

# PORTS *and* HARBORS

May-June, 1975 Vol. 20, No. 5-6

## 9th Conference, Singapore

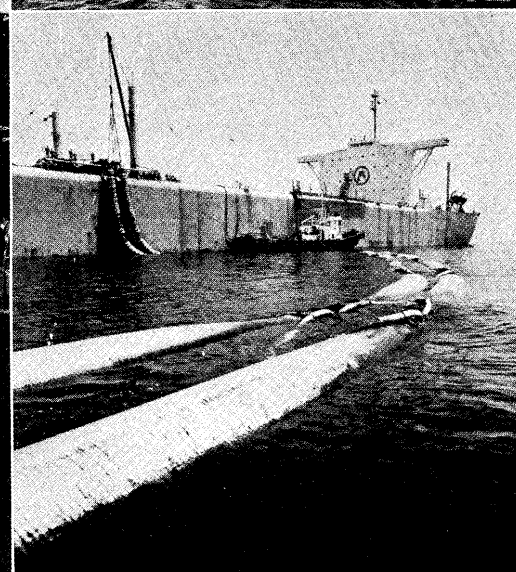
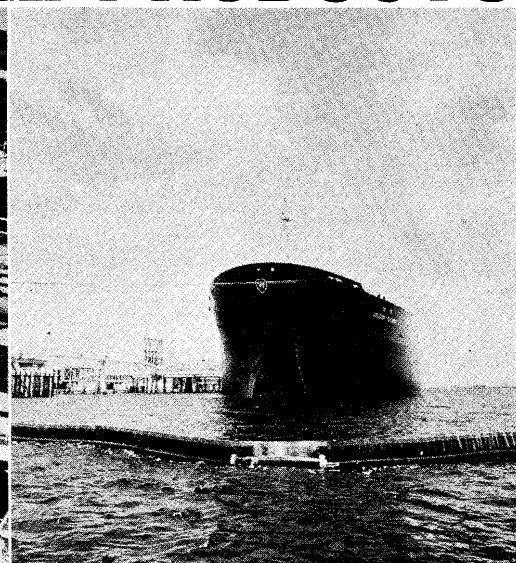
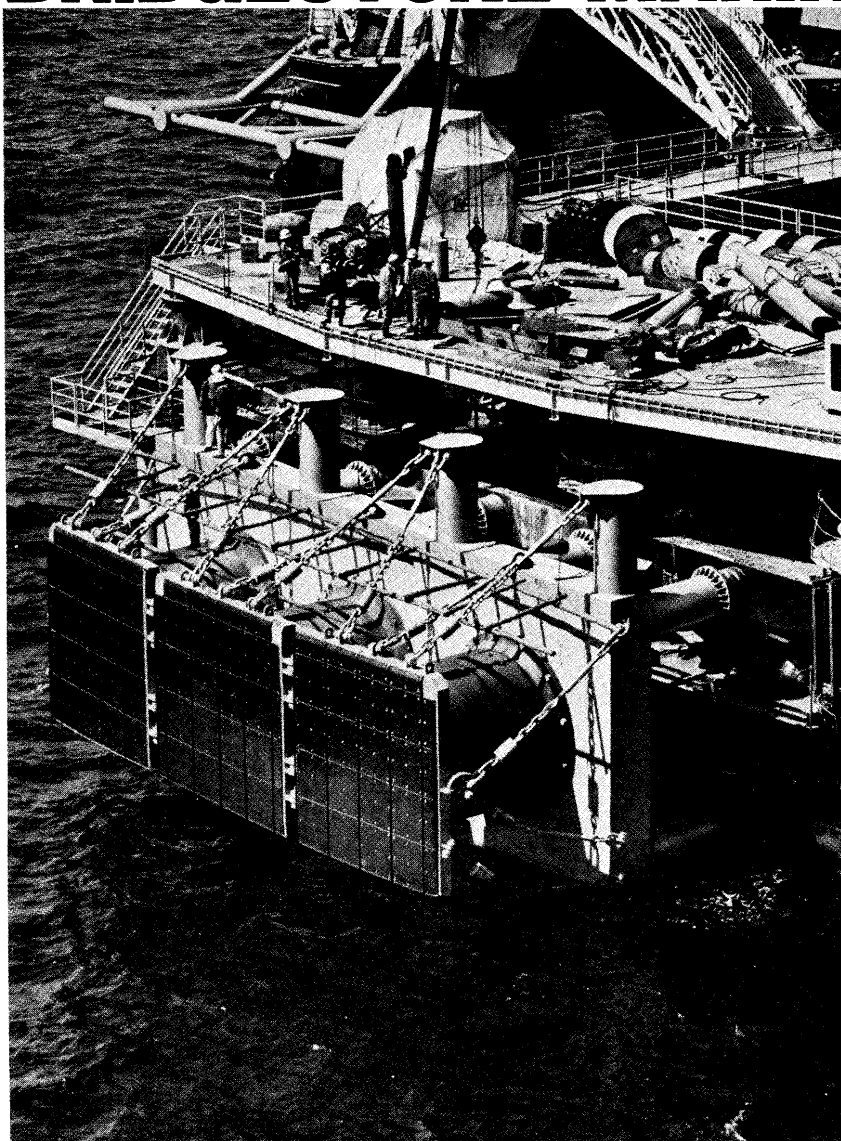


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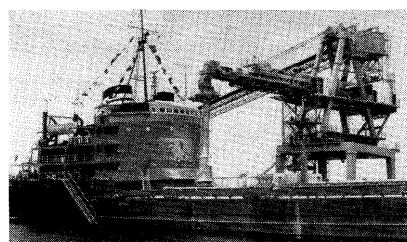
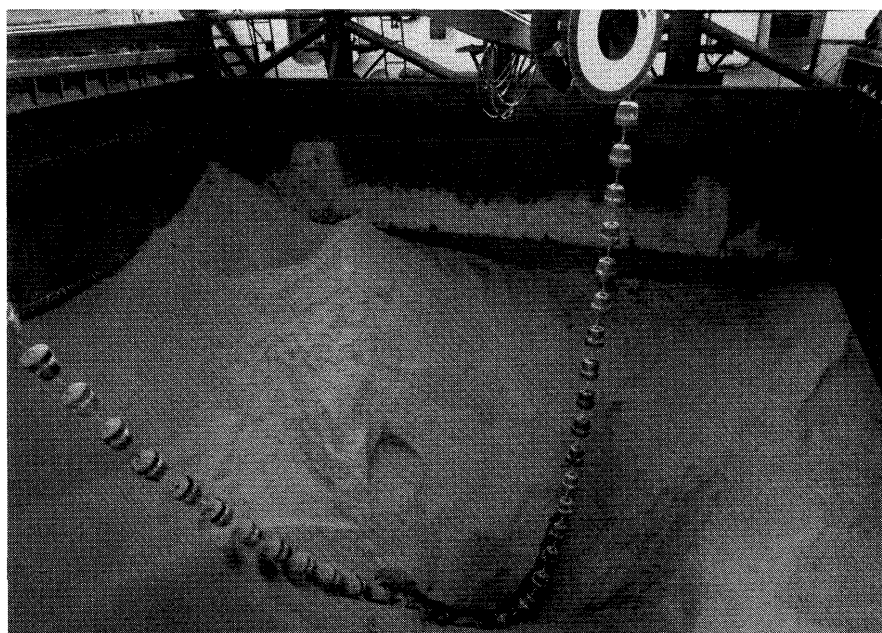
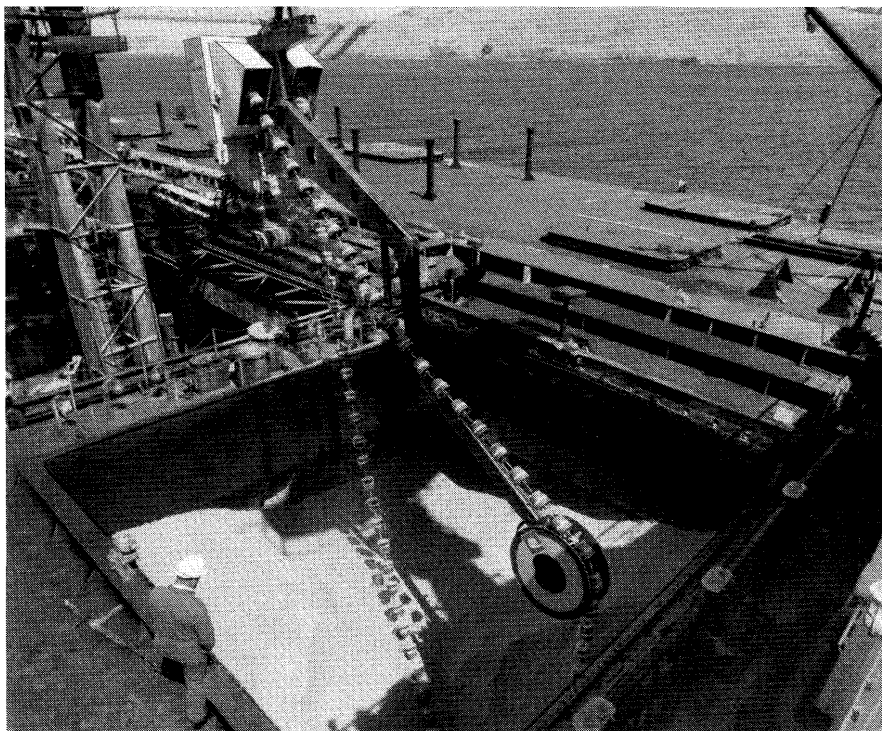
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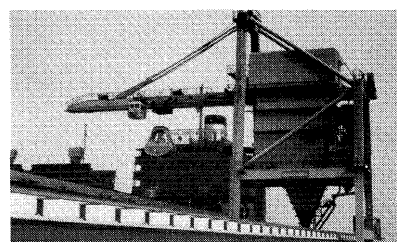
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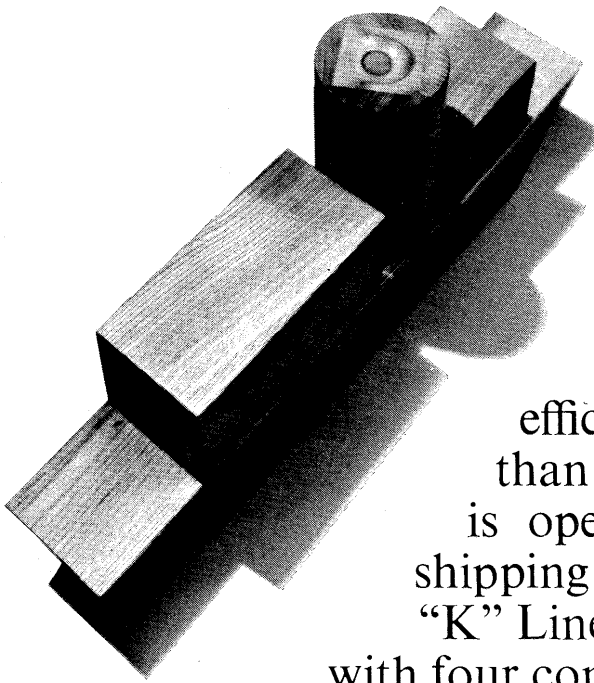
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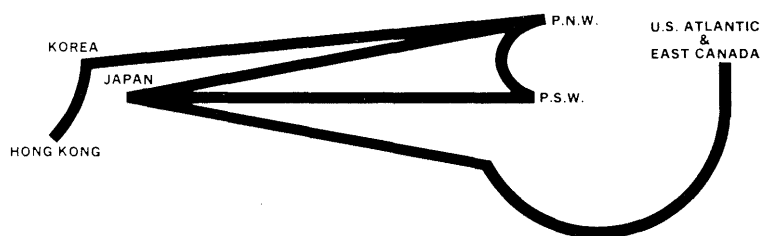
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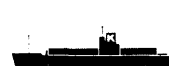
"K" Line now covers America, for example, with four container routes: the Japan/California route, the Japan/Pacific Northwest Coast route, the Southeast Asia/Pacific West Coast route, and the Japan/Atlantic route.

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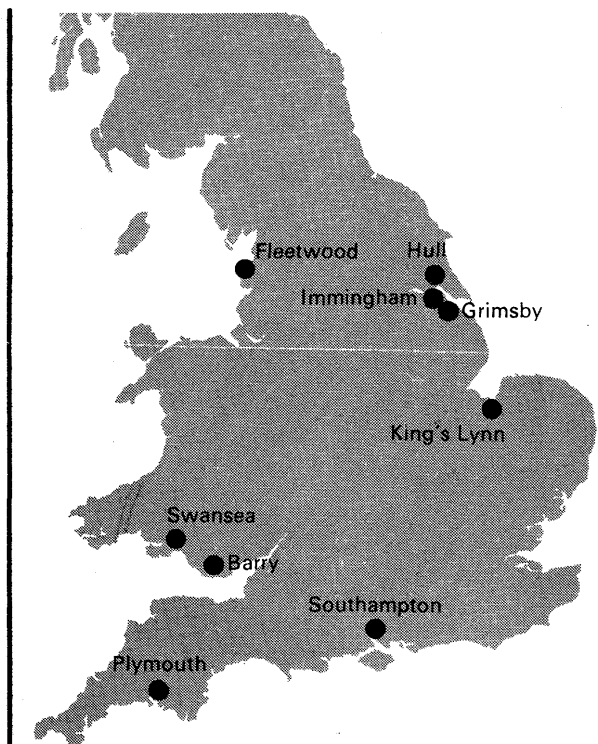
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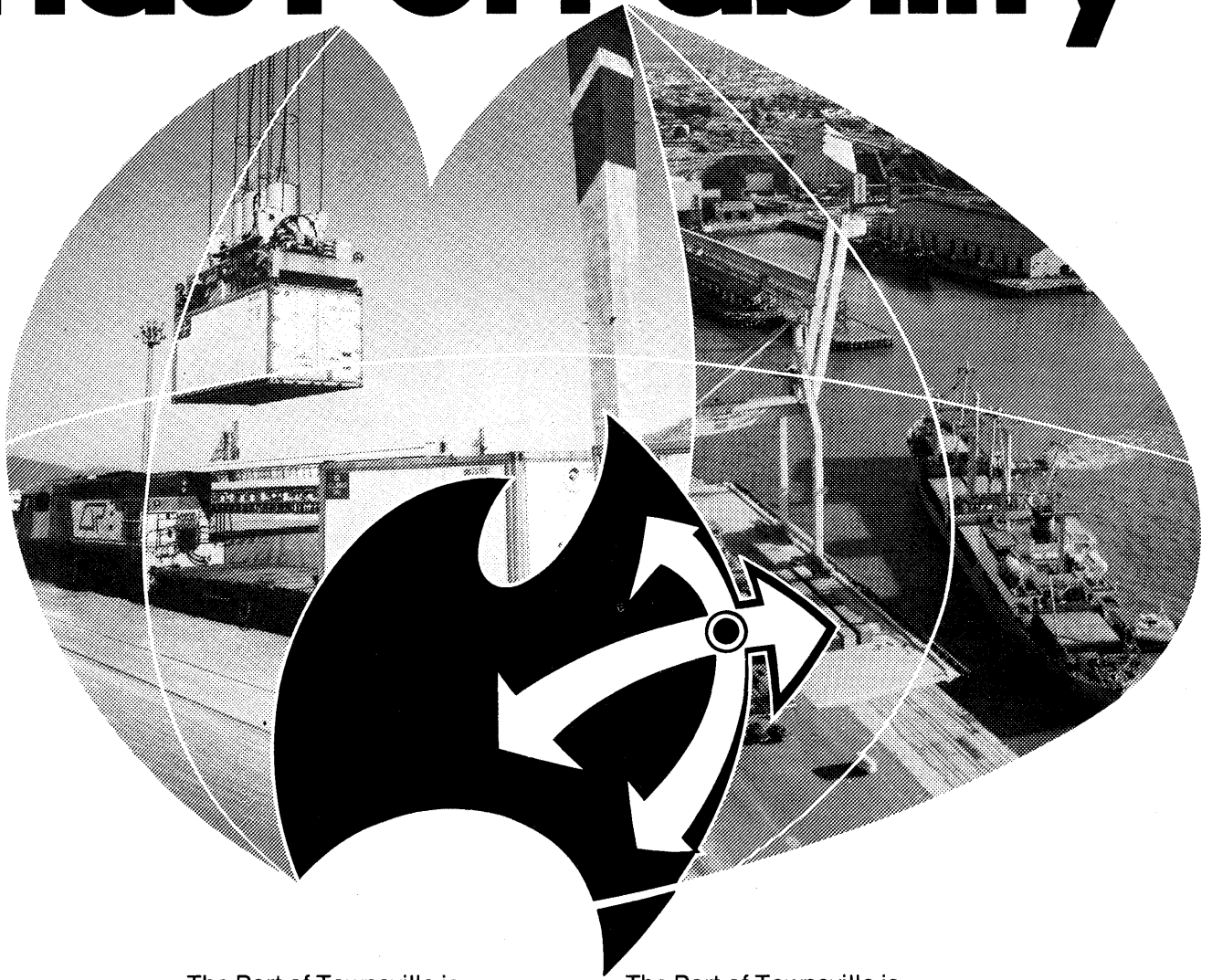


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# PORTS *and* HARBORS

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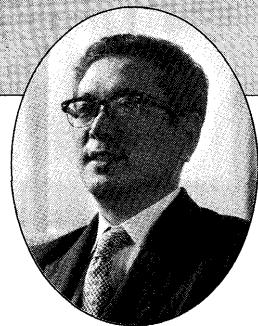
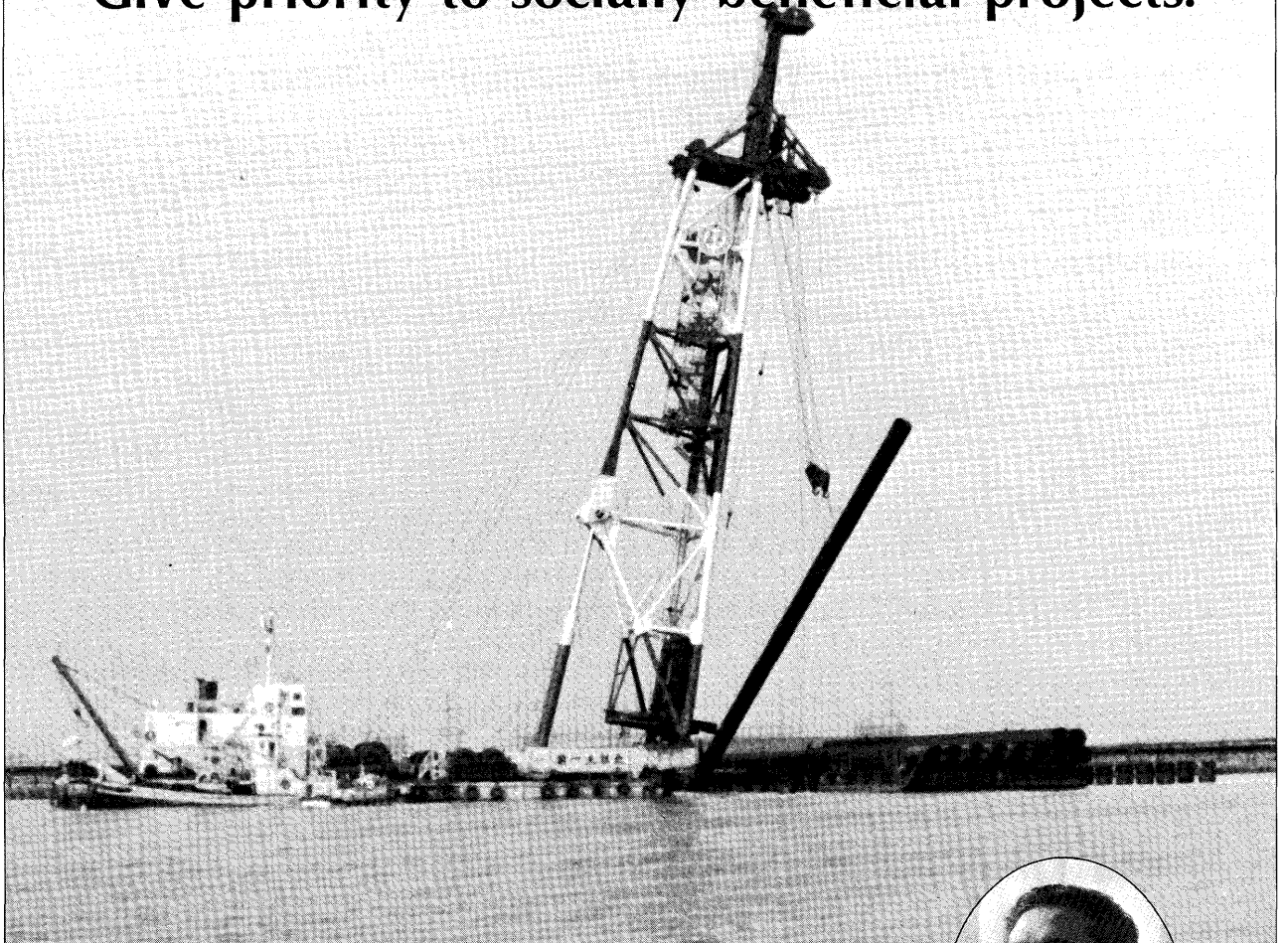
**Delegates and their ladies assembled for the Official Opening  
Ceremony at the Singapore Conference Hall.**

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# PORTS *and* HARBORS

**IAPH Head Office Announcements:** Page 7 ~ 38

## Ninth Conference in Singapore Was an Outstanding Success



The Opening Ceremony at the Singapore Conference Hall

It was in the great port city of Singapore, a hub of trade routes in south Asia, that the 9th Conference of the I.A.P.H. was held during March 8–15, 1975, with more than 400 delegates present from 41 countries, accompanied by a good many ladies. All in all, the entire occasion was a huge success in all counts—it was “Well done!” all over.

### Opening Ceremony

The Official Opening Ceremony was held as scheduled on Monday, March 10, 1530–1630 Hours at the Singapore Conference Hall. Delegates and their ladies, officials and guests arrived at the Hall around 1530 Hours. Presently, at 1550 Hours, Mr. Yong Nyuk Lin, the Honorable Minister

for Communications, Patron of the Conference, arrived.

- 1) The Ceremony began with the Address of Welcome by Mr. Howe Yoon Chong, Conference Chairman (Chairman, Port of Singapore Authority). (See page 8.)
- 2) Opening Address by Mr. Yong Nyuk Lin, Patron of Conference. (See page 9.)
- 3) President's Address by Mr. Robert L. M. Vleugels, IAPH President (General Manager, Port of Antwerp). (See page 10.)
- 4) Introduction of guests and messages, by Mr. Howe Yoon Chong, Conference Chairman. (See page 11 for Mr. Bathurst's address.)

