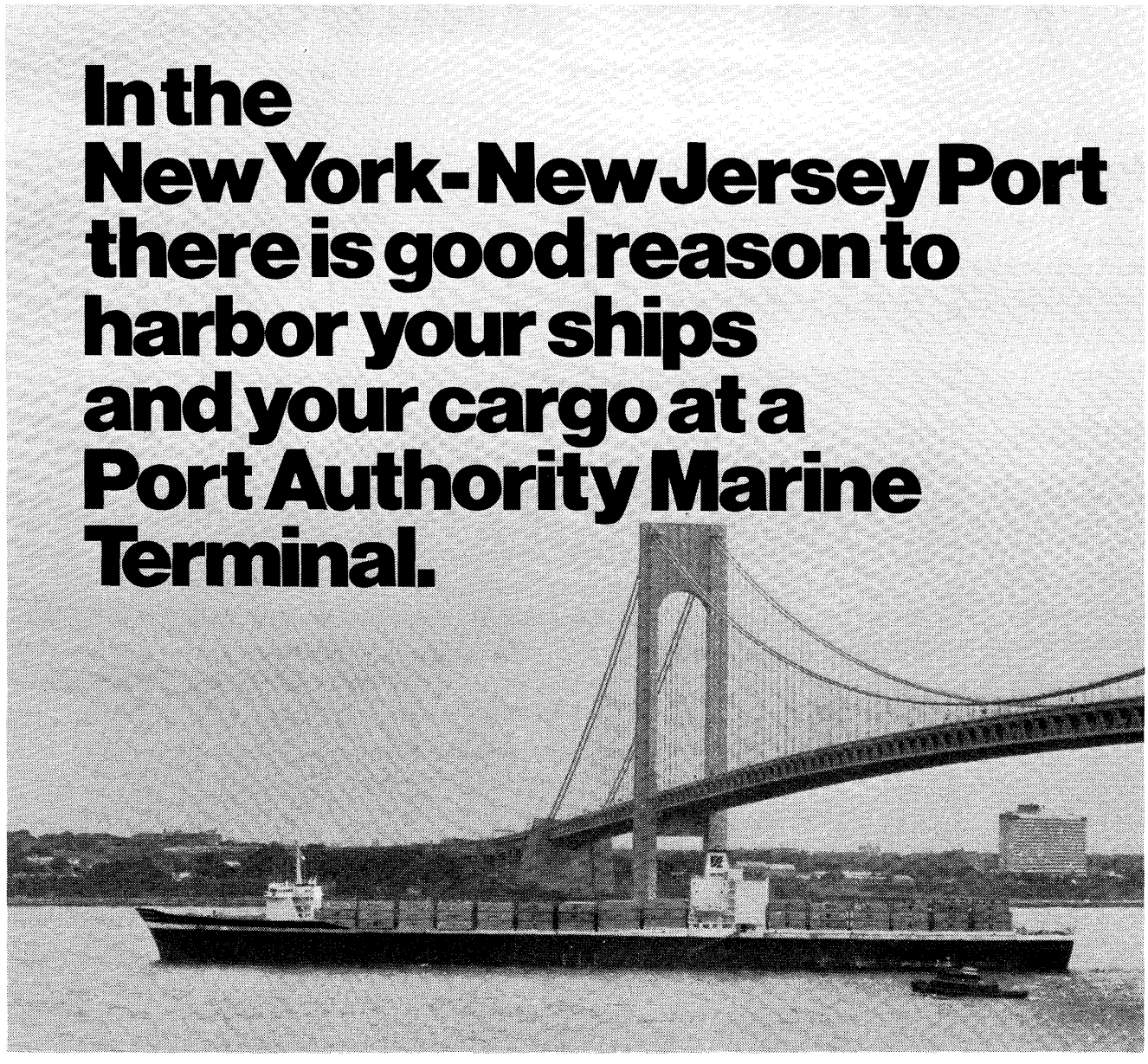

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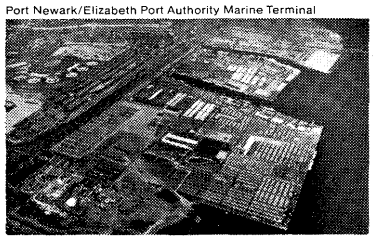

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PORTS and HARBORS

IAPH Head Office Announcements: Pages 7 ~ 11

Questionnaire on Limitation of Liability for Maritime Claims

—IAPH members requested to cooperate—

IAPH members are kindly requested to turn in their replies to this office with regard to the following eight (8) questions, preferably not later than April 30th, 1975.

(i) The extent to which certain of the provisions of the 1957 Brussels Convention on the Limitation of the Liability of the Owners of Sea-Going Vessels should be incorporated in a new Convention e.g. in the case of vicarious liability some delegations preferred the wording of Article 6 of the 1957 Convention which refers to "Master, members of the crew and other servants." In this regard it should be noted that there would be little likelihood of obtaining a higher insurance capacity than, say $100 million. This figure would be substantially lessened by a return to the "privity" rule and would be further lessened if the conduct of the servants could breach the shipowner's limitation.

(ii) The definition of a "sea-going vessel." Whether this should exclude non-commercial service and pleasure craft–which, in turn, requires a definition of the term "Commercial"–and how to ensure that inland waterways and esturine areas are included within the scope of the treaty.

(iii) With regard to claims subject to limitation, whether the inclusion of those dealing with wreck removal might, in the event, be conducive to the neglect of wreck removal. If this is thought to be the case, how strongly is it felt?

(iv) Whether tonnage should be the criterion for determining the amounts of insurance required.

(v) Whether and what sort of treatment should be given to personal claims as opposed to property claims.

(vi) Whether a catastrophe limit not based on tonnage for passenger claims should be established, coupled with a general tonnage-based limit for other claims and a priority of two thirds of the fund in favour of personal claims with decreasing amounts per ton for larger ships.

(vii) Whether one or two funds should be established.

(viii) Whether among the property claims a preference should be established in favour of claims resulting from damage to port installations and the like.

To make the reason clear why above questions had to be published in this edition calling for the cooperation of IAPH members, we are pleased to explain the circumstances here-under.

As reported in the July and September, 1974 editions, IAPH Proposal on Wreck Removal was submitted to IMCO on July 9th, 1974.

Since that time, Mr. A.J. Smith, IAPH Liaison Officer with IMCO, has kept a close watching over the movement of IMCO in this respect. After attending the 25th Session of the Legal Committee, IMCO, which met from 20th to 25th January, 1975, Mr. Smith reported in his letter dated January 28th, 1975, as follows.

Mr. P.J. Frappe and Mr. A.J. Smith represented IAPH at the 25th Session of the Legal Committee of IMCO which met from 20th to 25th January, 1975.

It might be said that a preliminary skirmish between conflicting interests took place over the draft set of articles for an International Convention on Limitation of Liability for Maritime Claims prepared for the Committee by the Comité Maritime International. Even then, it was only possible to give attention to draft articles dealing with persons entitled to limit liability; claims subject to limitation; claims excepted from limitation; conduct barring limitations; counterclaims; limits of liability; aggregation of claims and bar to other actions.

Discussions were by no means conclusive and it will be possible to return to all of the draft articles on a later occasion with a view to reaching agreement on a draft text of a Convention. It is important therefore, that IAPH should use this breathing-space to clarify its position on the draft articles having regard particularly, to the fact that these articles as presently construed lean heavily in favour of the shipowner.

Matters on which clarification of the position of IAPH is especially required are: (eight questions are omitted as introduced in the above)

Authorized by President Vleugels, the Secretary General sent a letter dated February 14, 1975, No. BD-5-75, to the members of the Board of Directors asking for their answers to the eight (8) questions. Following this preliminary step, now it is in order to proceed to ask the same questions of

(Continued on next page bottom)

IMCO Regional Adviser for Africa Appointed

This office was officially informed by Mr. Leighton van Nort, Director, Technical Co-operation Division, IMCO, that Captain A.R.N. Macauley was appointed as IMCO's new Regional Adviser for Africa, in his letter of Feb. 4, 1975.

We are pleased to publish the full text of the IMCO Press Release in this connection, as well as the photo of Captain Macauley. (K.Y.)

Captain Macauley being sworn into office by the Secretary-General of IMCO, Mr. C. P. Srivastava.

IMCO PRESS RELEASE

IMCO/SP/1975 29 January 1975

IMCO REGIONAL ADVISER FOR AFRICA APPOINTED

At a simple ceremony on 27 January at the Headquarters of the Inter-Governmental Maritime Consultative Organization (maritime organization of the United Nations), Captain A.R.N. Macauley was sworn in as IMCO's REGIONAL ADVISER FOR AFRICA–the first appointment of its kind by that Organization, by Mr. C.P. Srivastava, Secretary-General of IMCO.

Captain Macauley, who is a national of Sierra Leone, was until recently General Manager of the Sierra Leone Ports Authority and Technical Director of the Sierra Leone National Shipping Company.

His new duties make him responsible for developing projects of IMCO technical assistance in maritime training, port operations, ship construction and repair, maritime legislation and marine pollution in all African countries. His appointment signals a stepping-up of the Organization's assistance to developing countries of Africa, Asia and Latin America, as a consequence of a decision taken by the IMCO Council at its last session to strengthen IMCO's staff for dealing with problems of developing countries. IMCO has received special grants from the United Nations Development Programme to finance Captain Macauley's office, as well as two Inter-regional Advisers in Maritime Administration and Maritime Legislation who will be available to assist African, Asian, Latin American and other countries on request. A special Adviser on Marine Pollution Problems in developing countries will be appointed in the near future.

Captain Macauley studied at Liverpool College of Technology and did maritime training with Elder Dempster and subsequently with the Black Star Line of Ghana. Later he took up an appointment as Marine Officer in the Sierra Leone Government and served in various capacities, attending a number of international conferences and seminars. He is presently the first Vice-President of the West and Central African Port Management Association.

Captain Macauley leaves London for Addis Ababa, where he will be based, on 29 January.

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the members of IAPH.

The members of the Board of Directors are kindly requested to note that the full sentence of qestions (vi) and (viii) were revised, as mentioned above, by Mr. Smith's letter of February 12, which reached us on February 18, 1975. (Feb. 25 K.Y.)

IMCO REPORT

Sub-Committee on the Carriage of Dangerous Goods

—by Mr. A.J. Smith—

Mr. A.J. Smith, British Ports Association, IAPH Liaison Officer with IMCO, kindly reported on the issue of the above heading, as follows.

In his letter of February 5, accompanying this report, he stressed that the interests of port authorities required that the aspects of the carriage/handling dangerous goods be given a separate and high priority in discussions at IMCO. (K.Y.)

The Sub-Committee held its 24th Session in London from 27th to 31st January, 1975.

As always, the Agenda of the Sub-Committee was formidable and of a highly technical nature. Items dealt with, of specific interest to port authorities, included the following:–

(i) Emergency procedures for ships carrying dangerous goods.
Progress is being made in the development of an International Hazard Information System. A basic document for further studies will have regard, inter alia, to an information system which appears to be working satisfactorily in Scandinavia, Netherlands and Denmark. This system appears to comply with the relevant SOLAS provisions, is compatible with other systems and some port authorities have also found it acceptable.

(ii) Carriage of dangerous goods in limited quantities.
A comprehensive document was prepared during the Session. However, though the question of carrying

(Continued on next page bottom)

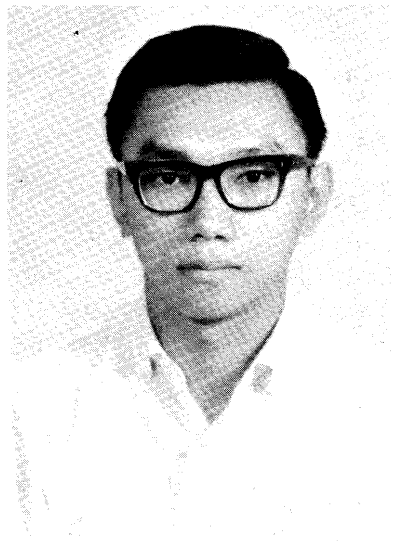
Economic & Social Commission for Asia and Pacific (ESCAP)

Report on the meeting of Intergovernmental Working Party of Telecommunication Experts held at Bangkok 12-18 Nov. 1974

by Lung Chien Ping, Manager (Corporate Planning) Telecommunication Authority of Singapore

As mentioned in the December, 1974, edition (Ref. Page 10), the Telecommunication meeting, ESCAP, was attended by Mr. Lung, as IAPH official delegate, thanks to the kind cooperation of the Telecommunication Authority of Singapore and Mr. Howe Yoon Chong, 1st Vice-President of IAPH and Chairman of the Port of Singapore Authority.

The following is the full text of a report which Mr. Lung kindly prepared for the benefit of all IAPH members. (K.Y.)



Mr. Lung Chien Ping

PURPOSE

The meeting was called by the Economic and Social Commission for Asia and Pacific (ESCAP) for telecommunication experts in the Asian and Pacific region to discuss public telecommunication services which are of common interest to the region.

DELEGATIONS

The session was attended by 65 representatives from 24 countries in the region. Representatives of specialised agencies such as the International Telecommunication Union (ITU), United Nations Educational, Scientific and

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dangerous goods in limited quantities is recognised as being one needing an urgent answer, it was not possible to finalise matters; every effort will be made to do so at the next Session. It seems probable that special certificates will be introduced.

(iii) Labelling of dangerous goods.

A draft revised Regulation 4 of SOLAS, 1960 was approved and will be considered by the Maritime Safety Committee. This is a matter of real concern to port authorities who would be willing, I believe, to support the proposed amendment which is as follows:–

Regulation 4
Marking and Labelling

Each package containing dangerous goods shall be marked with the correct technical name of the contents (trade names alone shall not be used) and identified with a distinctive label or stencil of the label so as to make clear the dangerous properties of the goods.

Each package shall be provided with such a label or stencil of a label, except packages containing dangerous goods packed in Limited Quantities or of a low degree of danger as determined by the Organization and specified in the International Maritime Dangerous Goods Code.

It is disappointing to record that lack of time, and perhaps low placement on the Agenda, prevented any discussion taking place on the item dealing with amendments to the Recommendation on Safe Practice on Dangerous Goods in Ports and Harbours and reports on the implementation of the Recommendation.

In this regard, it is very relevant to report that the Sub-Committee is itself concerned at its inability to deal with the many complex issues which should properly come before it. There is a recognition that a disproportionate amount of time is spent considering amendments and additions to the Dangerous Goods Code and ways are being sought of dealing with these, at least to a large extent, outside the Sub-Committee. It is clear however, that future work programmes of the Sub-Committee will necessitate the drawing up of priority lists of items for discussion and I.A.P.H. should be ready to exert the strongest possible influence both in an executive capacity and through its membership, on national delegations to the Sub-Committee, to ensure that matters of particular concern to port authorities are accorded an appropriately high priority. This point is perhaps best exemplified by the fact that consideration of aspects of the Safe Practice on Dangerous Goods in Ports and Harbours is included on the list of subjects for the next meeting as a sub-item at the end of a lengthy list of amendments to the Dangerous Goods Code. It is reasonable to suppose that this subject has a sufficient importance to stand alone, and at a high level.

The next scheduled meeting of the Sub-Committee will take place in London during the period 1–5 September, 1975.

5th February, 1975.

Cultural Organisation (UNESCO), International Civil Aviation Organisation (ICAO), International Chamber of Commerce (ICC), International Association of Ports and Harbours (IAPH), International Road Federation (IRF), Asian Broadcasting Union (ABU), European Broadcasting Union (EBU) and Asian Development Bank (ADB) were also present.

At the request of the Secretary General IAPH and the recommendation of Mr. Howe Yoon Chong, 1st Vice-President IAPH, the President, Mr. R.L.M. Vleugels, appointed the writer to be an observer for the IAPH at this meeting.

The Deputy Minister for Communication of Thailand, Mr. Sribhumi Sukhanetr, declared the meeting open. The ESCAP Executive Secretary, Mr. J.B.P. Maramis and the Deputy Secretary General of ITU, Mr. R.E. Butler also addressed the meeting. The main messages in the speeches were on the importance of regional co-operation, the improvement of regional telecommunication services and the setting up of an Asian Telecommunity.

AGENDA

There were 15 items on the agenda for discussion, amongst which were the Asian Telecommunication Network, the establishment of an Asian Telecommunity and the Utilisation of Communication Satellites in the ESCAP region. The agenda is shown in Appendix I.

As the IAPH is mainly interested in the use of satellite communication for maritime purposes, only this item shall be discussed here.

UTILISATION OF COMMUNICATION SATELLITES IN THE ESCAP REGION

The global satellite systems are now operated by:—

(a) the Intelsat System—most of the countries in the ESCAP region also participate in this system
(b) the Inter-Sputnik System which is currently being used extensively by 9 countries and which is likely to be used in future by other countries, especially those in the ESCAP region.

The meeting noted the possibility of using the Intelsat System for domestic network purposes by the leasing of transponders as an important future development for the countries of the region. This means that domestic maritime communication via satellite would be possible.

The Indonesian Government would be launching a domestic satellite communication system in 1976 to provide public tele-communication services, circuits for national television, educational television, meteorological and aviation services, etc. Spare capacity would most likely be available for lease by countries in the region for their national use.

The meeting was also informed that:—

(a) The Australian Government was also studying the economic viability of a domestic satellite communication system. The study would include the possibility of using the satellite for intra-regional use—this aspect could be influenced by the Intelsat agreements.
(b) A meeting to consider a regional satellite system for ASEAN member countries, namely, Indonesia, Malaysia, Philippines, Singapore and Thailand was recently held in Manila. In this conference a pre-feasibility study covering the marketing, engineering, financial, management and operational aspects of the project was proposed.

New technologies were being considered for further development of the satellite systems to overcome the present problem of bandwidth limitation. Among these are:—

(a) Frequency re-use by Polarization Discrimination
(b) Frequency re-use through Multiple Spot beams
(c) Utilisation of New Frequency Bands
(d) Improved Modulation Techniques—FDMA/PSK/DSI
(e) Improved Modulation Techniques—Hybrid Modulation
(f) New Access Methods—TDMA/DSI
(g) New Access Methods—TDMA/SS/SDMA
(h) Source coding

The recent development of the SPADE system, which is currently operating in the Atlantic area, makes it possible to assign telephone channels on demand and to use satellite systems on low density traffic routes.

Although the subject of special maritime communication satellite system for the region was not discussed at the meeting, it is worth noting that COMSAT GENERAL, a subsidiary of COMSAT, in conjunction with other U.S. Communications entities, will establish and operate the world's first maritime communication satellite system which will provide high quality voice and data communications via satellites to ships at sea. Initially, two satellites will be used, one over the Atlantic Ocean and another over the Pacific Ocean to cover ships in these areas. This system is planned for commissioning in early 1975. The two shore stations will be based at Southbury, Connecticut on the east coast and at Santa Paula, California on the west coast.

CONCLUSION

The world's first maritime communication satellite system will be operational in 1975 and it is expected that this form of maritime communication will be increasingly used to provide high quality and reliable services.

AGENDA

1. Opening Address
2. Election of the Chairman and Vice-Chairman
3. Adoption of the Agenda
4. Review of current developments in the field of telecommunication and development priorities in the next decade
5. Asian Telecommunication Network
   (a) Report on the implementation of the Asian Telecommunication Network
   (b) Establishment of an "Asian Telecommunity"
6. Co-ordinated feasibility study of expansion and development of international telecommunication transmission media in the ESCAP region
7. Development of telecommunication services in the South Pacific portion of the ESCAP region
8. Telecommunication traffic engineering
   (a) Traffic engineering activities
   (b) Traffic statistics
   (c) Subscriber behaviour pattern and traffic engineering
   (d) Training in traffic engineering
9. Progress report on training
   (a) Training centres
   (b) Advanced level training centre
   (c) Seminars
   (d) Test and development centre

10. Utilization of communication satellites in the ESCAP region
11. Review of the development of radio frequency monitoring in the region
12. Development of radio and TV broadcasting in the region
13. Review of technical assistance rendered by ITU in the region
14. Programme of work and priorities
15. Any other business

Symposium on the future of Liner Shipping

– at Bremen, September 23–26, 1975 –

On Feb. 8, 1975, this Office received a letter dated Dec. 20, 1974, from INSTITUTE OF SHIPPING ECONOMICS in respect to a Symposium on the subject mentioned in the heading.

As we consider this Symposium to be of much interest to the members, we are pleased to present the text of the press release as it is in this edition. (K.Y.)

An international symposium on the above theme will be held at Bremen from 23.–26. September 1975 under the auspices of the maritime research institutes of Bergen, Norway; Bremen, West Germany; Gdansk, Poland, and The Hague, The Netherlands.

One of the major objectives of these non-profit institutes is the promotion of the various facets of international maritime research. Provisions are being made to accommodate approximately 250 participants from executive staff of steamship lines, steamship conferences, shippers and shippers' associations, governments and international organisations. The main thrust of the symposium will be the problems of the present and future liner shipping.

The principal speakers at the symposium will be selected from individuals having expertise in fields of the responsibilities of the participants.

Significant matters confronting liner shipping will considered to be covered at the symposium such as:

- In view of the spiralling cost of production and advances in technology–what will the nature, and design of future liner vessels be which will replace the present fleet.
- The present and future relationship between liner, neobulk and bulk transport.
- Will bilateral cargo preference arrangements between nations such as cargo sharing provision bring about a radical change in world shipping?
- Principles in redesigning conference freight tariffs on a structured basis.
- How will proposed intermodal legislation in the United States effect liner operations?

It is planned to have a special programme for the accompanying wives of its symposium participants.

Additional information and forms for provisional registration are obtainable from the symposium secretariat:

Dr. H.L. Beth, director
Institute of Shipping Economics
Hollerallee 32
2800 Bremen/West Germany
Tel. (0421) 34 15 11

HABITAT: The United Nations Conference on Human Settlements

– May 31–June 11, 1976, in Vancouver, Canada –

Mr. Enrique Penalosa, Secretary-General of HABITAT, the UN Conference on Human Settlements, asked us, in his letter of December 6, 1974, to reply not later than Feb. 28, 1975, whether or not this Association would wish to receive an invitation to be represented.