(Continued on Page 16)



# Address of Welcome

**by Mr. Howe Yoon Chong  
Chairman/General Manager  
Port of Singapore Authority  
and Conference Chairman**

**At the Opening Ceremony  
Singapore Conference Hall  
March 10, 1975**

The Honourable Minister for Communications, Your Excellencies, Mr. President, Distinguished Guests, Ladies and Gentlemen:

May I, on behalf of the Port of Singapore, extend to all our friends from different parts of the world who have taken the trouble to come to this Conference, a most warm and hearty welcome. The Port of Singapore is indeed honoured to be your hosts for this 9th Biennial Conference of the International Association of Ports and Harbours.

Port operators all over the world have to concern themselves with the constantly changing technology of ship designs and shipping requirements, with the movement of goods by land, river and sea, with the handling and storage of cargo, and with the movements of cargo into and out of the port. The modern port operator must not only be capable of servicing present-day ships and handling changing types and quantities of cargoes, but he must also plan ahead to ensure that his current facilities and resources will adequately meet the requirements of the future. More than that, living in a world of rapid change, he must anticipate and plan for the future, often with inadequate knowledge and information at his disposal. Hence, unless the port can keep abreast of technological changes, and adapt, modify, improve and innovate its services and facilities to meet changing demands, it may soon find itself being by-passed or being overwhelmed by new demands on its limited resources.

One way to prevent any such an eventuality is for ports all over the world to keep in constant touch with one another and to keep each other fully informed of the various changes that are taking place, to exchange experiences, and to co-operate in working out solutions to common problems. In this respect, even accepting that different levels of development are attained by different ports in different parts of the world, a conference of this nature where representatives from ports in every part of the world can participate will have very much to offer. The theme of this week-long Conference: "Towards Greater International Port Co-operation" is therefore most aptly chosen. It is of particular relevance to the present world situation when the need for collective and concerted efforts on the part of ports to find solution to common problems had never been greater.

It is our hope that the deliberations during the next few days will enable many of us to exchange views and ideas that may strengthen our capabilities through international



**Mr. Howe Yoon Chong delivering Address of Welcome**

co-operation, to deal with the problems that are likely to face us as we enter a period of world-wide economic recession.

During the course of this 9th Conference, there will be 4 Working Sessions in which panel members will present papers on the promotion of international trade, transport and shipping, on greater efficiency in port management and the development of port facilities, on methods for the prevention of water pollution and crime in ports, and on co-operation between ports towards revenue evaluation. In all, 15 papers will be presented on these subjects by panelists who are specialists in their particular fields and from whom much can be learnt.

No doubt, many problems faced by individual ports will be raised during the appropriate Working Sessions. Some can be anticipated and may have already been answered in the Conference papers which were circulated to you earlier. Others may require more detailed analysis and it is possible that in the deliberations, discussions and debate that follow, some practical or feasible solutions will be found to most of these problems. However, what is most important is that each delegate will have the opportunity for free and frank exchange of views, and, who knows, may even go away at the end of this Conference stimulated and happy in the knowledge that some of his ideas and proposals were sound, or that he had picked up some good suggestions that had been tried out elsewhere and could be implemented in his own port. Thus, there is not only the exchange of thoughts and experiences, but also the opportunities to make friends and to talk over common problems. There is the added satisfaction in the realization that after all whatever the level of development of our own country, many of the problems that face ports in different parts of the world are basically similar in nature.

In line with the tradition of the IAPH Conferences, a social programme has been drawn up to ensure that your stay will be pleasant. Your ladies who have made the effort to accompany you and to grace the occasion deserve special attention. They will be provided with a separate programme of their own, while you menfolk are actively participating



# Opening Address

by Mr. Yong Nyuk Lin  
Minister for  
Communications

At the Opening Ceremony  
Singapore Conference Hall  
March 10, 1975

Mr. Chairman, Your Excellencies, Mr. President and Distinguished Delegates, Ladies and Gentlemen, Friends:

On behalf of the Government and people of Singapore, I extend a very warm welcome to all delegates and their charming ladies to our Republic, on the occasion of the 9th biennial Conference of the International Association of Ports and Harbours (IAPH). We are indeed proud and honoured that Singapore has been chosen to be the venue for this important gathering of officials from ports and port-related industries throughout the world. The theme is a well chosen one, namely Towards Greater International Port Cooperation. There is so much to gain and nothing to lose through co-operation and the greater the cooperation between port authorities the greater mutual benefits accrue to the parties concerned.

in the business of the Conference. I am particularly grateful to see so many ladies accompanying you to Singapore, and I hope that the programme that we have provided will meet with their approval.

Wednesday, the 12th, is of particular significance. It is set aside as a special day for all delegates and their ladies to see a little of Singapore and its port. The programme for that day requires us to adjourn from the normal Conference meetings to take a tour of the Singapore harbour. We will visit a few places of interest to tourists, such as the Tiger Balm Gardens, and the industrial estate in Jurong. Those of you who play golf will be pleased to know that for the first time in the history of IAPH Conferences, an "IAPH" Golf Championship has been organised. When this item was first mooted, much interests were aroused, so much so that our IAPH President, Mr. Vleugels, very kindly consented to present a Challenge Trophy. Those of you who are keen golfers are therefore assured of a pleasant afternoon with the possibility of walking away with the Challenge Trophy.

My dear friends from all ports of the world, I am sure that with your support and whole-hearted participation in this Conference, we will be able to make it a resounding success. On behalf of the Port of Singapore Authority, I am to express appreciation again for your attendance here and to look forward to seeing all of you during the week. This Conference will undoubtedly provide us with a wonderful opportunity to renew old acquaintances and to make new friends and now it is my pleasure to call upon the Honourable Minister for Communications, Mr. Yong Nyuk Lin, who is Patron of this Conference, to address you. Thank you.



Mr. Yong Nyuk Lin delivering Opening Address

I understand that IAPH had its origin in October 1952 in the great port of Kobe where officers from some 15 countries gathered for the first organisational meeting; and the first IAPH Conference was thus held at Los Angeles in 1955. Singapore became a member of IAPH in 1962 (then represented by the Singapore Harbour Board as our Port of Singapore Authority was not established till 1964) and today, some 60 member countries are represented in IAPH with its Secretariat located at Tokyo. I must therefore congratulate all of you for nurturing this international organisation from its infancy to what it is today, after much hard unremitting work over the last 23 years. This is indeed a tribute to the fine qualities of leadership of the IAPH and the strong ties of comradeship which ports feel for each other across the seas and the oceans. This spirit of comradeship has enabled IAPH to attain its present international status and standing.

Despite the rapid increase in air-freight in recent years, water-borne transportation will continue to play an important role in international trade. Goods, whether of raw materials or manufactured items in bulk, will continue to be imported and exported through water gateways, as they will long remain the most economical mode for transportation of cargo. Singapore is no exception. Being a centre for world trade and commerce, our Port plays a vital role in our economy and serves as the life stream of our young nation, supplying our people with the necessary imports and providing an outlet for our manufactured products from our fast growing industries for export to world markets. Those of you who are familiar with the history and progress of Singapore will be aware that trade has played and will continue to play a significant role in the economy of our Republic. As our port provides a 24-hour service and works 365 days a year, without a break, Singapore has been aptly described as "the port that does not sleep."

During your short stay in Singapore, do make time for some sight-seeing, shopping and recreation. Do observe the harmonious and happy multi-racial life styles of our people. We are not afraid to work hard but frankly speaking, we

(Continued on Next Page Bottom)



# President's Address

## Mr. Robert L. M. Vleugels President, IAPH

**At the Opening Ceremony  
Singapore Conference Hall  
March 10, 1975**

Your honour, Mr. Minister, Excellencies, Ladies and Gentlemen, Dear Colleagues, and good friends:

As the President of the International Association of Ports and Harbours, I have the honour and great privilege indeed to express the gratitude of our Association to the Government of Republic of Singapore and to the Port Authority of Singapore for the cordial welcome and hospitality extended to the participants of this Conference.

On behalf of all members and specifically of the delegates present here, I want to convey heartfelt thanks to our hosts and to congratulate them for the fine organisation they have set up for the purpose of our convention and meetings. I know how much energy and ability the Port of Singapore Authority has spent on behalf of IAPH. I should refrain from mentioning any person in particular because a setting up like this is only possible thanks to team work. Therefore, I want to compliment in the first place the full staff and personnel of our hosting Port who accomplished a most difficult task under the leadership of our colleague and friend Howe Yoon and I mention the name and your applause proves that nobody objected if I mention only his name.

The Ports of the world have an enormous responsibility. Isn't it so that seaborne trade constitutes the backbone of commercial relations between people, regions, nations and

have no other alternative but to work hard. Most of you coming to Singapore must have come by air although you have deserted the ships that you are suppose to, you profess to expand its trade, well it is because of distance and time that you have to fly to Singapore. I am sure just before landing at our airport you must have realised how small our city state is, just a little over 200 square miles, less than 700 square kilometres having to look after 2 million people. So that in the great port of Kobe where officers from some 15 countries gathered for the first organisational meeting and thus the first IAPH Conference was held at Los Angeles in 1955. Singapore was not a founder member but became a member in 1962. At that time we had the Singapore Harbour Board which is the predecessor of our present Port of Singapore Authority which came into being 2 years later in 1964. Today IAPH has about 60 member countries and the secretariat is located at that great city of Tokyo. I must therefore congratulate all of you for nurturing this international organisation from its infancy to what it is today after much hard unremitting work over the last 23 years. This is indeed a tribute to the fine qualities of leadership of the IAPH and the strong ties of comradeship which ports feel for each other across the seas and the oceans. This spirit of comradeship has enabled IAPH to attain its present high international status and standing.



**Mr. Robert L.M. Vleugels delivering Address**

continents? Only the tonnage of maritime cargo traffic amounts to almost 6 billion tons loaded and discharged cargo. Isn't it so that transportation by sea is a major means for the distribution of goods and a base as well most important for the progress of social well-being?

Isn't it so that in this way ports are most important nucleuses of contacts between both people and individuals?

**(Continued on Next Page Bottom)**

Despite the rapid increase in air freight, your competitor in recent years, water borne transportation will continue to play an important role in international trade. Goods whether of raw materials or manufactured items in bulk will continue to be imported and exported through water gateways as they will long remain the most economical mode for transportation of cargo. Singapore is no exception. Being a centre of world trade and commerce, our port plays a vital role in our economy and serves as a life stream of our young nation supplying our people with the necessary imports and providing an outlet for our manufactured products from our fast growing industries, for export to world markets. Those of you who are familiar with the history and progress of Singapore will be aware that trade has played and will continue to play a significant is all we have and if we do not work hard we shall perish and I don't think we want to perish so we have to work hard. We hope you will find Singapore both hospitable and friendly like our weather which you know is rather warm. Lastly I wish all participants a most fruitful meeting and hope that your stay here will be both memorable and enjoyable and it is now my privilege and pleasure to declare open the 9th Biennial Conference of the International Association of Ports and Harbours and to wish it every success.



# Message from UNCTAD

by Mr. Jack Bathurst  
On behalf of Secretary  
General of UNCTAD

At the Opening Ceremony  
Singapore Conference Hall  
March 10, 1975

Honourable Minister, Your Excellencies, Mr. President, Mr. Chairman, Distinguished Delegates, Ladies and Gentlemen:

I have requested to introduce the following message of greeting from Dr. Gamini Corea, the Secretary-General of the United Nations Conference on Trade and Development, which is perhaps more usually known as UNCTAD and with which as you probably are aware IAPH has consultative status.

A major pre-occupation of UNCTAD is the economic development of those countries which are often collectively known as the third world. Within this context of general economic development, it is the influence of trade on development which is of special concern to UNCTAD. Trade however requires transport, and it was no accident that when the original work programme for UNCTAD was drawn up, the question of shipping and ports was included

Therefore, I like to stress that also the only International Association of Ports which is ours has a great responsibility indeed.

It is written in our Association's Constitution that the object is to increase the efficiency of ports, but further more that thereby international friendship and understanding as well as growth of waterborne commerce should be advanced.

As the Minister already told, we were born as an Association in 1952 in a city called Kobe, a port, and indeed in 1955 Los Angeles was the first hosting port for the first Conference. That means that our Association has grown up. It reached the age of responsibility. It is not a youngster anymore.

In the meantime, the number of our members which are port authorities and of Associate members of all classes has increased and I am proud to say that at present we have over 60 nations affiliated to our Association through their ports. If not only the number increase but also our influence if I may say so, we may be really satisfied, but we are not at the end. If we reach that result, it is thanks to and only thanks to the combined efforts of our members. It is thanks to the activity of members and Chairmen of Special & Standing Committees. It is thanks to the decisive contributions of the Directors. Each of them representing a nation. It is also thanks to the advice given by the Executive Committee and moreover and not at least thanks



Mr. Jack Bathurst delivering UNCTAD Message

as one of the major topics to be discovered.

Despite the developments taking place in other transport modes, shipping still provides the most important means for carrying the international trade of the world and particularly of the third world. All sea voyages begin and end in ports so the conditions in world ports are critical for the effective operation of shipping. Ports have a vital influence on shipping costs, on the time taken for the goods to reach their markets and on the condition on which they reach their destination. Adequate and efficient port services thus make a major contribution to the development and

(Continued on Page 16 Bottom)

to the achievements of our outstanding Secretary-General and his able staff.

So IAPH has come to the front on the world scene of ports and maritime activities. I simply mention the fact that our organisation being recognised as a non-governmental consultative organisation with ECOSOC, UNCTAD, IMCO has got the privilege to introduce proposals and advices to the supranational institutions with respect to port related matters and in addition, our Association has regularly been consulted by other international organisations. Taking into account the responsibility of the port authorities, I make an appeal to all of our members to take advantage of the benefit the IAPH is able to provide.

The presence here of delegates of so many ports of so many nations representing all the five continents proves that—whatever the impact of the economic evolution on the globe is—IAPH is and remains an active organisation with growing importance.

I thank once more, His Honour the Minister, once more the Chairman of this Conference for all the support they granted to our Association in order to make this 9th Conference at Singapore a success. The ports represented here and I like to stress that they handle over half the ports' traffic of the globe together are much indebted to them and most grateful.

I thank you very much.



# New President's Address

**by Mr. Howe Yoon Chong  
Newly Elected President  
Delivered on his behalf by  
Mr. Cheng Tong Seng  
Chairman, Organizing  
Committee**

**At the Closing Session  
Shangri-La Hotel, Singapore  
March 14, 1975**

Ladies and gentlemen.

You have spent the last week or so in Singapore. As your hosts, the Port of Singapore hope that this has been time well spent. The Conference has gone on as well as can be expected and we are grateful that the arrangements made for you, both in terms of the Conference sessions for the participation of delegates and in terms of the social programmes for you and your ladies, have been satisfactory. In accordance with the time-honoured practice of the IAPH, the Nominating Committee has nominated me, and the Board of Directors has elected me, to serve as President of this International Association of Ports and Harbours for the next two years. I am, of course, overwhelmed and should have been here in person to acknowledge this honour that has been bestowed on me, and to thank all of you for this gracious generosity on your part. Due however to official matters on the instructions of my Government, I had to be away and I am forced to miss this very important occasion. I apologise to all of you for not being able to be present in person, but, I assure you that I am with you in spirit.

My involvement with the IAPH began in 1970 when the Port of Singapore hosted the Executive Committee Meeting in that year, and I had the pleasure of meeting many of you for the first time. Looking back, there is no doubt that IAPH has certainly grown under the capable leadership of successive past Presidents. The growth, however, is also the result of the hard work put in by the men and women in the Secretariat in Japan. The growth would not have been possible had it not been for the spontaneous support of members who come from ports all over the world.

What is clear is that the record of achievements over the past 5 or 6 years would be very difficult to equal. While leadership changes every 2 years, the Secretary-General and his able staff remain and continue to work tirelessly to maintain a remarkable and almost uncanny continuity which enables the smooth transfer of the Presidency once every 2 years. With your support and with the continued and dedicated efforts of the Secretariat, I have little doubt that the new Committee will be able to carry on the good work of the IAPH.

It is my sincere hope, however, that you will also join me in acknowledging the debt IAPH owes to its Secretary-General Emeritus, Mr. Toru Akiyama, who has been the pillar of strength ever since IAPH was founded and without whom IAPH would not be what it is today. He is still very much concerned with the IAPH, helping and advising the Secretary-General and his capable staff to continue to give their best efforts to make IAPH the successful organisation for the purposes for which it had been constituted.

My task as President for the next 2 years will not be an easy one. It will be a great challenge for me to try and fulfill the duties and responsibilities of this high office, but with the co-operation, assistance and support of all members of the IAPH, this organisation of ours can confidently attain its many high ideals and objectives of furthering knowledge in the fields of port organisation, port management and administration, port operation, development and promotion, and thereby promoting and fostering international friendship and understanding in the interest of developing industry, trade and waterborne commerce.

The IAPH is your organisation. It belongs to the ports of the world. It represents the common interests and aspirations of the ports and port-related industries as a whole. The future and the strength of IAPH lie in all of us giving it our full-hearted support. By our unity, active participation, acceptance of responsibilities, and willingness to help each other, we should make this organisation an example of true international co-operation at its best.

International co-operation is the theme for this Conference. We have spent much time discussing how to achieve greater international co-operation in many fields. Now, it will be up to us to take home the ideas that we have developed and the experience that we have gained during the course of this Conference, and to see whether or not they could be implemented in our own countries in order to realise the objectives of closer international co-operation among ports.

Once again, I thank you for having come to this Conference, to make the Conference a success, to participate enthusiastically in the various social programmes and sporting events, and to put up with the little irritations that are bound to happen in an organisation of this nature, when as hosts we have to apologise for not being able to look into every detail for every person. I am also grateful for the confidence that you have in me by making me your President for the next 2 years. I bid you au revoir as we disperse, some of us back to the grind in our offices, others to the more pleasant post conference tours that have been arranged for them. Till we meet again at the 10th IAPH Conference in Houston, may I wish you Godspeed.

Thank you.



# Message from

## Immediate Past President

### Mr. Robert L.M. Vleugels

Director-General  
Port of Antwerp



Mr. Robert L.M. Vleugels

Back at Antwerp from the 9th I.A.P.H. Conference I am glad to express a few thoughts and proposals.

As past president, having been closely involved in the details of the agenda and organization of this meeting I, first of all, want to congratulate the Chairmen of the Conference, his organizing Committee and the Port of Singapore Authority with their achievements. Indeed, their hospitality and the facilities which they have made available, were an easy basis for the success of this Conference.

I feel very much indebted to the Chairmen and Members of the several Committees who in the course of the preceeding years and during the Conference have contributed most effectively to the promotion of the aims of our Association.

The resolutions, presented by them and unanimously voted by us, are a firm proof of their accurate approach of the problems.

The work of our Secretary General and his staff and the wise advices of the Secretary General emeritus were once more of the highest value to our deliberations and meetings.

The participation of numerous members in the activities of our Association has been strengthened.

More members than ever have expressed their views, their proposals. Thus it has to be !

All these and other facts are sources of satisfaction.

Nevertheless we should not rest and keep going on the same level. "Ever better" should be the goal of our endeavours. I take this opportunity to express a few suggestions, however they might seem to be quite simple.

— We must strengthen the "personality" of our ports association and its "voice" in the wide world of

commerce and maritime trade;

— We must try to give still better assistance to ports in development.

Only these two goals constitute a programme which calls for the full support of our membership.

I don't doubt that under the leadership of our President Mr. Howe Yoon Chong further progress will be made in these fields. I wish all success to him and like to remain available for any assistance I could afford.

Robert L.M. Vleugels  
Director-General Port of Antwerp  
Past President IAPH

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(Turned Back from Page 16)

## Ninth Conference

Concourse beneath the Hall where refreshments were served as a contest-winning girls' orchestra band played to entertain the delegates.

### Closing Session

The Closing Session was held at the Conference Room of Shangri-La Hotel on Friday, March 14, 1630—1800 Hours. The session was called to order by Mr. George W. Altvater, Second Vice President (Executive Director of Port of Houston).

At the call of Mr. Altvater, the retiring President Mr. Vleugels delivered a speech. Then Mr. Cheng Tong Seng was called upon to read the address of Mr. Howe Yoon Chong, newly elected President, who was out of the country. (See page 12.)

Next, Mr. William Brotherson, Chairman of the Honorary Membership Committee (President, The Maritime Services Board of N.S.W.) made a report on his committee. Mr. Altvater placed a gold badge on the coat of Mr. Vleugels, the retiring President now nominated an Honorary Member, presented to him a cloisonné flower vase and an Honorary Membership Scroll.

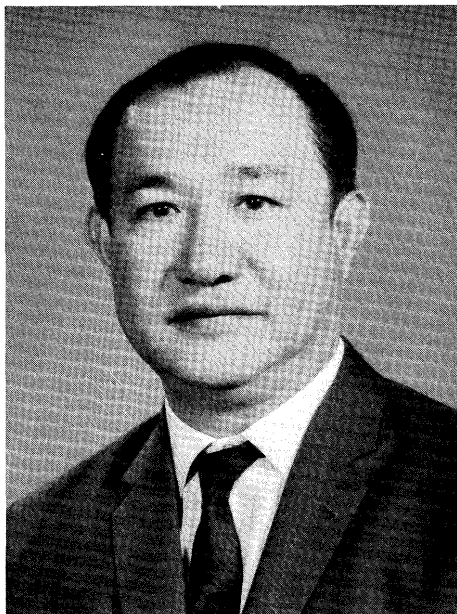
Mr. Altvater then reported that the six Standing Committees were to continue their activities, and asked their Chairmen, except those absent, to take the rostrum and make brief acknowledgements for continued efforts.

**Time and Place of Next Conference** was announced by Mr. Altvater. The Tenth Conference will be held in Houston, Texas, U.S.A. commencing on Sunday, April 24, 1977. A Color film of the City of Houston was projected. Mr. Altvater added a brief explanation on his city, climate and Accommodations. More will be reported in the next (July) issue of this journal.

A Resolution of Thanks was moved and adopted thanking the Host Port of Singapore, Mr. Yong Nyuk Lin, Honorable Minister for Communications and Patron of the Conference, Mr. Howe Yoon Chong, Conference Chairman, Mr. Cheng Tong Seng, Chairman, Organizing Committee, and others for their devoted contributions to the success of the Conference. The session was closed with Mr. Howe's Closing Address read out by Mr. Cheng Tong Seng.