Instructed by President Vleugels, we sent a letter under the date of January 24, 1975, to Mr. F.J.N. Spoke, Port Manager of the Port of Vancouver, asking for his assessment of this occasion. In return we received a reply dated February 10, 1975, from Mr. B.A. Ekstrom, P. Eng., Chief Executive Officer, stating that the Port of Vancouver would be very much pleased to act as an observer for IAPH at the Conference afore-mentioned.

Under such circumstances we wrote to Mr. Penalosa, under Presidential authority, informing of this Association's willingness to receive an invitation. (K.Y.)

Membership Notes:

New Members

Associate Members

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Office Phone: 0888-23-3161
(Mr. Satoru Miyazaki, President)

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Office Phone: 225.97.29
Cable Address: GAZOCEAN–PARIS
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Chiyoda-ku, Tokyo 100
Office Phone: 213-8727
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(Adviser on Port Operations, UN Economic and Social Commission for Asia–ESCAP)
Phone: 528302

Mr. Liberto Pascual (Class E)
B.P. 44–Rue de la Bresle–78310-Maurepas
(Directeur Général, GAZOCEAN ARMEMENT)
Phone: 050.61.59

The Port of Barcelona, the Suez Canal and the Common Market

Ramon Guardans Valles
President of the Port Board of Barcelona

Barcelona (Puerto de Barcelona Boletin Informativo, April-June 1974):—If I am to be the spokesman for the port—to the extent of being defined as such by law—and in any case to be spokesman because there is not other, then I think that I cannot remain silent when asked to speak about the port, because if I did then the port would have no advocate or defender. And to tell the truth, every time that I have felt with anguish that the port is something apart from the city, I have also felt that the port has not had anybody who could awaken the interest of others, to make them see the importance that it has in the life of Barcelona and to impress upon them what the port really is: a source of power for development and a source of life much more than simply a place where people enter and leave.

THE ROLE OF THE PORT IN ECONOMIC DEVELOPMENT

In its first phase of development maritime transport did not constitute an industry. More often than not the ship was an integral element of the merchandise, a simple packaging. The shipbuilder did not trade in freightage but rather in the higher price of the goods or the greater value of the persons transported. He acted with a many faceted personality, as trader in commerce, as shipbuilder, as warrior and as diplomat. The lack of information concerning the markets limited maritime trade to highly priced exotic merchandise that could produce high certain profits capable of absorbing the high costs imposed by the riskiness of the venture. The transport of cereals was a thing only carried out during times of great economic crisis when states were obliged to do it in order to provide food for the population. To carry this traffic the only ships available were, up to the XIXth century, ships of less than 400 tons dead weight.

The spread of the Turkish empire and the alarm that this provoked, with the crusades that were organised as a consequence, stimulated navigation in the Mediterranean, the logistic needs of the Christian armies stimulating the Italian republics and converting them into great maritime powers which in turn provoked the birth of the Hanseatic league, which event extended the maritime traffic from the Mediterranean to the North Sea and the Baltic. The Hanseatic league was born in Lubeck—Hans means union, brotherhood or community—and constitutes the beginning of a common market.

The Spanish and Portuguese geographical discoveries gave greater impetus to navigation, although not strictly speaking in the commercial sense. In the XVIIth century the maritime fortune of the Dutch expanded greatly, as they were a people experienced in the techniques of maritime transport, who concerned themselves not only with extending their radius of action, but above all with the reduction of costs: in order to rule out the possibilities for their competitors they constructed the lightest and most easily managable boats that cost the least and demand the lowest number of crew members, and with these advantages they offered their services to those who needed maritime transport services. Freight shipment as such is born and the boat ceases to be simply a means and becomes an end in itself. Maritime commerce has from this time on its own personality.

The gigantic technical evolution that was produced throughout almost the whole of the XIXth century, with greatest intensity in the north of Europe, leads to the situation where the traffic offered by those ports of Northern Europe to the great shipping lines is much denser and more abundant than that offered by the Mediterranean ports. Today, simplifying matters, we can say that the north of Europe is industrial and the Mediterranean activity is more agricultural and commercial in character.

In our case, and aggravating this historical process, two elements have made this one sided routing of the traffic more acute: on the one hand the closing of the Suez Canal with two clear consequences: the change in route of the old lines and the development of the giant freighters. On the other hand we have as the second factor the progressive perfectioning of the means of transport and the conditioning of the merchandise.

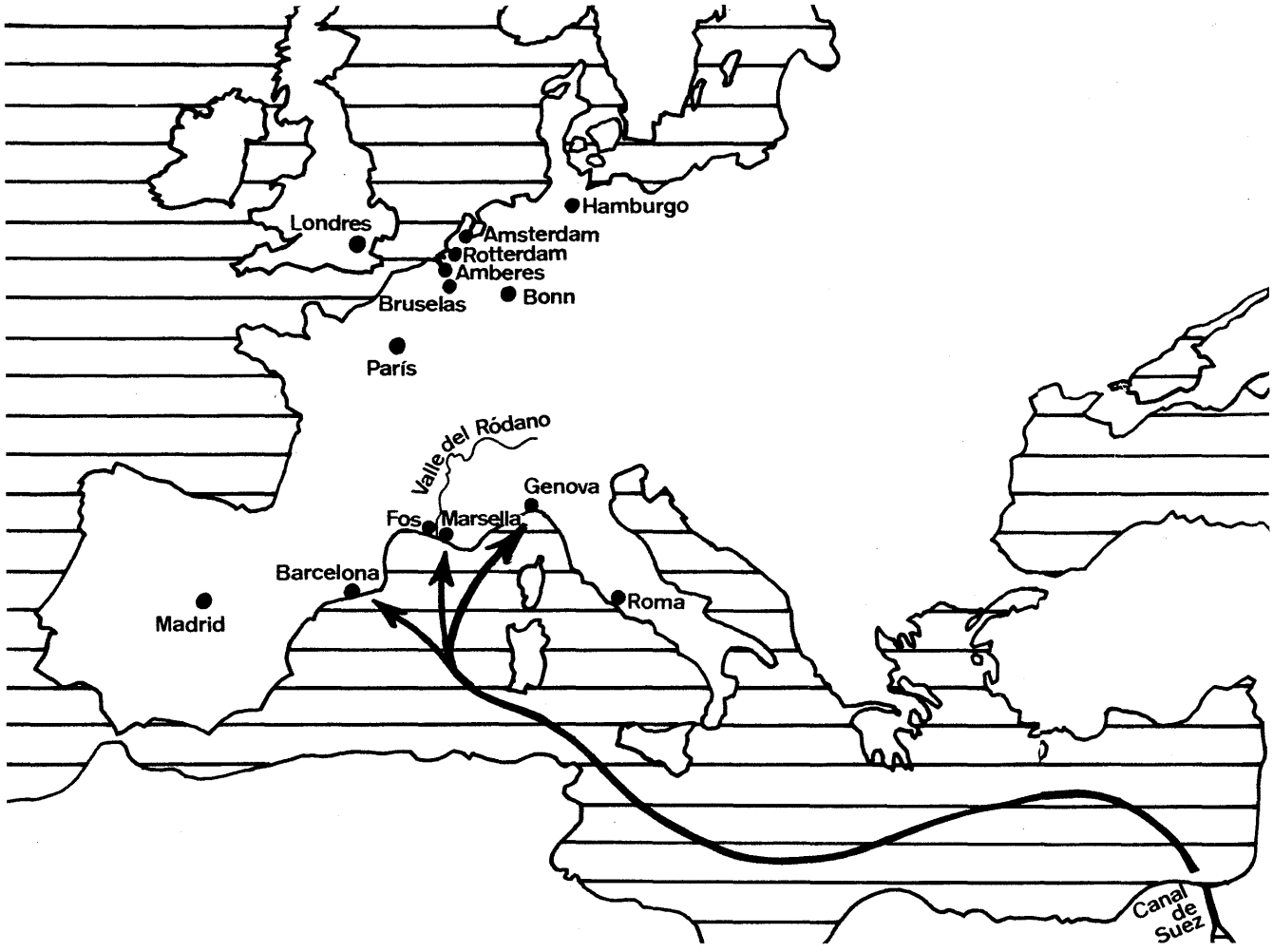
THE DELTA OF THE RHONE, BARCELONA-MARSEILLES-GENOA

What is the future for the Mediterranean basin in which we move and of which we form a part, and whose progress directly affects our own particular progress?

Before we ourselves felt it, the ports of Marseilles and Genoa found themselves faced with the serious threat which was presented, because of the reasons given above, by the more and more asphixiating pressure exerted by the Hanseatic league ports and the northern ports in general.

This is a preoccupation which is very much alive along the whole of the continental Mediterranean. The spiral in favour of the large ports which can offer and annual traffic of 500 million tons imposes a united front on us although taken together we are still not capable today of offering more than 200 million. This need has been in evidence and the widening of the Common Market will do no more than move the economic centre of the Common Market in that direction and increase the tendency for economic activity to polarize on the four great zones of the Rhine, the Scheldt, the Thames and the Seine as penetration routes.

With this common idea the ports of Marseilles, Genoa and Barcelona are promoting the opening and development of a new and powerful continental maritime front centered on the Rhone (a river that is presented as a new route of penetration towards a progressively more industrialized region) a front whose limits run from Barcelona-Tarragon to Livorno. The port of Barcelona will with all certainty be an important factor in this international maritime front as long as we do not continue with the shoddy belief that it is



On this map we can appreciate the difference which the opening of the Suez Canal will make in the communication system between Western Europe –especially the Common Market– and the communication system of the Middle East and Asia. With the widening and deepening of this waterway an important part of the maritime traffic which now goes round the Cape of Good Hope, the southernmost point of Africa, to the European ports of the North Sea, will come directly under the control of the ≪Mediterranean Triangle≫ Barcelona-Marseilles-Genoa. The great Italian port will be the one preferred for merchandise directed to central and eastern Europe, whilst Barcelona will attract, because of its proximity, traffic directed towards Common Market Europe. If, as is to be hoped, a railway line of European gauge is constructed from Barcelona to Port Bou, our port could be converted into the septentrional entrance to the Common Market, for the vast world which extends from the eastern banks of the Mediterranean to the Sea of Japan.

enough for us to concentrate on the needs of our immediate hinterland.

If, with effort, we manage to get our Mediterranean machine functioning and enter decisively into the game, we can even dream of turning the situation around completely: in our favour we have the growing tendency to industrialise the Mediterranean seaboard–promoted in the Marseilles zone by the formidable Fos initiative and the natural and general change in our country in these last years the efforts of the state towards a regional balance–(something which has led France to give decisive aid to the development of the poorer south) and the accentuated tendency for the human masses to move towards the zones with a more benign climate in direct proportion to the possibility of days free from work; the tremendous saturation of the northern ports that is already producing considerable traffic difficulties for some of them, and even the problem of the draught or depth of water: must lay emphasis on this point which contradicts the common impression: There are only two European ports in the North Sea with channels of a draught sufficient for vessels of 250,000 tons dead weight, Rotterdam and Gothemburg and Le Havre on the Atlantic coast.

THE PORT AND THE SUEZ CANAL

Taking these two factors together–the first created by pressure and the second natural–we can move to a position where we are offering the world traffic routes the indispensable incentives necessary to make the spiral movement work in the other direction in our favour.

This is the firm aim that has led to the constitution of the Committee for the Coordination of the Ports of the North-western Mediterranean, headed by the ports of Marseilles, Barcelona and Genoa: the Committee functions with three mixed working groups with members from the three countries, and each group is placed under the

authority of one of the three ports. The organisation is completed by a small administrative council and a general assembly which is presided over in rotational periods of three years by each of the local presidents. The organisation is based in the port of the general president at any particular time which at the moment means that it is based on Marseilles. The secretariat is attatched to the general presidency. The three working groups concentrate on three main themes: our group is entrusted with the promotion of the ports; that of Genoa with maritime traffic and that of Marseilles with the promotion of the industrial environment.

In the second fortnight of September 1972 we held the first full general assembly after the constitution of the Committee which took place in Genoa. In December 1973 we held the second general meeting in Barcelona. It is heartening to see how we are progressing in the field of cooperation and common action.

THE REOPENING OF THE SUEZ CANAL

The committee was constituted with, and began work on, its proposal of attracting traffic to the Mediterranean basin without realising how close was the reopening of the Suez Canal, as this now seems imminent. From the enquiries made by the agents of the committee to the Canal authorities it can clearly be seen that there is the possibility that the Canal will be restored to its pre-June 1967 condition and this before the end of this year; it is then planned to put the Nasser plan into operation, the first part of which would mean the enlarging of the liquid section of the canal to 3,000 square metres and dredging to a depth of 53 feet which would allow the passage of boats of 150,000 tons fully loaded and boats of 300,000 tons when empty. In second phase the Canal would be enlarged to have a liquid section of up to 4,500 square metres with a depth of 67 feet, which would mean in working terms, that vessels of 250,000 tons could pass through the Canal when partially loaded. When the Nasser plan has been carried out it will be possible for the number of vessels using Canal annually to rise to 28,500, that is to say 78 ships per day.

This fact is of the utmost importance for our Mediterranean as it could reverse our present declining trend. It enough to remember that before the closure of the Canal of every six tons that entered to Mediterranean, one came from Suez. Today, the saving of 10 to 15 days sailing time (depending on the point of origin) and due to this the consequent saving in freight rates and fuel must make it advisable for the great shipping lines to either use the canal instead of circumnavigating Africa, or to use other mixed methods of transport combining both sea and land means across Russia and the Baltic. Once the cargo arrives in the Mediterranean, the same reasons that before led to the unloading of the cargo in northen ports to be later transported overland, will be reasons operating in our favour.

CONSEQUENCES FOR BARCELONA

The reopening of the Suez Canal could be of the greatest importance for Barcelona. From the information that we have gathered up to the present time, the important shipping lines would tend to prefer to unload in our port for various reasons: a better treatment of the merchandise, greater flexibility in despatching, lower cost—although this last factor might seem surprising to those who continually repeat, without foundation that the port of Barcelona is dear!—and the certainty of the manual labour, in comparison with the frequent strikes that are suffered by the ports of Marseille and Genoa. There are only two factors that operate against our favourable prospects if, as is logical, we are thinking of receiving merchandise to be later carried into Europe: the difficulty of the rail connection because of the difference in track gauge and the lack of surface area in the port.

This last point is one that must be faced with great decision: our services and equipment are better than those of Marseilles and Genoa. Our traffic, discounting as in only natural crude oil, is greater than that of Marseilles and approaches the level of Genoa. The Barcelona traffic is increasing at a rate of 10 to 12 per cent annually accumulative, whereas that of Marseilles is decreasing and that of Genoa remaining stable. Nevertheless, Marseilles has 7,500 hectacres of useful space and the port of Barcelona 750. The movement of merchandise per meter of dock in Marseilles was 440 in 1970; in the same year Barcelona reached the figure of 900 tons.

The extension of the port of Barcelona and the provision of the necessary reserve areas is essential in order to assure the future of Barcelona. The port has almost tripled its capacity since 1959. Until a few days ago our possibilities were limited to giving us a breathing space of only five years. The Minister of Public Works has, on the 21st of this month, approved the widening of the service zone by 200 hectacres, but even this will not be enough in the near future.

And let it be noted that I am tired of saying that we have done nothing to foment this increase or to attract traffic to this port: we have limited ourselves to passively waiting for it to come. I say this so that it can be understood that this increase is something that cannot be contained, and if it collapsed it would be something unforgivable.

In our vision, and with respect to the attractive possibilities of becoming a European port, one thing must remain clear: if Barcelona does not fulfill this function then it will not be something working in favour of other Spanish ports but in favour of Marseilles and Genoa. To come out in favour of the port of Barcelona in this very important matter is not only a service to the city of Barcelona and our region but a true service to the entire country.

Taking everything into account, because of an immediate and direct interest, we are the ones that have to be the apostles of this idea and the tireless sources of energy about its realisation. And when faced with this primary objective we must leave behind all private and secondary interests.

President of the Port Board of Barcelona
RAMON GUARDANS VALLES

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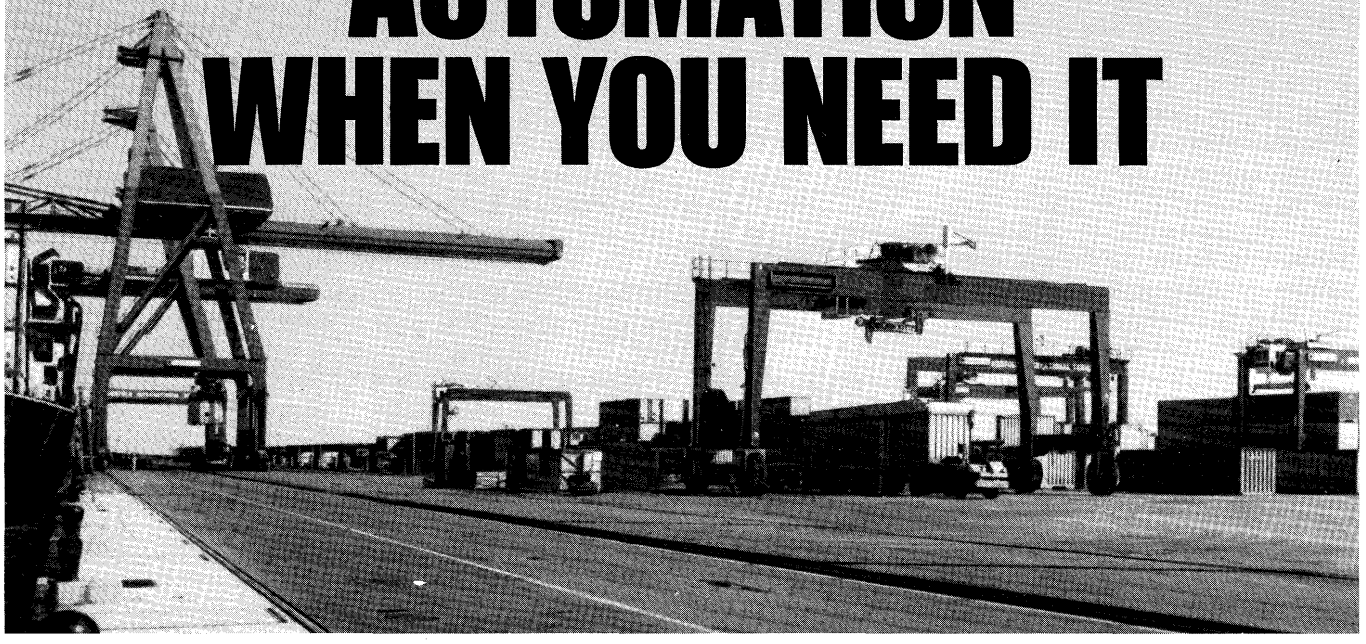

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The Port of Toronto—1975

Toronto, Ontario, Canada, December 20 (by John Jursa, Director, Public Information & Community Relations, Toronto Harbour Commissioners):—The slackening of Canada's growth rate and the rapid climb of the inflationary spiral have prompted officials at the Port of Toronto to look at the 1975 shipping season with cautious optimism.

Preliminary talks with agents representing the various shipping concerns serving the Great Lakes indicate that these companies will continue to do business with this region and that a number of them are planning to increase their sailings in the coming season.

This positive outlook, unlike the situation of a year ago when several liner services indicated they were pulling their ships out of the lakes, is a key factor in projecting, at the very least, a position of consolidation for the port. Generally speaking, the Toronto Harbour Commission's trade representatives found 1974 to be a rather frustrating year because there was plenty of cargo available but a shortage of services resulted in goods moving through other ports.

With the announcement of expanded service by some of the lines doing business with the port, it is felt that this situation will be partially remedied in 1975.

Europe-Canada Lakes Line, a joint venture of Hapag-Lloyd A.G. and Ernst Russ, will continue to provide regular liner service between the Great Lakes and Northern European ports. A company spokesman said that 1975 will see an improved service to this "vital North American trading area."

A representative of Montreal Shipping Company Limited, agent for the German line, said that hopefully the number of ships on the run into the lakes will increase to give Toronto a weekly service.

Toronto is the key port of call for this line.

The news from South America is also promising. Netumar Line, which serves the east coast of that continent, intends to increase its service to the port and eventually hopes to schedule weekly sailings, according to Toronto Harbour Commission general manager E.B. Griffith who spoke to one of the owners of the line when he visited Brazil last October.

The Brazilian official said that his company will have three new 15,000-ton ships this year, each of which will be able to handle break-bulk cargo and carry 300 containers. In addition, the vessels will have reefer space and deep tanks.

"The line expects to receive its first ship in June followed by the second in August and the third in October," revealed Mr. Griffith.

Because the charter market has eased, the Netumar spokesman said that his firm expects to be chartering more ships early in the season and is hopeful of having three additional vessels on the service to Toronto during the whole year.

In expressing his views on trade with the United States, he noted that business would not be as good in 1975 as it was in 1974. He felt that the U.S. would be facing difficulties in international trade.

"Brazil is an area in which there is an excellent opportunity for an expansion of trade by Canadians," said Mr. Griffith. "And with a direct shipping link between Toronto and ports in Brazil, firms in Southern Ontario wishing to increase their overseas business will be able to look to that Latin American country which is embarking on a trade expansion program of its own."

Brazil intends to push its exports and restrict all unnecessary imports. Essential imports are considered to be grain, pulp, fertilizers, steel and agricultural equipment. The government also states that there will be a greater concentration on essential agricultural and manufacturing projects in the coming year.

The picture also looks brighter for trade with the Far East compared to a year ago when two Japanese shipping lines said they would be discontinuing their service to the lakes. Sovereign Marine Lines, whose agent is Mills Steamship Agency Ltd., has decided to strengthen its Japan-Great Lakes service in 1975. The line, which carries exports from Osaka, Nagoya and Yokohama to Montreal, Toronto, Detroit and Chicago, is planning to double to 14 its sailings during the March-September period when the St. Lawrence Seaway is open.

Federal Lakes Line (Hong Kong, Taiwan, Japan and Korea) is continuing its service along with the Federal South East Asia Line whose ships call at Singapore and ports in Malaysia. Robert Redburn of R.G. Redburn Ltd., the agency representing both lines, said schedules are yet to be finalized for the coming season.

Mitsui O.S.K. Line is also staying and will operate a monthly service between Japan and the lakes.

The emergence of the People's Republic of China as a manufacturing power and a giant with unlimited industrial potential means that trading nations are beating a path to her door. To help carry on this trade, the Chinese are developing their own merchant fleet.

The arrival of the Liberian freighter Naxos towards the end of last November, marked the first time that a ship under charter to the People's Republic sailed into Toronto Harbour. March Shipping Ltd., agent for the China National Chartering Corporation, indicated that ships flying the Chinese flag will hopefully be trading with Eastern Canada and the Great Lakes this year.

Moving to the Indian Ocean region, the Shipping Corporation of India Ltd. will have a regular monthly service from Bombay to the Great Lakes and the East Coast of Canada. Its vessels on the Calcutta-Great Lakes run will also be calling at Manila, subject to inducement.

Scindia Line and the Canadian City Line are two other shipping firms doing business in this area.

"We have a good, hard core of liner services that will keep coming into the Lakes and Toronto," said W.S. Culbertson, the Port of Toronto's director of terminal operations. "The Germans, Poles, Russians, Brazilians and Yugoslavs all have solid lines and have been shipping into the lakes for years."

"We have learned from R.G. Redburn Ltd., the agency representing Federal-Atlantic Lakes Line, that a more frequent service is anticipated from Continental Europe. This is important to us because this particular line is now

drawing some container trade from the Baltic and the Iberian Peninsula for loading at the Port of Antwerp," he said.

Turning to the Mid-East, Mr. Culbertson said the prospect of the opening of the Suez Canal will mean a reduction not only in transit time from India but it will also improve the serious congestion in South African ports which was found to be due in part to the trans-shipment of cargo by Indian traders.

"I don't want to pivot our thinking on the opening of the Suez but I believe it is safe to assume that by mid-1975 this waterway will be open to ships of the size common to trade in our port," he added.

"Lines such as the Shipping Corporation of India will likely go India-bound via the Suez and continue some sailings to Canada eastbound via Far East ports, the Philippines, the Panama Canal and then north on a round-the-world voyage.

"The Canadian City Line indicates alternate sailings—one eastbound through the Suez to India and returning via South Africa and the other in reverse.

"Another important development in the Mediterranean trading area is in Yugoslavia where shipping representatives stated they are planning a feeder service through the Suez from the Red Sea and the general Mid-East region to Yugoslavia for trans-shipment to Canada."

Ships of the Soviet Union are expected to keep up the same level of service to the port as in 1974, according to agent March Shipping Limited. Black Sea Canada Line's container vessels carry on trade in the Mediterranean while the Arctic Steamship Line handles cargo from Baltic and Continental European ports.

Final tonnage figures are not complete for the Port of Toronto, but the 1974 total is not expected to match the previous year's 3,415,721 tons, of which 1,076,473 tons consisted of overseas cargo.

A promising sector of the foreign trade was in the container field. Totals compiled to the end of November showed the port handling 12,069 containers (Total Equivalent 20-foot Units) compared with 9,559 containers for the same period in 1973, an increase of 26 per cent.

While trade through the Montreal-Lake Ontario section of the St. Lawrence Seaway was down by 28 per cent at the end of November, the drop at Toronto was only 19 per cent.

Toronto's decrease in tonnage was due to a number of factors. These included:

- The seaway season opened on March 26 but a seamen's strike against the Canadian Lakes Carriers Association was already into its 11th day. The strike, which affected 140 vessels, ended April 1. This disruption delayed a resumption of the normal flow of lakes traffic.
- The brief strike by St. Lawrence River pilots in April, just when the shipping season was starting, cost the port some general cargo.
- Total tonnage at the port was showing a trend upwards in July but another strike, this time by the engineers and deck officers of Canada's Great Lakes fleet, dealt domestic shipping a stiff blow. It tied up 154 ships in 21 Canadian fleets and by the time the dispute was settled more than a month later, the port felt a noticeable drop in tonnage.
- An accident in which an ore carrier struck a vertical drawbridge at Port Robinson saw the Welland Canal close for two weeks until the wreckage could be cleared.
- The tight world supply of steel continued in 1974 but eased somewhat in the latter months of the season. Steel is one of the main tonnage commodities in the Great Lakes.
- The differences between United States and Canadian Great Lakes Pilots, still to be resolved, caused some delays in shipping.

The Canadian pilots, who boycotted ocean ships going into the great Lakes for a 10-day period early in September, wanted their U.S. counterparts to respect a 1961 agreement whereby work on the lakes should be split between the two groups. The Canadian pilots contended that for the past five years U.S. pilots have been taking more and more of the traffic for themselves. An interim agreement was reached and they returned to the equal sharing principle. However, the Canadian pilots have asked the governments of Canada and the United States to work out a new deal.

Anticipating what is in store for 1975 in terms of general cargo, it appears that steel still holds the key for many of the Great Lakes ports. Canadian buyers of foreign steel say the market has softened. In the last two months of the 1974 season, a large volume of this commodity was imported into the ports of Toronto, Hamilton and Montreal. Because of an increasing supply, buyer resistance to the high asking price for unsold or non-contracted steel began to be felt.

"I anticipate that this will continue until the price drops," said Mr. Culbertson. "This glut situation may well drag into the first half of 1975 after which our intake of foreign steel should resume at a more normal pace," he added.

However, he emphasized that contract or special steel such as hydro transmission towers will help offset the slowness in other steel imports.

Given a good operating year free of labour strife and unforeseen accidents, domestic tonnage is virtually assured of a modestly substantial increase. Combining this tonnage with overseas cargo, the total figures for the port stand an excellent chance of a better showing.

Port of Gothenburg News Releases

Port of Gothenburg Sweden

Port of Gothenburg plans for new coal harbour as well as oil reservoirs in rock

The Port of Gothenburg plans to construct a new coal harbour for ships up to 200.000–250.000 tdw on the river Göta. The site for the new harbour lies at the island of Långholmen near the mouth of the river west of the Arendal shipyard and the Tor oil harbour. The new harbour is estimated to cost about Swedish Kronor 100 million (about £10 million).

As the coal harbour projected will lie nearby the Tor harbour the already existing entrance channel to the oil harbour can be used also for ships destinated to the coal harbour.

The plan for the new coal harbour which recently was presented to the Swedish authorities is the result of an investigation which has been going on for a long time and which has been actualized by the decision to build a large new Swedish steelworks, the "Steelworks 80", at Norrbottens Järnverk at Luleå in the north of Sweden. The new steelworks will start in 1980 and will lead to a considerable increase of the import of coal. As the coal mainly will be bought from overseas mines the transport to Sweden of economical reasons is supposed to take place in large ships up to 200.000–250.000 tdw. Ships of this size can, however, not pass the Sound or up the Baltic in loaded condition. The new Gothenburg harbour will offer possibilities to shift over to smaller coalcarriers or railway transport.

The Port of Gothenburg has been working with the plans for a new coal harbour for other reasons, too. Many Swedish industries are planning to use coal as an alternative to oil. Among the projects discussed is a 250MW heat and power station at Gothenburg which might be coal-fired.

A consortium has been formed by the Port of Gothenburg and the two Swedish companies Cisternlagring AB and Paktank AB with the aim to arrange rock reservoirs for 1 million tons of oil close to the Tor oil harbour.

The rock bunkers will be located at and underneath three small islands, the Risholmen, Flatholmen and Torsholmen which lie in a row in connection to the Gothenburg Tor oil harbour.

Some of the reservoirs will be used for crude oil and others for refined products.

The estimated cost is about Swedish Kronor 75 million (about £7.5 million) and the consortium is ready to start the work already in the beginning of 1975 if the plans at that time are approved by the Swedish authorities.

Modernization of Gothenburg's Lundby harbour for Swedish Kronor 10.7 million

The Lundby harbour which is among the parts of the Port of Gothenburg which are located near the centre of the town–close to the Free harbour–will be modernized at a cost of Swedish Kronor 10.7 million (about £1 million).

The Lundby harbour lies on the north bank of the Göta river and will in the future, as hitherto serve as a harbour for the conventional cargo handling as a complement to the more specialized harbours within the Port of Gothenburg.

In line with the plans to move almost all the cargo handling from the south bank of the river over to the north side where there is more space available some remaining berths for cargo ships on the south side will in the near future be used for other purposes and the Lundby harbour will then absorb also the ships and cargoes which used to go to the berths mentioned.

Between the Lundby harbour and the Free harbour there is a tongue of land formed as a wide pier and this space is now being projected for future use in connection with the two surrounding harbours.

The Lundby harbour, with a water depth of 9 metres, was built in the 1950's and is well equipped with cranes and other gear, has good space available etc. In the modernizing scheme which now will be put into action is the building of two new warehouses, each of 4.000 sqm.

12% increase for Port of Gothenburg

During the first three quarters of 1974 the total cargo passing through the Port of Gothenburg increased with 12% compared with the same period 1973. The oil sector rose 17% to 14.767.000 and the general dry cargo went up 2% to 4.408.000 tons while a decrease was noted on the bulk side.

Three China-owned 11.000-tonners in a row–unique sight in the Port of Gothenburg

A rather unique sight in the Port of Gothenburg was seen in mid-November when three 11.000 tons China-owned dry cargo vessels were berthed in a row at the Majnabbe quay on the south bank of the river Göta. It was the three motor ships "Tian Shui", "Huating" and "Yangting" which met here.

The three ships are sisterships built in the 1960:s, the "Tian Shui" (ex "Nicobar") by Nederlandshe Dok and the two others by the Wärtsilä yard, Finland.

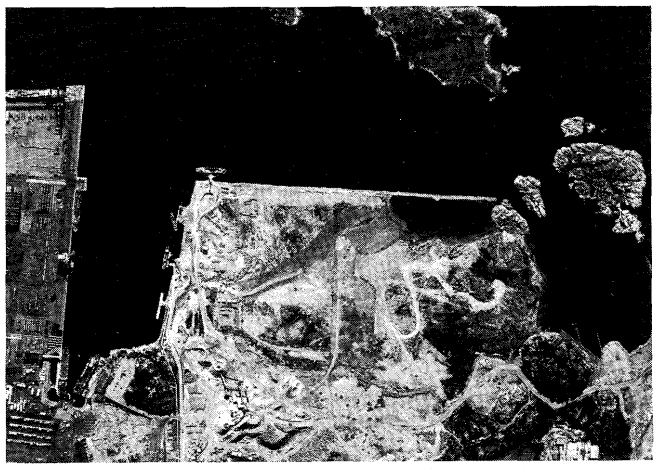
The "Tian Shui" came to Gothenburg loaded with bauxite and after having gone through some overhaul work at Götaverken's repair yard left loaded with Swedish machinery equipment for China. Her two sisterships also took in some case-goods load and left the harbour on new duties.

Port of Gothenburg to invest 230 m. Swedish Kronor (£23 m.)

During the next few years the Port of Gothenburg will invest about Swedish Kronor 230 m. in new harbours and berths, new crane equipment, new warehouses, etc.

The yearly investment sums will be even higher than those during the 1960:s when the port's Skandia container harbour and the oil harbours were constructed and many other investments were done.

The sums which the port's financial plan foresees are: 1975 67 m. Swedish Kronor, 1976 72 m., 1977 43 m., 1978 32 m. and 1979 and later 16 m. Kronor. It is likely that the calculated sums for the last-mentioned years will rise considerably as the time is coming nearer.



Created by reclamation like its neighbour Skandia, the Elfsborg Harbour is expected to become the second container harbour in Gothenburg. Skandia is approaching its capacity, and unit-load vessels will begin to call at Elfsborg in 1977.

At a ceremony aboard the m/s Johannes Latuharhary, captain W.A. Subit was presented with a gift from the Port of Gothenburg, handed over by the port's traffic manager, Mr Anders Bohlin. Also attending was the Indonesian ambassador in Sweden, Katik Soeroso (1).

The transfer of cargo traffic from the south bank of the river Göta to the north side will be almost totally fulfilled during the years covered by the investment plan. On the north side lie already the Skandia container harbour, the oil harbours—of which the Tors harbour is the newest—the free harbour and some harbours for conventional cargoes. This transfer is in accordance with the port's plan for concentrating most of the cargo harbours on the north bank—the Hising side of the river—where more space is available. The Hising district on this side of the river has during the latest decades developed into one of Sweden's most industrialized regions. Here lie the main car factories of Volvo, Sweden's largest enterprise, as well as some oil refineries and many other industrial undertaking, and here are also the shipyards of Götaverken and Eriksberg, as well as Götaverken's fairly new Arendal Yard.

On the south side, where formerly the main part of the harbours of Gothenburg were to be found, there will after the transfer mainly remain the terminals for the passenger and cargo ferry lines to Denmark and Germany.

Among the objects on the investment list are the walling in of the Tor bay, west of the Tor oil harbour as well as a pumping station at the same place to pump mud inside the wall as a preparation for coming harbour extensions. A new pier is also projected at the Tor harbour. The finishing of the Elfsborg harbour will also be done, the equipment of the Skandia container harbour will be looked over—including the purchase of a new 40 ton container crane—the Lundby harbour will be modernized, the railway marshalling yards connected to the harbours are also on the investment list, etc.

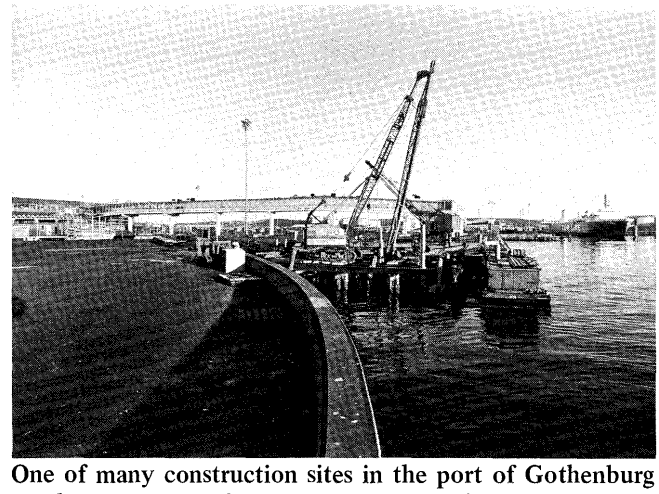
Contrary to many ports in other countries the Port of Gothenburg has to finance its investments and all other costs from own incomes without any community or Government aid.

New wagon takes four 20-feet containers on board at a time

A new 80-tons container-wagon taking four 20-feet containers has been taken in use by the Tor Line and was for the first time introduced to a larger audience at "the Port's day" recently arranged by the Port of Gothenburg.

"By taking four containers or flats at a time instead of one we can shorten the loading and unloading time of the ferries considerably", says Mr. Anders Johansson of the Tor Line, who has been working with the new idea. "It is a sort of lengthening of the unit-load concept". In addition to the wagon itself which runs on 32 wheels there is a cargo frame or pallet which is placed on board with its cargo and then is taken ashore at the receiving port.

When the fully loaded wagon is taken on board the margines between the "gap" in the ferry's stern and the wagon with its load are fairly small and it was said at the demonstration of the wagon in Gothenburg that it looked as if the ferry was "fed with a larger spoon" which very well illustrates the idea with this new unit loading arrangement.



One of many construction sites in the port of Gothenburg at the moment: the Tor Line terminal in the Skandia Harbour. Port Authority construction workers build a new roll on/roll off ramp for Tor Line's new passenger/cargo ferries due for delivery this spring. To the left is the new passenger terminal, made necessary by the new giant ferries.

40 tons container crane ordered for Gothenburg's Skandia harbour

The Port of Gothenburg has ordered a new container

(Continued on next page bottom)

Developments of the Port of Vancouver and the Port of Prince Rupert

Port of Vancouver News Release

Vancouver, British Columbia, February 18:—The completion of development of new terminal facilities, natural harbour characteristics and ready land transport access to the Canadian and U.S. Midwest, have all been decisive factors in making the Port of Vancouver one of North America's fastest-growing ports and one of the most important on the continent for international shipping.

Mr. F.J.N. Spoke, Manager of the Port of Vancouver, has estimated that with the present economic growth, the total amount of goods handled by the port could reach 80 million tons by the early 1980's.

During the last five years, increased Pacific Rim trade has resulted in an 80 per cent increase in business. With the injection of $53 million for construction of containerization and general cargo facilities, the Port of Vancouver will be able to meet all future demands.

Although official figures for 1974 have not yet been released, cargo passing through the Port of Vancouver is expected to be about the same as 1973—just over 42 million tons. Of that total, 34 million tons was international and the remainder local coastwise shipping.

In 1973 for the first time, coal shipments surpassed grain as the number one cargo—hitting 12.1 million tons compared with 8.1 million tons of grain. Other large shipments include sulphur at 2.7 million tons; potash 2.3 million tons and lumber and logs at 1.3 million tons.

Guiding the growth of the Port of Vancouver is Fred Spoke, formerly the deputy managing director of the Port of Rotterdam. He is using his experience with the world's largest port to gain deserved recognition for Vancouver.

"With the great natural resources of this country, a year-round ice-free port and the new deep water facilities under construction, the opportunity is there to continue the rapid growth as the Pacific Rim countries reach for their potential," he said.

He recently conducted a seven-man tour of the Orient to examine and discuss needed facilities of the transportation industry. While on tour he visited Japan, South Korea, Taiwan and Hong Kong, and is now planning further trips this year and the future.

The Port of Vancouver was one of the first in the world to test the principle of containerization. The concept was put to use by the Vancouver-based White Pass and Yukon Corp. in the mid 1950's. Special cargo ships were built for this new technology and are still being used on their Vancouver to Skagway, Alaska runs.

The concept is no longer experimental and the Port of Vancouver is now increasing its container handling capabilities with a multi-million dollar project to better meet the needs of this economical mode of shipping.

A massive expansion programme now underway at the port will see final completion of a new container terminal, Vanterm, this fall.

This Port of Vancouver's $40 million full-sized container terminal will have three deepsea berths and comprise approximately 76 acres of land on the South Shore of Burrard Inlet.

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crane at a cost of 9 m. Swedish Kronor (£0.9 m.) from the Aarhus Maskinfabrik of Aarhus, Denmark.

The new crane, with a lifting capacity of 40 tons, is intended for the Skandia harbour, where at present three container cranes are working—one of US make delivered in 1967 and two Swedish-built delivered in 1970.

The new crane will have many technically advanced details, such as automatically controlled stop positions for the trolley, an anti-sway system for the spreader, a lift for the operator etc. Delivery will take place in 1976.

Indonesian line opens traffic on the Port of Gothenburg

The Indonesian government-owned Djakarta Lloyd has opened a regular service on Gothenburg, the basic cargo being so called CKD (completely knocked down) Volvo cars, details which are sent in cases from Volvo's main factories in Gothenburg to the new assembly factory which Volvo has started at Jakarta.

The line's first call to the Gothenburg port was made by the M.S. "Johannes Latuharhary" of 10,000 tons and was celebrated by the visit on board of the Indonesian ambassador to Sweden, Mr. Katik Soeroso. On behalf of the port Mr. Anders Bohlin, traffic manager, welcomed the line and the ship to the Port of Gothenburg and handed over a souvenir to the ship.

At the call to Gothenburg the ship unloaded coffee and took in Volvo CDK:s as well as some timber cargo. (February 14th, 1975)

Port of Gothenburg cargo turnover up 6 per cent last year

The 1974 traffic statistics for the Port of Gothenburg reveal a six per cent increase in cargo turnover compared with 1973. The total turnover reached 27,289,000 tons.

Oil traffic plays a predominant role in the port's activities. The import, export, and domestic distribution by sea of mineral oils amounted to 74 per cent of the total cargo turnover. The oil sector produced most of the total increase, or 11 per cent. Other sectors (bulk and general cargo) went down 6 per cent, although certain sub-sectors showed an increase. Thus, the import of general cargo went up five per cent.

Of cargoes other than oil, 6,859,000 tons were exchanged in international traffic. The Skandia container harbour's part of this was 2,965,000 tons, while "conventional" harbours handled 3,894,000 tons. If only general (and not bulk) cargo is considered, the percentage handled in the Skandia Harbour amounts to some 51 per cent.

The net register tonnage of all arriving and departing vessels was 66,266,000 tons (+7 per cent) and the number of vessels was 42,327 (–3 per cent). (February 14th, 1975)

A $10.7 million wharf facility, included in the expansion, will consist of 23 pre-cast concrete cribs each 117 feet long, 48 feet wide and 64 feet high. The cribs are sunk to form the waterside perimenter of the terminal.

The reclamation of 24 acres plus the existing 52 acres of land will provide the terminal total of 76 acres comparable to that of any other port on the continent.

Two high-speed gantry container cranes and other mobile equipment will be supplied for container handling at Vanterm. Also included in the expansion will be a container freight station, equipment maintenance building and operation offices.

Aside from the railway access, there will be vehicular access to the terminal.

Two berths at the facility will be 900 feet long and another will be 750 feet long; there is a depth of 50 feet at low water at the deck face.

Comprehensive studies released by the Canadian Transport Commission during 1973 predicted that the volume of import and export container freight would be more than double by 1980 and domestic container traffic would increase even more dramatically.

The study. done by Vancouver-based Swan Wooster Engineering Co. and Matson Research Corp. of San Francisco, estimate Canadian container cargo potentials at 265,000 20-foot equivalents for imports by 1980. Exports were estimated at 720,000.

The report said that labour at container terminals is between 7.5 and 15 times more productive than labour at a comparable conventional terminal.

Another firm, based in Regina, Saskatchewan, is now researching development of non-returnable containers that could conceivably increase the potential use of containers for bulk commodities.

A second phase major project under construction is a $25 million break bulk general cargo facility, Lynnterm. This consists of 96 acres of land and is also scheduled for completion by the fall of 1975.