## New President



**Mr. Howe Yoon Chong**  
Port of Singapore Authority

### Message

Dear Members,

Since my involvement with the IAPH in 1970, I have had the pleasure of meeting most of you, especially during the recent Conference in Singapore. During this five-year period, I have observed with great interest the efforts for greater co-operation amongst members. The success of these efforts has no doubt, been due to the hard work put in by many dedicated officials and the capable leadership of successive past Presidents.

The keen interest and co-operation of members were well reflected and demonstrated in their active participation at the recent Singapore Conference. Members were observed to be particularly keen on attending even the meetings of the various conference and special sub-committees, and this may well become an important feature of future conferences. Such interest should be carefully nurtured to strengthen the participation of individual members in the wide scope of activities of the Association. The theme 'Towards Greater International Port Co-operation' should therefore be perpetuated in the activities of the IAPH.

One of my immediate tasks as the new President is to enlarge and strengthen the membership in order to achieve even wider international co-operation amongst ports. There are still many ports which have yet to join the Association, and I have no doubt that support will be forthcoming so that we can achieve greater co-operation in the fields of port management, administration, operation and development.

Our Association is a symbol of common interest and aspirations of ports and port-related industries. It deserves our full-hearted support and this can best be shown by our active participation in its activities. I am confident that through the dynamic leadership of the principal officers of the Association, working through a strong administrative

**(Continued on Next Page)**

## 1st Vice-President



**Mr. George W. Altvater**  
Port of Houston

### Message

The recent 9th Conference of the International Association of Ports and Harbors at Singapore demonstrated in a most meaningful fashion that the basic objectives and purposes of the Association are now being realized in a most profound manner. Delegates from ports and harbors throughout the world gathered to discuss efficiency, developments and to broaden their knowledge in fields of port organization, management, administration, operation and promotion.

Port problems on the international scene differ from the national scene and reach new dimensions. The discussions developed during the Conference brought new insights to their solution. The excellent panel presentations brought considerable response from the delegates providing an open forum for the exchange of ideas.

Of equal significance was the opportunity for the delegates to become better acquainted. Many met with their counterparts in foreign lands for the first time and, thus, learned something of the other fellow's problem while strengthening their friendship. The value and power of these relationships serve to reduce the mystery of foreign lands and people which will be realized with greater understanding in the years ahead.

Thus, the 9th IAPH Conference in Singapore can be considered a tremendous success. While the organization is young in years, its benefits and values are already obvious. There is no doubt IAPH is on the threshold of becoming a very strong and effective international organization to serve the needs of ports and harbors on the international scene and the future will help make these values even more meaningful to members and potential members alike. Delegates will benefit from the advances made in Singapore Toward Greater International Port Cooperation and we look forward with confidence and optimism to continuing this development with the 10th Conference to be held in Houston in April, 1977.



## 2nd Vice-President



**Mr. Stanley Johnson**  
British Transport Docks Board

### Message

I was greatly honoured to be elected 2nd Vice President of the International Association of Ports and Harbors at the 9th Biennial Conference in Singapore. This followed the approval of the Members to Amendments to our Constitution, which now provides for the election of three Vice Presidents representing the three regions into which, geographically, our world-wide membership is conveniently grouped. viz., Asia/Australia; North/South America; and Europe/Africa.

We are a young Association, still suffering from growing pains, and we must be prepared to amend our Constitution as necessary to meet the needs of our membership, and to ensure that wider participation in our affairs which will not only add greatly to our strength, but will make our voice more effective in the International Inter-Governmental forums where major issues affecting our ports and harbours are debated. I am glad, therefore, that the Members agreed at the Singapore Conference that the Constitutional Review Committee, under Del Taylor's Chairmanship, shall continue its work for a further period.

A lasting impression which I carried away with me from Singapore was of the considerable and growing volume of work to be done. The world is not standing still, and one of our prime objectives is to facilitate and foster world trade, an objective in accord with our international aspirations. The sharing of our world-wide experience and knowledge can be a major contribution to its achievement.

Every port in the world is, of course, a unique enterprise. Although we are all basically in the business of providing facilities for ships to discharge and load their cargoes, the varying geographical, environmental and economic characteristics of ports call for a variety of solutions to common problems. I am convinced, after eight years close involvement with IAPH, that we have a considerable contribution to make to each other, to our mutual benefit,

**(Continued on Next Column)**

## 3rd Vice-President



**Mr. W.H. Brotherson**  
Maritime Services Board of N.S.W.

### Message

I was particularly honoured to have been elected as Third Vice-President of the Association at the recent Conference held in Singapore which, I feel, was an excellent Conference, not only from the point of view of the standard of organisation of the official and social activities and the friendliness of the Singapore people but also because of the standard of the matters presented to and discussed at the Conference.

I look forward to a fruitful term of office with the Association which is meeting the needs of the international representatives of the various port authorities. With the recent amendment of the Constitution to afford the membership a more direct link with its activities and the continuing consideration of this need, the influence of the Association will be greatly expanded in the world scene.

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### (Continued from Page 14)

secretariat in the Association's Head Office, much progress in international port co-operation can be achieved. The spontaneous efforts on the part of individual members, putting aside a little time for Association matters, will keep the Association glowing to greater prominence as an effective international organisation, strong enough to meet the storms in today's sea of economic and trading problems. I look forward to serving you during this two-year term of office. I will do my best, and with your support there is no reason why the Association should not continue to progress and grow.

and that the sense of unity in the membership, so amply demonstrated in Singapore, is a source of strength to us all.

I look forward to a strenuous period of office under the leadership of President Howe Yoon Chong, and with the dedicated support of the Secretary-General, Dr. Hajime Sato, and his able staff.



# New President, Vice-Presidents and E.C. Members

The revised By-Laws came into force on and after February 1st, 1975. President, Vice-Presidents and Executive Committee Members were elected and/or appointed for the first time under the new By-Laws, the full sentence of which is to be referred to in the February, 1975 edition of this journal. (see pages 10-14).

The main points provided by the new By-Laws are as follows.

Members of a Nominating Committee shall be appointed by the Board. (Sec. 37)

There shall be three Vice-Presidents, chosen from three regions (Sec. 21)

The Executive Committee shall be composed (1) ex-officio of President, the immediate Past President and three Vice-Presidents (2) nine members to be elected by the Board from among Directors and Alternate Directors from

three regions and (3) five members to be appointed by the President from among persons associated with Regular members.

The following are the names and titles of officials concerned who will take their offices during the forthcoming two years. (K.Y.)

President: Mr. Howe Yoon Chong, Chairman/General Manager, Port of Singapore Authority, Republic of Singapore

1st Vice-President: Mr. George W. Altvater, Executive Director, Port of Houston, U.S.A.

2nd Vice-President: Mr. Stanley Johnson, C.B.E., Managing Director, British Transport Docks Board, U.K.

3rd Vice-President: Mr. W.H. Brotherson, President, The Maritime Services Board of New South Wales, Australia

(See Next Page)

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(Continued from Page 11)

## Message from UNCTAD

expansion of trade and can exert both directly and indirectly a very considerable influence on national trading positions.

An important element of the UNCTAD work programme, including its technical assistance activities, is that devoted to the development and improvement of ports. In this area, therefore, we have an affinity with IAPH whose overall objectives are in harmony with ours. It is this commonality of objectives which has led both sides to seek and nurture even closer relationships.

We in UNCTAD are extremely happy that you should attach sufficient importance to your relationship with us as to have appointed a senior official, the Chairman of the Special Committee on port development with the specific responsibility to look after this relationship. For our part, we are happy to have been able on more than one occasion to contribute substantively to your activities and to the programmes of your biennial Conferences. Senior officials of UNCTAD concerned with ports and shipping have addressed past conferences and on other occasions we have as today been represented thereat. I send to your organisation and to all the delegates gathered there my warmest greetings and best wishes for the success of this Conference. I trust that the Association will continue to flourish in the coming years and that the ties between it and UNCTAD will become increasingly effective. Thank you.

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(Continued from Page 7)

## Ninth Conference

Mr. Bathurst's address was followed by Mr. Howe's introduction of messages of congratulation received from other organizations.

Mr. Howe:

It is now my pleasure as Conference Chairman to read to you 4 messages that we have received from fraternal Associations which are as follows: The first one is a message from the American Association of Port Authorities, it

reads:

"It is with pleasure that I extend to you the greetings of the American Association of Port Authorities and its north, south, central American and Caribbean members, many of which are represented here and who work diligently in both Associations. Please also accept the greetings and offer of full co-operation from that Association and from Mr. Richard Shultz the Executive Director". Signed: Ben E Nutter, President, American Association of Port Authorities.

Next message comes from the Association of Australian Ports and Marine Authorities:

"I have the pleasure to represent the Australian Association to the 9th Conference and bring with me the best wishes of my Association for the success of the 9th Conference of IAPH in Singapore." Signed: A S Mayne, Vice-President, Association of Australian Ports and Marine Authorities.

Next message comes from the Japan Ports and Harbours Association:

"On behalf of the entire membership of the Japan Ports and Harbours Association, I take the pleasure of expressing our most sincere congratulations and wishes to the success of the 9th Conference of your great Association held in Singapore." Signed: Dr. Shizuo Kuroda, President, Japan Ports and Harbours Association.

And the last but not the least, a message from the New Zealand Harbours Association:

"On behalf of the New Zealand Harbours Association, I express our most sincere congratulations and wishes to the success of the 9th Conference of the International Association of Ports and Harbours held in Singapore March 1975." Signed: R.W. Carr, President, New Zealand Harbours Association.

That's the messages. Thank you very much.

5) This was followed by Mr. Vleugels' announcement of Chairmen and Members of the Conference Committees.

The Opening Ceremony was then duly closed. Tea Reception was held 1700-1800 Hours at the Exhibition

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# Composition of Executive Committee

Ex-officio	Elective	Appointive
<b>American Region:</b>		
George W. Altvater Executive Director Port of Houston, USA	Mr. Bruce Procope Chairman, Port Authority of Trinidad and Tobago	Mr. Ben E. Nutter Executive Director Port of Oakland, USA
	Mr. Anthony Tozzoli Director, Marine Terminals Department The Port Authority of New York and New Jersey, USA	Mr. Thomas T. Soules Port Director San Francisco Port Commission, USA
	Mr. D.E. Taylor Chairman National Harbours Board, Canada	
<b>European Region:</b>		
Mr. Stanley Johnson Managing Director British Transport Docks Board, U.K.	Mr. R.O. Ajayi Deputy General Manager Nigerian Ports Authority, Nigeria	Mr. P.K. Kinyanjui Chairman East African Harbours Corporation Tanzania
Mr. Rotert L.M. Vleugels Director-General Port of Antwerp Belgium	Ir. J. den Toom Managing Director Port Management of Amsterdam, Netherlands	
	Mr. Robert Boeuf General Manager Port Autonome de Dunkerque, France	
<b>Asian Region:</b>		
Mr. Howe Yoon Chong Chairman/General Manager Port of Singapore Authority, Singapore	Mr. R.W. Carr Chairman Auckland Harbour Board New Zealand	Mr. Gengo Tsuboi Vice-President The Japan Shipowners' Association Japan
Mr. W.H. Brotherson President The Maritime Services Board of N.S.W. Australia	Mr. Fumio Kohmura Vice President Nagoya Port Authority Japan	Mr. A.S. Mayne Chairman Melbourne Harbor Trust Commissioners Australia
	Y.M. Raja Azam Chairman Kelang Port Authority, Malaysia	
5 members	9 members	5 members
19 members in total		



# Members of Executive Committee

For full particulars, refer  
to pages 16 and 17.



Mr. R.O. Ajayi  
Deputy General Manager  
Nigerian Ports Authority



Mr. Y.M. Raja Azam  
Chairman  
Kelang Port Authority



Mr. Robert Boeuf  
General Manager  
Port of Dunkirk Authority



Mr. R.W. Carr  
Chairman  
Auckland Harbour Board



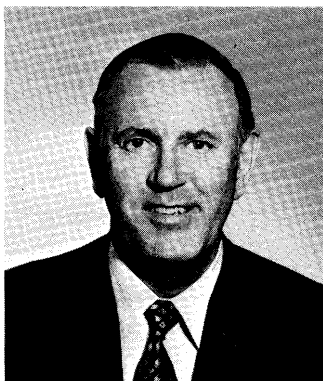
Ir. J. den Toom  
Managing Director  
Port Management of Amsterdam



Mr. P.K. Kiyanjui  
Chairman  
East African Harbours Corporation



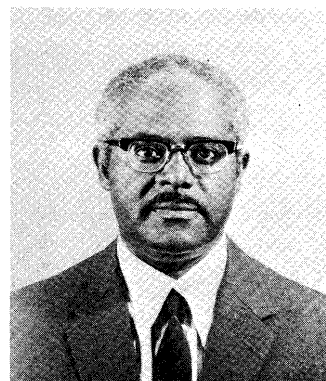
Mr. Fumio Kohmura  
Vice President  
Nagoya Port Authority



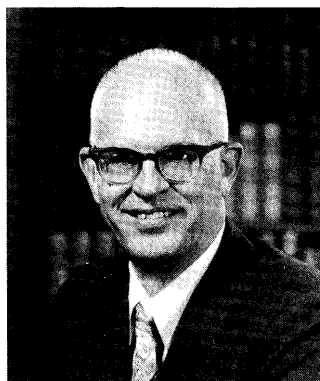
Mr. A.S. Mayne  
Chairman  
Melbourne Harbour Trust Commissioners



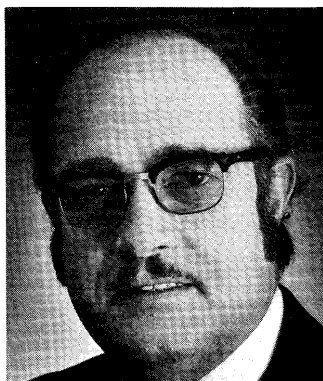
Mr. Ben E. Nutter  
Executive Director  
Port of Oakland



Mr. Bruce Procope  
Chairman  
Port Authority of Trinidad and Tobago



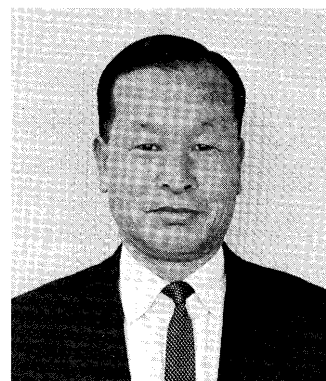
Mr. Thomas T. Soules  
Port Director  
San Francisco Port Commission



Mr. D.E. Taylor  
Chairman  
National Harbours Board, Canada



Mr. Anthony J. Tozzoli  
Director, Marine Terminals  
The Port Authority of NY & NJ



Mr. Gengo Tsuboi  
Vice Chairman  
The Japan Shipowners' Association



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## Amendments to Membership Dues Unanimously Approved

A bill to amend Section 5 (Membership Dues) of the By-Laws was voted and unanimously approved at the 3rd Plenary Session held on March 13, 1975.

As members of this Association at large have been kept informed of this vital issue, through correspondence and this monthly journal, from time to time and edition by edition, it seems to be hardly necessary to repeat the progress at length. Therefore, in this edition, we would like to refer to the development of this bill very simply in the following manner.

- May 1973—Amsterdam Resolution No. 3 requested the Finance Committee (then the Ways and Means Committee) to deliberate a New Dues Scheme and to recommend it to the Executive Committee (July-August, 1973 edition).
- Jan. 1974—Questionnaire on the tonnage handled was circulated among Regular Members (March, 1974 edition).
- Mar. 1974—The Finance Committee met and drafted a recommendation at Auckland (June, 1974 edition).
- June 1974—The recommendation was circulated among the Board Members.
- July 1974—Chairman of the Finance Committee had an official visit to the Tokyo Head Office and reported that the Head Office Secretariat was operating well (July & August, 1974 edition).
- Nov. 1974—"Survey on Tonnage Handled" was circulated among the Regular Members (Jan., 1975 edition).
- Nov.—Dec. 1974—A draft bill to amend Sec. 5 of the By-Laws was circulated among the members of the Board of Directors and it was agreed upon by the Board to let the bill go on the agenda of

the 9th Conference (Feb., 1975 edition).

We believe, the fact that a bill to amend the Membership Dues fundamentally was unanimously agreed upon by Members shows how IAPH Members are keenly interested in the further development of this unique international Association of the world ports community. (K.Y.)

### No. 1

#### A BILL TO AMEND SECTION 5 OF THE BY-LAWS

BE IT ENACTED by The International Association of Ports and Harbors in a Conference assembled at Singapore on the 13th day of March, 1975, that Section 5 of the By-Laws shall be and the same is hereby amended, effective on the 1st day of January, 1976, to read as follows:—

#### "Membership Dues

"Sec. 5. Membership dues of the Association shall be as follows:—

"Each Regular Member shall pay membership dues of US\$500.00 per annum per subscribed membership unit.

"Each Regular Member shall subscribe to the number of membership units based upon the annual tonnage handled by that member as shown in the following table:

Tonnage	Number of Membership Units
Less than 1,000,000	1
1,000,000 or more but less than 2,000,000	2
2,000,000 or more but less than 5,000,000	3
5,000,000 or more but less than 10,000,000	4
10,000,000 or more but less than 20,000,000	5
20,000,000 or more but less than 40,000,000	6



Satay Nite-1. Informal Get-together of Delegates and Ladies with "Satay" Nite and Cultural Show was held at the Shangri-La Hotel poolside 2000–2300 Hours Monday, March 10.



Satay Nite-2. Cultural Show.



40,000,000 or more but less than	
70,000,000	7
70,000,000 or more	8

"For the purposes of this section, the term 'tonnage handled' shall be deemed to mean the cargo tonnage in metric tons which passed in and out of the member's port or the port's boundaries, whether ocean going, coastwise, or by lake, river or canal. Such tonnage shall be calculated on the weighted formula of 100% for general cargo and 20% for dry and liquid bulk cargo.

"Notwithstanding the foregoing, those Regular Members consisting of public and governmental agencies, of whatever kind, performing purely governmental functions and not charged with any duties relating to the operation of the port, shall not be subject to membership dues based upon tonnage handled and shall instead pay membership dues of US\$500.00 per annum per subscribed membership unit. For purposes of this section, Regular Members who contract with others for the operation of their port facilities shall be subject to membership dues based upon the tonnage handled in that port.

"Regular Members and Associate Members shall have the privilege of subscribing for any number of membership units in addition to the units required by other provisions of this section.

"Class A Category One Associate Members whose annual gross sales are US\$5,000,000.00 or more shall pay membership dues of US\$420.00 per annum per subscribed membership unit; those whose annual gross sales are more than US\$2,500,000.00 but less than US\$5,000,000.00 shall pay membership dues of US\$280.00 per annum per subscribed membership unit; and those whose annual gross sales are US\$2,500,000.00 or less shall pay membership dues of US\$140.00 per annum per subscribed membership unit.

"Class A Category Two Associate Members whose annual gross sales are US\$2,500,000.00 or more shall pay membership dues of US\$420.00 per annum per subscribed membership unit; those whose annual gross sales are more than US\$1,500,000.00 but less than US\$2,500,000.00 shall pay membership dues of US\$280.00 per annum per subscribed membership unit; and those whose annual gross sales are US\$1,500,000.00 or less shall pay membership dues of US\$140.00 per annum per subscribed membership unit.

"Class A Category Three Associate Members whose annual gross sales are US\$500,000.00 or more shall pay membership dues of US\$420.00 per annum per subscribed membership unit; those whose annual gross sales are more than US\$250,000.00 but less than US\$500,000.00 shall pay membership dues of US\$280.00 per annum per subscribed membership unit; and those whose annual gross sales are US\$250,000.00 or less shall pay membership dues of US\$140.00 per annum per subscribed membership unit.

"Class B and Class C Associate Members shall pay membership dues of US\$420.00 per annum per subscribed membership unit.

"Class D Associate Members shall pay membership dues of US\$70.00 per annum per subscribed membership unit.

"Class E Associate Members shall pay membership dues of US\$50.00 per annum per subscribed membership unit.

"Any individual who held the status of Life Supporting Member as of the 12th of June, 1971 and who had paid the sum of US\$150.00 or more per subscribed membership unit shall retain such status and not be subject to the payment of further annual dues.

"Honorary Members shall have the privilege of attending Conferences but shall not be required to pay membership dues."



Satay Nite-3. Cultural Show.



Satay Nite-4. All on the house.



## 9th Conference:

# Resolutions of Condolence

The following five (5) Resolutions of condolence upon the passing of our senior members who passed away during the period between the 8th Conference and the 9th Conference were adopted at the 3rd Plenary Sessions held on March 13th.

- Resolution No. 1—Resolution of Condolence upon the passing of A. Lyle King  
Resolution No. 2—Resolution of Condolence upon the passing of John P. Davis  
Resolution No. 3—Resolution of Condolence upon the passing of Gaku Matsumoto  
Resolution No. 4—Resolution of Condolence upon the passing of Dudley W. Frost  
Resolution No. 5—Resolution of Condolence upon the passing of Arthur W. Nordstrom

The Head Office prepared handsome scrolls of each Resolution with a gold insignia of IAPH sealed on it, and sent them to each bereaved family through the good offices of the Port Authority at which those deceased had worked before. (TKD)

### RESOLUTION No. 1

#### RESOLUTION OF CONDOLENCE UPON THE PASSING OF A. LYLE KING

WHEREAS, an untimely death has taken A. LYLE KING, Director of Marine Terminals of the Port Authority of New York and New Jersey; and

WHEREAS, A. LYLE KING served as the immediate Past President of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS and was an Honorary Member, a sincere friend and staunch supporter of this Association; and

WHEREAS, the members of this Association desire to record their cherished memory of him and their respect, esteem and affection for him; now, therefore, be it

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby testifies to its deep sorrow in his passing and to its sincere feeling of loss and that this Ninth Conference of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS be adjourned in the memory of him and as an expression of the friendship and affection its members bore for him.

### RESOLUTION No. 2

#### RESOLUTION OF CONDOLENCE UPON THE PASSING OF JOHN P. DAVIS

WHEREAS, an untimely death has taken JOHN P. DAVIS, member of the Board of Harbor Commissioners of the City of Long Beach, California; and

WHEREAS, JOHN P. DAVIS served as President of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS and was an Honorary Member, a Founder Honorary Member and a sincere friend and staunch supporter of this Association; and

WHEREAS, the members of this Association desire to

record their cherished memory of him and their respect, esteem and affection for him; now, therefore, be it

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby testifies to its deep sorrow in his passing and to its sincere feeling of loss and that this Ninth Conference of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS be adjourned in the memory of him and as an expression of the friendship and affection its members bore for him.