This deepsea terminal is located on the North Shore of Burrard Inlet in the Port of Vancouver. The complex will encompass several additional waterlots to be reclaimed during the construction in order to achieve the total land area.

There are three deepsea berths, each 800 feet long with a depth of 50 feet at low water. The dock face consists of 20 pre-cast concrete cribs each 117 feet long, 48 feet wide and 64 feet high. The cribs will be placed on dredged seats and layed end to end to make up the 2400 feet of berthing length.

Initially, the terminal is expected to handle break bulk general cargo including forest products and steel, but will have the capability of handling containers in the future if so required.

Expansion at Lynnterm will also include underground services, paving, lighting, buildings, railway trackage and fencing. The terminal has access to highways.

A second stage development is to be undertaken for bulk loading facilities at the outer port at Roberts Bank and is awaiting the results of an Environmental Impact Study. Plans call for an area to encompass at least 500 acres of docks and industrial land.

The first stage of two hundred acres will be comprised of four sites of approximately 50 to 55 acres each. The module size of 50 acres has been provided to accommodate a continuous loop railway track for unit train operation at each site.

Also included in the development will be a berthing basin providing 65 feet depth at low water with potential for water depth of at least 90 feet, and adequate for manoeuvring the largest bulk carriers.

In addition, filling of 200 acres or more of foreshore property to provide an area at Roberts Bank for secondary industries is being contemplated, but this will not require immediate adjacent deepsea berthage.

Also, the Government of Canada and the Government of the Province of British Columbia have agreed in principle to undertake a comprehensive programme of transportation and resource development in northwestern British Columbia.

An essential requirements for this development programme will be the availability of adequate port facilities at Prince Rupert.

A new terminal is now under construction which will have two berths with a total length of 1,400 feet and a maximum water depth of 45 feet at the dock face at low water. The berths will be backed up by approximately 40 acres of paved land with water and power services provided at the dock face.

Now underway, the terminal is to be completed and ready for operation in the spring of 1976.

Various types of cargo will be handled at the terminal, they include mineral concentrates, forest products, fish products, tall oil, automobiles, steel, general cargo and containers.

Total tonnage to be handled by the terminal has been estimated to reach 1,300,000 by 1985, increased from an expected 700,000 tons in 1976. That figure could rise to as high as 1,700,000 tons by 1990.

The development of approximately 40 acres can readily by expanded with an additional 25 acres of facilities. This additional area could be utilized for the operation of a medium sized bulk loading facility or for the expansion of the general cargo facilities.

Some $100 million is now being spent on these varied expansion programmes for new dock facilities on the Canadian West Coast, therefore making these Canadian ports viable alternatives primarily because of the excellent rail facilities, for shipments to the Canadian and U.S. Mid-west markets.

Toronto man heads CPHA

Toronto, Ontario (Port of Toronto News, November, 1974):—The Canadian Port and Harbour Association (CPHA) is making a concerted effort during the coming months to upgrade the image of ports in Canada and to make the public aware of the role they fill in the life of the community. Helping in the drive are six members of the Toronto Harbour Commission's (THC) staff.

Leading the Port of Toronto team is solicitor William B. Rest who was elected president of the association during its annual meeting in Vancouver last September. Mr. Rest, with the harbour commission for the past 14 years, took over as head of the association from Ken F. Fraser of the North Fraser Harbour Commissioners.

New vice-president of the organization is Montreal port manager Nick Beshwaty. Other members elected to the board of directors are: Mowbray Alway of Hamilton Harbour Commissioners, Chris Brown of the Fraser River Harbour Commission, Fred DeVos of the Ministry of Transport and Loran Jordon of the Port Alberni Harbour Commissioners.

Six Toronto Harbour Commission representatives serve as members of the association's eight committees where much of the work is done. And two of these committees, pollution control and public relations, are headed by Toronto port personnel.

The key secretary-treasurer's post is held by Ian C.R. Brown who is special assistant, research, at the Port of Toronto. Chairmanship of the important Pollution Control Committee is in the hands of Brad Guest, Toronto's director of works, while John Jursa, the harbour commission's director of public information and community relations, chairs the Public Relations Committee.

Mr. Rest, chairman of the Law and Legislation Committee last year, is chairman of the Program Committee and is active as an ex-officio member of all committees. As secretary-treasurer, Ian Brown is automatically a member of the Program Committee.

Toronto's harbour master, Captain John Mann, is one of three making up the Pilotage Committee while Robert Cornish, the THC's port police chief, sits on the Port Security Committee.

Founded in 1959, the CPHA groups together organized ports and harbours of Canada into one national association. These entities, whose main task is to ensure properly developed and efficiently operating interfaces between marine and surface modes of transportation, are comprised of those Canadian ports and harbours under the administration of local harbour commissions, those administered by the National Harbours Board and those harbours and government wharves which are the direct responsibility of the Ministry of Transport's Regional Directorates.

Member ports administered by local harbour commissions 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 Rivieres, Chicoutimi and Sept Isles, 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 Canadian 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 port system. To put it simply, Canada's ports and harbours are the heart of the nation's commercial lifeline with the world.

The types of jobs generated in a port-oriented economy vary but they generally include harbour masters, harbour pilots, engineers, crane operators, tug operators, stevedores, computer operators, police, security guards, truckers, railroad workers, 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.

The main activities of this nonprofit professional association are:

—An annual conference (Thunder By Sept. 7-10, 1975) where reports by the board of directors and by the various standing and ad-hoc committees are presented; where papers are given by experts in the field of port operations and port-related activities; where members are able to inspect the host port's dock and industrial facilities; and where those belonging to the association can sit down and discuss their problems.

—On-going deliverations of the board of directors culminating in the annual mid-term directors' meeting in Ottawa.

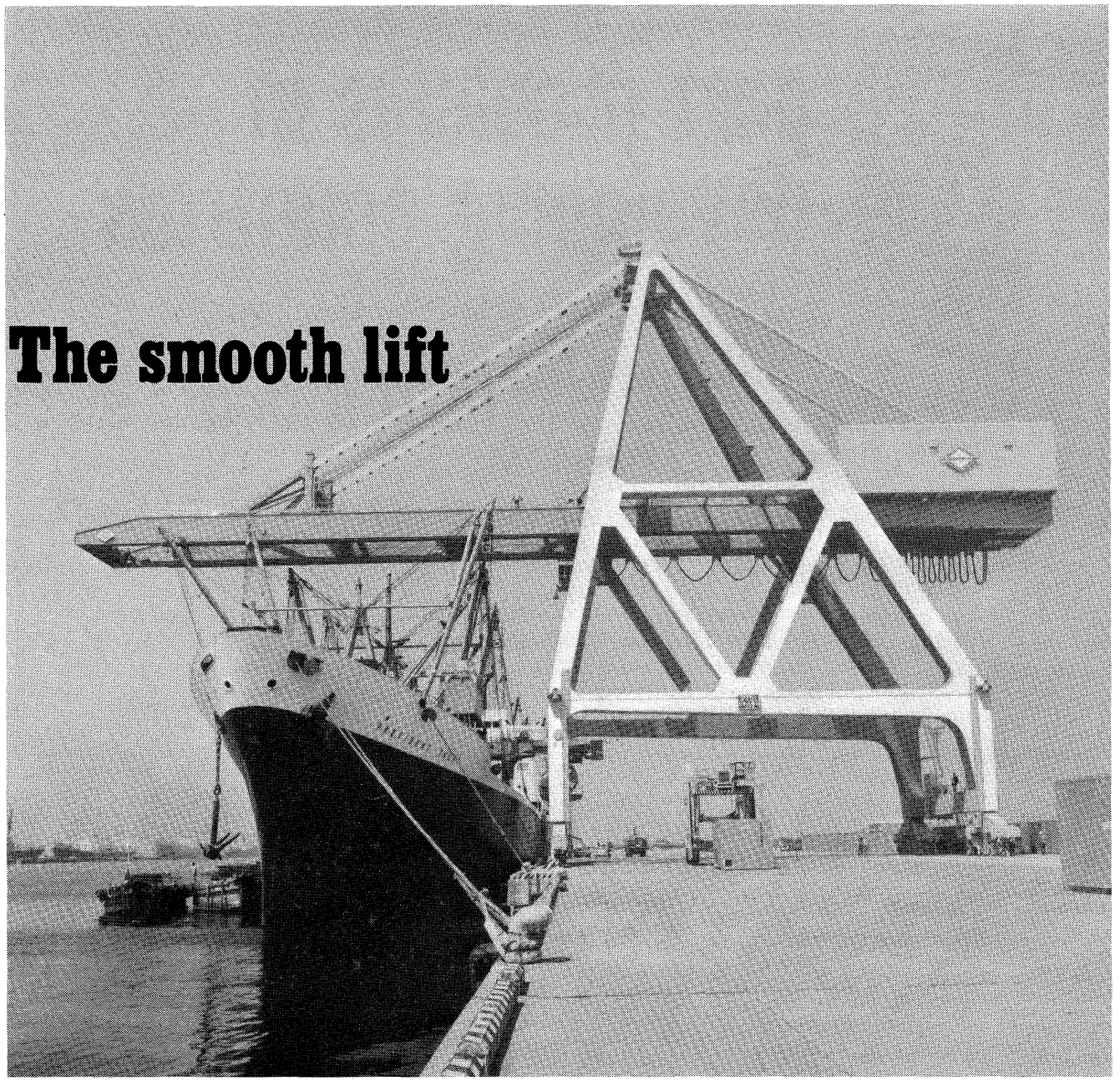
—The many port-related research projects covered between annual meetings by the association's committees on law and legislation, on the organization's constitution, on the protection of the environment, on the prevention of pollution, on the clean-up of oil spills in harbours, on port pricing, security, pilotage and public relations.

In his annual report, Brad Guest explained just one of the problems facing some Canadian ports in the field of pollution control. Working with his committee members, he was able to present the views of the affected ports.

He wrote: "Some member ports have been experiencing difficulty in recovering oil spill clean-up costs even after the offender has admitted guilt and paid fines imposed by the courts. It would appear that the National Harbours Board Act and subsequent by-laws provide for these ports to collect their clean-up costs. However, the Harbour Commission Act of 1964 does not make the same provision for commission ports."

His committee recommended that some action be taken to allow for commission ports to recover oil spill clean-up costs in a more efficient manner.

The association feels that it has the interests of all Canadian ports at heart and believes it is time the public understood the role they play.



Gantry cranes from Mitsubishi

A good example of our latest crane technology is the 37.5-ton container and general cargo handling model above. (A 39-ton model of the same type is under construction now.) If features reactor controls, automatic hoisting, trimming operation, and an all-welded construction that assures reliable performance for decades to come.

On the heavier side, we are now manufacturing 600-ton gantry cranes with two hooks of 300 tons each; and for lighter lifting, a 3-ton gantry deck model with man trolley. As a variety of different gantry cranes in between.

You've got the cargo, we've got the lift for it.
Fast, economical, and safe.

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Head Office: 5-1, Marunouchi 2-chome, Chiyoda-ku, Tokyo

Orbiter Probe

BOOK:

Jane's Freight Containers 1974–75

Edited by Patrick Finlay

Increasing growth in containerisation continues

London, 28 February, 1975 (MacDonald and Jane's, Publishers):—The increasing growth of container developments throughout the world is reflected in the latest edition of JANE's FREIGHT CONTAINERS published in London today (28 February) by Jane's Yearbooks, Macdonald and Jane's Publishers price £15.95 and simultaneously in New York by Franklin Watts Inc. This 1974–75 edition contains updated information on container development in sixty-nine countries, covering some 220 ports, 70 railway organisations, over 200 operators and nearly the same number of manufacturers of containers, their associated handling equipment and components. Container leasing operations, airfreight and international standards together with sections on 'Trends for the Future' and 'Logistics' are also included.

In his foreword the Editor recalls that thirteen years ago whilst seconded to the Port Authority of New York and New Jersey, he watched the first early Sea Land container vessels equipped with their own handling gear using a bare concreted wharf situated amongst a sea of reclaimed mud at the Elizabeth Port Authority Marine Terminal. This demonstration, together with the enthusiasm of the Port Authority staff, made an early convert to the intermodal container concept. This year the last two terminals at Elizabeth were completed and the facility is expected to handle more than eight million tons in 1975.

Also in the past two years, Sea Land have pioneered the use of electronic equipment for scanning and controlling containers at Elizabeth. Mr. Finlay expresses the hope that this example will be followed by other operators throughout the world. However, to be successful he feels an automatic container identification (ACI) system must be standardised so that the date on the containers can be read and recorded at any terminal throughout the world. As there appear to be at least two ACI systems operating, Mr. Finlay suggests that operators should decide amongst themselves what is required in order to avoid a proliferation of expensive equipment at public terminals where all types of units are often handled.

It will be seen from the Operators' section of the book, that major expansion this year has taken place in South-East Asia. There are now some ten vessels with a total capacity of about 1,500 20ft. equivalents operating on the South Korea/Japan feeder service route. New services link Singapore with Taiwan, Hong Kong and Japan, and services are proposed to increase sailing opportunities between Sough-East Asia and Australasia. Plans for the development of the Europe–South Africa, the Europe–New Zealand and the Japan–New Zealand trades are also included.

The traffic returns supplied by rail authorities throughout the world reflect the continuing growth of international and land–bridge operations. The Trans-Siberian rail/sea route growth has been accelerated by the bringing into service of lift-on terminals at Nakhoda and Leningrad, the introduction of scheduled trains and the re-deployment of the larger capacity ALEXANDR FADEYEV class cellular vessels into the USSR/Japan leg of the service. The service should be further imporved in 1975 with the introduction of roll-on vessels on the Baltic and North Sea leg, and the additional 60 tonne flat container rail wagons which will be made available. Traffic on the TSR system has been calculated to be building up to a rate of about thirty to thirty-five thousand 20ft. equivalents per year westward and twenty-five to twenty-eight thousand units eastwards.

With the announcement in late 1973 that the People's Republic of China had introduced an experimental container service with Japan it was felt that very little was known about inland transport conditions, types of cargo imported and exported suitable for containers and the progress made with port development there. Accordingly, the 'Trends for the Future' section of this edition attempts to examine these aspects in the People's Republic and it is hoped that the information given will help readers appreciate the length of the inland transport lines and the state of development reached. The Editor concludes that the roll-on quarter-deck ramp cargo-deck type of vessel may be found to be more suitable than the gearless cellular lift-on ship for the types of import and export cargoes moving at present. 'Trends for the Future' also covers various types of equipment based on the container which may be of interest to countries with developing economies.

The 1974–75 edition of JANE'S FREIGHT CONTAINERS releases more details of a project discussed in the 1973–74 issue about a large capacity freighter capable of carrying 8 x 8 intermodal containers. Basic design was evolved by the Husky International Corp. which now considers that a first flight could be made by 1979. Detailed design and construction will be undertaken by Boeing which has suggested the use of the 747 outer wings and landing gear. Three versions are planned. The short-range Husky Pup with two engines and carrying three 40 x 8 x 8 containers abreast, an intermediate range three engine version carrying five containers abreast, and a long-range version capable of accepting five containers. Payload of the two latter versions will be 125 short tons. Cost is expected to be about £10 million as against £12.5 million for a Boeing 747 Freighter capable of carrying thirteen 20ft. plus five 10ft. containers and nine full width LD7 containers in the lower holds (100 tonnes).

Airship projects continue to be popular. In the USA the NASA Ames Research Centre has begun studies on a 650ft.

(197m) long combined vehicle (Mega lifter) that makes use of a number of aviation principles–airship, winged aircraft and lifting body. In Britain two companies have been looking into airship-type projects. Air Float Transport Ltd., has completed feasibility studies on a 400ft. long 25 ton payload semi-rigid cargo-carrier that would pick up loaded containers or similar modular units, and Aerospace Development Ltd. has completed initial studies on an airship-shaped carrying device.

JANE'S FREIGHT CONTAINERS 1974–75 has been fully updated, and is an invaluable source of reference for all those with interests in the field of containerisation and related freighting developments.

Authority delegated to Montreal

Montreal, Quebec, February 5 (Port of Montreal, N.H.B.):–In accordance with a recent policy promulgated by the Federal Ministry of Transport, the National Harbours Board has just formally invested the Executive Committee of the Port of Montreal Authority and its port manager, Mr. Nicholas Beshwaty, with necessary powers to exercise the daily management of the Port of Montreal at the local level.

This is what Mr. Jean-Marie Chabot, the chairman of the Executive Committee of the Port of Montreal, stated at the close of a meeting which was attended by members of the National Harbours Board and his colleagues on the executive committee, Messrs. Roger Beauchemin and Ian C. Campbell.

In making this announcement, Mr. Chabot stated that this important modification to the Port of Montreal administration system, which since 1936 was centralized in Ottawa, represents a major step towards decentralization of the decision making process and that it will respond in a concrete manner to the wishes expressed on many occasions by various business circles of the metropolis and in particular by the Montreal Board of Trade and the Montreal District Chamber of Commerce.

Subjects which will be from now on under the competence of the new executive committee are included in a special protocol and extend among others to leases, contract negotiations with suppliers, purchases and rental of goods and services, marketing activities and personnel administration.

Named General Manager

Balboa Heights, C.Z., February 12, 1975 (Panama Canal Press Release):–James T. Bird, Assistant to the Panama Canal Director of Transportation and Terminals, has been named General Manager, Terminals Division.

Bird has approximately 20 years of service with the Panama Canal organization. He was first employed in 1953 as Assistant Purser on the Panama Line ships when New York City was the United States terminal for the Company. Previous to this, he had about 10 years of service with other U.S. shipping firms.

Bird held the position of Chief Purser and was Assistant General Agent in New Orleans in 1961 when the Panama Line operation was transferred to that city from New York. He was General Agent in New Orleans from 1962 to 1963 and later became Assistant to Chief and Acting Chief of the Water Transportation Division. He was transferred to the Isthmus in 1964 as Assistant to the Chief of the Water Transportation Division and in 1966 was made General Foreman of Ship Stevedoring in the Terminals Division. He was appointed Assistant to the Director of the Transportation and Terminals Bureau in 1969 and concurrently Manager, Water Transportation Division in 1973.

Bird lives in Coco Solo with his wife, Florence, and their three children, Jim, Jr., George and Betty Ann. The family has been active in civic and community affairs and sports programs. Bird served as the Organization and Extension Committee Chairman of the Canal Zone Council of the Boy Scouts of America on the Atlantic side in 1970 and went on in 1973 to become Deputy District Commissioner of the Gold Coast District. He is also active in the Canal Zone Red Cross.

1974 a good financial year

Galveston, Texas, January 28 (Port of Galveston News Release):–The Port of Galveston had a very good year financially in 1974, with net earnings of $1.1 million, C.S. Devoy, executive port director, reported to the annual meeting of the Board of Trustees of the Galveston Wharves today.

Gross revenues for full year 1974 are estimated at $8.4 million, with expenses of $7.1 million. During 1973 the total net income was $1,045,796. Net income for 1974 was reached after application of $160,000 annual payment to the City, and the interest payment on Wharves outstanding revenue bonds of $135,000.

Sam G. Tramonte, Galveston attorney, was named chairman of the board for 1975, succeeding Harry H. Levy, Jr., who remains on the board. James Yarbgough, local contractor, became vice chairman.

The Galveston East End Container Terminal reached a peak of 24,000 containers during 1974, handled on 84 container ships, compared with 20,000 containers on 122 container ships in 1973, Devoy reported. The container terminal was expanded in 1974 at a cost of almost $700,000, financed from Wharves' revenues.

The Port will host a total of eight cruise ship calls in Apriland May, 1975, with two cruise lines operating to the Caribbean from Galveston.

"The Port's 1975 program of work will include not only continued upgrading and rebuilding of waterfront facilities, but as inthepast of necessity will be heavily oriented toward continued efforts to preserve our traditional cargo flows," Devoy stated. "We will also continue soliciting a diversification of cargoes and business to assure long-term high employment on the local waterfront."

New Deputy Port Director

Galveston, Texas (Port of Galveston News Release):–L.B. Prino Jr., former Galveston manager of Bay-Houston Towing Co., has resigned his position as a member of the Galveston Wharves Board of Trustees to accept the position of Deputy Port Director in charge of Operations and Sales.

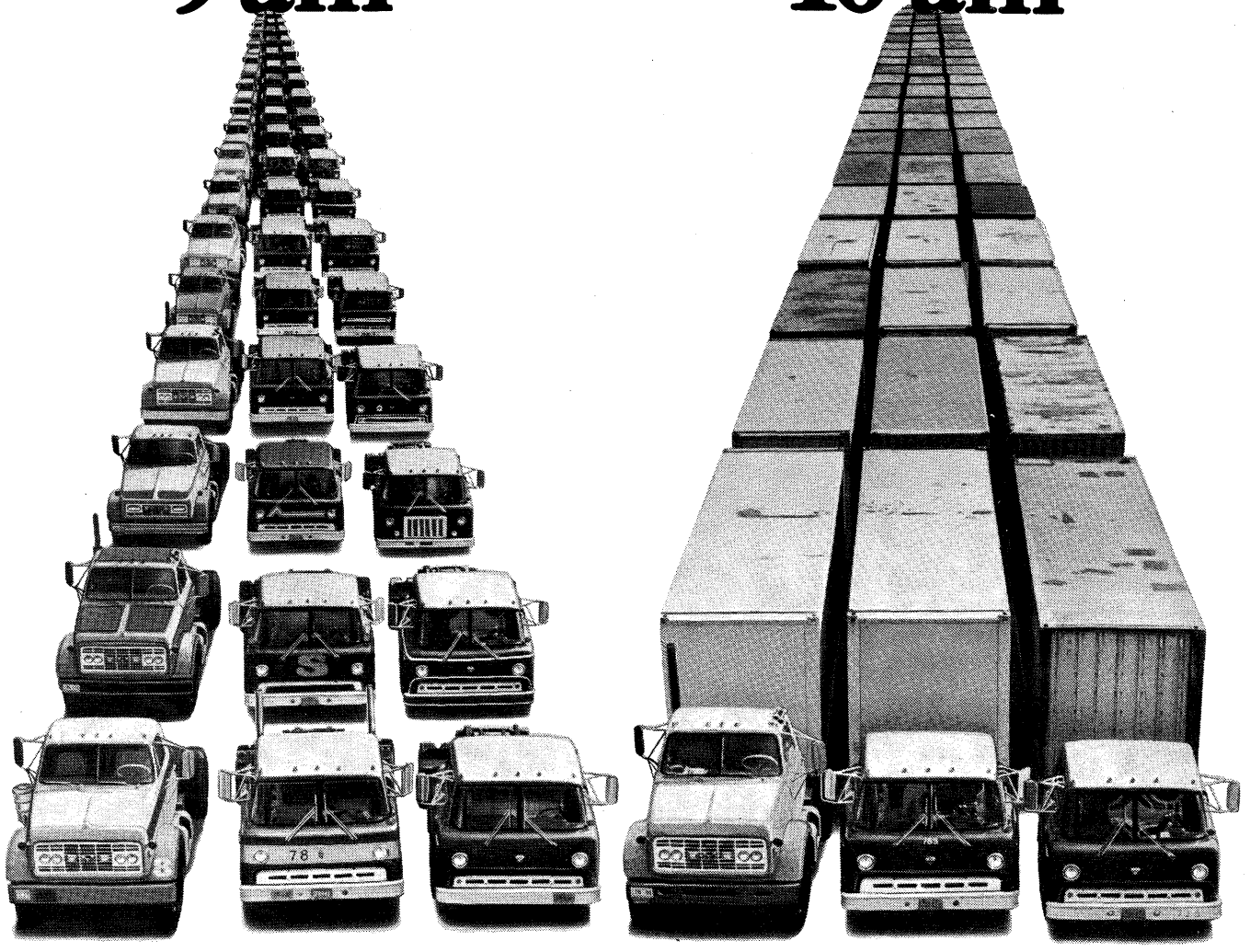
Prino replaces D. Jack Collier who has joined Cook industries.

While a member of the Wharves Board, Prino was a tireless worker as chairman of the sales committee. He spent many hours working with the current operations department staff and travelled extensively with members of

(Continued on page 28)

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.

(Continued from page 26)

the sales department.

Prino served Bay-Houston for 34 years, the last 11 as its Galveston manager. He started with that organization only one year out of the Galveston public school system and held the glorious title of office boy. His tenure was interrupted with three years service with the Air Force during World War II.

Back in the days when communications left a lot to be desired, Prino remembers that a telescope was an invaluable tool for the towing companies.

"We'd see a ship coming on the bar, and since there were no contracts involved in those days the tug that got out to the ship first got the job. It was a lot of fun to watch those old steam tugs race each other."

Already a grandfather, Prino is a member of the Knights of Columbus, a part Exalted Ruler of the Galveston Elks Lodge and a past president to the Navy League. He is also a pianist of note.

What made him decide to embark on a new career?

"When I was on the Board I became pretty involved with the Wharves and I liked what I saw. Up until that time–even though I had been working around it all my life–I didn't really realize what went on at the Port. But when I went on the Board I could see what was happenining. I enjoy it. It's exciting."

"It's definetly a challenge at age 51."

2 giant container wharves in sight

Houston, Texas, 1/8/75 (Port of Houston News Release):–The Port of Houston is spending nearly $17 million dollars to build two giant container wharves measuring 2,000 lineal feet, two electric container cranes to serve them and a new access road and storm sewers for its LASH/Container ship facility at Barbours Cut 25 miles from the Gulf of Mexico.

The Port is advertising for bids on the two wharves, estimated to cost $10 million or more, and already has approved purchase of the two Paceco electric cranes as well as $2 million for the new road into Barbours Cut from the nearby towns of Morgans Point and LaPorte.

The new container wharves will lie adjacent to the U-shaped LASH wharf which was completed more than two years ago and across the Barbours Cut channel from a second LASH wharf now nearing completion. Site grading for the two wharves has been completed and pile driving of steel pile bulkheads already is well underway.

The Barbours Cut facility lies 25 miles from the Port of Houston proper, on the south bank of the Houston Ship Channel where it enters Galveston Bay. Eventually it will provide container and LASH wharves for thirty vessels along a channel and around a turning basin, with draft of 40 feet or better.

Estimated time for the construction of the two new container wharves and installation of the electric container cranes is less than two years, and meanwhile container ships with their own cranes aboard, such as those of the Delta Line, as well as LASH type vessels, including those of the Delta, Combi and Waterman lines will continue using the present LASH wharf on the east bank of the Barbours Cut channel, while strictly LASH vessels will soon be using the second wharf for this type operation when it is completed on the western bank of Barbours Cut.

In addition to the container wharves and second LASH wharf, the Port Authority is also constructing a barge fleeting area alongside its first LASH wharf and immediately behind the new LASH wharf nearing completion across the Barbours Cut channel.

Barbours Cut has made Houston pre-eminent in the handling of the huge new LASH and giant container vessels in the West Gulf and in 1974 52 vessels of the Combi Line, Delta Line and Waterman Line called there, discharging and loading 357,000 tons of cargo, either in barges or, in the case of the Delta Line, in both barges and containers.

Barges aboard LASH vessels carry more than 26,000 tons and each vessel carries upwards of eighty of these barges, or lighters (hence LASH, for Lighter Aboard Ship). Incoming barges are loaded overseas at their point of origin, then moved by tow or tug to a fleeting area to be loaded by the sophisticated heavy-lift crane which hauls them over the stern of the vessel and deposits them in its holds.

Upon arrival at Barbours Cut, the barges are unloaded by the same crane-aboard-ship and then taken by tug or tow to their point of destination, which can be on any inland waterway or to the Turning Basin at the Port of Houston, 25 miles upstream. There they are unloaded and their cargo distributed by truck or railcar to their inland point of destination.

For export shipments, of course, the procedure is just the reverse.

The container concept is the same, except that the cargo is loaded in huge containers at the point of origin and taken by truck to the ship, which in the case of today's new vessels of as long as 900 feet can carry 1,800 of the giant boxes.

If the wharf where the ship berths has container cranes, the containers are loaded or unloaded by these units, which will be the case at the two new container wharves now being built at Barbours Cut by the Port of Houston. If the vessel has its own container crane aboard as well as a barge crane, as in the case of the Delta Line ships, the container is loaded and unloaded by this machinery.

Once unloaded, the container is sped on its way by receiving truck to its ultimate destination–the cargo untouched from the time it was loaded at its point of origin until discharged by the consignee. In the case of less than container lots, goods are stuffed into containers at the departing wharf to make a full load, and handled similarly at point of destination.

Cargo handled in 1974

Houston, Texas (Port of Houston News Release):–The Port of Houston handled 83.9 million tons of cargo in 1974 to come within 2.3 million tons of the record-setting 86.2 million tons moved in 1973, according to figures just released by the Port's statistics department.

However, the Port's foreign trade for 1974 was a record breaking 35 million tons compared to 1973's 34.2 million tons. It was drops of a million tons each in coastwise deepsea movements, internal barge traffic and domestic barge traffic which were responsible for 1974's lesser total.

The 1974 figure is still 12.5 million tons more than 1972 which, until that time, had been the Port's record year, and reflects strong increases in both foreign bulk and foreign general cargo imports.

The 86.2 million ton figure for 1973 is based on Port of Houston Authority statistics, although the U.S. Corps of Engineers later credited the Port with an additional 2.3 million tons of cargo from internal barge movements that had not been reported to the Port's statisticians. By the same token, it is possible the Corps may allocate additional, similar tonnage to Houston for 1974 when its figures are released later in the year.

Port officials were particularly pleased with 1974's increase of more than three quarters of a million tons of foreign trade general cargo over 1973. General cargo is the bread and butter of any port and the handling of a ton of general cargo, such as steel, automobiles, oil field machinery or petro chemicals generates several times more revenue than the handling of a ton of bulk cargo.

The 1973 record tonnage jump over 1972 was due largely to the tremendous shipments of wheat under the U.S./Russia trade agreement that year. With that one-time bit of business gone, Port officials had feared a drop in 1974 foreign tonnage, but a 6 million ton increase in foreign bulk, largely crude oil to meet the energy crisis, and the additional jump in overseas general cargo more than offset that loss.

Actually, bulk exports, largely wheat, were down only 6 million tons, but 1974 deepsea coastwise tonnage was 22.4 million compared to 23.6 million the year before; domestic barge tonnage was 22.4 million as against 23.5 million in 1974 and internal barge traffic was down to 2.5 million tons from 3.5 million tons a year ago.

Container movements of 20 foot units or their equivalents were about the same as 1973 with 116,381 handled last year against 121,389 in 1973. These were nearly equally divided between foreign, at 61,214 containers, and domestic movements with 55,167 containers.

Busiest port on West Coast

Long Beach, Calif. (Port of Long Beach News):—Long Beach Harbor, long acknowledged as America's most modern port, has now officially become the busiest of all U.S. West Coast ports as well, according to figures just released in Long Beach's 1974 annual report.

Tonnage moving through Long Beach during the 12 month period amounted to 29,785,731 tons, compared to 26,195,071 the year previous for a 13.7 percent gain. This represents a new record high among American Ports on the Pacific Coast.

During the past decade, the report shows that total tonnage moving across Long Beach's 68 deep water berths has risen from 12.3 million tons in 1964 to nearly 29.8 million tons last year, for a 142.2 percent increase.

In that same ten-year span, general cargo movements rose from 2.7 million to 6.9 million tons, with containerized cargo alone amounting to nearly 4 million tons in 1974. Container tonnage has more than doubled in the last two years, concurrent with completion of a $50-million container complex in the Southeast Basin near the Queen's Gate entrance of the Long Beach Breakwater.

Last year, bulk petroleum movements through Long Beach Harbor increased from 14.4 million to 17.7 million tons. With the deepest dockside water of any U.S. port and a dredged fairway in excess of 60 feet, Long Beach is now routinely handling 135,000 tons supertankers at several main channel terminals.

Dry bulk shipments eased slightly from 5.2 million to 5 million tons during 1973-74, while liquid bulk other than petroleum remained stable at a quarter-million tons.

Following bulk petroleum in inbound tonnage processed through Long Beach were steel and steel products, bulk gypsum, lumber, newsprint and paper products, vehicles, bananas, bulk salt, electric machinery and manufactured goods and plastic products.

In the outbound commodity category, bulk petroleum edged petroleum coke by a 3.7 to 3.1 million tons margin, followed by grain, fresh fruit, bulk potash, baled cotton, waste paper, machinery and parts, steel and steel products and steel scrap.

Commerce between the Port of Long Beach and ports throughout the Far East dominated foreign tonnage statistics with 47 percent, both inbound and outbound. Latin America accounted for another 24 percent of all cargo movements, with Europe getting 13 percent, the Middle East 12 percent and other parts of the world 4 percent.

The top ten foreign trading partners were headed by Japan with 4.9 million tons, followed by five major oil exporting countries—Ecuador, Indonesia, Iran, Venezuela and Saudi Arabia. Mexico, Belgium, West Germany and Canada rounded out the top ten.

While the assets of the Port of Long Beach reached $260 million during the past fiscal year, economic benefits to the Southern California community kept pace, with harbor-generated payrolls approximating a quarter-billion dollars annually.

Major expansion projects

Long Beach, Calif. (Port of Long Beach News):—The Long Beach Board of Harbor Commissioners has taken action on three major projects calling for construction of $13 million worth of additional cargo handling facilities at the Port of Long Beach.

First, the Board authorized a long-term lease with Great Lakes Carbon Corporation under which the Port will construct a 50,000 ton capacity storage shed for dedusted calcine coke at a cost of $2.8 million. The 130 by 495 foot concrete and steel structure will be equipped with all necessary water quality safeguards to assure that no coke reaches Harbor waters.

With a shiploading capability of 2500 tons per hour, the new facility will result in the concentration of all coke handling operations on Pier G. The project has already received approval from the Coastal Commission.

In another action, the Board authorized preparation of an Environmental Impact Report and permit applications required for the proposed tanker terminal at Berths 201-202 on Pier A for MacMillan Ring-Free Oil Company. The Harbor Department's investment in the new facility is estimated at $3.3 million, with MacMillan to pay for all tankage and piping.

This site has in excess of 60 feet of water at berthside and is located on the main Long Beach Harbor entrance channel, which is also more than 60 feet in depth, the deepest dredged fairway of any U.S. West Coast port. The terminal will handle supertankers up to 1100 feet in length.

Similar Board action was taken to prepare Environ-

(Continued on next page bottom)

New York City Passenger Ship Terminal Officially opened

(See also story titled "New passenger ship terminal to open" in November 1974 issue of this magazine, page 36.)

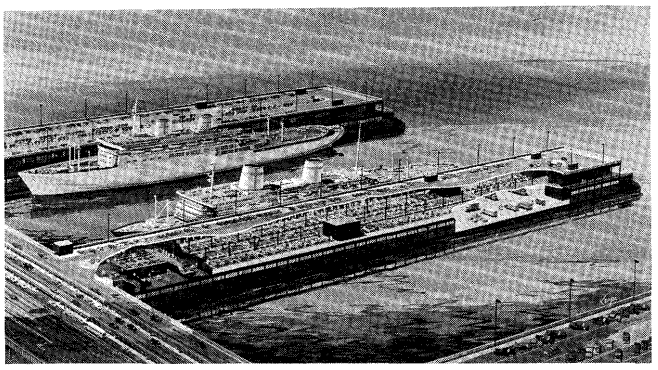
New York, N.Y., November 23, 1974 (News from The Port Authority of NY & NJ):—The New York City Passenger Ship Terminal on the Hudson River was officially dedicated this afternoon at ceremonies attended by some 1,300 guests from government, maritime and international circles.

The new $40 million facility, developed by The Port Authority of New York and New Jersey at the request of the City of New York, involved reconstruction of three barn-like and obsolete piers between 48th and 52nd Streets, to provide six ship berths with the most modern passenger facilities. In addition, Pier 40 at Houston Street is available as a companion three-berth facility, for a total of nine steamship berths to accommodate transatlantic and cruise liners.

Mayor Abraham Beame and Port Authority Chairman William J. Ronan spoke at the colorful ceremonies starting at 2:30 P.M. on the passenger level in the center wing of the new terminal. Fred R. Boyett, Regional Commissioner of Customs; Charles Dickson, Chairman of the New York Passenger Terminal Users Association and Vice President of Cunard Line; and John Bowers, Executive Vice President of the International Longshoremen's Association, AFL-CIO, and President of I.L.A. Local 824, whose members work the Manhattan piers, also spoke on behalf of their organizations.

The "Sea Venture," of Flagship Cruises, with some 650 passengers aboard, and Home Lines' "Oceanic," carrying 950 passengers—the first vessels to use officially the new terminal—sailed at the conclusion of the ceremonies. At 4:00 P.M., the "Sea Venture" departed on a "cruise-to-nowhere," and a few minutes later the "Oceanic" got under way on its scheduled cruise to Nassau. The Coast Guard Cutter "Dallas" fired a salute to mark the official opening of the new terminal, and New York City fireboats and Moran tugs rendered their traditional maritime tribute.

Just before the ships' departure, Mayor Beame and Dr. Ronan presented champagne and roses to two passengers from each cruise liner to wish them "bon voyage" on their first departure from the newly-dedicated terminal. Dr. and Mrs. Alfred Bonsignore of Lake Isle, Eastchester, New York were booked aboard the "Sea Venture"; Mr. and Mrs. Noel Petisce of North Providence, Rhode Island sailed in the "Oceanic."



NEW YORK CITY PASSENGER SHIP TERMINAL: Cut-away view of the Center Wing of the New York City Passenger Ship Terminal developed by The Port Authority of New York and New Jersey at the request of the City of New York. The street level is used for ships' storage and supplies, automobiles and large baggage. The second, or passenger level, is for the handling of all passengers and baggage, including Customs facilities and lounges for visitors and travelers. The third level, or roof, is for automobile parking. The $40 million six-berth facility was dedicated on November 23, 1974.

Speaking for the City, Mayor Beame said: "This magnificent new passenger terminal is a major investment by the City—and we expect it to reap many worthwhile dividends.

"The new facility," he noted, "is the first anchor of the City's massive redevelopment efforts on the west side of Manhattan. Among these will be the building of the new Convention Center. This means more jobs and economic expansion for our people.

"The new passenger structure," the Mayor added, "will help to strengthen our position as one of the greatest ports in the world. We started out that way—and our tremendous growth since is due in great part to the fact that our City is an ideal port and a natural center of regional, national and international commerce."

Port Authority Chairman Ronan, who presided, said that, when former Mayor Lindsay in 1966 asked the Port Authority to study the feasibility of a new ship terminal, "the Commissioners welcomed this opportunity to work with the City to meet the port's desperate need for new passenger ship facilities. Achieving that goal," he noted, "has required eight years of intricate negotiations, planning and construction . . . but the outcome as manifested by the terminal we dedicate today (was) well worth the effort."

Dr. Ronan said that, "In addition to providing a worthy gateway to the region for the thousands of ship travelers who sail to and from New York to ports around the world, this new terminal will provide expanded employment opportunities for labor, services and industries in the New York-New Jersey area."

Chairman Ronan said, "The Port Authority with the full cooperation and support of the City, the steamship lines and the Convention and Visitors Bureau has initiated a program to stimulate the introduction of fly-cruise package tours highlighting the attractions of New York as a 'Port-of-Call' in connection with a cruise to equally exciting

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mental Impact Report and permit applications for the expansion of the Koppel grain terminal located at Berths 210-211 on Pier A. Under this project, the present 2.25 million bushel storage facility would be nearly doubled in capacity, and grain handling and loading equipment expanded to handle the constantly increasing movement of feed grains through Long Beach Harbor.

Estimated investment by the Port for this expansion is $7,000,000. The three projects are the first major port expansions planned in Long Beach since completion of the $50 million container complex last year.

vacation wonderlands. Steamship lines, airlines and hotels are hard at work developing attractive tour packages to attract increased passenger volumes to New York."

Commissioner Boyett said that "... our (Customs) people have been looking forward to this day. It means that they will be able to perform their duties quickly, courteously, and with competence in 20th century surroundings. The bright and cheery atmosphere of this structure will be reflected in the attitudes of our inspectors in their dealings with you, the passengers."

Mr. Dickson, representing the steamship lines which will use the new facility, said: "The opening of the new terminal represents a new era for the passenger ship industry in the Port of New York. With the spirit of cooperation between the Port Authority, the City, labor and the steamship lines, the Port of New York will achieve its potential as the premier transatlantic and cruise port in the United States."

Mr. Bowers said that, "with the most modern facility in New York, the traveling public can be assured that there will never be any further disruption of service or inconveniences." He noted that "this pledge is so necessary to the success of the new facility." Mr. Bowers added: "Certainly the new air of atmosphere in labor-management relations helped meet the challenges that we are all witnessing today."

Facts about the Port of New Orleans

New Orleans, La. (New Orleans Port Record, December, 1974)

1973 Total Waterborne Commerce—136 million tons; 1st in Gulf; 2nd in U.S.A.; 3rd in World.

1974 Total Foreign Trade (fiscal year) 33 million tons; up 17 per cent over fiscal 1973 and 45 per cent over fiscal 1972.

VALUE: 6.7 billion dollars; up 59% and 102% over 1973 and 1972.

Foreign Waterborne Commerce represents an impact on the State of Louisiana of over 3 billion dollars.

Nearly 5,000 ships call at the port annually having accommodations of 100 general cargo wharves.

104,000 20' equivalent containers were handled during fiscal year 1974. There are two container berths with 3 container cranes. Partial container service at all general cargo wharves.

Handles more general cargo than any port in the U.S. except New York. 7.5 million tons in fiscal 1974.

This area ships over one-third of all the grain from the U.S., over 1 billion bushels.

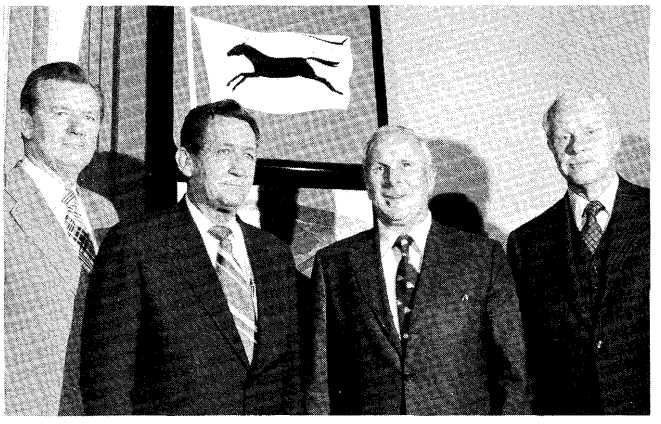
Customs collections exceed 100 million dollars.

Principal commodities:

Exported; Grain, Feed, Cotton, Flour, Fertilizers, Vegetable Oils, Chemicals, Coal.

Imported; Sugar, Steel, Petroleum, Automobiles, Bananas, Coffee, Ores, Plywood.

Principal trading countries: Japan, West Germany, Italy, Russia, Mexico, Netherlands, Brazil, United Kingdom, Venezuela.



San Francisco, Calif., 2/3/75 (Propeller Club of the Golden Gate):—The monumental job of clearing old wrecks from the Suez Canal was recently described at a recent luncheon meeting before the members of the Propeller Club, Port of the Golden Gate. Murphy Pacific Marine Salvage Company, contractors for the project, spent months in sweltering North African heat in the successful removal of many sunken vessels which had blocked ship traffic for years. Pictured (left to right) are Bill Reich (Prudential Lines), club president; Warren Thomas, executive vice president of Murphy Pacific; Captain Joseph Madeo, project manager; and Edward Ransom (Lillick, McHose, Wheat, Adams & Charles), club program chairman. The Propeller Club sponsors monthly meetings and other events to promote, further and support an American merchant marine.