### RESOLUTION No. 3

#### RESOLUTION OF CONDOLENCE UPON THE PASSING OF GAKU MATSUMOTO

WHEREAS, an untimely death has taken GAKU MATSUMOTO, the creator of the concept of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, and its First Secretary-General, who served in that capacity from November, 1955 until May, 1957; and

WHEREAS, GAKU MATSUMOTO also was an Honorary Member, a Founder Honorary Member and an Honorary Life Director of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS and a sincere friend and self-sacrificing supporter of this Association; and

WHEREAS, the members of this Association desire to record their cherished memory of him and their respect, esteem and affection for him, now, therefore, be it

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby testifies to its deep sorrow in his passing and to its sincere feeling of loss and that this Ninth Conference of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS be adjourned in the memory of him and as an expression of the friendship and affection its members bore for him.

### RESOLUTION No. 4

#### RESOLUTION OF CONDOLENCE UPON THE PASSING OF DUDLEY W. FROST

WHEREAS, an untimely death has taken DUDLEY W. FROST, a former member of the Board of Port Commissioners of the City of Oakland, California and retired Executive Director of the Port of Oakland; and

WHEREAS, DUDLEY W. FROST was an Honorary Founder Member of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS and a sincere friend and staunch supporter of this Association; and

WHEREAS, the members of this Association desire to record their cherished memory of him and their respect, esteem and affection for him; now, therefore, be it

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby testifies to its deep sorrow in his passing and to its sincere feeling of loss and that this Ninth Conference of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS be adjourned in the memory of him and as an expression of the friendship and affection its members bore for him.

### RESOLUTION No. 5

#### RESOLUTION OF CONDOLENCE UPON THE PASSING OF ARTHUR W. NORDSTROM

WHEREAS, an untimely death has taken ARTHUR W. NORDSTROM, retired Assistant City Attorney and attorney for the Board of Harbor Commissioners of the City of Los Angeles, California; and

(Continued on Next Page Bottom)



# **Protection of Interests of Ports Community Promoted**

At the 3rd Plenary Session, the following 4 (four) Resolutions aiming at the further protection and promotion of the interests of the world ports community, were voted and adopted by the Members.

Resolution No. 6—Resolution Relating to Legal Protection of Ports and Navigable Waterways

Resolution No. 7—Resolution Endorsing the Simplification of Documentation for Cargo

Resolution No. 8—Marking of Vessels with Bulbous Bows

Resolution No. 9—Regime of Foreign Vessels in Ports

Needless to mention, the adoption of these Resolutions are the fruit and the flower of the activities achieved by IAPH members, especially, by Mr. Andre Pages, Chairman of the Special Committee on Legal Protection of Navigable Waterways and Mr. A.J. Smith, IAPH Liaison Officer with IMCO, during the past two years since the 8th Conference in Amsterdam.

These Resolutions were, without delay submitted to the following UN Organizations and also sent to the relevant friendly Organizations mentioned below.

**(1) United Nations Organizations**

1. United Nations Conference on Trade and Development (UNCTAD)
2. Economic and Social Council (ECOSOC)
3. Four Regional Commissions of ECOSOC
  - (i) Economic Commission for Europe (ECE)
  - (ii) Economic Commission for Latin America (ECLA)
  - (iii) Economic Commission for Africa (ECA)
  - (iv) Economic and Social Commission for Asia and Pacific (ESCAP)
4. Inter-governmental Maritime Consultative Organisation (IMCO)

**(2) Friendly Organizations**

1. The American Association of Port Authorities (AAPA)
2. International Association of Lighthouse Authorities (IALA)
3. International Chamber of Shipping (ICS)

WHEREAS, ARTHUR W. NORDSTROM, the architect of the original Constitution and By-Laws of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, served as a Legal Counselor of this Association from its inception until his retirement and was a Founder Honorary Member, a sincere friend and a staunch supporter of this Association; and

WHEREAS, the members of this Association desire to record their cherished memory of him and their respect, esteem and affection for him; now, therefore, be it

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby testifies to its deep sorrow in his passing and to its sincere feeling of loss and that this Ninth Conference of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS be adjourned in the memory of him as an expression of the friendship and affection its members bore for him.

4. Permanent International Association of Navigation Congress (PIANC)

5. International Maritime Pilots Association (IMPA)

6. International Federation of Shipmasters' Associations (IFSMA)

As of April 28, 1975, the acknowledgement of the receipt of these Resolutions has reached this office from IMCO, with its letter of April 18th, A1/A/6-IAPH, ICS and AAPA with its letters of April 18th and 16th respectively.

On April 14th, 1975, we forwarded copies of these Resolutions to all members of the Board of Directors and requested to submit these Resolutions to their national governmental bodies in accordance with their own judgement so that IAPH Proposals to the United Nations could be more effectively made through each governments composing the United Nations. (K.Y.)

## **RESOLUTION No. 6**

### **RESOLUTION RELATING TO LEGAL PROTECTION OF PORTS AND NAVIGABLE WATERWAYS**

WHEREAS, THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS assembled at its Eighth Conference in Amsterdam, May 1973, by the adoption of Resolution No. 8 expressed its serious and growing concern with respect to navigation accidents occurring in port fairways, channels and waterways; and

WHEREAS, that problem has increased in seriousness and magnitude since 1973 due to the increased risk of operating ever larger ships with advanced and sophisticated technology; and

WHEREAS, as the risks involved increased, the protection afforded to ports and navigable waterways did not proportionately increase; and

WHEREAS, this Association has been advised that adequate insurance is available to shipowners to afford protection to ports and navigable waterways against the consequences of navigation accidents; and

WHEREAS, the interests of justice require that ports be afforded adequate protection from the consequences of navigation accidents including, but not limited to, the removal of wrecks, obstructions, water pollution, fire and damage to the environment; now, therefore, be it

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, acting by and through its worldwide membership, does hereby establish as its policy with respect to the protection of ports and navigable waters the following:

(1) Full economic responsibility by the vessel, its owners and agents for any and all damage, subject however, to the availability of insurance which shall be not less than the equivalent of the full insurable value of the vessel;

(2) That the limitations imposed by the 1957 Brussels Convention be increased five-fold as a minimum, adjusted however by changes in the gold franc standard;



and

(3) That vessels be required to produce satisfactory evidence of financial responsibility by insurance or otherwise in a form acceptable to the port authority prior to the vessel being permitted to proceed to berth; and be it

FURTHER RESOLVED that the members of this Association are urged to request their respective national governments to seek the acceptance by all concerned of the principles embodied in this resolution; and be it

FURTHER RESOLVED that Resolution No. 8 adopted by THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS at its Eighth Conference held in Amsterdam in May, 1973 shall be and the same is hereby repealed.

#### RESOLUTION No. 7

##### RESOLUTION ENDORSING THE SIMPLIFICATION OF DOCUMENTATION FOR CARGO

WHEREAS, the development and growth of trade among nations of the world is overburdened by the multitude of lengthy and diverse documents required by the nations involved in such transactions; and

WHEREAS, importers and exporters are required to prepare numerous documents to meet governmental and commercial requirements of the nations involved; and

WHEREAS, vessels carrying the cargoes of the world are required to prepare many documents when entering and leaving ports; and

WHEREAS, uniformity, standardization and simplification of commercial documentation is highly desirable to facilitate the movements of cargoes; and

WHEREAS, many international and national organisations are giving attention to the resolution of these problems and many are not; now, therefore be it

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, acting by and through its worldwide membership, does hereby endorse the simplification of documentation for cargoes in world trade and requests UNCTAD to bring this to the attention of its appropriate Committee with a view to that Committee passing a resolution calling on member governments of UNCTAD to give this matter their urgent attention.

#### RESOLUTION No. 8

##### MARKING OF VESSELS WITH BULBOUS BOWS



Merlion Tour Day-1: Wednesday, March 12. Delegates embarked on two harbour cruise boats at Clifford Pier.

WHEREAS, the Maritime Safety Committee of the IMCO had its 19th session in 1969 decided upon on identification mark for ships having bulbous bows or ships having bow propulsion, namely by a noticeboard with words 'bulbous bow' and/or 'bow propulsion' which should be illuminated at night.

WHEREAS, the evidence assembled by the International Port Community since 1969 clearly indicates that many of the vessels having bulbous bow and/or bow propulsion do not follow the recommendation of the IMCO either because they have no markings of any kind or where markings do exist they are usually in the form of a profile symbol.

WHEREAS, it is the considered view of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS that accidents resulting in damage to port structures and to other vessels can and do arise as a direct consequence of the fact that manoeuvres had taken place in close proximity and unknowingly to the bulbous bow of a vessel which was unsuitably marked; now therefore, be it

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, acting by and through its worldwide membership, hereby urges the IMCO to reconsider its 1969 recommendation on the marking of vessels with bulbous bow and/or bow propulsion and recommend to member governments that vessels with bulbous bow and/or bow propulsion should be marked with an appropriate profiles symbol illuminated at night; and be it

FURTHER RESOLVED that the members of this Association are urged to request their respective national governments to seek the acceptance, by all concerned, of the principles embodied in this resolution.

#### RESOLUTION No. 9

##### REGIME OF FOREIGN VESSELS IN PORTS

WHEREAS the IAPH has noted the proposal of the USSR Delegation to IMCO on a Convention on the Regime of Marine Vessels in foreign ports.

The IAPH has resolved that it is imperative that the views of the international port community be obtained by IMCO, acting in consultation with the IAPH, prior to the finalisation of the terms of any Convention on the Regime of Marine Vessels in foreign ports so as to ensure that the Articles of such Convention are not in conflict with, or do not restrict the effort of, local by-laws, rules and regulations and the statutory rights of port authorities.



Merlion Tour Day-2. Disembarking.



**RESOLUTION No. 10**

**RESOLUTION EXPRESSING APPRECIATION**

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby expresses its appreciation to its host Port of Singapore Authority; Mr. Yong Nyuk Lin, Honorable Minister for Communications for the Republic of Singapore and Patron of the Conference; Mr. Howe Yoon Chong, Chairman/General Manager, Port of Singapore Authority and Conference Chairman; Mr. Cheng Tong Seng, Chairman, Organizing Committee; Mr. Kenneth Seah, Deputy Chairman, Organizing Committee; all other members of the Organizing Committee; Chairmen and Panelists of Working Sessions; the Ladies Sub-Committee; and the members of the press for their respective contributions to the success and enjoyment of the Ninth Conference of this Association.

The Head Office has despatched scrolls of this resolution with the Association's Official Seal to those addressees, on April 15. As for the Press members, the distribution has been carried out by Mr. Cheng Tong Seng, Chairman of the Organizing Committee for the 9th Conference, except for the Times of London and the Japan Maritime Daily.



**Merlion Tour Day-3. Tiger Balm Garden.**

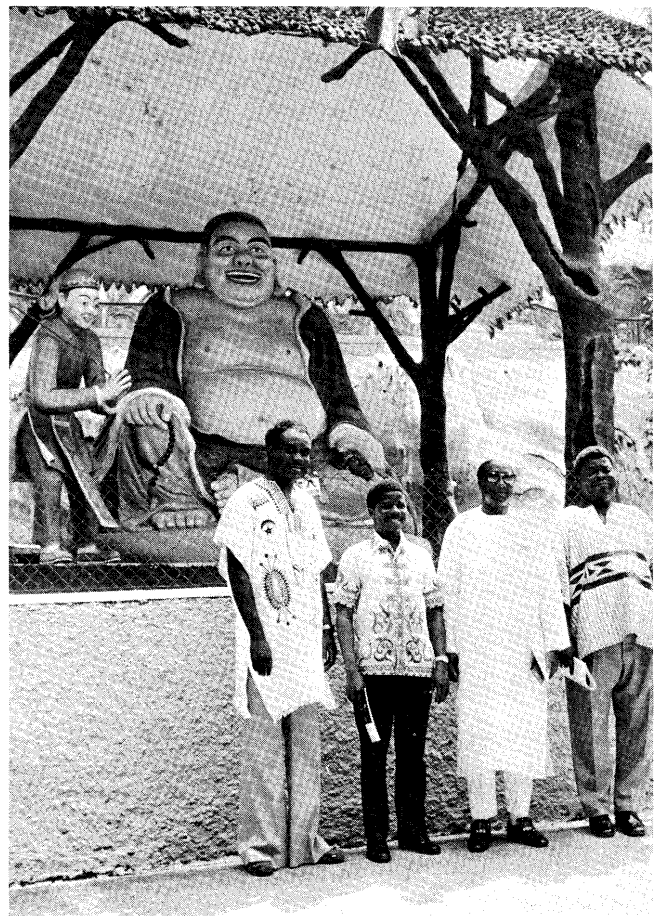
## **1. 6 Special Committees Endorsed to Continue**

At the preliminary meeting of the new Board of Directors, met on March 10, the existing six Special Committees were endorsed to continue as the work of these Committees had not been completed. The six Committees are as follows:

1. Committee on International Port Development (Chairman: Mr. John Lunch)
2. Committee on Large Ships (Chairman: Mr. Paul Bastard)
3. Committee on Containerization and Barge Carriers (Chairman: Mr. Ben E. Nutter)
4. Committee on Legal Protection and Navigable Waterways (Chairman: Mr. Andre Pages)
5. Finance Committee (Chairman: Mr. Thomas J. Thorley)
6. Constitution and By-Laws Special Review Committee (Chairman: Mr. D. E. Taylor)

Furthermore, it was also discussed and agreed upon that the present Chairmen and members of these Committees should continue to serve for the next two years so as to ensure continuity of the work of these Committees. However, members who are interested to participate in any of these Committees are entitled to make their wishes known to the respective Chairman (Ref. page 32 of this edition).

As for the outcome of the meetings of these Committees, held in Singapore during the 9th Conference, will be published in the next edition (K.Y.).



**Merlion Tour Day-4. Tiger Balm Garden.**



## 2. Membership Committee Newly Established

At the post-conference joint meeting of the new Board and the new Executive Committee, held on March 14th, "IAPH campaign for more membership" recommended by the Ways and Means Committee to the Board was earnestly deliberated. It was felt that any expansion of membership of IAPH would benefit the Association in two ways:

- (1) It would enhance the international status of the Association by having a wider membership;
- (2) It would also enable more port authorities of the world to learn and share with one another on port management and development.

The Board fully agreed with this recommendation and unanimously decided to establish a Special Committee named as Membership Committee.

The Board also asked Mr. A.S. Mayne, Chairman of Melbourne Harbor Trust Commissioners, to serve as the Chairman and it was accepted by him. Further information about this new Committee will be published in the future issues of the journal as it gets matured. (K.Y.)

## 3. Executive and 3 Special Committees Meet at Curacao, April 1976

At the meeting of the new Executive Committee, held on March 11th, the venue of its next meeting to be held in 1976, inter-conferences year, was discussed. The Executive Committee then voted by secret ballot to select one from among several places proposed.

The result of the ballots turned out to be that the next meeting would be called for spring in 1976 at Curacao, Netherlands Antilles.

Again discussion to decide the date of the meeting was made at the joint meeting of the Board of Directors and the Executive Committee, held on March 14th. It was also decided to hold the meetings of the Constitution and By-Laws Special Review Committee, the Finance Committee and Special Committee on Containerization and Barge Carriers before and after the Executive Committee meeting. The following are the schedule for the meetings of



Ladies' Fashion Show at Mandarin Hotel, Tuesday, March 11.

the respective Committees.

Constitution and By-Laws Special Review Committee (Chairman: Mr. D.E. Taylor)

— April 23 (Friday), 1976

Finance Committee (Chairman: Mr. Thomas J. Thorley)

— April 24 (Saturday), 1976

Executive Committee (Chairman: Mr. Howe Yoon Chong)

— April 26 (Monday)—28th (Wednesday), 1976

Committee on Containerization and Barge Carriers (Chairman: Mr. Ben E. Nutter)

— April 29 (Tuesday)—30 (Friday), 1976

Further information will be available through this journal from time to time. (K.Y.)

## 4. 10th Conference Convenes in Houston, 1977

As all IAPH members were informed by Secretary General's letter of April 10, 1975 (No. 10CF-4-75), the place and date of the next (10th) Conference was decided and announced at the 9th Conference in Singapore. They are as follows.

Place: Houston, Texas, U.S.A.

Time: April 24th—28th, 1977

Various information on the forthcoming Conference will be published through this journal, edition by edition, starting with the next issue. (K.Y.)

## 5. Mr. Robert L.M. Vleugels Elected an Honorary Member

Mr. Robert L.M. Vleugels, immediate past President, Director-General, Port of Antwerp, has been elected an Honorary Member of this Association with the unanimous support of members at the Closing Session of the 9th Conference and was awarded with a gold-badge and a scroll.

Mr. W.H. Brotherson, Chairman of the Honorary Membership Committee reported to the Closing Session that the Honorary Membership Committee did recommend that the retiring President, Mr. R.L.M. Vleugels be created an Honorary Member of the Association for his remarkable works he had undertaken during the course of his presidency in a most meritorious and distinguished fashion.

Chairman Brotherson also did report to the Closing Session that a creation of a new classification to be known as "Life Associate Member" should be put before the Board of Directors for their consideration.

According to his report persons who comply with the following criteria be considered for the award of the "Life Associate Member":—

- a. that the individual has attended a minimum of six conferences of the Association as the representative of a Regular Member of the Association;
- b. that he has been active in the administration of the Association and/or conference affairs;
- c. that he no longer employed by a Member of the Association which, therefore, precludes his attendance at future conferences and breaks his link with the Association;
- d. that the Honorary Membership Committee in future consider nominees for Life Associate Membership along the above lines and take into account whether in their opinion the person to be nominated to the Conference for this award is in all respects considered to be a fit and proper person to be nominated.



# Minutes of meetings of B/D and/or E/C

Before and after the 9th Conference the following four (4) meetings of the Board of Directors and/or the Executive Committee were called for.

- No. 1 Joint Meeting of the Board of Directors and the Executive Committee—March 9, 1975
- No. 2 Preliminary Meeting of the new Board of Directors—March 10, 1975
- No. 3 Meeting of the new Executive Committee—March 11, 1975
- No. 4 Joint Meeting of the new Board of Directors and the new Executive Committee—March 14, 1975

Under the authorization of the Chairmen of these meetings, we have the pleasure of publish the minutes thereof in this edition. However, to avoid duplication, some parts of the minutes, introduced in the foregoing pages (see pages 25 to 26) separately by the independent headline, are omitted in this section. (K.Y.)

**No. 1 Session Title: "JOINT MEETING OF BOARD OF DIRECTORS AND EXECUTIVE COMMITTEE MEMBERS"**

Date: 9 Mar. 75 Time: 1400–1600

Chairman: Mr. Robert L.M. Vleugels

President, IAPH

Director-General

Port of Antwerp

**(Turned Back from Page 37)**

Limited, at Ohi Container Terminal, developed by the Tokyo Bay Port Development Authority.

- Mr. Howe Yoon Chong, IAPH President, Chairman/General Manager, The Port of Singapore Authority, after successfully concluding his governmental good-will mission to Peking, has briefly stopped over at Tokyo, en route to Singapore from Peking. Mr. R. Kondoh, Under-Secretary of the Association, has met Mr. Howe at the Tokyo International Airport in the morning of March 22nd.

- Mr. Stanley Johnson, C.B.E., Managing Director, British Transport Docks Board, IAPH Director representing U.K. and 2nd Vice-President chosen from the European region, with his wife, has visited Japan on their way home via Canada from Singapore.

On March 28th morning, Mr. Johnson called on the Head Office and had a business talk with Mr. K. Yokoyama, Deputy Secretary General. After that he was invited to a luncheon party, hosted by Mr. R.W. Miall, Ben Line, where he had a talk with Mr. K. Miyazaki, Mitsui O.S.K. Lines, Mr. T. Tateya, NYK Line and Mr. K. Yokoyama, IAPH.

At the meeting, Mr. Yokoyama explained the outline of the 9th Conference to the steamship people gathered there with his earnest wishes for further and keener support and participation of the world shipping community to be given to IAPH, especially those from American and European regions. (K.Y.)

- On April 7th, Mr. A.J. Peel, Director, Department of Harbours and Marine, Brisbane, Queensland, Australia, accompanied by Mr. A. Richard Clark, Representative in

## I. General Matters

The Chairman extended a warm welcome to the Members of the Executive Committee and the Board of Directors to the 1st Meeting of the Board of Directors at the 9th IAPH Conference.

He then requested Dr. Sato, Secretary General to report on the Settlement of Account for 1973–1974 and the Budget for 1975–1976.

### 1. Report by the Secretary General

(a) The Settlement of Account for 1973–1974

(b) The Budget for 1975–1976

In his presentation of the Settlement of Account for 1973–1974 and the Budget for 1975–1976, the Secretary General drew the attention of the Board to the fact that during the fiscal period under discussion, the fiscal operation of Head Office of IAPH has been entrusted except for the "Special Port Development Technical Assistance Fund" to the "INTERNATIONAL ASSOCIATION OF PORTS & HARBORS HEAD OFFICE MAINTENANCE FOUNDATION" effective from June 1st, 1973 in accordance with the Agreement made and entered between the IAPH and the Foundation. The Secretary General then furnished details of the revenue and expenditure incurred for 1973 to 1974 and the Budget for 1975 to 1976.

In closing, the Secretary General expressed the view that

Japan of the Australian National Line (ANL) visited the IAPH Head Office. Mr. Peel and Mr. Clark were met by Mr. Katsuya Yokoyama, Deputy Secretary General and other staff of the Head Office, with whom they had an earnest discussion on various matters of current and future in which the world ports are involved. Mr. Yokoyama, on behalf of Secretary General Dr. Sato, expressed his appreciation to the gentlemen for the great contribution that the Australian members at large have continuously made towards the development of the Association.

Mr. Peel was on his way home from Singapore. (K.Y.)



Mr. Stanley Johnson at the Head Office discussing with Deputy Secretaries General Mr. Yokoyama (Left) and Mr. Kinouchi (Right) (Photo taken by R. Kondoh)



notwithstanding the current counter anti-inflationary measures taken by the Japanese Government, the inflation in Japan would continue in the coming years. Nevertheless, the Secretariat would do its best within the financial constraints to achieve a healthier development of the Association based upon the proposed Budget for 1975–1976.

After some discussion, the Board unanimously accepted the Settlement of Account 1973–1974 and the Budget for 1975–1976 and decided to present them to the Conference for adoption.