Third on West Coast

Portland, Oregon, December 30 (Port of Portland News Release):—Portland gained nearly 3 million tons in total waterborne commerce during 1973, an 18% increase over 1972, and nudged a little closer to second-place Los Angeles in statistics recently released by the U.S. Army Corps of Engineers. Long Beach moved into first place among West Coast ports in the report's standings, replacing Los Angeles. Richmond, Calif., Seattle and Tacoma, Wash. were fourth, fifth and sixth respectively.

The report, "Waterborne Commerce of the United States," showed that Astoria now 17th place, was the only lower Columbia River port to show a gain in rank while actually losing tonnage. Of the five northern Washington ports listed, Seattle and Tacoma were the biggest tonnage gainers with 16% each, but were some 500,000 tons behind Portland's 18% growth rate. Portland was second only to Long Beach in total tonnage gained in 1973.

The report also showed Portland in third place in foreign tonnage, including imports and exports, and was again behind the two California leaders. Portland's 46% gain in this category was almost as much as the combined Tacoma-Seattle gain; Portland: 2,486,376 tons; Tacoma: 1,096,041; Seattle 1,433,221 tons gained in 1973.

Long Beach, Los Angeles and Richmond were first, second and third in tonnage increases with 5,433,114; 2,602,660; and 2,513,981 short tons respectively. Only three of the five major lower Columbia River ports listed, Longview, Wash., Vancouver and Portland, had tonnage gains. Vancouver was the only lower Columbia port that gained in overall ranking, moving from 12th to 11th place.

FOREIGN WATERBORNE COMMERCE–TOTAL IMPORTS AND EXPORTS 1973 (SHORT TONS)
(Includes barge traffic; excludes local movement)

Long Beach	17,863,182 short tons
Los Angeles	13,608,742
PORTLAND	7,903,519
Tacoma	6,498,468
Seattle	6,475,648
Richmond	5,859,452
Coos Bay	4,823,580
Longview	4,317,552
Oakland	3,170,922
San Francisco	2,791,175
Vancouver	2,406,514
Everett	2,093,406
Port Angeles	1,690,138
Skagway	1,317,528
Sacramento	1,302,982
Astoria	1,192,857
Anchorage	901,854
Kalama	899,609
San Diego	879,902
Anacortes	549,666

TOTAL WATERBORNE COMMERCE 1973 (SHORT TONS)
(Includes Foreign & Domestic)

Long Beach	27,133,022
Los Angeles	25,977,491
PORTLAND	20,077,043
Richmond	18,259,836
Seattle	17,000,178
Tacoma	9,804,752
Coos Bay	7,730,708
Oakland	7,414,679
Longview	5,859,442
Everett	4,919,930
San Francisco	4,485,745
Vancouver	3,590,664
Port Angeles	2,918,785
Anacortes	2,895,947
Anchorage	2,624,763
San Diego	2,063,356
Astoria	1,827,286
Stockton	1,806,500
Sacramento	1,600,746
Kalama	1,381,788

Commissioners elected

Portland, Oregon, January 9 (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. Wallance accepted the 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.

Barber Blue Sea service

Portland, Oregon, January 7 (Port of Portland News Release):–The M/S PERSEUS arrived at the Port of Portland's Terminal 2 Sunday and marked the beginning of a new, 'round-the-world service by Barber Blue Sea'–a joint venture operation between Barber Lines and Blue Sea Line announced late last year.

To be followed by seven sister ships, all of the new "Piram" class, the PERSEUS begins service to Portland and other West Coast ports from the Far East; then sails to Panama, Venezuela and back to the Orient.

Discharging general cargo from the Orient, the PERSEUS is loading peas, paper, lumber and other products for Panama and Venezuela. She can carry 120 twenty-foot containers and handle 60-ton lifts with her deck derricks.

Equipped with a variety of deep tank space for specialty oils and chemicals from the Far East, she also has freezer and refrigerator space, dehumidifying chambers and specially designed equipment for handling all types of cargo.

All eight of the British flag ships in the new service are nearly 564' in length, 11,500 DWT, and each has nearly 650,000 cubic feet bale capacity.

Portlanders interested in the marine scene will have to brush up on ancient Greek history to keep track of the newcomers, as each bears Homeric names of ancient heroes

or Gods . . . PERSEUS being the son of Zeus, King of all Greek Gods, whose great moment in life, according to legend, came when he cut off the head of Medusa, one of the Gorgon monsters reputed to be so terrible that man could turn to stone if he so much as looked at one.

PERSEUS will be followed by PATROCLUS, PHRONTIS, PHEMIUS, PRIAM, PROMETHEUS, PROTESILAUS, and the PEISANDER into Portland harbor, one every 18 days. Starting in the Far East ports of Penang, Port Kelang and Singapore, they will call at Bangkok, Hong Kong, Keelung, Busan, Kobe and Yokohama before crossing the Pacific to Portland and the West Coast. From Los Angeles, the vessels sail for Panama, La Guira, Puerto Cabello, and Maracaibo, ending their voyage in the Gulf of Mexico. There, they will load for the outbound trip to the East Coast, then sail around the tip of South Africa non-stop to Singapore.

Overseas Shipping Co., headquartered in San Francisco, is agent for Barber Blue Sea, with Virgil Warden district manager in Portland.

Embarcadero redevelopment

San Diego, Calif., 9 January (Port of San Diego News Release):—A major plan for development of the Embarcadero area in San Diego Bay has been presented to the Board of Commissioners at the San Diego Unified Port District.

The independent study is the work of Williams-Kuebelbeck & Associates, land economists and financial planners. The firm's primary purpose was to determine "market patterns for commercial purposes" along a six-mile segment of waterfront, from Harbor Island to the Compbell shipyard at the foot of Eighth Avenue. It remains for the Port Commission to consider what the actual course of development should be.

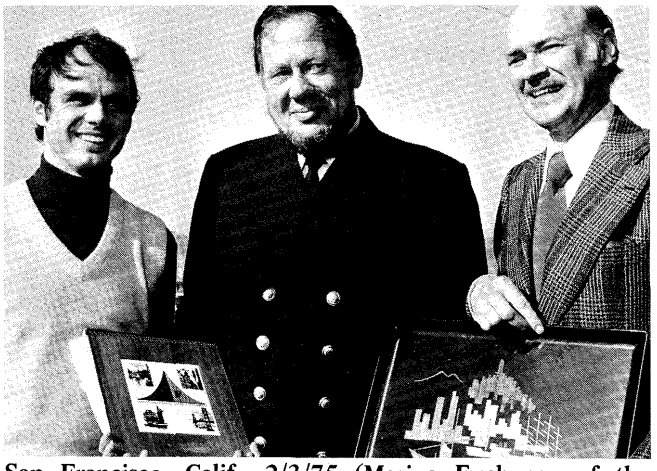
Planner Lawrence Williams described the project as "doable." According to Mr. Williams, the Embarcadero ". . . does not cry for picnics and campfires." He considers it basically a commercial and industrial area, with enough open spaces and recreational sites included to make the Embarcadero a smooth and effective transitional area between city and bay. The 25-year, $85 million, 800-acre project calls for the expenditure of over $23 million in Port funds, with nearly $62 million coming from other sources.

It has been calculated that the project would add 1,400 new jobs each year to the San Diego economy. By its completion during the year 2000, a total of 31,300 jobs would have been provided. Also by that time, annual revenue to the Port District from the project would be $3 million, and a total of over $2 million in various taxes would have been generated by the project for the city, county, city schools, and other cities in the county.

The plan identifies five distinct subareas within the overall project. The first, from Harbor Island to Hawthorn Street, would include a 300-room hotel, another of 400 rooms, and a 400-slip marina in the area of Harbor Island's eastern basin.

No major developments are planned for the second project area, from Hawthorn to Ash Street, except for a bike trail and pedestrian promenade.

The Ash Street to Broadway area, according to the plan, would include an office village of one million square feet, some of it on the present B Street Pier. In addition, there would eventually be two 300,000 square-foot office towers south of the Royal Inn at the Wharf.



San Francisco, Calif., 2/3/75 (Marine Exchange of the San Francisco Bay Region):—The maiden voyage arrival of the MV OTELLO was recently feted in special ceremonies aboard ship at San Francisco's Pier 70 facility. On hand were (left to right) Tom Flynn, Marine Committee of the San Francisco Junior Chamber of Commerce; vessel master Captain Sixten Olsson; and Ted Rausch (Ted L. Rausch Co.), Marine Exchange of the San Francisco Bay Region. Also on hand, but not pictured, was Don Taggart of the Port of San Francisco. The 51,000 DWT Wallenius Line ro-ro- vessel can carry 3,500 compact-size automobiles in three 14-deck "garages," as well as carrying 45,000 tons of ore in 4 ore holds. The OTELLO calls at Europe, Japan, and the U.S. West Coast. Fred Noonan Co. is the local agent.

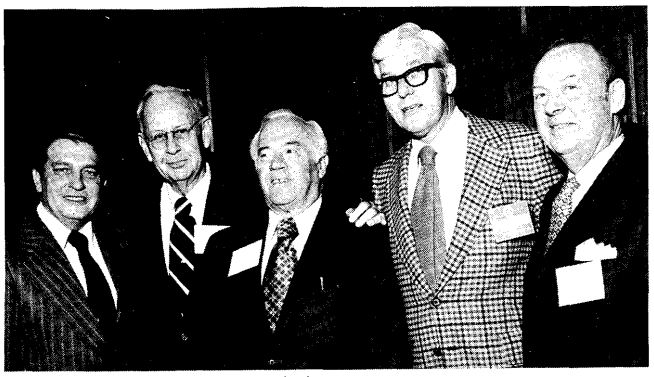
For that portion of the waterfront bounded by Broadway and Market Street, the plan envisions a public observation park from which to view the bay, a new Port administration building, restaurants, and the ships of the Maritime Museum.

The heart of the project would be located in the area from Market Street to the foot of Eighth Avenue. It would include an Embarcadero Village with 40 or 50 specialty shops and as many as half a dozen restaurants, a marina for 500 vessels at the foot of Fifth Avenue, three major hotels, and a new convention center, to be built partly on the present site of San Diego police headquarters, which would be relocated.

Mr. Williams pointed out that the project has been designed to complement San Diego's Centre City plan. Uppermost in the planners' minds, Mr. Williams indicated, was the application of what he called "financial self-sufficiency criteria." As a result, the Embarcadero redevelopment plan is to be financed entirely without any new bond issues or tax levies.

First cruise ship of 1975

San Diego, 7 February (Port of San Diego News Release):—The first cruise ship of 1975 to call at the Port of San Diego will be the Chinese liner, ORIENTAL ESMERALDA. And she will call at a new location on the bay, one not used in the past by ships of the Orient Overseas Lines.



San Francisco, Calif., 2/3/75 (Marine Exchange of the San Francisco Bay Region):—THE CRESCENT CITY AND RED TAPE=New Orleans was the scene recently of a series of major meetings by the U.S. industry organization designed to slash excessive documentation and procedural impediments to international trade. In sessions of its carrier and executive committees, board of directors, and a one-day special workshop and seminar, the National Committee on International Trade Documentation reported on its considerable progress in reducing paperwork, and projected ongoing campaigns to cut further the $8 million estimated annual costs of U.S. world trade and shipping paperwork. Key participants included national committee officials and those from the host port (l to r): Jack D. Robins, director of traffic of the Caterpillar Tractor Company, Peoria, and NCITD director; Walter C. Flower, 11, president of Lush Shipping Co., Inc.; Sam Giallanza, senior vice president of the New Orleans Steamship Association; Denis G. Grace, deputy New Orleans port director on trade development, and Arthur E. Baylis, national director of NCITD.

The 28,000 ton vessel will dock at Broadway Pier, not 10th Avenue Terminal as previously advertised to 300 boarding passengers. Handling this large number of boarding passengers made the change in mooring location necessary, according to Port officials.

The ESMERALDA will discharge passengers on her arrival at 8:00 a.m., Sunday, February 9. The 300 embarking passengers will go aboard between 1:00 p.m. and 3:00 p.m. on Tuesday, the 11th.

The ship will sail on a 20-day excursion to Mexican, Nicaraguan and Guatemalan ports later that afternoon. Skipper for the cruise is Captain K.T. Hsing, a veteran of Orient Overseas Line Service.

The ESMERALDA returns to San Diego to discharge passengers on March 3.

Golden Gate highlighted

San Francisco, Calif., January 1975 (Marine Exchange of the San Francisco Bay Region):—"Treasures of the Golden Gate"—in terms of maritime and world trade resources, that is—is the theme of the just-published Golden Gate Atlas by the Marine Exchange of the San Francisco Bay Region.

The third—and completely revised—edition of the region's only full reference and directory features in almost 100 pages a wealth of information on its world trade and commerce, and the resources and services which make possible this vital flow.

"This latest version, the first since 1971, is undoubtedly the best yet", announced Exchange President Jack R. Page, who is also president of the Pacific Coast's largest steamship agency, General Steamship Corp., Ltd. He noted that the Atlas presents up-to-date, detailed reports on all the shipping facilities in the region, with maps for each, including the Ports of San Francisco, Oakland, Alameda, Richmond, Redwood City, Stockton, Sacramento, Benicia and the San Pablo-Suisun Bays complex. It also highlights all government and commercial services involved in world commerce, details ship anchorages, lists ocean routes, and has a cross-indexed shipowners and agencies comprehensive directory.

Among the many detailed listings included, for example, are the region's freight forwarders and Customs brokers, referenced as to the type of services they are licensed to perform—a "first time" for provision of such information.

The Exchange originated in 1849 to serve Gold Rush-bound shipping and San Francisco's pioneers. It has since become a broadly-based, regionally supported service and development agency, for all interests—public and commercial—involved in waterborne commerce and related industry. It also serves as secretariat for 12 other organizations, similarly committed to promotion, expedition and expansion of trade and shipping, including on a regional, state-wide and Pacific Coast basis.

Copies of the Golden Gate Atlas are available from the Marine Exchange, 303 World Trade Center, San Francisco, CA 94111, for $2.00 each (plus tax). Mail orders (including postage and handling) are $2.70.

Honored for environment work

Seattle (Port of Seattle Reporter, December, 1974):—A special recognition award for excellence in port environmental improvement and protection was presented to the Port of Seattle at the American Association of Port Authorities annual convention in San Juan, Puerto Rico on October 23.

Eleven major U.S. commercial ports in the Western Hemisphere competed for the award.

The award, including a citation scroll and a tree, symbolic of a living memorial, was presented to J. Eldon Opheim, general manager of the Port, by Kenneth Biglane of the United States Environmental Protection Agency.

According to Biglane, the Port of Seattle recognized its responsibilities to conserve, protect and enhance the quality of the environment in the port area by assigning two full-time staff persons to handle environmental affairs; provided a dust-control program; installed a bilge pump-put system for commercial fishing boats and recreational boats and introduced a program for waste-paper recycling for energy conservation.

Port officials also provided a new landscaping design-improvement scheme for waterfront areas, including the planting of trees and extensive painting which resulted in the expenditure of over $600,000 in 1973. The Port also discontinued on-site burning and deepwater disposal of various grades and types of debris.

This marks the second year of the program sponsored by the American Association of Port Authorities to focus attention on the environmental concern of port authorities and port officials.

Biggest port on Coast

Seattle (Port of Seattle Reporter, December, 1974):—The big ports down in California do not have the biggest port operations on the West Coast, as many people are led to believe. The distinction of being the port that generates the most revenues belongs to the Port of Seattle, according to figures compiled by James L. Hogan, POS controller.

Seattle's total operating revenues in 1973 were $42,250,000, which was about double those of its nearest rival, Portland. Then came Los Angeles with $19,500,000, Oakland $15,250,000, Long Beach $15,000,000, San Francisco $13,200,000, San Diego $10,400,000 and Tacoma $9,100,000.

As a matter of fact, Hogan's compilations show that Seattle leads in all other categories: total assets of $382,235,000; total number of employees, 950 (as of December 1973), and airport operating revenues, $25,000,000.

As far as assets are concerned, the Port of Seattle's $382 million were far ahead of those of the next two closest rivals—Long Beach with $229 million and Los Angeles with $202 million.

Belgian Far Eastern Line

Antwerp, 4/12/1974 (Port of Antwerp Promotion Association Press Release):—The Belgian Far Eastern Line, set up by the Belgian shipping companies Compagnie Maritime Belge, Ahlers Lines and Bocimar has been admitted as a full member of the shipping conferences that regulate the goods traffic to and from the Far East, viz. the Far Eastern Freight Conference, the Europe/Japan and Japan/Europe Freight Conference and the Philippines/Europe Conference.

In this way Antwerp became one of the European ports from which, within the framework of these conferences, goods are directly and regularly shipped to destinations in the Far East (Thailand, Malaysia, Singapore, the Philippines, South Korea, Japan, Taiwan and Hong Kong).

This is the logic outcome of the evolution in the position of the port of Antwerp with respect to the maritime traffic between Europe and the Far East.

The share of the port on the river Scheldt regarding for instance the maritime goods traffic between Malaysia, the Philippines, Japan, Hong Kong and the main ports of the Bremen-Le Havre range amounted over the last years to one third or 1.5 million t yearly.

The partners of the Belgian Far Eastern Line having a considerable own potential (75% of the overall tonnage of general cargo vessels under the Belgian flag) they will be able to start operating their service between Antwerp and the Far East within a near future.

Nearly 10m. tonnes handled in 1974

Edinburgh, Scotland, February 3rd (Forth Ports Authority):—Almost ten million tonnes of traffic passed through the Forth Ports last year, despite upheaval in the supply of the world's oil and a downturn in coal shipments.

A rise of 193,158 tonnes in other cargoes partly offset the reduction in oil and coal traffic. Out of a total drop in tonnage of 414,017 tonnes, oil traffic was down 420,883 tonnes and the coal traffic through Methil was down 154,380 tonnes to 357,382 tonnes.

However, the 9,995,828 tonnes passing through the six ports showed a drop of only 4%, compared with the previous record year. Commenting on these results, Mr. John Sutton, General Manager of the Forth Ports Authority said:

"I think that, taking into account the events of 1974, we can say that the Forth has held its own. Given the oil situation, it has been pleasing to note the increase in non-oil traffic and this we will endeavour to hold in the year ahead."

Grangemouth's heavy involvement in oil and petrochemical cargoes resulted in total traffic of 6,960,276 tonnes a decrease of 298,582 tonnes from the previous year. However, other traffic increased by over 68,000 tonnes.

Leith handled a total of 1,963, 364 tonnes, an increase of 50,474 tonnes and Granton, again dependent on oil traffic, saw its tonnage drop by 19,390 tonnes to 390,398 tonnes.

Burntisland, handling bauxite for the aluminium industry, was 50,474 tonnes up at 260,000 tonnes and Kirkcaldy's cargoes totalled 64,309 tonnes, a decrease of 11,840 tonnes.

New national initiative proposed—fewer plans and more action

London, 13th January (PLA News):—The British people do not really understand seaports and the role they should be playing in the economic and industrial life of the nation, Port of London Authority Director-General, John Lunch, claimed today.

The British still regard ports as places where land transport changes to sea transport, where ships are loaded or discharged or where they seek refuge from the sea. Meanwhile, Britain's neighbours across the Channel and the North Sea pressing ahead with the development of massive coastal growth areas where industry is provided with every assistance and where port facilities are an integral feature and not a separate entity. These contribute greatly to the economies of these countries, whose prosperity is outstripping Britain's.

Addressing a meeting of the Chartered Institute of Transport, of which he is a Council Member, Mr. Lunch said that the kindest way of describing the British attitude towards ports was "laissez faire" but this was inadequate to meet today's challenge of international competition. He stressed the need for a flexible national resource plan embracing port development that well transcends the life of any parliament.

Britain has much to learn from her continental competitors, particularly France, where resources are concentrated on a limited number of sites selected to foster the mutual development of industry and France's external trade.

Mr. Lunch warned of the dangers to Britain of becoming dependant on the continent for our deep sea transport whose natural route is the English Channel and North Sea. We could place British industry in the vulnerable possition of second class transport citizens at the end of a feeder service—dearer, slower and less reliable transport than for our competitors who would naturally take the pickings. In

terms of tons, over 99% of Britain's trade is seaborne.

He pointed to the Franch challenge from Dunkirk. It is not merely one of France's three greatest ports, it is also a massive industrial development area. It will be a veritable Birmingham–Midlands area created 25 miles from Britain's doorstep and a truly formidable business challenge to this country–wake up Britain!

Britain has one of the most highly developed systems of planning control but it makes it very difficult to get things done since the best is always the enemy of the good. While Britain argues and plans, our competitors get on with the job. Let us follow their example–more action and fewer plans.

Stressing the importance of protecting the environment Mr. Lunch said that environmental and economic needs were related, not in opposition. He said; The true environmentalist is creative and realises that if we fail to build economic prosperity into our national fabric, few of us will be able to enjoy the environment we have so carefully protected.

There is no happiness in a good view and an empty belly.

(Mr. Lunch is also Chairman of the Committee on International Port Development of the International Association of Ports and Harbours.)

New ferry terminal at Southampton

London, 2nd January (B.T.D.B.):–The British Transport Docks Board are to go ahead with a scheme to provide a new ferry terminal at the port of Southampton, following receipt of Government approval under Section 9 of the Harbours Act 1964.

Announcing the scheme, Mr. Stanley Johnson, C.B.E., Managing Director of the Docks Board, said that the financial investment of well over a million pounds represented a further step in the successful development of the port of Southampton, and demonstrated the Board's confidence in the port's future.

The project provides for the redevelopment of part of Southampton's Eastern Docks, and includes the construction of a linkspan at Nos. 30/31 Berths, with the provision of car marshalling areas and ancillary services. Tow old transit sheds will be demolished to make way for the new terminal, but other buildings in the area, including the modern passenger reception hall at No. 31 Berth, will remain and will be incorporated in the scheme.

The new development is being carried out in order to provide the facilities necessary to cater for the increasing amount of roll-on/roll-off traffic being dealt with at Southampton. The new berth will be the port's sixth for ferry traffic, with a seventh used by roll-on/roll-off and lift-on/lift-off container operators at the container port in the Western Docks.

Commenting on the scheme, Mr. Donald Stringer, Port Director at Southampton, said that the sustained growth of roll-on/roll-off traffic through the port was of tremendous importance. "It is now a little over ten years since the first service of this type came into operation," he said, "at which time three sailings were made to France every two days."

"At the height of the 1974 season there were up to 80 roll-on/roll-off sailings each week to a total of eight ports in France, Spain, Portugal and North Africa; the volume of traffic carried by these services totalled approximately 56,000 freight vehicles, 190,000 cars, and 810,000 passengers. New and larger vessels are being brought into service this year, and the frequency of sailings will also be increased: it is to cater for this continuing growth of roll-on/roll-off traffic at Southampton that the new terminal is being provided."

Drum-banging for Port of Hull

London, 10 February (British Transport Docks Board):–British Transport Docks Board and North Sea Ferries Limited marketing staff at Hull have just completed a joint four-week trade promotion tour in Scotland and the North of England to show freight forwarders and tour operators the latest developments for cargo and passengers at the port of Hull.

Eleven meetings were held during the last month and cities visited were Glasgow, Edinburgh, Newcastle, Middlesbrough, Manchester, Liverpool, Chester, Lincoln, Sheffield, Bradford and Leeds.

A spokesman for the Docks Board said that it was the second year in succession that a joint trade promotion had been undertaken by the Docks Board and North Sea Ferries. "Our aim was to maintain our contacts with the trade, and to bring people up-to-date with the enormous advances that have been made in the past twelve months", he said.

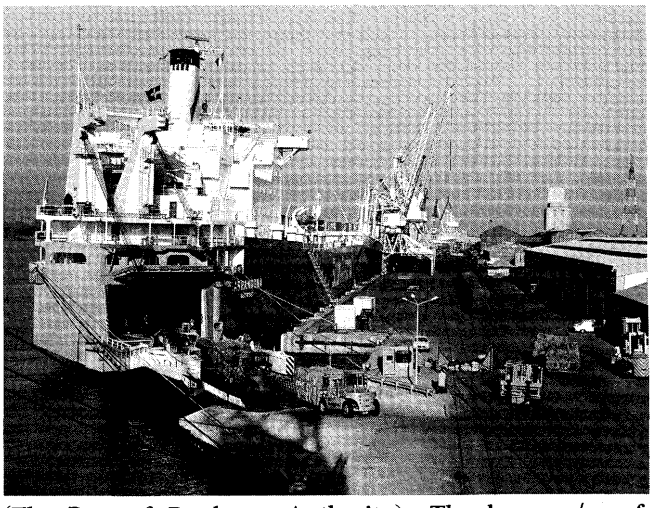
Up to 100 tour operators and freight forwarding agents attended each promotion and were shown a 15-minute audio-visual slide presentation by the Docks Board called "Port of Hull–Gateway to Europe". This was followed by North Sea Ferries' new 25-minute film "Two Sleepways to Europe" which features their daily service to Rotterdam by the new jumbo passenger/freight ferries 'Norland' and 'Norstar' and the new dialy passenger/freight link to Zeebrugge by the 'Norwind' and 'Norwave'.

A New Container Terminal for Bordeaux in 1976

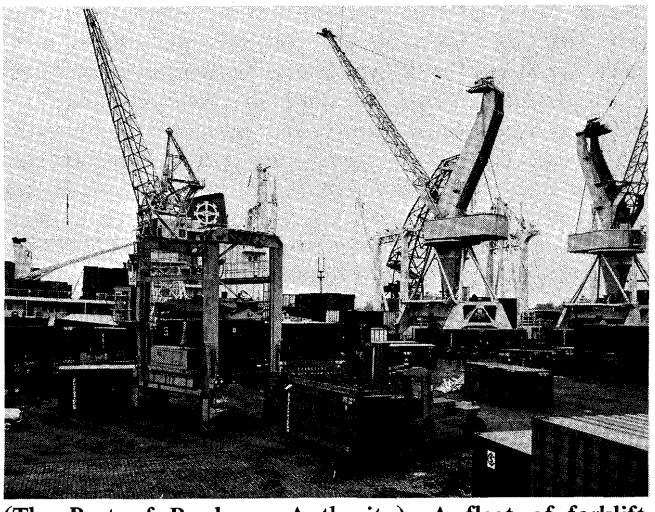
The Port of Bordeaux Authority

Bordeaux, France, 18 February:—The throughput at Bordeaux's Bassens Container Terminal has increased in such a spectacular way, that in 1976, the Port of Bordeaux is to offer importers and exporters alike, a second terminal, at its Seaport of Le Verdon; a berth of the latest design. This berth, or rather terminal will be available at any hour of the day or night, seven days a week for handling the largest vessels, whether they be pure containerships or semi-specialized vessels, such as lateral oblique stern doored vessels for horizontal loading and off-loading. It's very modern equipment will give optimal working conditions for speed and profitability.

A special container gantry crane has been ordered, as part of the equipment for the "Le Verdon" Terminal, which will be provided with a vast storage compound and the appropriate sheds and rail & road connections, etc.



(The Port of Bordeaux Authority): The large ro/ro of Scanaustral Company, will have a special installation at Le Verdon from 1976.

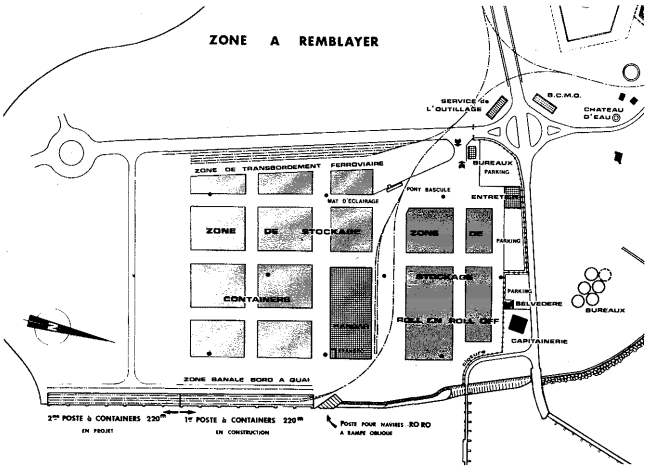


(The Port of Bordeaux Authority): A fleet of forklift trucks and straddle carriers will be used for handling and stacking containers.

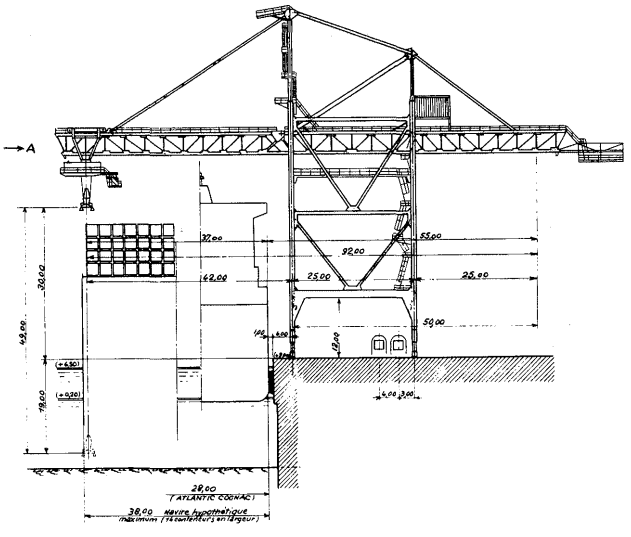
An Exceptional Gantry Crane

Seventy meters high and nearly one hundred meters long, are the gigantic proportions of this exceptional machine, whilst the extra-long rolling range of 92 meters for the container carrying trolley, has a fore-end rail of 38 meters, which can be raised and lowered.

The unusual size of the fore-end rail, makes it possible to work on very wide vessels, for example A.C.L.'s "Atlantic Cognac", which has a width of 28 meters. In addition, the 25 meter long rear rail, means that containers can quickly and easily be removed to the storage compound.



(The Port of Bordeaux Authority): Ro/ro terminal at Le Verdon



(The Port of Bordeaux Authority): An exceptional container gantry crane

The gantry crane can lift fully loaded containers at a speed of 0.87 m/s giving a handling rate of 30–33 containers per hour. This rate can be increased by the addition of a special device which prevents load sway.

The different spreaders which can turn through about 210° make the handling of refrigerated containers that much easier, whilst the cranes capacity of 32 tons makes it possible to complete a twin lift, i.e. hoist two 20 foot containers at the same time.

The handling equipment also includes a pair of 15/24 ton cranes which can be synchronized by coupling them together. Two similar cranes are in use at Bordeaux Bassens and have already proved their worth at that container terminal.

With a 16 month waiting period before delivery, the crane was ordered in May 1974, so that experimental workouts could be made before it becomes operational at the beginning of 1976.

Storage Compound and Sheds

Container traffic necessitates a large storage area. About ten hectares (25 acres) of open storage space will be brought into use in 1976 and this can quickly be increased as the demand rises.

A section of this compound will be equipped for storing refrigerated containers.

However, certain goods need to be placed under cover. Sheds are therefore necessary not only for this, but also for stuffing and unstuffing containers. 2,400 m^2 of covered surface is already available at Le Verdon and is to be supplemented by a further shed of 10,000 m^2.

A fleet of forklifts and straddle carriers will be used for on-shore handling and stacking and the whole compound will be flood lit so that these operations as well as loading and off-loading can continue round the clock.

Connections

Railway wagons, lorries and trailers will all arrive at the terminal site itself, providing rapid delivery and clearance for cargo.

Le Verdon already has an electrified railway line linking it to Bordeaux and the road connections between the two towns are to be improved, notably by the construction of a ring road at Le Verdon to avoid the town center. What is more, the crossing of the Gironde will be effected by a ferry service, with ferries specially adapted for carrying container lorries and trailers. Hence cargo crossing the estuary will do so under the best conditions possible.

Services

All new port constructions involve new employment, be it port personnel, dock-yard labour or broker, shipper, or stevedor employees.

The competent organisations, such as the "Offices des H.L.M. de la Gironde" are dealing with the housing problems for families which will be coming to Le Verdon in 1976. Incidentally, the Port Authority will place at the disposal of their customers 1,000 m^2 of office space, whilst a central exchange for dock and labour employment, as well as social centers are being built.

Exploitation

The Port of Bordeaux Authority has already been occupied for several months with the exploitation of the new terminal. Negociations with the interested parties began in order to determine the working hours so that vessels could be handled without costly delays. On-shore handling has also been the object of numerous reunions so that an optimum throughput can be attained from the opening of the terminal.

Thus from the beginning of 1976, the Port of Bordeaux will be one of the four French ports equipped for container handling and the reception of containerships and roll-on/roll-off vessels. Thanks to the organisation, now being formed, Bordeaux will be able to assure its customers a quick and efficient turn-round.

Le Havre Flashes

(Port of Le Havre Flashes, January, 1975)

ANTIFER: THE REASON WHY

Work on the Antifier Oil Terminal 11 miles north of Le Havre continues apace. The main breakwater, which will eventually have a length of 3,521 m (11,552 ft), had by late October passed the 1,971 m mark (6,466 ft), the point from which the first two-berth jetty for VLCC's will start.

The energy crisis and its consequences, both direct and indirect, everywhere made 1974 a year of careful re-evaluation, and the only projects to have survived are those certain to prove profitable. One of them is the Havre-Antifer Terminal, on which work is being pushed ahead for at least five reasons:

- The present oil terminal in Le Havre proper is reaching saturation point, indeed has already reached it in the case of the two berths (Nos 8 & 10) able to take tankers of over 200,000 dwt. It has been estimated that they can comfortably handle a maximum of 120 vessels each per year, a figure considerably overstepped in 1974, when the first 8 months alone saw respectively 108 and 104 arrivals (inevitably involving costly waiting periods offshore).
- Oil discharged from tankers of 200,000 dwt and over made up 63% of the oil traffic during the first 10 months of the year, against 49% in 1973.
- As the construction of new supertanker berths within the bounds of the present port is a physical impossibility, the only solution to the saturation problem lay in creating new facilities outside the present limits. The Antifer project was clearly the least costly of the many that were considered.
- The swing towards large vessels has in no way slowed down since the start of the energy crisis, owing to the reduced transport costs which result from their use. At the end of August 1974, when there were 150 vessels of over 250,000 dwt in service, 380 more were on firm order or building, with a further 125 the subject of negotiation.
- The Havre-Antifer Terminal represents an investment of only one and a half times the cost of a 500,000 dwt supertanker. Even after taking into account a probably smaller increase in the oil trade than was originally expected, the terminal will be able to pay its way on the basis of port dues entirely compatible with the profitable operation of VLCC's.

Euro-Med-Port Marseilles-Fos

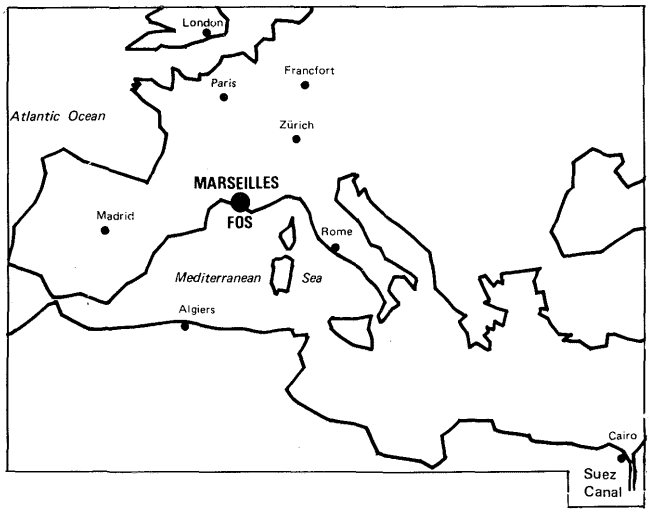
(from Euro-Med-Port Marseilles-Fos, November 1974)

Marseilles-Fos

In 1973, over 100 million tonnes of cargo was handled by the Port of Marseilles-Fos, which is already the second Port in Europe.

There is a local population of over a million, with eleven million in the triangle Nice-Montpellier-Lyon, linked by road, rail, air and sea to Europe and the world.

The Port of Marseille Authority integrates the operations of the Ports of Marseille, Lavera, Caronte, Fos & St-Louis-du-Rhône; each port specialising in what it does best.



The Industrial Zone at Fos, owned by the Port Authority, is already occupied by about 70 separate companies. Some are big; like the two steel works. Some are international; like EXXON. Eventually, the Port of Fos together with its Industrial Zone will cover an area of more than 70 squares miles. Twice the size of Paris.

Tanker Terminal at Fos

MARSEILLES-FOS is the only port in Europe able to accept 400,000 tonnes tankers alongside No 3 Berth, at FOS, has a draft of 77 ft, and, of course, there is no fog or tide to worry about.

Energy

The industrialisation of the region around MARSEILLES-FOS is well served with energy sources. Already the highest importer of oil and LNG in France with hydro-electric power from the Alps via the dams of the Rhone and the Durance, the area will soon house a vast nuclear complex now being built at PIERRELATTE, in the Rhone valley. PIERRELATTE will not only produce electricity but will also enrich urenium, due on stream 1981.

Solmer steelworks at FOS—a success story

This dominating feature of the Industrial Zone at FOS became commercially operational on 7 May '74, with the lighting of the first 1.5 million tonnes/yr. blast furnace; a second, of the same size, was fired on 4 October '74. The third convertor, of 280 tonnes, is already in service.

Planning, to double capacity—from 3.5 to 7 million tonnes/yr.—will start at the end of '74.

Suez Canal

We hear that the Suez Canal will be able to pass ships, drawing 38 ft., from march 1975.

The firms, which are dredging and widening the southern end of the Canal, have already submitted detailed estimates for work, spread over 6 years, to allow the passage of 270,000 tonnes tankers. This effort should start in April 1975.

West German ports expecting boom year

Hamburg (Hafen Hamburg Report 3/1974):—Figures for the first six months of this year suggest that West German seaports are well on the way another good year. According to the Bonn Minister of Transport, Kurt Gscheidle, the transhipment volume in the ten most important seaports, which can be taken as representative of the whole, totalled 77.8 million tons, an increase of more than sixteen per cent on last year's figure for the corresponding period—66.7 million tons.

Figures for the first half-year 1973/74 in 1,000 tons

	1973	1974
Hamburg	23,456	26,599
Bremen harbours	13,185	13,210
Brake	1,992	2,235
Nordenham	1,866	3,222
Wilhelmshaven	13,222	17,734
Emden	7,050	7,459
Brunsbüttel	2,231	3,533
Lübeck	2,880	2,958
Kiel	612	571
Flensburg	289	292
Total for 10 ports (1,000 tons)	66,787	77,808

Increased domestic demand for raw materials and energy, as well as increasing exports of semi-finished and end-products, made a decisive mark on the amounts handled by seaports. Of the overall increase of just over eleven million tons 8,900,000 tons came in the bulk goods sector (petroleum + 5,200,000 tons and ores + 1,700,000 tons). Grain and coal traffic were also considerably up on last year's figures.

General and bagged cargo increased by 2,100,000 tons to a total of 18.8 million tons in the period covered, an increase of more than twelve per cent. Where conventional general cargoes are concerned the emphasis is quite definitely on the side of exports.

The general increase in business in the first six months of this year did not affect all seaports equally. Some ports experienced considerable increases (Hamburg + 13.4%, Brake + 12.1%, Wilhelmshaven + 34.1%, Brunsbüttel + 58.3% and Nordenham + 70%) while others only managed a slight increase over the corresponding period of last year, or, as in the case of Kiel and Flensburg, could not reach last year's figures.

In the tussle for highly profitable general and bagged

cargo Hamburg, with 7,800,000 tons handled, kept a nose ahead of Bremen with 7,300,000 tons.

East African Harbours Corporation

Dar es Salaam, Tanzania ("THE YEAR IN BRIEF" extracted from "Annual Report and Accounts for the year ending 31st December, 1972" of East African Harbours Corporation):

Financial

For the fourth successive year, the Corporation maintained its good record of being a profitable commercial institution by recording an annual operating surplus after meeting all its recurrent expenditure including depreciation provision and loan interest charges. However, the sharp and sudden decline in the magnitude of the operating surplus for the year 1972 at Shs. 9.1 million compared to Shs. 50.0 million realised in 1971, was a disappointing feature in the year's performance and a stark pointer to the high sensitivity of port industry to the volume of external trade of the Partner States.

Total operating revenue for the year amounted to Shs. 310.2 million compared to a forecast for the Corporation's 1972 annual budget of Shs. 353.3 million, a drop of 12.2% compared to the revenue earnings of Shs. 338.9 million realised in the preceeding year. The 1972 earnings showed an 8.5% decrease representing an actual "loss" of Shs. 28.7 million. Net surplus was Shs. 9.1 million.

The gross replacement value of fixed assets in operation at the end of the year was Shs. 1,008.8 million made up of capital works completed during the year amounting to Shs. 12.8 million and assets brought forward at the commencement of the year. The value of assets withdrawn was Shs. 5.0 million.

During the year the Corporation redeemed the 4% Tanzania Government Guaranteed Loan of £500,000 (1952/72) which matured on 1st January, 1972.

Capital development expenditure during the year amounted to Shs. 86.9 million compared to Shs. 92.5 million at the end of 1971. This development expenditure was for projects within the 1969/72 Development Programme.

Capital Development

The Corporation continued to implement its 1969/72 Development Programme financed by the World Bank.

In addition, the Communications Council approved the Corporation's 1972/76 Development Programme. Negotiations for external finance to cover the off-shore costs of this Programme were held with the International Bank for Reconstruction and Development and the Government of Canada through the Canadian International Development Agency in July, 1972. As a result of these negotiations, loan agreements were concluded and signed with the World Bank of U.S. $26.5 million and with the Government of Canada through CIDA for Canadian $26.0 million. The new programme, covering the period up to 1976 envisages modernisation, expansion and increase in the capacity and effective utilisation of port facilities at all the ports.

Traffic

During the year, total traffic handled at the four major ports was 9,504,000 dead-weight tonnes, representing a decrease of 110,000 tonnes over the 1971 record figure on 9,614,000 tonnes. This decrease in traffic was reflected in the revenue earnings of the Corporation. Traffic trends for 1973 already indicate further decline.

Quays and Sheds

Development and improvement of physical facilities to the ports continued satisfactorily. This consisted mainly in construction of Deep Water Berths, improvement of existing ones and purchase of plant and equipment. In Dar es Salaam two additional Deep Water Berths were opened and work was started on the construction of transit sheds. Installations of crane current collector gear was also completed as well as flood lighting facilities. Work was started on construction of Deep Water Berths 9, 10 and 11 as part of the 1972/76 Development Programme and by the end of the year the Single Buoy Mooring installation at Mjimwema was almost complete. Contract had been concluded at the year end for the Dar es Salaam port master plan study.

At Mombasa construction of berths 16 and 17 in respect of which contract had been awarded in March, 1971 continued satisfactorily. By the end of the year concrete decking was being poured following pile driving operations. Dredging and reclamation were virtually complete. Design work for the remodelling of the track layout for berths 1–5 and 7–10 had already been approved. In addition, new radio telecommunication equipment had at the end of the year been ordered to facilitate stevedoring activities in Mombasa. Old radio equipment had been replaced throughout the ports in accordance with renewal schedules. Telephones were also modernised.

As regards mechanical handling equipment and harbour craft, six seven-tonne wharf cranes were commissioned for use at berth 14 at Mombasa, a 72 foot pilot boat built at the Mombasa dockyard, was commissioned for use in the port and, by the end of the year tenders had been invited for supply of lighters, pontoons, labour launches and lighter towing tugs.

Chairman's Report

Fremantle, Australia (from Fremantle Port Authority Annual Report 1973-1974)

In presenting the 75th Report of the Fremantle Port Authority on its activities for the year ended 30th June, 1974, it gives me great pleasure to announce that a record of more than 17.6 million tonnes of cargo passed over the Port's wharves.

The capacity of the Port to efficiently handle this record tonnage is due in no amall measure to the continuous maintenance programme on existing facilities, and the updating of capital works programmes necessary to keep abreast of the accelerating demands required due to the technological changes in cargo handling methods that have occurred over the past years.