2. Report by the Chairman of the Finance Committee on the Final Report of the Tonnage Survey, including 3 questions in connection with the amendment of Section 5 of the By-Laws

Mr. T.J. Thorley, Chairman of the Finance Committee reported on the progress of the work done by his Committee. First, he drew the attention of the Board that a Bill to amend Section 5 of the existing IAPH By-Laws which included new membership dues structure had been earlier approved by the Executive Committee at its last meeting in Auckland. The proposed Bill which would enable the IAPH to achieve financial self-sufficiency by 1st January, 1978 is now presented to the Board of Directors for adoption at the Singapore Conference. He further explained that the recommendation of new membership dues structure was only the first step to be taken. As the next step, further action to change the membership dues has to be taken at the coming IAPH Conference in Houston so as to enable IAPH to obtain full financial self-sufficiency by 1978.

Next, he discussed the three questions which have been brought up by Members of the Association in respect of the above Bill:—

- (i) Necessity of defining the year in which cargo tonnage statistics are based. The Finance Committee was of the opinion that statistics of the last published reports of the member ports could be used.
- (ii) The sentence of “Regular Members and Associate Members shall have the privilege of subscribing for any number of units” should be amended to “Such Regular Members and Associate Members shall have the privilege of subscribing for any number of units over and above those determined by standards set out elsewhere in the Section. This was only a matter of re-wording of the original sentence proposed in the Bill. The Legal Counsellor has incorporated this point in the Bill.
- (iii) The definition as to when and how frequently the reported tonnage is to be revised and reported. Again the Committee was of the opinion that the questionnaire should be sent out at least once in 2 years or maybe 3 years so as to update the reported tonnage.

The Finance Committee had also considered whether the new rates were too oppressive and to the degree of acceptability by member ports of the developing countries. The Committee felt that members of the Association would not be over-burdened by the new rates. As for the 30% of the Regular Members who did not reply to the survey on cargo tonnage, the Finance Committee would work with the IAPH Secretariat to approach these members directly in order to obtain replies from them. The question as to whether the proposed rates were really high enough to enable the Association to be self-sufficient was also discussed by the Finance Committee. This question was

reviewed at length by the Finance Committee and it was felt that it was best to increase the rates in two stages so as to achieve self-sufficiency. Thus, further amendment to the membership dues rate had still to be considered at the Houston Conference.

After considering the report made by Mr. Thorley, the Board of Directors unanimously accepted the Bill and agreed that it should be presented to the Assembly for adoption.

Mr. Thorley then further commented that the Finance Committee viewed that the matter of location of Headquarters of the Secretariat from Japan was one of policy which could only be determined by the Board of Directors. However, the Finance Committee would help to implement whatever decisions taken by the Board of Directors.

3. Nominations for the Offices of President and 3 Vice Presidents

The Chairman drew the attention of the Board that under the revised Constitution and By-Laws, besides the President, there would be 3 Vice Presidents to be elected. He then stated that the Nominating Committee has been appointed to propose nominations for the offices of the President and the 3 Vice Presidents for the next Board.

Mr. Ben E. Nutter, Chairman of the Nominating Committee presented the following nominations of the 4 offices made by the Nominating Committee:—

Office	Nomination by Nominating Committee
President	Mr. Howe Yoon Chong Chairman/General Manager Port of Singapore Authority
1st Vice President	Mr. George W. Altwater Executive Director Port of Houston
2nd Vice President	Mr. Stanley Johnson Managing Director British Transport Docks Board
3rd Vice President	Mr. W.H. Brotherson President The Maritime Services Board of New South Wales

In making these nominations, Mr. Nutter explained that the Nominating Committee had taken note that there was no necessity of appointing only office bearers who would host the coming Conference.

As there were no other nominations of the Board to these offices, the Board decided to submit these nominations to the 3rd Plenary Session.

4. Appointment of a Legal Counsellor

The Dy Secretary General, Mr. K. Yokoyama, briefed the Board that Mr. M. Dunne of the Maritime Services Board of New South Wales, who was a member of the Legal Counsellors, had resigned from the Maritime Services Board. Thus, a vacancy created by Mr. Dunne should be filled by a suitable person. He further explained that the matter had been referred to the Chairman of the Legal Counsellors and as a result, Mr. George James Alldis, Solicitor to the Maritime Services Board of New South Wales, was nominated for the approval of the Board of Directors.

The Board unanimously accepted the nomination. The Chairman further sought the views of the Board of Directors whether another legal counsellor need to be



appointed in view of the fact that there would only be six legal counsellors even with the appointment of Mr. Alldis. This was short of the maximum number of 7 counsellors as approved by the IAPH By-Laws. After some discussion, it was agreed that there was no urgency for the time being to appoint another legal counsellor.

## II. IAPH's Co-operation with other Organizations

### 1. Report by Messrs A. Pages and A.J. Smith on IAPH Proposals on:

- (a) Wreck Removal
- (b) Bulbous Bow Vessels
- (c) Regime of Vessels in Foreign Ports
- (d) Liability of Shipowners

On the important matter of IAPH co-operation with other organizations, the Chairman expressed deep appreciation for the work of representing IAPH on IMCO matters done by Mr. A. Pages, Ingenieur General, Bureau of the Ports and Harbors, France and Mr. A.J. Smith, Secretary of the British Ports Association, Liaison Officer for IAPH with IMCO (London).

He then asked Mr. Pages and Mr. Smith whether there are any recommendations on the 4 maritime issues viz wreck removal, bulbous bow vessels, regime of vessels in foreign ports and liability of shipowners. In reply, Mr. Smith explained that these issues require further detailed study by the Committee on Legal Protection of Navigable Waterways. Once these studies have been completed, the Committee would then be in a position to submit specific recommendations to the Board. Mr. Smith also took the opportunity to express certain observations of IAPH's relationship with IMCO. Port and shipping interests do not always coincide. Whilst it was the case at the present time that IMCO's deliberations were oriented more towards a shipping point of view, he hoped that IMCO would become increasingly and quickly aware of the requirements of ports through the submissions and contacts made by IAPH representations. However, more important for IAPH was that members should also present these views to their own governments so that their governments could have these views incorporated in the governmental representation at IMCO meetings.

However, few Board Members pointed out that some governments in placing greater priority on their national shipping interests would not effectively push for the port interests at IMCO. After much discussions, members agreed that ports should continue to seek to protect and promote their interests by explaining their views on important maritime matters to their respective governments. It would then be left to the respective governments to decide on their final stand to be taken at IMCO meetings.

Responding to the Chairman's call for suggestions to improve and expedite communication to IAPH members of such important matters addressed to IMCO, Mr. A. Pages and Mr. A.J. Smith offered to prepare memoranda on subjects like wreck removal, liability of shipowners and similar problems, dealt with by IMCO, which are important to port authorities. The memoranda would summarise the history and proposals of IAPH on important matters. Memoranda should be circulated via the IAPH Head Office to the Directors of the Association. Members of the American Association of Ports Authorities welcomed the preparation of memoranda and requested that copies should be extended to AAPA for its consideration at AAPA meetings. With the agreement of the members, the Chair-

man also asked the Secretariat to forward copies of memoranda to other national port bodies and directors of the Association. The Board approved these proposals. The Board further deliberated whether memoranda should also be sent to ministries of national governments. After deliberation, it was concluded that such should not be done in order to avoid any political interference. It is left to the respective IAPH Directors to contact their national governmental departments following their own judgement.

Concluding the discussion, the Chairman mentioned that new items and developments of IAPH work at IMCO and other International bodies have been extensively reported to the members through the Association's publication "Ports and Harbors". Members requiring further information on such issues could sought the assistance of IAPH Secretariat.

### 2. Report of the Secretary General on ICS's (International Chamber of Shipping) Proposal to IAPH on Port Code

Mr. Yokoyama, Dy Secretary General, explained that the International Chamber of Shipping has approached IAPH to co-operate in the compilation of a port code for the purpose of simplification of trade documentation. The request made by ICS was a relatively simple one as it required IAPH to compile a list of ports for each of the member countries. For the purpose of this list, a port would be defined as "any location approved by Customs at which vessel can load or discharge cargo moving in international trade".

The Board Members considered this matter and agreed that it would be in the interest of IAPH to co-operate with ICS in the preparation of the port code. Therefore, the Board directed IAPH Secretariat to obtain the necessary information from the directors of the member countries and then prepare and send the requested list to ICS.

## III. Miscellaneous

1. Attention was drawn to the coming IMCO meeting on Facilitation to be held in April. Mr. Smith, IAPH Liaison Officer with IMCO would represent IAPH at the meeting.
2. Mr. Taylor enquired whether there was any record of the names of the Executive Committee of the Foundation with IAPH Board. Mr. Akiyama, Secretary General Emeritus, replied that there would be no problem in furnishing such an up-to-date list of the names of the Executive Committee of the Foundation for the IAPH.
3. Next Mr. Taylor sought clarification as to whether the Board was asked to approve the revenue to be transferred from the IAPH to the Foundation. In reply, Mr. Akiyama, Secretary General Emeritus, confirmed that this was the case and the Board had also been asked to approve the Budget for 1975-76 of the IAPH.

### No. 2. Session Title: "PRELIMINARY MEETING OF THE BOARD OF DIRECTORS FOR 1975-1977"

Date: 10 March 75 Time: 12 30-13 30  
Chairman: Mr. Howe Yoon Chong  
Chairman/General Manager  
Port of Singapore Authority

Opening the meeting, Mr. Vleugels, President, IAPH introduced Mr. Howe Yoon Chong (President-Elect) to the Board of Directors. Mr. Howe has been earlier appointed by



the Board of Directors at its First Meeting on 9 Mar 75. The President then invited the President-Elect to chair the meeting.

The President-Elect took over the chair of the meeting and expressed his appreciation to the Board for electing him to his new office.

### **I. Election and Presidential Appointment of Members of the Executive Committee**

The Chairman drew the attention of the Board that under the new constitution of IAPH which had been earlier adopted by correspondence, the new Executive Committee would comprise of 19 members of the Board of Directors. These 19 members comprise of the President who shall also be the ex-officio Chairman thereof, the immediate Past President, the First Vice President, the Second Vice President, the Third Vice President, three members to be elected by the Board of Directors from among the Directors and Alternate Directors of IAPH from each of the three regions and five members to be appointed by the President from among persons associated with regular members of IAPH.

The three Vice Presidents of the new Executive Committee who have been earlier accepted by the Board at the meeting on 9 Mar 75 are as follows:—

1st Vice President—Mr. George W. Altwater

2nd Vice President—Mr. Stanley Johnson

3rd Vice President—Mr. W.H. Brotherson

The Chairman noted that for future Executive Committee these 3 offices need not have any direct connection with the hosts of IAPH Conference.

Next, the Chairman submitted the following five names as Presidential appointed members to the new Executive Committee for the consideration of the Board:—

Executive Committee Members Nominated by the President

(1) Mr. Gengo Tsuboi (Japan)

(2) Mr. P.K. Kinyanjui (Tanzania)

(3) Mr. Ben E. Nutter (USA)

(4) Mr. Thomas T. Soules (USA)

(5) Mr. A.S. Mayne (Australia)

In addition, the following nine Board Members were also proposed for consideration by the Board to be elected to the new Executive Committee:—

American Region	European Region	Asian Region
Mr. R. Procope (Trinidad & Tobago)	Mr. R.O. Ajayi (Nigeria)	Mr. R.W. Carr (New Zealand)
Mr. A. Tozzoli (USA)	Ir. J. den Toom (Netherlands)	Mr. Fumio Kohmura (Japan)
Mr. D.E. Taylor (Canada)	Mr. Robert Boeuf (France)	Mr. Raja Datuk Paduka Haji Azam (Malaysia)

The Chairman explained that during this transitional period, these 14 proposed members of the new Executive Committee have been recommended after extensive consultation with the present President, the 3 new Vice-Presidents and other more senior members of the Board of Directors. They would equitably represent the three regions on the Executive Committee as required by the By-Laws of IAPH.

These members had indicated their acceptance to sit on the new Executive Committee.

The Board unanimously approved the fourteen names to be elected and appointed to the new Executive Committee.

### **II. Continuation or Abolishment of Existing 6 Special Committees and Establishment of New Special or Standing Committees, if any**

(Omitted—see page 25)

### **III. Presidential Appointment of Members of the Above Special or Standing Committees**

(Omitted)

### **IV. Miscellaneous**

#### **No. 3 Session Title: MEETING OF THE EXECUTIVE COMMITTEE**

Date: 11 March 1975 Time: 1800—1830

Chairman: Mr. George Altwater  
1st Vice-President Elect  
Executive Director  
Port of Houston

#### **I. Selection of Venue for the Spring Meeting of the Executive Committee of IAPH to be Held in 1976**

(Omitted—see page 26)

#### **No. 4. Session Title: POST CONFERENCE JOINT MEETING OF THE BOARD OF DIRECTORS AND THE EXECUTIVE COMMITTEE FOR 1975—1976**

Date: 14 Mar 75 Time: 1400 to 1600

Chairman: Mr. George W. Altwater  
1st Vice President  
Executive Director  
Port of Houston

As Mr. Howe Yoon Chong, President of IAPH, was away on an official mission, Mr. George W. Altwater, First Vice President, took over the chair of the meeting.

### **I. Scope of Activities of Special or Standing Committees**

The IAPH Head Office drew the attention of the Board to certain areas of over-lapping in functions and activities among the Special Committees and Liaison Officers of IAPH. Arising from this observation, the Head Office suggested that the activities of the Special Committees could be drafted by the Secretary-General under the guidance of the Chairmen and the draft definitions would then be submitted to the Executive Committee in due course.

As the Board considered this suggestion as a good one, it was decided unanimously that the Secretary-General should proceed as proposed by the Head Office.

### **II. IAPH Campaign for More Memberships**

Notwithstanding its present membership which covered 60 nations, the Ways and Means Committee recommended to the Board of Directors that steps be taken to expand the membership of IAPH through concerted efforts of the Association. It was felt that any expansion of membership of IAPH would benefit the Association in two ways:—

- (1) It would enhance the international status of the Association by having a wider membership;
- (2) It would also enable more port authorities of the



world to learn and share with one another on port management and development.

The Board fully agreed with this recommendation. After some discussion, the Board unanimously decided that a Membership Committee be established to promote the membership of IAPH world-wide. The Committee to be chaired by Mr. A.S. Mayne (Australia), would work through the three Vice Presidents and the Directors of the respective countries to co-ordinate the promotion efforts.

### **III. Future Policy on IAPH's Liaison with UN and Other International Organisations**

The Board examined at length the existing IAPH liaison with UN and other international organisations. While the Board recognised that the present Liaison Officers have done a fine job in representing IAPH at these international bodies, it was concerned with the increasing workload associated with such liaison and also the need to provide the Liaison Officers with sufficient guidance to enable them to be more effective at the meeting of such international bodies. Some members expressed the view that representation at such meetings would best be passive unless the Liaison Officers are guided by specific mandates and resolutions which were agreed upon by the Directors.

This lack of specific directions to guide Liaison Officers was attributed partly to the urgent need for IAPH to re-examine the structure of Standing Committees so as to ensure that there would be a continuous flow of projects and recommendations from these Committees on IAPH matters. It was therefore felt by the Board that its present structure of Committees and the Committee functions should be examined at length by another Committee. This Committee would then present its recommendations to the Executive Committee. Instead of setting up another Special Committee to perform this function, the Board decided unanimously to direct the Constitution and By-Laws Special Review to take upon this task.

### **IV. Place of the Next Meeting of the Executive Committee in 1976**

The Chairman announced to the Board of Directors that the Executive Committee at its last meeting has decided that the next Executive Committee Meeting will be held in Curacao during spring 1976.

After due consultation among the members, it was agreed that the date of the next Executive Committee Meeting would be fixed from the 26th to the 28th of April. It was also suggested to the Constitution and By-Laws Special Review Committee, the Finance Committee and Special Committee on Containerisation and Barge Carriers to meet on the following dates:—

Committee	Date
Constitution and By-Laws Special Review Committee	23 April
Finance Committee	24 April
Special Committee on Containerisation and Barge Carriers	29–30 April

### **V. The 11th Conference Site**

The Chairman announced that the 11th IAPH Conference would be held in the European region arising from

the practice of rotation of sites by region. However, there was no need to decide on a specific site for the Conference at the Board of Directors Meeting itself. It would be left to the Executive Committee to decide at its meeting in Curacao on the site for the 11th Conference.

The meeting was informed that there were three offers from ports in the European region to host the 11th Conference. These were the Port of Bristol, Hamburg and Le Havre. The Chairman then invited representatives of these three ports to speak on behalf of the ports regarding their offers to host the 11th Conference.

The Chairman expressed deep appreciation on behalf of IAPH to the three ports their generous offers to host the 11th Conference and requested the representatives to convey IAPH appreciation to their respective port authority.

### **VI. Miscellaneous**

(1) In accordance with the decision taken at an earlier Board of Directors Meeting, two memoranda relating to "Regime of Foreign Vessels in Port" and "Legal Protection of Ports and Navigable Waters" were circulated to the members.

The past President urged the Directors to bring to the attention of the respective Government the views of the ports on these matters so as to enable the Governments to take into consideration the port interest in their deliberations at IMCO meetings.

(2) One member brought up the need for the Credentials Committee to establish proper procedures at the next Conference to ensure that only authorised persons could move, second and vote on IAPH matters raised at the Plenary Sessions. The Board of Directors agreed to this suggestion and directed the next Credentials Committee to look into this matter at the next Conference.

(3) The IAPH Secretariat representatives drew the attention of Directors that all IAPH matters and announcements were presently being made through the publication "Ports and Harbours". It would therefore be necessary for Members to pay special attention to the news column in the publication so as to ensure that they are kept abreast of the developments in IAPH.

(4) After giving due consideration to the various factors such as climate and availability of the Members, the Board decided unanimously that the 10th Conference at Houston would be held from 24 to 28 April 1977. At the 10th Conference, it would be necessary for Directors of each region to meet one day in advance so as to decide on their nominations to the 11th Executive Committee and the Conference Committees.



# Mr. Pages Invites More Members to His Committee

Members interested to serve on the Committee on Legal Protection and Navigable Waterways are invited to introduce their candidature by Mr. Andre Pages, the Committee Chairman, who recently wrote to the Secretary General requesting to have his wishes above published in this column.

It is requested that each applicant, Regular and Associate Members only, write to the Chairman of the Committee (Mr. Andre Pages, Ingenieur General, Bureau of Ports and Harbours, Ministry of Equipment, France—32me Circonscription, Palais de la Bourse —2, Place Gabriel 33075, Bordeaux-Cadex, France), with its copies to the office of the President (Mr. Howe Yoon Chong, Chairman/General Manager, Port of Singapore, Authority, P.O. Box 300, Republic of Singapore) and the Secretary General.

It must be noted, Mr. Pages stated, that there could occur such a case wherein a candidate wishing to serve on this Committee may not be able to do so, if and when there are too many applicants.

Chairman Pages, in cooperation with Mr. A.J. Smith, IAPH Liaison Officer with IMCO, has been active in seeking the possibility to protect and promote interests of the world ports community, and particularly at the 9th Conference in Singapore, their proposals on wreck removal, bulbous bow vessels, regime of vessels in foreign ports and liability of shipowners, resulted in IAPH Resolutions No. 6, No. 7, No. 8 and No. 9 respectively. (TKD)

## ECAFE into ESCAP

Thanks to good offices of Ir. J. Sisselaar, who attended the 9th Conference in a capacity of an official of the Transport and Communications Division, ESCAP, and who served the 8th Conference in Amsterdam/Rotterdam, 1973, as a key member of the Organizing Committee of the Conference, this office was provided with a valuable information on the change of name from "Economic Commission for Asia and the Far East" to "Economic and Social Commission for Asia and the Pacific".

We are pleased to introduce in this edition, the full sentence of "Resolution adopted by ECOSOC" and "United Nations Press Release" as follows, which we think, would be interesting and useful to IAPH members. (KY)

Distr.  
GENERAL  
E/RES/1895(LVII)  
12 August 1974

Fifty-seventh session  
Agenda item 18(a)

### RESOLUTION ADOPTED BY THE ECONOMIC AND SOCIAL COUNCIL

1895 (LVII). Change of name from "Economic Commission for Asia and the Far East" to "Economic and Social Commission for Asia and the Pacific"

The Economic and Social Council,

Taking into consideration the Charter of the United Nations, specifically Chapter IX, Articles 55 to 60, entitled "International economic and social co-operation" and Chapter X, Articles 61 to 72, entitled "The Economic and Social Council",

Taking account of Article 1, paragraph 3, of the Charter, in relation to Article 13, paragraph 1 (b), concerning international co-operation in the economic, social, cultural, educational and health fields, and human rights and fundamental freedoms for all without distinction as to race, sex, language or religion,

Taking account also of resolution 141 (XXX) of 5 April 1974 of the Economic Commission for Asia and the Far East, 1

Observing that, in line with the integrated approach to development, the Commission has devoted equal attention to both the economic and the social field among other activities related to development in general,

Noting that the geographical term "Far East" emanated from the viewpoint of countries outside the Asia/Pacific region,

1. Decides to change the name of the Economic Commission for Asia and the Far East to "Economic and Social Commission for Asia and the Pacific";

2. Decides accordingly that the operative part of Council resolution 37 (IV) of 28 March 1974 on the establishment and terms of reference of the Commission be amended by substituting the words "Economic and Social Commission for Asia and the Pacific" for the words "Economic Commission for Asia and the Far East" and the words "Asia and the Pacific" for the words "Asia and the Far East";

3. Requests the Secretary-General to advise all appropriate authorities of this change.

1919th plenary meeting  
1 August 1974

1/ Official Records of the Economic and Social Council, Fifty-seventh session, Supplement No. 5 (E/5469), part III. GE.74-63276

12 September 1974

Press Release No. G/82/74

### NEW ECAFE NAME COMES INTO FORCE WITH IMMEDIATE EFFECT

Executive Secretary Sends Out Formal Notification

The change of the name of the Economic Commission for Asia and the Far East (ECAFE) to Economic and Social Commission for Asia and the Pacific (ESCAP) has come into force with immediate effect, J.B.P. Maramis, Executive Secretary of the regional body, announced today.

The inclusion of the word "social" brings the new name in line with the new concept of integrated approach to development, in which the Commission places equal emphasis in its work on both rapid economic growth and social progress. The word "Pacific" replaces "Far East", a term regarded as the viewpoint of countries from outside the Asia and Pacific region.



In a formal notification sent out this morning, Mr. Maramis asked the Foreign Minister of Thailand, Mr. Charunpan Isarangkun Na Ayuthaya, and the Ambassadors of other member and associate member States to inform the appropriate authorities of their Governments.

The Commission's cable address, letter-head, seals and stamps would be altered as soon as practicable to reflect the new name, Mr. Maramis stated.