Trade in the first quarter of the financial year was very slow due to trends that were reflected by the Australian economy, but with the lifting of the tariff restrictions a very rapid upsurge in imports was encountered, resulting in a record tonnage for the year.

(Continued on page 42)

(Continued from page 40)

During the year, the total trade for the Port was 17,637,590 tonnes, which surpassed the previous record that was established in 1971/72.

The total number of ships entering the Port was 1,718, of which 439 ships were for the Outer Harbour, and of the 1,279 ships entering the Inner Harbour 295 ships were foreign fishing vessels which operate in the Indian Ocean and use the Port for bunker and victualling requirements.

For the first time since the opening the number of passengers using the Passenger Terminal has fallen below 100,000. However, with the proposed opening of the Suez Canal, the Commissioners are looking forward to increasing usage of the Terminal.

The financial statements for the past year showed that due to the buoyant trade situation, a record total earnings of $13.8 million was achieved. This was offset by a record working expenses total of $10 million caused by substantial wage increases and improved working conditions granted to employees and also the inflationary rises in purchased goods and services. After providing for appropriations and other statutory obligations of $3.3 million, an unappropriated surplus was shown of $524,194 which was an increase on the previous year of $259,333.

In the year an amount of $400,000 was paid on account of interest outstanding from previous years, and also provisions to $150,000 were created.

The development of the Port during the year resulted in the relocation of the entrace to the wharf, and the establishment of a new roadway on Victoria Quay to allow for larger cargo handling and storage areas at the rear of the transit sheds.

In conjunction with the Fremantle City Council, a Port and City Liaison Committee has been set up to discuss the various matters of common interest concerned with the future development of the Port and the City of Fremantle.

During the year the Authority was represented at the 5th Conference of the Western Australian Port Authorities' Association, various committee meetings of the Association of Australian Port and Marine Authorities, and in addition I attended the Ways and Means Committee meeting and the meeting of the Executive Committee of the International Association of Ports and Harbors in New Zealand, and whilst there represented the Fremantle Port Authority at the 41st Conference of the Harbours Association of New Zealand. In order to keep up to date in world trends, the General Manager, Captain B.L. Noble visited ports on the Continent and the United Kingdom.

I would like to express my appreciation to the Commissioners for the time and thought they have given to the affairs of the Authority throughout the year, and for the support given to me. I also extend to the General Manager and all his staff the Board's appreciation of their conscientious and loyal work during a record breaking year.

J. McCONNELL,
Chairman of Commissioners.

Major works for complex

Melbourne (Melbourne Harbour Trust Port Gazette November, 1974):—The Port of Melbourne's four-berth container complex, Swanson Dock, is to be extended to six berths at a cost of more than $8 million, including associated electrical works and dredging.

The Commissioners recently approved the construction of additional berths on the West and East sides of the complex, after giving careful consideration to the container tonnage trade passing through Swanson Dock.

Besides the new berthage, the Trust has awarded a contract to Deer Park Engineering Pty. Ltd. to construct a twin-lift container whart crane at a cost of more than $2 million.

The latest extensions to Swanson Dock have become necessary because of the rapidly increasing volume of container cargo passing through this particular area of the Port.

The tonnage potential of Swanson Dock with the new additional berths will be greatly increased and, in fact, the complex will be handling at least 10 million tonnes of containerised cargo, by 1977, when the six berth container complex is expected to be operating at full capacity.

The first phase of the new multi-million dollar works programme has in fact already begun.

The Commissioners recently approved the design and construction of 213.36 metres of new wharf in addition to the 60.96 metres already under construction at No. 3 West Swanson Dock at a cost of approximately $2 million.

First call rights to the West side berths have been granted by the Trust to Seatainer Terminals Ltd., a company formed in 1966 by Australian and U.K. shipping interests, to operate terminals and breakbulk depots throughout Australia.

The company is the lessee of approximately 15.34 hectares of land behind the West side berths on which it has constructed a terminal facility fully equipped with two twin-lift Paceco Container wharf cranes, twin-lift gantry cranes as well as the latest ancillary equipment.

Seatainer Terminals also have a further 4.86 hectares in Dudley Street, West Melbourne, which is used as a break-bulk facility.

STL recently awarded Vickers Hoskins, West Australia, a subsidiary of Vickers Australia Ltd., the contract to build a "MACH" Container crane to work the new berth.

The construction of the "MACH" modular automated container crane (see June 1974 issue) has commenced and is expected to be completed towards the end of 1975.

The third crane for East Swanson Dock will have a capacity of 46 tonnes and be capable of handling two 20 x 8 x 8 I.S.O. standard containers or one 40 x 8 x 8 I.S.O. standard container.

The crane will have an outreach beyond the waterside crane rail to the centre line of spreaders over the water of 36.6 metres and the maximum outreach to the centre line of spreaders from the waterside crane rail over the land will be 38.1 metres. The maximum height of lift above the waterside crane rail to the container attachment on the spreaders will be 29.4 metres. Because larger container vessels will be serviced by this crane, its height of lift and outreach are greater than the Commissioners' two existing container handling cranes which were also built by Deer Park Engineering Pty. Ltd.

In order that the new crane can service ships at either Berth No. 1 or Berth No. 2 Swanson Dock East it will be erected between the Commissioners' two existing cranes.

As with the two previous cranes all the main drives, i.e., hoist, cross-traverse, long-travel and boom-hoist, will be

direct-current electric motors which will receive their power from thyristor converters. This electric gear and the control equipment will be supplied by Siemens Industries Ltd. who also supplied this on the two other container cranes.

It is expected that the crane will be in operation in eighteen months time.

Trade Promotion Officer appointed

Portland, Victoria, Australia, February 5th (Portland Harbor Trust Commissioners):—A man with a wide experience in the fields of shipping and cargo handling methods has been appointed to the position of Trade Promotion Officer for the Port of Portland, Victoria.

The Portland Harbor Trust Commissioners today announced that Mr. H.A. (Tony) Wesson (34) had been selected to promote the use of the port by importing and exporting industries throughout victoria.

Mr. Wesson will be based in Melbourne and will be directly responsible to the Harbor Trust Commissioners for liaison with existing and potential users of the port's facilities, including shipowners, shipping agents, importers and exporters.

After serving a 10-year period with the P. & O. Shipping Line, Mr. Wesson came to Australia in 1966 where he gained further experience in the shipping world as a deck officer with the Australian National Line.

More recently he held the position of shipping manager with the timber division of Harrison-Crossfield Ltd., a Melbourne based company which imported two shipments of timber through Portland during the latter half of 1974.

The new appointee was educated at Newport Grammar School, England, and is presently domiciled at Glen Waverley. He is married with three children.

Announcing Mr. Wesson's appointment, the Harbor Trust Chairman, Mr. T.C. Jarrett said the new officer's duties called for practical experience in shipping, transport, port management related to import and export trade, together with marketing and sales promotion where a diverse range of clients needed to be contacted over a wide area.

His duties would take him throughout Victoria and the South-east of South Australia, and he would spearhead a joint compaign by the Trust and the State Government aimed at increasing the volume of trade passing through this modern port.

Mr. Wesson's position with the Trust will involve general co-operation with the State Government in the promotion of the Port of Portland as a key factor in the objective to make Portland a successful growth area in the overall scheme of decentralisation.

This aspect of his position will involve consideration of such aspects as land freight, minimum tonnage incentives, shipping availability, timing and destination.

State Boating Service

Sydney, 18th December (Press Release from The Maritime Services Board of N.S.W.):—A Service to administer all aspects of boating in New South Wales has been established by the Maritime Services Board.

The President of the Board, Mr. W.H. Brotherson, said in Sydney to-day that the new Service, which is to be known as the "Maritime Services Board State Boating Service" is intended to provide more efficient contact with the boating public and to give easier access to the information and advice available from the Board's officers.

Mr. Brotherson said "the role of the Board's officers engaged in navigational activities, particularly those located at the Outports of the State, has changed considerably in recent years".

"Until about 10 years ago", he said, "their main function was in connection with trading vessels and vessels used in the fishing industry but the number of occasions on which trading vessels now call at these outports are very few".

"To compensate for this, there has been a rapid expansion in the number of pleasure craft", Mr. Brotherson said.

It was pointed out by Mr. Brotherson that a major reorganisation in the Board's Navigation and Shipping Branch staff has been involved in establishing the new Service.

The Service will be under the supervision of Captain W. Duthie who, in addition to his position as an Assistant Harbour Master for the Sydney Ports (Port Jackson and Botany Bay) will also be, known as and will carry out the functions of "Superintendent, State Boating Service".

Captain Duthie will be responsible for the administration of the Service to the Harbour Master, Sydney Ports, and State Nautical Co-ordinator, Captain J. Dodwell.

Mr. Brotherson said a Senior Boating Inspector will be located in Sydney and three Regional Boating Inspectors who will control the Boating Officers in their region will operate in areas designated the Central Region, the Northern Region and the Southern Region.

The title of the Board's District Officers will be changed to Boating Officers which will be more descriptive of their functions and they will be stationed at major centres along the coastline in each region.

Mr. Brotherson said "officers connected with the boating service will deal with all aspects of boating, including the policing of the Regulations relating to fishing and commercial craft, examining candidates for license to drive pleasure boats at speed, the registration of pleasure craft and the processing of applications for occupation licenses for the mooring of vessels".

He added "the Board, having established the State Boating Service will embark on a major programme of advertising and education designed to promote safe boating and the resources of the State Boating Service will be utilised in this endeavour".

Mr. Brotherson pointed out that an organisation representative of all recreational boating activities and known as the New South Wales Council for the Promotion of Safe Boating was set up by the Board almost three years ago and he anticipated that this organisation would play a significant role in advising the Board in the development of its State Boating Service so far as safe boating is concerned.

Protecting port workers

Hong Kong, 23 January (The Week in Hong Kong, Hong Kong Government Information Services):—At yesterday's session of the Legislative Council a further set of new laws to ensure greater safety of workers was approved.

The comprehensive set of regulations covers modern cargo-handling methods and will come into effect on April 1. The Factories and Industrial Undertakings (Cargo Handling) Regulations 1975, which are complementary to the Lifting Appliances and Gear Regulations of 1974, set out new safety requirements for docks, quays and wharves.

They include the daily checking of electrical equipment, the proper maintenance and use of fork-lift trucks, and the safe stacking of cargo and goods. The regulations also call for first aid facilities to be made available as in the Construction Sites (Safety) Regulations of 1973.

477,000-t tanker launched

Tokyo (IHI Bulletin, February 1975):—The "Nissei Maru," a 477,000-dwt tanker built for Tokyo Tanker Co., Ltd. and TIS Shipping Co., Ltd., was launched recently at IHI Kure Shipyard.

This ship is one of the three world's largest, the others being the "Globtik Tokyo" and "Globtik London" completed respectively by IHI in February, 1973 and October, 1973, for Globtik Tankers Limited, London.

Construction of the vessel got under way in March, 1974. After launching, she will undergo final outfitting and will be completed toward the end of April, 1975.

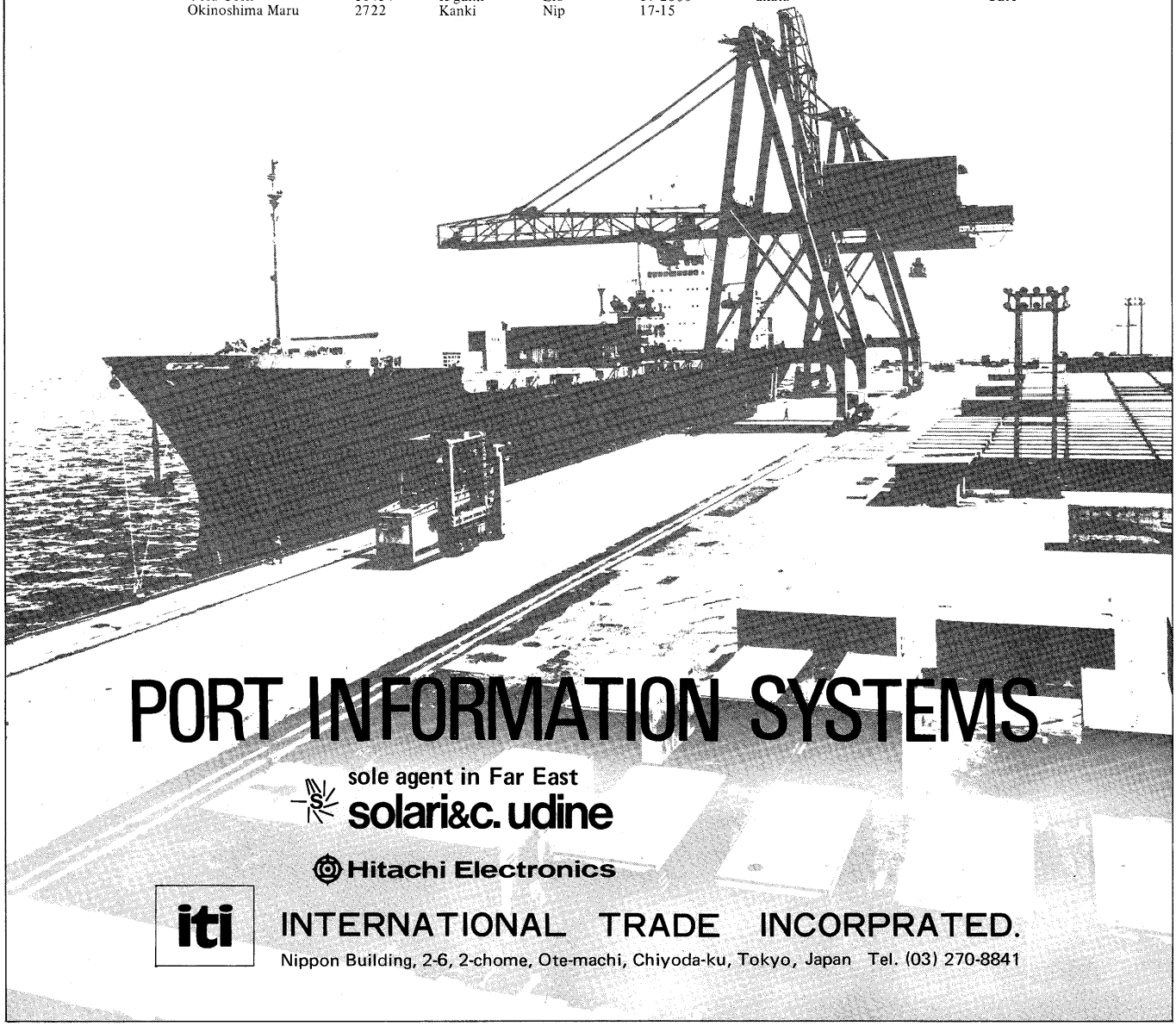
Under charter to the Tokyo Tanker Co., the ship will carry crude oil from the Persian Gulf to the Nippon Oil Co.'s Central Terminal Station at Kiire in Kagoshima Pref.

Time is the key regulator of port activities

VESSEL DUE TO ENTER TO PORT

at 1000 17th Oct 1974

NAME OF VESSEL	GT	AGENT	FLAG	ETA	LAST PORT	BERTH	ROUTE
Kuroshio Maru	4964	Kanki	Nip	17-1000	Osaka	N-B	Dom
Miike Maru	5083	NYK	Nip	17-1030	H'kong	B-4	Bengal
Zoella Lykes	11892	PTL	USA	17-1300	Nagoya	PL-4	Gulf
Nagoya Maru	2773	Shinwa	Nip	17-1200	Nagoya	4-P	S'pore
American Maru	1561	USL	USA	17-1300	Busan	PC-6	Korea
Pres Johnson	21476	APL	USA	17-1500	H'kong	PC-5	Atlantic
Ocean Harmonia	13684	MOL	Lib	17-1500	Y'hama	Maya-L	Gulf
#1 Nadayoshi Maru	334	Nichium	Nip	17-1300	Kaohsiung	H-N	T
Pervomaisk	10954	K'gai	USSR	17-1700	Tokyo	Maya-Q	PSW
Ginrei Maru	2628	K'gumi	Nip	17-1300	Nagoya	3-M	Penang
Gold Corn	10434	K'gumi	Lib	17-2000	akata		USA
Okinoshima Maru	2722	Kanki	Nip	17-15			



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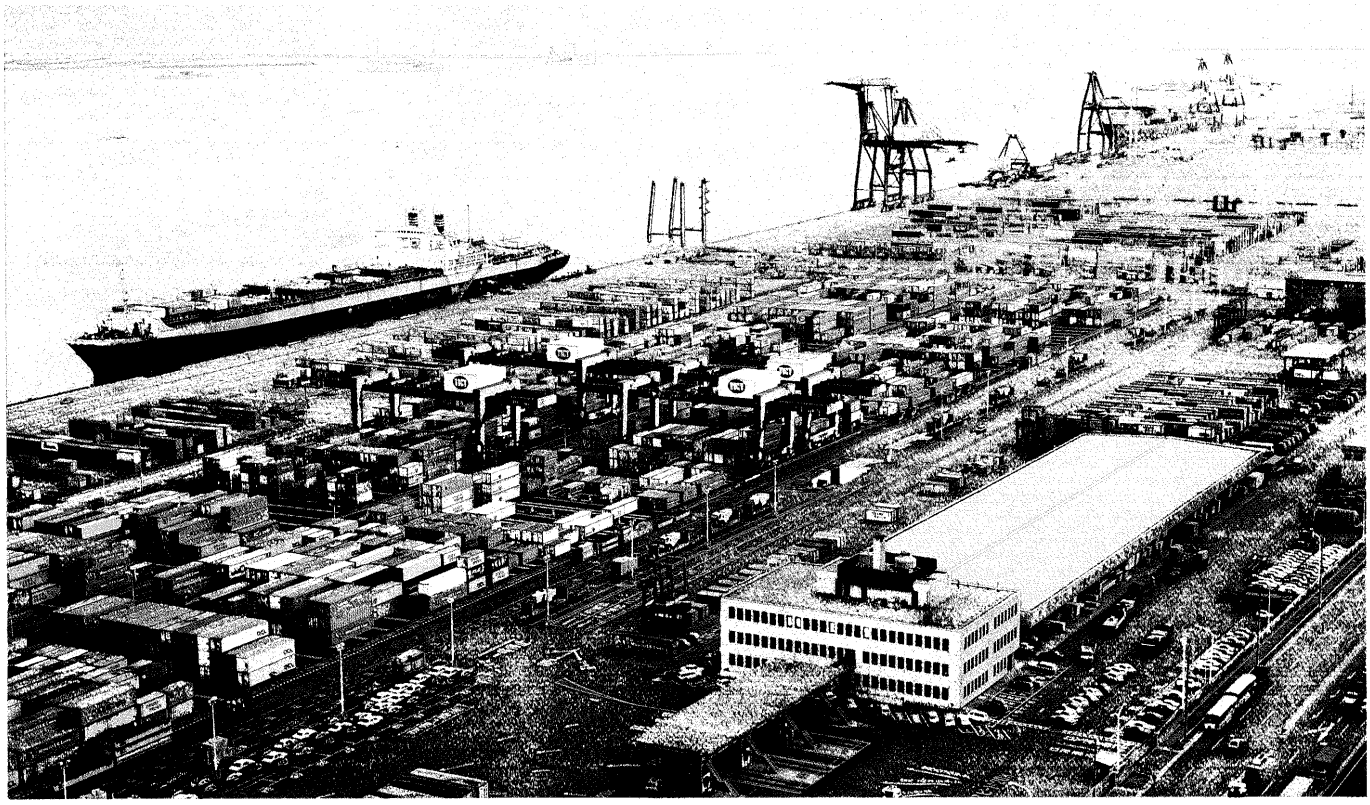

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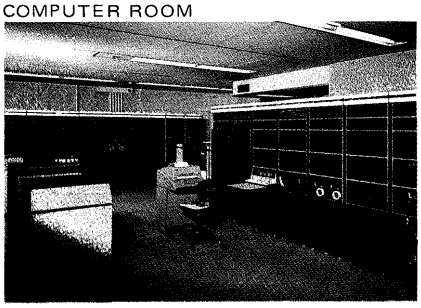
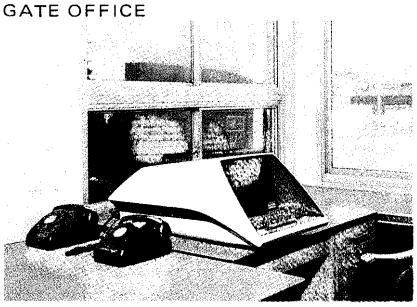
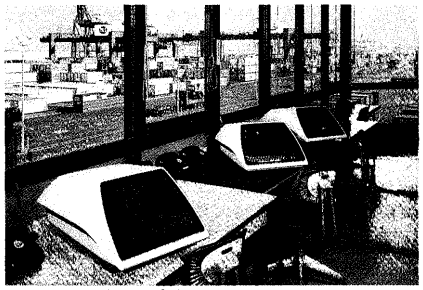
COMPUTER ROOM

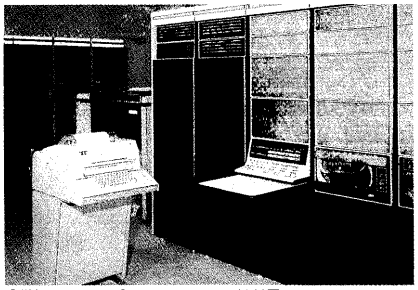


GATE OFFICE





OPERATION ROOM



CENTRAL CONTROL UNIT

MITSUI SHIPBUILDING & ENGINEERING CO., LTD.
Head Office: 6-4, Tsukiji 5-chome, Chuo-ku, Tokyo, 104 Japan
Cable: "MITUIZOSEN TOKYO", Telex: J22924, J22821
Material Handling Machinery Sales Department Tel. (03) 544-3677
Systems Engineering Department Tel. (03) 544-3272
Overseas Offices: New York, Los Angeles, London, Duesseldorf, Hong Kong, Singapore