A similar communication was sent to the regional representatives of the agencies and other bodies of the United Nations family and non-governmental organizations throughout the region.

The change in name was recommended by the Commission at its 30th annual session, held in Colombo in March/April 1974, and was approved by the UN Economic and Social Council (ECOSOC) on the first of August of this year.

In a legal opinion received this week from the Legal Counsel of the United Nations in New York, Mr. Maramis was advised that the new title became effective on 1 August, the date it was approved by ECOSOC. The Legal Counsel added that ECOSOC was the parent body of the Commission, and was therefore competent to change its name.

#### Background

The change in name was first mooted by Carlos P. Romulo, Secretary for Foreign Affairs of the Philippines. He suggested that the term "Far East" should be replaced by the word "Pacific" in a speech to the UN General Assembly.

The inclusion of the word "social" was suggested by Mr. Maramis, and was one of the subjects of consultations in his official visits to the capitals of ESCAP member and associate member countries.

The concept of integrated approach to development was recognized in the international development strategy for the Second United Nations Development Decade, a ten-year programme designed to help the world's less developed nations to achieve rapid economic growth and social progress.

In its resolution approving the new name, the Economic and Social Council noted that the Commission, in conformity with this concept, had devoted equal attention to both the economic and social fields among other activities related to development in general. It also noted that the geographical term "Far East" was the viewpoint of countries outside the region.

Support for the new name came not only from ESCAP nations but also from members of the Council representing countries of Africa, Europe and Latin America. The new title was approved by the Council in a unanimous vote. (UNIS)

## Membership Notes

#### New Members

##### Regular Members

Belawan Port Administration  
Indonesia

(Capt. Boedi Soenarjo, Port Administrator)

Palembang Port Administration  
Indonesia

(Mr. Julius-Tiranda, Port Administrator)

#### Associate Members

International Bank for Reconstruction  
and Development (Class B)  
1818 H Street, N.W., Washington, D.C. 20433 USA  
Office Phone: 477-3996

Cable Address: INTBAFRAD WASH DC  
(Mr. Edeard V.K. Jaycox, Director  
Transportation and Urban Projects Dept.)

Saeki Kensetsu Kogyo Co., Ltd. (Class A)  
Morita Building, 50, 2-chome, Bingomachi,  
Higashi-ku, Osaka, Japan  
Office Phone: 06-203-0161  
Cable Address: SAEKIKENSETSU OSAKA  
Telex: 05224901

Mr. Yasuo Mashima (Class D)  
3-1083 Kamoi, Yokosuka City 239, Japan  
Phone: (0468)-43-4779  
(Professor of National Defense Academy of Japan)

## Appointment of Captain B.D.H. Thomson as General Secretary, IFSMA

Captain B.D.H. Thomson, R.D., R.N.R. (Rtd.), of Henfield, West Sussex, has been appointed the new General Secretary of the International Federation of Shipmasters' Associations, succeeding the late Captain Vickers.

Captain Thomson joined the P. & O. S.N. Company in 1932 after training in H.M.S. WORCESTER. With the exception of the war years, during which he served with the R.N.R., he remained with the P. & O. throughout his career. He has served in all types of ship, and among his commands has been the 144,000 gt. s.s. LAUDERDALE. He was appointed Commodore Master of the Bulk Shipping Division in 1972. He is a member of the Honourable Company of Master Mariners and of the Nautical Institute.

It is expected that Captain Thomson will take up his appointment with IFSMA on his retirement from the P. & O. on 30 October.

Captain W.E. Warwick, C.B.E., R.D., R.N.R., the Honorary Treasurer of IFSMA, will continue to act as temporary General Secretary during the interregnum. His career has been with the Cunard Company and he was the first Master of the QUEEN ELIZABETH II. Captain Warwick also served with the R.N.R. during the war years. He is a Liveryman and Warden of the Honourable Company of Master Mariners and Freeman of the City of London, and is a member of the Royal Institute of Navigation.

## Addendum to the List of Directors and Alternate Directors

The following are the alteration and addendum to the List of Directors and Alternate Directors for the period 1975-1977 which appeared in the March 1975 issue of "Ports and Harbors"

#### Addendum:

##### 1. Indonesia

Director—Mr. H.E. Habibie, Port Administrator,  
(Continued on Next Page Bottom)



# IAPH Members Requested to Cooperate with "Questionnaire on Maritime Claims"

IAPH Directors and Members at large were requested to turn in their replies to this office, not later than April 30th, in respect to "Questionnaire on Limitation of Liability for Marine Claims" by Secretary General's circular letter dated February 14th, 1975, and by the April edition of this journal. (See pages 7-8)

Unfortunately, however, the returns of this survey so far received as of April 30th are found only a few.

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Tanjung Priok Port Administration (Jalan Raya Pelabuhan No. 9, Tanjung Priok)

2. Abu Dhabi

Director—His Excellency Ali Bin Khalfan Al-Dhahry, Chairman of Ports and Aviation, Mina Zayed (P.O. Box 422, Mina Zayed)

Alternate Director—Captain Zakaria Ahmad El-Sadr, Director of Port, Mina Zayed (P.O. Box 422, Mina Zayed)

Alteration:

1. El Salvador

Director—Luis Andreu Ruiz, President, Comision Ejecutiva Portuaria Autonoma (Avenida Cuscatlan No. 317, San Salvador)

2. Peru

Director—Captain Alm. A.P. Pedro Maruze Lopez, Presidente del Directorio y Gerente General, Empresa Nacional de Puertos, ENAPU-PERU (Terminal Maritimo del Callao, Edif. Administrativo, 3er Piso, Apartado Postal No. 260, Callao)

Alternate Director—Captain de Corb. A.P. Cesar Lezameta Bizetti, Sub Gerente Operativo, Empresa Nacional de Puertos, ENAPU-PERU (Terminal Maritimo del Callao, Edif. Administrativo, 3er Piso Apartado Postal No. 260, Callao)

3. Ireland

Director—Mr. J.P. Murphy, General Manager, Dublin Port and Docks Board (19/21 Westmoreland Street, Dublin 2)

Alternate Director—Mr. Edward Beck, Chairman of the Board, Dublin Port and Docks Board (19/21 Westmoreland Street, Dublin 2)

4. Thailand

Director—Admiral Abhai, R.T.N. (Ret.), Chairman, Board of Commissioners, Port Authority of Thailand, (Klongtoi, Bangkok)

Alternate Director—Capt. Lapo Israngkura, R.T.N. (Ret.), Director, Port Authority of Thailand, (Klongtoi, Bangkok)

5. Yugoslavia

Director—Mr. Zdenko Knafel, General Manager "LUKA" Rijeka (Obala Jugoslavenske, Mornarice 1)

Alternate Director—Mr. Aleksandar Iglic, Manager Port Operation, "LUKA" Rijeka (Obala Jugoslavenske, Mornarice 1)

Incidentally, one member asked this office to provide him with a copy of the 1957 Brussels Convention so as to understand the nature of the matter more clearly.

We, therefore, introduce the full sentence of "International Convention Relating To The Limitation Of The Liability Of Owners Of Sea-Going Ships—Brussels, October 10, 1957" as follows:

IAPH Members are again kindly requested to cooperate on this issue initiated by Mr. Andre Pages, Chairman of the Committee on Legal Protection and Navigable Waterways and Mr. A.J. Smith, IAPH Liaison Officer with IMCO. (K.Y.)

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## Full Text of Brussels Convention 1957

[Brussels, October 10, 1957.]

### Article 1

(1) The owner of a sea-going ship may limit his liability in accordance with Article 3 of this Convention in respect of claims arising from any of the following occurrences, unless the occurrence giving rise to the claim resulted from the actual fault or privity of the owner:—

(a) Less of life of, or personal injury to, any person being carried in the ship, and loss of, or damage to, any property on board the ship;

(b) Loss of life of, or personal injury to, any other person, whether on land or on water, loss of or damage to any other property or infringement of any rights caused by the act, neglect or default of any person on board the ship for whose act, neglect or default the owner is responsible or any person not on board the ship for whose act, neglect or default the owner is responsible: Provided however that in regard to the act, neglect or default of this last class of person, the owner shall only be entitled to limit his liability when the act, neglect or default is one which occurs in the navigation or the management of the ship or in the loading, carriage or discharge of its cargo or in the embarkation, carriage or disembarkation of its passengers;

(c) Any obligation or liability imposed by any law relating to the removal of wreck and arising from or in connection with the raising, removal or destruction of any ship which is sunk, stranded or abandoned (including anything which may be on board such ship) and any obligation or liability arising out of damage caused to harbour works, basins and navigable waterways.

(2) In the present Convention the expression "personal claims" means claims resulting from loss of life and



personal injury; the expression "property claims" means all other claims set out in paragraph (1) of this Article.

(3) An owner shall be entitled to limit his liability in the cases set out in paragraph (1) of this Article even in cases where his liability arises, without proof of negligence on the part of the owner or of persons for whose conduct he is responsible, by reason of his ownership, possession, custody or control of the ship.

(4) Nothing in this Article shall apply:—

- (a) To claims for salvage or to claims for contribution in general average;
- (b) To claims by the Master, by members of the crew, by any servants of the owner on board the ship or by servants of the owner whose duties are connected with the ship, including the claims of their heirs, personal representatives or dependants, if under the law governing the contract of service between the owner and such servants the owner is not entitled to limit his liability in respect of such claims or if he is by such law only permitted to limit his liability to an amount greater than that provided for in Article 3 or this Convention.

(5) If the owner of a ship is entitled to make a claim against a claimant arising out of the same occurrence, their respective claims shall be set off against each other and the provisions of this Convention shall only apply to the balance, if any.

(6) The question upon whom lies the burden of proving whether or not the occurrence giving rise to the claim resulted from the actual fault or privity of the owner shall be determined by the *lex fori*.

(7) The act of invoking limitation of liability shall not constitute an admission of liability.

## Article 2

(1) The limit of liability prescribed by Article 3 of this Convention shall apply to the aggregate of personal claims and property claims which arise on any distinct occasion without regard to any claims which have arisen or may arise on any other distinct occasion.

(2) When the aggregate of the claims which arise on any distinct occasion exceeds the limits of liability provided for by Article 3 the total sum representing such limits of liability may be constituted as one distinct limitation fund.

(3) The fund thus constituted shall be available only for the payment of claims in respect of which limitation of liability can be invoked.

(4) After the fund has been constituted, no claimant against the fund shall be entitled to exercise any right against any other assets of the shipowner in respect of his claim against the fund, if the limitation fund is actually available for the benefit of the claimant.

## Article 3

(1) The amounts to which the owner of a ship may limit his liability under Article 1 shall be:—

- (a) Where the occurrence has only given rise to property claims, an aggregate amount of 1,000 francs for each ton of the ship's tonnage;
- (b) Where the occurrence has only given rise to personal claims an aggregate amount of 3,100 francs for each ton of the ship's tonnage;
- (c) Where the occurrence has given rise both to personal claims and property claims an aggregate amount of 3,100 francs for each ton of the ship's tonnage, of

which a first portion amounting to 2,100 francs for each ton of the ship's tonnage shall be exclusively appropriated to the payment of personal claims and of which a second portion amounting to 1,000 francs for each ton of the ship's tonnage shall be appropriated to the payment of property claims: Provided however that in cases where the first portion is insufficient to pay the personal claims in full, the unpaid balance of such claims shall rank rateably with the property claims for payment against the second portion of the fund.

(2) In each portion of the limitation fund the distribution among the claimants shall be made in proportion to the amounts of their established claims.

(3) If before the fund is distributed the owner has paid in whole or in part any of the claims set out in Article 1, paragraph (1), he shall *pro tanto* be placed in the same position in relation to the fund as the claimant whose claim he has paid, but only to the extent that the claimant whose claim he has paid would have had a right of recovery against him under the national law of the State where the fund has been constituted.

(4) Where the shipowner establishes that he may at a later date be compelled to pay in whole or in part any of the claims set out in Article 1 paragraph (1), the Court or other competent authority of the State where the fund has been constituted may order that a sufficient sum shall be provisionally set aside to enable the shipowner at such later date to enforce his claim against the fund in the manner set out in the preceding paragraph.

(5) For the purpose of ascertaining the limit of an owner's liability in accordance with the provisions of this Article the tonnage of a ship of less than 300 tons shall be deemed to be 300 tons.

(6) The franc mentioned in this Article shall be deemed to refer to a unit consisting of sixty-five-and-a-half milligrams of gold of millesimal fineness nine hundred. The amounts mentioned in paragraph (1) of this Article shall be converted into the national currency of the State in which limitation is sought on the basis of the value of that currency by reference to the unit defined above at the date on which the shipowner shall have constituted the limitation fund, made the payment or given a guarantee which under the law of that State is equivalent to such payment.

(7) For the purpose of this Convention tonnage shall be calculated as follows:—

In the case of steamships or other mechanically propelled ships there shall be taken the net tonnage with the addition of the amount deducted from the gross tonnage on account of engine-room space for the purpose of ascertaining the net tonnage.

In the case of all other ships there shall be taken the net tonnage.

## Article 4

Without prejudice to the provisions of Article 3, paragraph (2), of this Convention, the rules relating to the constitution and distribution of the limitation fund, if any, and all rules of procedure shall be governed by the national law of the State in which the fund is constituted.

## Article 5

(1) Whenever a shipowner is entitled to limit his liability under this Convention, and the ship or another ship or other property in the same ownership has been arrested



within the jurisdiction of a Contracting State or bail or other security has been given to avoid arrest, the Court or other competent authority of such State may order the release of the ship or other property or of the security given if it is established that the shipowner has already given satisfactory bail or security in a sum equal to the full limit of his liability under this Convention and that the bail or other security so given is actually available for the benefit of the claimant in accordance with his rights.

(2) Where, in circumstances mentioned in paragraph (1) of this Article, bail or other security has already been given:—

- (a) at the port where the accident giving rise to the claim occurred;
- (b) at the first port of call after the accident if the accident did not occur in a port;
- (c) at the port of disembarkation or discharge if the claim is a personal claim or relates to damage to cargo;

the Court or other competent authority shall order the release of the ship or the bail or other security given, subject to the conditions set forth in paragraph (1) of this Article.

(3) The provisions of paragraphs (1) and (2) of this Article shall apply likewise if the bail or other security already given is in a sum less than the full limit of liability under this Convention: Provided that satisfactory bail or other security is given for the balance.

(4) When the shipowner has given bail or other security in a sum equal to the full limit of his liability under this Convention such bail or other security shall be available for the payment of all claims arising on a distinct occasion and in respect of which the shipowner may limit his liability.

(5) Questions of procedure relating to actions brought under the provisions of this Convention and also the time limit within which such actions shall be brought or prosecuted shall be decided in accordance with the national law of the Contracting State in which the action takes place.

#### Article 6

(1) In this Convention the liability of the shipowner includes the liability of the ship herself.

(2) Subject to paragraph (3) of this Article, the provisions of this Convention shall apply to the charterer, manager and operator of the ship, and to the master, members of the crew and other servants of the owner, charterer, manager or operator acting in the course of their employment, in the same way as they apply to an owner himself: Provided that the total limits of liability of the owner and all such other persons in respect of personal claims and property claims arising on a distinct occasion shall not exceed the amounts determined in accordance with Article 3 of this Convention.

(3) When actions are brought against the master or against members of the crew such persons may limit their liability even if the occurrence which gives rise to the claims resulted from the actual fault or privity of one or more of such persons. If, however, the master or member of the crew is at the same time the owner, co-owner, charterer, manager or operator of the ship the provisions of this paragraph shall only apply where the act, neglect or default in question is an act, neglect or default committed by the person in question in his capacity as master or as member of the crew of the ship.

#### Article 7

This Convention shall apply whenever the owner of a ship, or any other person having by virtue of the provisions of Article 6 hereof the same rights as an owner of a ship, limits or seeks to limit his liability before the Court of a Contracting State or seeks to procure the release of a ship or other property arrested or the bail or other security given within the jurisdiction of any such State.

Nevertheless, each Contracting State shall have the right to exclude, wholly or partially, from the benefits of this Convention any non-Contracting State, or any person who, at the time when he seeks to limit his liability or to secure the release of a ship or other property arrested or the bail or other security in accordance with the provisions of Article 5 hereof, is not ordinarily resident in a Contracting State, or does not have his principal place of business in a Contracting State, or any ship in respect of which limitation of liability or release is sought which does not at the time specified above fly the flag of a Contracting State.

#### Article 8

Each Contracting State reserves the right to decide what other classes of ship shall be treated in the same manner as sea-going ships for the purposes of this Convention.

#### Article 9

This Convention shall be open for signature by the States represented at the tenth session of the Diplomatic Conference on Maritime Law.

#### Article 10

This Convention shall be ratified and the instruments of ratification shall be deposited with the Belgian Government which shall notify through diplomatic channels all signatory and acceding States of their deposit.

#### Article 11

(1) This Convention shall come into force six months after the date of deposit of at least ten instruments of ratification, of which at least five by States that have each a tonnage equal or superior to one million gross tons of tonnage.

(2) For each signatory State which ratifies the Convention after the date of deposit of the instrument of ratification determining the coming into force such as is stipulated in paragraph (1) of this Article, this Convention shall come into force six months after the deposit of their instrument of ratification.

#### Article 12

Any State not represented at the tenth session of the Diplomatic Conference on Maritime Law may accede to this Convention.

The instruments of accession shall be deposited with the Belgian Government which shall inform through diplomatic channels all signatory and acceding States of the deposit of any such instruments.

The Convention shall come into force in respect of the acceding State six months after the date of the deposit of the instrument of accession of that State, but not before the date of entry into force of the Convention as established by Article 11 (1).

#### Article 13

Each High Contracting Party shall have the right to



denounce this Convention at any time after the coming into force thereof in respect of such High Contracting Party. Nevertheless, this denunciation shall only take effect one year after the date on which notification thereof has been received by the Belgian Government which shall inform through diplomatic channels all signatory and acceding States of such notification.

#### Article 14

(1) Any High Contracting Party may at the time of its ratification of or accession to this Convention or at any time thereafter declare by written notification to the Belgian Government that the Convention shall extend to any of the territories for whose international relations it is responsible. The Convention shall six months after the date of the receipt of such notification by the Belgian Government extend to the territories named therein, but not before the date of the coming into force of this Convention in respect of such High Contracting Party;

(2) Any High Contracting Party which has made a declaration under paragraph (1) of this Article extending the Convention to any territory for whose international relations it is responsible may at any time thereafter declare by notification given to the Belgian Government that the Convention shall cease to extend to such territory. This denunciation shall take effect one year after the date on which notification thereof has been received by the Belgian Government;

(3) The Belgian Government shall inform through diplomatic channels all signatory and acceding States of any notification received by it under this Article.

#### Article 15

Any High Contracting Party may three years after the coming into force of this Convention in respect of such High Contracting Party or at any time thereafter request that a conference be convened in order to consider amendments to this Convention.

Any High Contracting Party proposing to avail itself of this right shall notify the Belgian Government which shall convene the Conference within six months thereafter.

#### Article 16

In respect of the relations between States which ratify this Convention or accede to it, this Convention shall replace and abrogate the International Convention for the unification of certain rules concerning the limitation of the liability of the owners of sea-going ships, signed at Brussels, on the 25th of August, 1924.

In witness whereof the Plenipotentiaries, duly authorised, have signed this Convention.

Done at Brussels, this tenth day of October, 1957, in the French and English languages, the two texts being equally authentic, in a single copy, which shall remain deposited in the archives of the Belgian Government, which shall issue certified copies.

#### *Signatories:*

United Kingdom, Canada, India, Belgium, Brazil, France, Federal Republic of Germany, Israel, Italy, the Netherlands, Peru, Poland, Portugal, Spain, Sweden, Switzerland, Vatican City and Yugoslavia.

#### PROTOCOL OF SIGNATURE

(1) Any State, at the time of signing, ratifying or

acceding to this Convention may make any of the reservations set forth in paragraph (2). No other reservations to this Convention shall be admissible.

(2) The following are the only reservations admissible:—

(a) Reservation of the right to exclude the application of Article 1, paragraph (1) (c).

(b) Reservation of the right to regulate by specific provisions of national law the system of limitation of liability to be applied to ships of less than 300 tons.

(c) Reservation of the right to give effect to this Convention either by giving it the force of law or by including in national legislation, in a form appropriate to that legislation, the provisions of this Convention.

#### *Ratifications and Accessions:*

Algeria, Congo Democr. Republ., Denmark, Fiji, Finland, France, Germany, Ghana, Guiana, Iceland, India, Iran, Israel (Palestine), Malgache Republic, Mauritius, Netherlands, Norway, Poland, Portugal, Singapore, Spain, Sweden, Switzerland, Syrian Arab Republic, United Arab Republic, United Kingdom.

(Extract from "Collected Maritime Laws" published by Seizando-Shoten Publications, Tokyo, August, 1973)

## Visitors

• Representing the Port of Townsville, Queensland, Australia, Mr. A. G. Field, Chairman, and Mr. A. J. Hope, Deputy Chairman, Townsville Harbour Board, visited the IAPH Head Office on appointment the morning of Friday, February 28, 1975, accompanied by Mr. E. D. Kawasjee of Metal Traders Far East, Inc., Tokyo. Mr. K. Yokoyama, Deputy Secretary General, invited them to lunch at the Mitsui Club where two men from Mitsui-OSK Lines were introduced to them.

On Tuesday, March 4, a cocktail party was held from 6.00 to 8.00 p.m. by the two Port officials at the Kotobuki Room of Imperial Hotel, Tokyo where many shipping and trading executive were guests.

• Friday, March 7, 1975, 5:30 to 7:30 p.m., the Port of Tacoma, Washington, U.S.A. held a reception honoring Mr. Masatsugu Kobe, Tacoma's first Japanese representative in Tokyo who was retiring and introducing his successor Mr. Yasuhito Yamao, at Kaiun Club, Tokyo. Mr. Charles E. Doan, Director of Trade and Industrial Development, Port of Tacoma, was present.

• Mr. J. Kerwin Rooney, Chairman of IAPH Legal Counselors, Port Attorney of Port of Oakland, has visited the Head Office on March 19th after attending the Singapore Conference.

• Mr. J.F. Stewart, Assistant General Manager, Wellington Harbour Board, has visited Japan and called on the Head Office on March 19th after attending the Singapore Conference. Mr. Stewart has also visited the Port of Osaka.

• Mr. Pieter Van Der Hoeven, Commissioner of the Island Government of Curacao and Captain Jan Oenes, General Manager, Port of Curacao with his wife, have visited Japan after attending the Singapore Conference, and, on March 20th they visited the fully computerised container terminal operated by the International Container Terminal Company

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# REVISED CALENDAR OF UNCTAD MEETINGS FOR THE REMAINDER OF 1975

At its 424th plenary meeting on 21 March 1975 the Trade and Development Board approved the following revised calendar of UNCTAD meetings for the remainder of 1975:

	Date	Duration	Location
Working Party of the fourteenth session of the Trade and Development Board <u>1/</u>	21–25 April	1 week	Geneva
Trade and Development Board, fourteenth session, second part <u>2/</u>	29 April	1 day	Geneva
United Nations Tin Conference, 1975	20 May–20 June	5 weeks	Geneva
Committee on Manufactures, seventh session	23 June–4 July	2 weeks	Geneva
Advisory Committee to the Board and to the Committee on Commodities, tenth session	July	1–2 weeks	Geneva
Intergovernmental Group on the Least Developed among the Developing Countries	7–18 July	2 weeks	Geneva
Committee on Commodities, eighth session, second part	21–25 July	1 week	Geneva
Committee on Tungsten, ninth session	28 July–1 August	1 week	Geneva
Trade and Development Board, fifteenth session, first part	5–15 August	2 weeks	Geneva
Trade and Development Board, fifteenth session, second part	September/October if required	3 days	Geneva
United Nations Cocoa Conference, 1975	15 September–17 October	5 weeks	Geneva
Committee on Invisibles and Financing related to Trade, seventh session	27 October–7 November	2 weeks	Geneva
Committee on Shipping, seventh session	10–21 November	2 weeks	Geneva
Committee on Transfer of Technology, first session	25 November–5 December	2 weeks	Geneva
Committee on Commodities, eighth session, third part	8–19 December	2 weeks	Geneva
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Permanent Sub-Committee on Commodities	If required	1 week	Geneva
Commodity consultations	As required	Up to 5 weeks	Geneva
Working parties, study groups and expert group	As required	Up to 13 weeks	Geneva

1/ To review the programme budget for the biennium 1976–1977 and medium-term plan for 1976–1979.

2/ To consider the report of the Working Party of the fourteenth session.

GE. 75.43360

NOTE: The third session of the Intergovernmental Preparatory Group on a Convention on International Intermodal Transport, which was scheduled for 25 August–12 September 1975, has been postponed and is tentatively scheduled for 16 February–5 March 1976.

The seventh session of the Special Committee on Preferences, which was scheduled for 20–31 October 1975, has been postponed and is tentatively scheduled for 5–16 January 1976.

The over-all calendar of meetings for 1976 will be reviewed by the Trade and Development Board at its fifteenth session.

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# Navigation, Security and Recreation: Environmentalists and Those Regulated Confer

## C-MANC = California Marine Affairs and Navigation Conference

San Francisco, Calif., 3/7/75:—Responding to a Congressional challenge to offer viable solutions to the current impasse between environmental regulations termed “unworkable”, and the navigational needs of commerce, security and recreation, a two-day Pacific Coast dredging conference recently found substantial areas of agreement, but also, continuing concerns.

The conference, sponsored by the California Marine Affairs and Navigation Conference in cooperation with 20 other Western and national labor, maritime and industrial associations, heard more than 20 expert speakers and moderators examine the issues with the theme, “energy, economics and environment”. Under the chairmanship of David O. Matson, Bank of America vice president, the sessions opened with a problem summary by Congressman Robert Leggett of California. The veteran legislator—after expressing his own concerns both as to the needs of the economy as well as the environment—noted that a key House Merchant Marine and Fisheries subcommittee which he chairs will soon be examining the impacts of laws and regulations affecting navigation and dredging, and called for an “informed response” and the recommendations of the conference.

Specific needs served or affected by navigation were outlined by Keith C. McKinney, Pacific Lighting Marine Co. official and responsible for the Southern California company's major venture into liquefied natural gas importation; Julian H. Taylor, Bank of America senior economist—who described inflationary impacts, and Pacific Coast labor leader Harry Bridges, relating employment and waterborne commerce. The regulators and those regulated both had substantial comments. Claire Dedrick, California Resources secretary, and assistant secretary of the Interior John Kyl, found common ground in emphasizing need for both healthy industry and economy as well as environmental protection. The Corps of Engineers through BG Richard Connell, Ben E. Nutter as president of the American Association of Port Authorities, and Victor Adorian, Southern California small craft Harbor official, similarly found common ground in citing excesses of regulation, “red tape” and delays—often insurmountable in both time and expense—affecting their projects.

“State-of-the-arts” was given extensive review by three nationally-recognized dredge research experts. Their conclusions: Despite now-massive research and commitment of facilities and funds, there are insufficient findings of significantly adverse effects by dredging or dredged materials disposal on the marine environment. There was also consensus that regulations as now written and proposed

have minimal validity in protecting the marine environment, and do not take into account the social or economic effects they cause. Environmental Protection Agency spokesman Frank Covington outlined the Congressional mandate which has forced EPA to issue regulations and guidelines on the basis of existing knowledge only.

In summarizing the two days of reports and discussions, Frank C. Boerger, final session moderator and chairman of the sponsoring C-MANC's dredging committee, cited the surprising degree of agreement achieved. While acknowledging continued and substantial divisions of opinion, he called mutual recognition of the need for continued and accelerated research “an important part of our dialogue here”. Expressions by spokesmen for major agencies involved in protecting the environment and regulating navigational dredging—calling for co-existence of a healthy economy with a healthy environment—were similarly noted with approval. Finally—in response to the challenge posed by the conference—he said that the sponsors “may well consider recommending amendments to the laws which require regulations described here as ineffective, not productive of the environmental goals sought, and at the same time, costly to our society.”

As keynoter for the conference, Congressman Leggett stated that “any failure to maintain a viable system of navigation for our waterways, ports and harbors could cause a variety of adverse socio-economic impacts on society.” He emphasized that “we must concern ourselves with the effects [of dredging regulations] on navigation, economic and industrial development, and foreign and domestic commerce”, an allusion to the fact that such considerations are inadequately accounted for in initiating and applying dredging regulations. While regulation of dredging is required to prevent substantial degradation to inland and ocean waters, Congressman Leggett noted that “unfortunately, no one is absolutely certain at this time of the effects of dumping dredged material into our waterways . . .”

The California Congressman challenged the conference by asking specifically, “How will dumping dredged materials [in our waters] affect human health and welfare, including economic, esthetic and recreational values? What is the effect of dumping dredged materials on fisheries, shellfish, shorelines and beaches?” He concluded by pointing out that the House Merchant Marine and Fisheries Subcommittee on Fisheries and Wildlife Conservation and the Environment, of which he is chairman, will be soon examining the impacts of laws requiring regulation of dredging, and welcomes the input of the conference.

Key issues involving energy were the topic of Mr. Keith C. McKinney, vice president and general manager of Pacific Lighting Marine Co. Mr. McKinney stated that while he believes a reasonable level of energy independence can be achieved, it will take time. “Conservation simply cannot remove the necessity of finding new energy supplies,” he said, continuing that “not only must we replace our



declining existing sources, but we must also meet the growing demand for energy that will exist, even with conservation." He noted several problems facing the nation's energy suppliers, including the need to construct new navigation facilities to meet growing demands. "It takes at least six to eight years, from the identification of a major new energy source until all the required regulatory approvals and permits are obtained, financing is secured, facilities are constructed and production commenced", he said, remarking that a delay of just one year in completing a major project can increase capital costs by \$100 million. McKinney emphasized that "some way must be found to simplify and shorten the approval and permitting portion of the process, as it alone represents as much as half the total time required; the overlapping of authorities, the redundancy of data required and studies consulted, constitute bottlenecks out of all proportion to need." In concluding, he said, "Unfortunately, the consequences of such delays in the real world will not be fully understood by the public until a full-blown energy shortage has taken its toll—when millions of Americans find themselves unemployed because factories have been shut down for lack of fuel or raw materials, and when homes are without heat and light." He remarked that energy and the environment are not mutually exclusive; that the machinery (laws, technical know-how) already exists to insure future energy projects are conducted with the fullest regard for the environment. These resources must be used wisely and well, however; they should not be shortcut or used as a device to stop energy development, regardless of need.

Inflation and the economy were discussed by Mr. Julian H. Taylor, vice president and senior economist of the Bank of America, who pointed out the sensitivity of the economy to regulatory actions of the government. Continuing with this theme, Harry Bridges, president of the International Longshoremen's & Warehousemen's Union, related the dependence of jobs to the state of the economy and the health of waterborne commerce. Specifically, Bridges pointed to the need to maintain adequately and to develop new channels and terminal facilities to accommodate world trade; he deplored actions which have slowed or stopped such projects with insufficient justification.

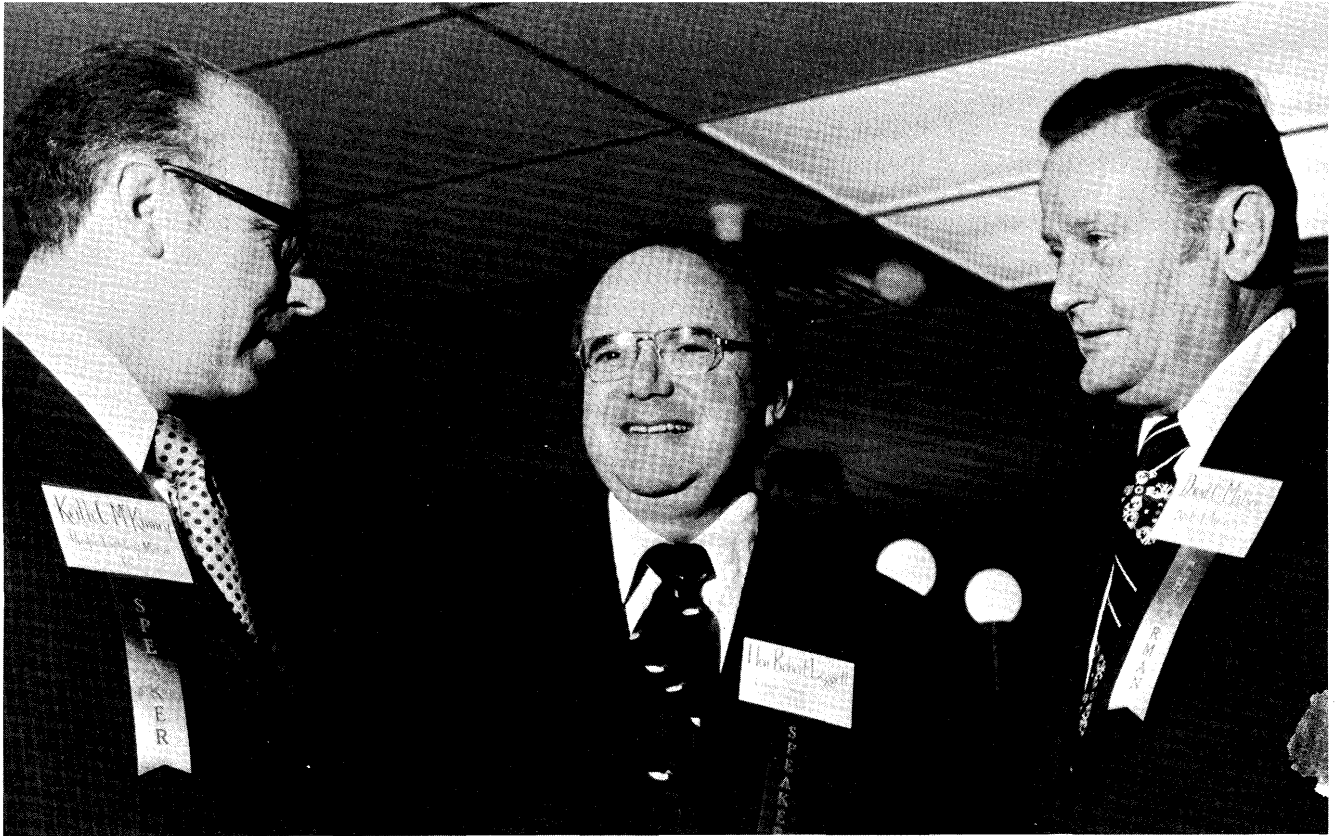
National security was the subject of Capt. Charles Howe, Commanding Officer, Western Division, Naval Facilities Engineering Command, which he defined to include the security of all aspects of life. He pointed out that as an island nation which must import 68 out of the 71 strategic raw materials we use, the U.S. is dependent upon efficient and economical access to the seas. "We are faced today with the sincere, the genuine conflict between the necessity for protecting the sea, its resources and tributaries, and the urgent, vital requirement to expand its potential for supporting international shipping and providing energy", he said. He emphasized that the capability of our nation's shipping industry is fundamental to our national viability and economic stability, and added that some 97% of cargo transported for use by the Army, Navy and Air Force is carried by commercial vessels. After establishing the paramount importance of navigation for national security, Capt. Howe discussed difficulties involved in maintaining and developing access channels upon which military shipping is dependent. He pointed out that regulations controlling the maintenance and development of access channels, developed by the EPA, have required the Navy to modify dredging practices, at great expense to taxpayers. He

emphasized that the Navy, although thoroughly committed to protecting the environment (the DOD, of all Federal agencies, has made the greatest real expenditures on improving facilities for environmental protection, which the Navy spending the most of all defense agencies), is mandated to manage prudently tax dollars in carrying out its mission. He stated that the Navy must ask, "What are the environmental benefits" of complying with regulations such as the EPA uses to control dredging, adding that "...It appears that the present [EPA] dredge disposal criteria has not been based on rigorous environmental studies", and, in fact, has become suspect of being environmentally detrimental in some cases. In an effort to bring dredging criteria into real world perspective, Capt. Howe suggested that, "We should balance the anticipated environmental impact of a particular dredging and disposal operation against the economic and energy consequences to us as a nation if we do not proceed with such a project." Turning to another dredging related problem, Capt. Howe noted that at least six months lead time is now required to process dredging permits. He commented that it is probably as easy to predict the stock market for the next six months as it is dredging requirements, and stated that when dredging is needed unexpectedly, it is difficult to shut down military shipping operations for six months while obtaining permits. He concluded by emphasizing his belief that sound management of the dollars requires questioning of dredging regulations which require major expenditures for environmental benefits that have not been proven or for which the adverse socio-economic effects may far outweigh any additional fish harvests or other benefits that may be possibly achieved.

Speaking in response to the problems and issues raised, Claire Dedrick, new California State Secretary for Resources, sounded several positive notes. As one familiar with environmental concerns and learning rapidly about the problems of commerce, she declared that both healthy industry and environment are necessary and that she would work towards this goal. She deplored the bureaucratic entanglements created by well-intended environmental legislation, and said she felt it could be minimized to everyone's benefit. Explaining that all issues surrounding the "dredging problem" should be factually presented so that balanced solutions can be achieved, she concluded that the door to her office would always "be open" to help solve such problems.

Expanding on the theme of Secretary Dedrick, John Kyl, Assistant Secretary for Congressional and Legislative Affairs for the Federal Department of Interior, exhibited a thorough understanding of problems related to dredging. The former Iowa Congressman began by reviewing the sources of the "problems" surrounding dredging. He stated that, although many involve changes in methods and extra costs and delays, these are the will of the people of the U.S. as set down in law by Congress. It is evident, he pointed out, that the laws, through the interpretive process, have been carried farther by regulatory agencies and courts than intended by Congress. If the problems of dredging have been created by the regulatory agencies, he continued, it is because they have acted with what they have believed to be a public mandate. He emphasized that neither laws nor the actions of regulatory agencies will be changed without first providing hard evidence and convincing "the people". He reminded the conference that Congress had reacted to pressures from the people in enacting environ-





San Francisco, California (California Marine Affairs and Navigation Conference):—Key participants in the recent Pacific Coast Dredging Conference included Keith C. McKinney, Pacific Lighting Marine Co. official directing the Southern California company's major venture in liquefied natural gas (LNG) importation program, California Congressman Robert Leggett (center), and conference chairman David O. Matson, Bank of America vice president. The two-day, intensive review of problems and needs involving

navigation and commerce included more than 20 expert speakers and program participants. The theme was "energy, economics and environment", and the sessions included both a challenge for "constructive proposals" by Congressman Leggett (chairman of the key House subcommittee scheduled to examine the impacts of environmental laws and regulations), the state and Federal regulatory agencies, and representatives of impacted labor, port and industry.

mental legislation; only if the people are convinced and let Congress know will the problems of dredging be solved. The burden of providing the hard evidence for change is now on those claiming there is a problem, he said. He concluded that oversight hearings on the body of environmental law might reveal the necessity for restraint and could "clarify the exact intent of Congress to the regulatory agencies." He then challenged the conference to document the problems stated with surround dredging.

BG Richard Connell, Division Engineer, South Pacific Division, covered the impact the laws and their implementation have had on the Corps' ability to carry out its Congressional mandates. He began by citing statistics on the importance of waterborne commerce. About 1/3 of our waterborne commerce is with foreign countries, he remarked, and more than 50% of it involves energy-producing commodities. He pointed out that water transportation is the least energy-consuming mode of transportation. In order to promote marine commerce, Congress has authorized the Corps to develop and maintain most of the nation's navigable waterways. Yet, he cited, the Corps must comply with EPA dredging regulations which allow that agency the final decision on whether or not a waterway will be developed or maintained by the Corps. In many cases, he

said, the cost increases required by compliance with EPA regulations exceed the limits of the Corps' Congressionally-approved budget. Because of complications arising from the procedures required to obtain permits and the general confusion surrounding dredging, most commercial dredging firms are unwilling to make any major investments in new dredging equipment. He emphasized that agencies with responsibility for conservation of our natural resources should not relax their goals but, nevertheless, the attitude by other agencies—that the Corps must do something different, but what they do and how much it costs is their problem—is neither constructive nor, in some cases, possible.

Ben Nutter, executive director of the Port of Oakland, and president of the American Association of Port Authorities, expressed the concerns of commercial ports over the regulations controlling dredging. Nutter discussed the role of U.S. ports in the economy, pointing out that several million people are employed in port-related activities. Congress has recognized the national benefits of waterborne commerce by authorizing the Corps of Engineers to develop and maintain a system of navigable waterways connecting with our deepwater ports, using Federal funds. AAPA, Nutter remarked, is not opposed in any way to



pursuing programs which produce positive, environmental benefits, but it is opposed to existing dredging regulations for which real environmental benefits have not been demonstrated. Nutter pointed out that contaminants in dredged material, regardless of whether or not they have adverse environmental impacts, probably get into the sediments from sources beyond the control of ports. Nevertheless, ports are required to pay the extra costs of complying with the regulations. Since Congress has declared both navigation and a clean environment to be in the national interest, he concluded, the Federal appropriations should be made available to ports, for compliance with EPA (national) regulations.

Expressing dredging-related problems from the viewpoint of small craft harbors in the Los Angeles area, Victor Adorian, director, Department of Small Craft Harbors for Los Angeles County, stated that unlike estuarine harbors, coastal harbors have experienced relatively few maintenance dredging problems. This is because dredged material in coastal harbors consists mainly of clean sand, whereas that in estuarine locations such as San Francisco Bay is mainly fine grained material which absorbs contaminants. Considering the public demand for recreational boating facilities, Adorian stated that a real problem exists in locating new facilities. He expressed enthusiasm for the public's environmental awareness but hoped that such considerations were rationally placed in a comprehensive approach to meeting public needs.

Next on the conference program, technical aspects of the impacts of dredging and dredging regulations on the environment were discussed. Dr. F.H. Griffis, Jr., program manager of the Office of Dredge Material Research at the Corps' Waterway Experiment Station, described the \$30 million research program undertaken by the Corps. Dr. G. Fred Lee, director, Institute for Environmental Sciences, University of Texas at Dallas, presented a critique of ongoing research efforts and the EPA dredging regulations. Dr. Lee pointed out that "it is important to isolate the additional adverse effect on the overall aquatic system that arises from dredging and related operations." "Therefore," he continued, "the proposed criteria [regulations] should focus upon protecting the aquatic system from significant detrimental effects that result from dredging and disposal operations only." He added that the emphasis of these criteria should be on significant, deleterious effects on ecosystems which hinder beneficial uses of the water, and they should be designed in such a way as to contrast the potential beneficial social impact of dredging with the significant adverse effects of disposal. Regarding problems with the existing EPA regulations, Dr. Lee stated that "there is little or no relationship between the bulk chemical composition of sediments and their potential adverse effects on water quality and aquatic organisms. Yet, the approach being contemplated by the EPA Region IX is that all chemicals present in sediments have the same impact. This is not technically valid." He stated that the proposed EPA Region IX dredging regulations will incur a large expenditure of funds with little or no improvement in water quality. Further, he continued, there is a substantial possibility that many of these alternative methods of dredging required by the regulations may be more harmful to the water bodies concerned. Dr. Lee concluded that "it is extremely important that those responsible for the implementation of the [dredging] criteria do not assume that a problem exists just because a chemical contaminant

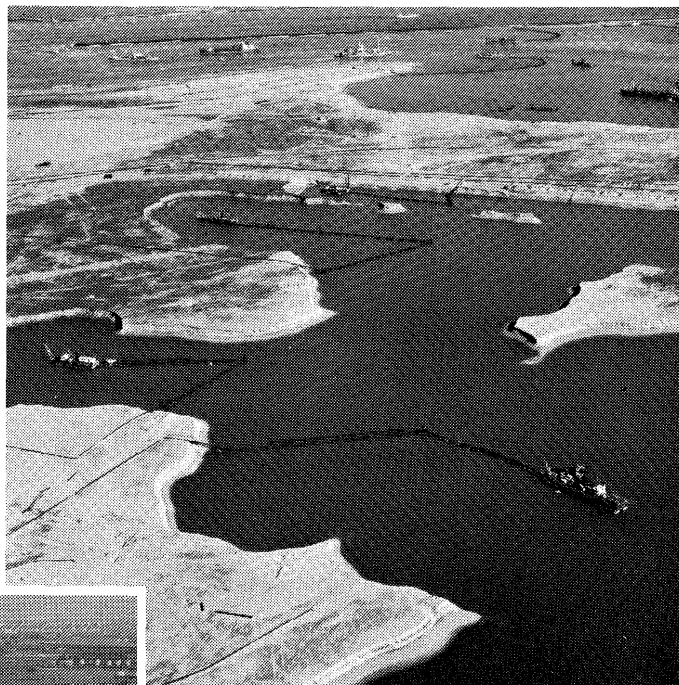
is present. There is little evidence available today that chemical contaminants present in sediments are adverse to aquatic eco-systems because of dredging and dredged material disposal."

Two environmental spokesmen expressed "unallayed concerns" as to the administration of dredging and disposal regulations. Christopher Roosevelt, national president of the Oceanic Society, noted that in the analysis of costs involved, both short term and long term environmental costs and savings must be included in the equation. He also stressed that the bureaucratic tendency must be overcome—to go through the motions of environmental assessment in an "after-the-fact" justification of an already-made choice. But in concluding, he joined navigational interests in agreeing on the urgency of "significant new efforts to gain the scientific knowledge necessary to make informal evaluations of both the short term and long term effects on dredge material disposal", and that a less time-consuming and more efficient "mechanism" was needed for evaluation and decision-making.

A local environmental spokesman, Peter H. Zars, of the Sierra Club, questioned emphasis on the physical aspects of dredging and disposal, asserting that there were "serious chemical hazards as well". Water disposal of dredging "pollutants" could have the most "serious consequences," he maintained. Choices narrow in the Sierra Club's spokesman's opinion to two alternatives: The first is to practice strict source control over man-made chemical pollutants, whether they originate from industrial sources, sewage treatment plants or urban weather runoff. The second "direct way out" would be to abandon the redispersion theory of water disposal, and in its stead, to utilize land disposal exclusively for dredged materials.



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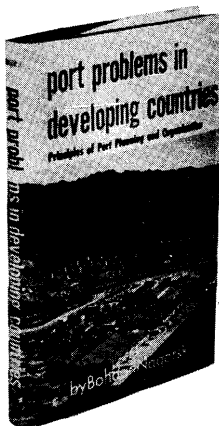


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## ANNOUNCING!!

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# Orbiter Probe

## ICHCA 12th Congress- Keynote speakers

London (ICHCA Press Information), The Biennial Conferences of ICHCA (See "P & H" August 1974 page 29.) offer the Transport World an opportunity to probe into the future for signs of changes and developments in technology and systems for improving the efficiency of world transport.

Leading off ICHCA's "futuurologists" at the XIIth Biennial International Conference of ICHCA to be held in Florence, 11-15 May 1975, is Dr. C. Frank, one of the top policy planners of the United States State Department. Dr. Frank, looking at the world transport picture from the point of view of the U.S. State Department's "think tank", will outline his views on the "Changes in Patterns and Composition of World Trade" that will be taking place as a result of the constantly shifting base of economic inter-relationships among the nations of the world. In effect, Dr. Frank will be projecting the macro users of transport, viz., the national sovereignties.

ICHCA's objective in inviting Dr. Frank to address the Conference is to give the providers of transport an opportunity to consider their own development and growth policies in a macro economic context.

Prof. Dr. H. St. Seidenfus, Director of the Institute of Transport Science, University of Munster, German Federal Republic, another keynote speaker at the opening of the Conference, will examine the technology and services of World Transport in relation to the user's requirements in his paper: "Integrated Transport".

The ICHCA Conference will consist of five working sessions in the mornings each high-lighting a "growth" concept or technology presented by an international expert on the subject. There will be Discussion Groups in the afternoons devoted to the subjects of the morning sessions to provide a further opportunity to all Conference participants to exchange full and frank discussion on the subject matter at hand.

Simultaneous translation into English, French, German, Italian and Spanish will be provided throughout the Conference.

An interesting social programme has also been arranged especially for the ladies accompanying the delegates. The Florence venue promises a setting for ICHCA's deliberations that is both historically interesting and visually beautiful.

## CORRECTION

In the article captioned "NUFFIC Seminar" on page 31, February 1975 issue, the International Seminar in question should have been indicated as "Eleventh" instead of as "Tenth". Editor's apologies.

Application forms and further details about the Conference can be obtained from:

ICHCA Conference Secretariat, OR	ICHCA Central Office
12th Biennial Conference,	Abford House,
Palazzo San Giorgio,	15 Wilton Road,
16100 Genoa,	London SW1V 1LX,
Italy.	England.

## ICHCA Symposium—air freight as a "Total Systems Package"—to be discussed

London (ICHCA Press Information):—The Air Cargo Section of the International Cargo Handling Co-ordination Association (ICHCA) is to hold a two-day symposium in October 1975.

By making a 'total systems approach', i.e. co-ordinating all aspects of the carriage of goods by air from consignor to consignee, ICHCA intends to fulfil its role of providing a forum whereby all sectors of the air cargo industry can meet to identify, discuss, and hopefully so some way towards solving some of the most pressing problems currently facing the air cargo industry.

The main areas in which papers will be presented will be airport design, all-cargo aircraft design, documentation from shipper to receiver, including the relationship with Customs authorities, and the interface between land and air vehicles.

The full programme, including the venue and date of the symposium, will be available in due course.

Further particulars can be obtained from:

Campbell Smith  
Technical Secretary,  
ICHCA Central Office,  
Abford House,  
15 Wilton Road,  
London SW1V 1LX.

## AAPA Port Management Development Seminar

Washington, D.C. (See news "Seminars for Port Managers", P & H April 1974 page 33.):—The American Association of Port Authorities offers an intensive 5-day session (at the Rivergate, New Orleans, June 15-20th, 1975) designed to enhance the professional problem solving skills of port executives. This Seminar presents the managerial methods used by forward-thinking port administrators, with graduate-level input from the academic community.

### SEMINAR OBJECTIVES

- Today in most ports, the pressure generated by increased



competition and demands for service, limited funds, and rapid technological changes are increasing the importance of efficient port management. The Port Management Development Seminar provides the participant with an educational experience that will tangibly increase his professional skill in problem solving in the port environment. The Seminar is designed

1. To develop a greater understanding of the principles of management, and to broaden each manager's view of the managerial process and the interrelationship of managerial problems.
2. To enhance each manager's ability to acquire and apply existing and new knowledge to the problems of port management.
3. To provide knowledge and understanding of the economic, social, political and technical forces which influence the management of a port.
4. To develop increased personal skills in leadership and human relations.
5. To provide an intensive experience in decision-making at the top administrative level of ports.

#### LECTURERS AND CASE LEADERS

##### Dr. Joseph Carrabino

Professor of Management, Graduate School of Business, UCLA. Board Chairman EMSCO (Engineering Management Sciences Corporation). Former President of the Los Angeles Board of Harbor Commissioners and former President of the Pacific Coast Association of Port Authorities.

##### Harry C. Brockel

Manager, Port of Milwaukee for more than 30-years. Now holds a professorship at the University of Wisconsin at Milwaukee. Lecturer, Center for Great Lakes Studies. Has served on various Presidentially appointed boards and commissions.

##### Paul A. Amundsen

Former Executive Director of AAPA and now serves as Technical Services Consultant. Industry spokesman for more than 25 years. Developed the Association's extensive range of technical seminars and books in cooperation with expert committees. Has constructed and presents a university course in port management. Is publisher of "World Ports."

##### Donald D. Allen

AAPA's Public Information Director. Long service with MARAD and C of E as a top assistant to head of agency. A recognized authority on Federal info and aid sources.

#### REGISTRATION

The number of participants in the Seminar is limited in order to achieve maximum effectiveness. We therefore urge early registration. The fee (\$480.00US) is payable in advance and includes full participation, all discussion and exercise materials including the casebook, and morning and afternoon refreshments. Register on the form supplied or on your organization's letterhead. Send registrations to:

Richard L. Schultz, Executive Director  
The American Association of Port Authorities  
1612 K St., N.W., Washington, D.C. 20006



San Francisco, California, 2/27/75 (Marine Exchange of the San Francisco Bay Region):—A NEWCOMERS' DOUBLE HEADER: The maiden voyage arrival of the MV EWO VENTURE to the Port of Oakland was also the first vessel to be handled by the newly formed Trident Navigation Co., Inc. Welcoming ceremonies aboard ship were attended by (left to right) Ben Nutter, Port of Oakland; vessel master Michael Bishop; E.G. Horsman (Marine Terminals Corp.), Marine Exchange of the San Francisco Bay Region; and Ernest Schenk, president of Trident Navigation Co., Inc. The 30,000 DWT log/bulk carrier loaded 14,000 metric tons of pipe purchased by Mannisman Steel for the Omani government. Built in 1974, the vessel is approximately 178 metres long and 27 metres wide. Maritime Transport Operators GMBH are the current charterers.

## Seminar on concrete ships

Berkeley, Calif., 2/14/75 (University of California, Berkeley):—New techniques and materials for constructing concrete ships will be outlined in a five-day concentrated course to be given September 15–19, 1975, under the auspices of Continuing Education in Engineering and the College of Engineering at the University of California at Berkeley.

The roster of instructors will include internationally recognized engineers and faculty members under the direction of a steering committee composed of Ben C. Gerwick Jr., professor of civil engineering at Berkeley; T.Y. Lin and J.M. Raphael, professors of structural engineering; and J. Randolph Paulling Jr., professor of naval architecture.

New techniques to be discussed include prestressing, precast segmental construction, shell configurations and new methods of assembly and launching. Also covered will be concrete and related materials, structural configurations and considerations, naval architectural considerations, con-



struction requirements, regulatory and quality requirements, user requirements and applications, and optimization of concrete ship hulls.

The course is intended for professional engineers, concrete constructors, engineers from regulatory and insurance organizations, and representatives of user industries such as oil, LNG, and bulk material shippers. The course registration fee is \$425.

For detailed information write to Continuing Education in Engineering, University of California Extension, 2223 Fulton St., Berkeley, CA 94720, or call (415) 642-4151.

## Earliest opening of the Seaway

Ottawa, Ontario, Canada, March 25 (The St. Lawrence Seaway Authority):—The 1975 season of navigation on the St. Lawrence Seaway was opened officially today at 1000 hours when the vessel "M.V. RICHELIEU" entered the St. Lambert Lock. Favourable weather conditions permitted this earliest opening of the Seaway to date.

To mark the occasion, Paul D. Normandeau, President of The St. Lawrence Seaway Authority, presented a commemorative scroll to Captain Wilfred D. Tomlinson. David W. Oberlin, Administrator of the Saint Lawrence Seaway Development Corporation, also presented Captain Tomlinson with a souvenir of the event.

After a brief visit on board by the official party, the M.V. RICHELIEU proceeded on its way to Lake Ontario.

Built at Lauzon, Quebec in 1967, the 730-foot RICHELIEU, owned by Canada Steamship Lines, is heading for Hamilton, Ontario with a cargo of 24,800 tons of iron ore. Captain Tomlinson will retire this year after a career of 42 years.

Among those attending the event were representatives of the Ministry of Transport, Canada Steamship Lines, the Canadian Brotherhood of Railway, Transport and General Workers, the Dominion Marine Association and the Port of Montreal. The mayors of St. Lambert, Quebec and Massena; New York also participated in the ceremonies.

## Toronto's new front door

Toronto, Ontario, April (Toronto Harbour Commissioners):—The Port of Toronto's new "front door" was officially opened March 27 when the cement carrier Metis, of Canada Steamship Lines, sailed out of harbour through the enlarged and deepened Eastern Gap.

Fifteen days later, April 11, the Manchester Challenge became the first overseas ship to use the new entrance. A number of ocean vessels had sailed into port before the Challenge but each of them used the traditional Western Gap rather than the newly designated entrance.

Capt. Leo Migneault of the Metis and Capt. John Bell of the Manchester container ship each received a set of gold cufflinks from Toronto's harbourmaster Capt. John Mann.

## Earliest overseas start

Toronto, Ontario, April (Toronto Harbour Commissioners):—The Split, of the Yugoslav Great Lakes Line, gave the Port of Toronto its earliest-ever overseas shipping start when it sailed into Toronto Harbour April 1.



San Francisco, California, 3/6/75 (Propeller Club of the United States, Port of the Golden Gate):—The important safety role the U.S. Coast Guard's San Francisco Vessel Traffic System plays in Golden Gate waterborne commerce was described at a recent luncheon before the members of the Propeller Club, Port of the Golden Gate. The VTS incorporates radar surveillance of marine traffic, Bridge-to-Bridge Radiotelephone communications, and a system of voluntary traffic separation of San Francisco Bay. Pictured (left to right) are Bill Reich, Prudential Lines, club president; Vice Admiral Joseph J. McClelland, USCG, Commander of the Coast Guard's Pacific Area and 12th Coast Guard District; Thomas T. Soules, port director of the Port of San Francisco; and Robert H. Langner, executive director of the Marine Exchange of the San Francisco Bay Region. The Exchange helped the Coast Guard initiate the special safety service and still maintains a close working relationship with those responsible for vessel traffic safety.

The previous earliest date for the start of ocean shipping in Toronto was April 3, 1966, established by the Pra River of Ghana.

The Yugoslav vessel was also the first overseas ship through the Montreal-lake Ontario section of the St. Lawrence Seaway and the first ocean freighter to move through the Welland Canal this year.

It is the second year in a row that a Yugoslav vessel has opened the overseas navigation season.

## Business was stable despite strikes

Vancouver, British Columbia, Canada (Port of Vancouver News Release):—Last year's total tonnage figures at the Port of Vancouver stayed almost even with those of 1973 despite lengthy disruptions due to labour disputes, according to the Port Manager, Fred Spoke.

Mr. Spoke today stated the port's tonnage figures during 1974 dropped only 190,000 tons from the previous year's record total.

Quoting from National Harbours Board statistics released this week, he said total tonnage figures this year reached just under 41.9 million tons. It had been 42.1 million for 1973.

Most principal foreign export commodities retained previous levels this year. The largest increase experienced was in lumber and logs, which jumped to 2.3 million tons from 1.85 million recorded in the year earlier.

A decrease of 2.8 million tons for grain exports was





San Francisco, California, 3/11/75 (Marine Exchange of the San Francisco Bay Region):—**TOASTING A NEW ARRIVAL:** The maiden voyage arrival of the MV RIO LOS SAUCES was recently feted in special ceremonies aboard ship at San Francisco's Pier 23 facility. On hand were (left to right) Frank Ewers (Marcona Corp.), Marine Exchange of the San Francisco Bay Region; captain's daughter Marcella Grecco; Jerry Van de Erve, Port of San Francisco; vessel master Captain Osvaldo A. Grecco; and Ed O'Donnell, vice president (Operations) for Transpacific Transportation Co. The 10,000 DWT Argentine Lines vessel was built in 1973 and will make regular calls at Pacific Coast ports. Transpacific Transportation Co. is the local agent.

compensated for by rises in shipments of potash, sulphur and crude oil. Other increases were registered in exports of woodpulp, asbestos, liquid propane gas and tallow.

According to the figures, a total of 16,749 vessels were recorded arriving at the Port of Vancouver with 2,022 of those classed as deep sea vessels. Over 30.4 million tons of export cargo were carried overseas by them during 1974.

"Tonnage levels remained almost the same despite the fact that severe interruptions in cargo flow occurred," Mr. Spoke stated.

The number of containers handled through the Port increased by 8 per cent to 81,000. 20' equivalents representing approximately 870,000 tons of cargo were shipped by this method.

There are now more than 50 ships, including some at Vancouver Island anchorages, waiting to load because of a current longshoreman strike closing the Port. He said that the shutdown of West Coast ports will have a severe impact on the economy of Canada as a whole.

A preliminary report on the economic effect of the port indicates that about 12,000 people are employed directly in port-related jobs and another 8,000 indirectly.

"Last year's total tonnage compares to 21.7 million tons in 1966, showing very considerable growth over the last decade," Mr. Spoke said.

Lash vessel statistics not previously recorded show that local shipping by Lash barges is at a healthy level. The 25 such vessels that called at the port in 1974 carried 39,000 tons of goods to other nearby points.

An expansion in foreign passenger traffic of 66.5 per cent since 1970 was noted this year with 69,500 persons either landing or embarking on a vessel bound for or arriving from a foreign port. This figure includes all traffic to points in the United States as well as overseas.

Domestic passenger levels jumped a dramatic 25 per cent over 1973. A total of 240,000 passengers landed from or

embarked upon vessels bound for points on the coast of British Columbia. The figure includes all persons using the Canadian Pacific Railways ferry and the ships that travel to the west coast of Vancouver Island and the mainland as far north as Prince Rupert.

## Italian Line begins service

Baltimore, Maryland, February 26 (News from Maryland Port Administration):—The port of Baltimore's Dundalk Marine Terminal will gain its 18th regular container service Thursday, February 27, with the scheduled maiden voyage arrival of Italian Line's S.S. AMERICANA.

Dundalk, the port's center for container activity, handles about two-thirds of Baltimore's overall annual container and trailer traffic. This new service will connect the 550-acre facility with the ports of Valencia, Barcelona, Marseilles, Leghorn and Genoa. It is the fifth regular container service to connect Baltimore with the Mediterranean.

The AMERICANA is 682 feet long, 100 feet wide, has a service speed of 23.5 knots and consists of 23,380 deadweight tons. It has a capacity for 1,079 twenty-foot equivalent containers in various combinations of 20 and 40-foot units.

In addition to containerized freight, it can also handle several other types of cargo, including heavy-lift movements and bulk liquids. The vessel's equipment includes a hydraulic ramp for roll-on/roll-off, a 50-ton crane and five 1,000-ton capacity tanks for liquid cargo.

A sistership of the AMERICANA, the S.S. ITALICA, is also involved in the new Italian Line service, which currently calls on Baltimore and other North Atlantic ports monthly. The service is expected to increase to every 14 days by April 1975.

Baltimore agent for Italian Line, which is based in Genova, Italy, is the Hinkins Steamship Agency, Inc., while local stevedore is Nacirema Operating Company. General agents in North America are Italian Line Steamship Agency, Inc., in New York.

Dundalk Marine Terminal is owned and operated by the Maryland Port Administration, an agency of the Maryland Department of Transportation.

## Port Handbook

Baltimore, Md., March 7 (News from Maryland Port Administration):—A 96-page volume describing in detail the port of Baltimore and other marine facilities in the state of Maryland has been published by the Maryland Port Administration.

The 1975-76 PORT OF BALTIMORE HANDBOOK, designed for use as a sales tool in attracting additional waterborne commerce to the state's harbors, is being disseminated to international shipping and business interests throughout the world by the MPA, an agency of the Maryland Department of Transportation.

The theme of the new HANDBOOK is the port of Baltimore and its relationship to the U.S. Bicentennial Year of 1976. To illustrate this theme, the cover of the publication, an original oil painting, depicts the port of the past—represented by an historic Baltimore Clipper Ship—and the port today, in the form of Baltimore's new 30-story World Trade Center, scheduled for completion in 1976.



On the inside pages of the revised 1975-76 edition are four basic informational sections containing history; Maryland's ports today; cargoes and facilities; and a directory of port of Baltimore services. Included are many detailed maps and photographs, illustrating specific physical aspects of Baltimore's maritime commerce accommodations.

The current issue of the HANDBOOK is the ninth edition of the biennial publication. A total of some 12,000 copies have been prepared for distribution.

## Record-setting trade pace

Baltimore, Md., March 20 (News from Maryland Port Administration):—The port of Baltimore has carried over into 1975 the record-setting pace it established last year in handling an all-time high of 43.4 million tons of import-export trade.

The port accommodated 4,021,938 tons of foreign commerce for the first month of the new year, a spectacular rise of 25.6 per cent over the same total for January 1974.

According to figures just compiled by the Maryland Port Administration, Baltimore's import trade registered slightly over 2.7 million tons during January 1974, a jump of some 38 per cent over last year. Exports also rose about 5.3 per cent to a total of nearly 1.3 million tons.

In addition, total foreign general cargo for the month hit 469,471 tons, a rise of 10.6 per cent above a year ago. Bulk cargo reached a figure of 3,552,467 tons, an increase of nearly 28 per cent.

Leading import cargoes for January were iron ore, 1.3 million tons; petroleum products, 854,072 tons; iron and steel products, 90,162 tons; and coke, 86,057 tons.

Major export commodities included coal, 578,066 tons; grain, 464,937 tons, iron and steel products, 29,385 tons and maganese ore, 23,696 tons.

Container statistics from Dundalk Marine Terminal, the port of Baltimore's main facility for handling this type of traffic, shows that 17,504 boxes registering 202,323 tons were handled during the first month of 1975. This amounts to increases of 35 per cent and 19 per cent, respectively, over the same totals for January 1974.

The Dundalk container figures are for that terminal only, but do represent a sizable portion of Baltimore's overall total for this type of cargo, since Dundalk customarily accounts for about two-thirds of the port's annual container tonnage.

Dundalk is owned and operated by the MPA, an agency of the Maryland Department of Transportation.

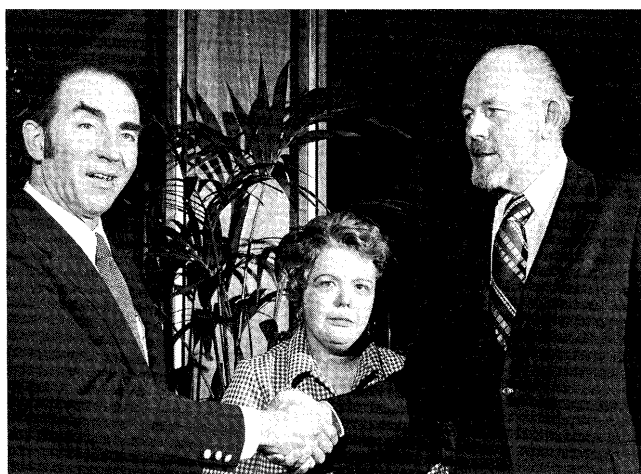
## Port Everglades News

Hollywood-Fort Lauderdale, Florida, March 25 (Port Everglades News)

- A new system in integrated tug/barge design, CATUG for short, went on display recently at Port Everglades when a catamaran tug linked with a wide beam, tongued barge discharged more than 300,000 barrels of petroleum on her maiden voyage.

The MV Seabulk Challenger, a 120-foot tug with twin hulls forms an integrated unit with a 588-foot barge, S.T.L. 3901.

The CATUG (catamaran-tug) owned by Seabulk Corp.,



San Francisco, California, 3/12/75 (Maritime Writers' Association):—The new 1975 president and officers of the Maritime Writers' Association were recently elected by this Golden Gate Region organization. Robert H. Langner (left), executive director of the Marine Exchange of the San Francisco Bay Region, new president, is congratulated by out-going president Donald Taggart, public relations director for the Port of San Francisco. Shirley Tate, associate editor of the Pacific Shipper, was named vice president. Patrick Hecq, promotion manager of the Marine Exchange (not pictured) was elected secretary-treasurer. The Maritime Writers' Association is composed of members of the working press, radio and television whose assignments cover the maritime industries and persons engaged in public relations work involving press contact for a maritime industry.

of Fort Lauderdale, is the first of a series of unique vessels scheduled for construction. Arrival ceremonies hosted by Seabulk Corp. brought out more than 200 port and shipping industry officials.

The CATUG will operate between Texas and Eastern Seaboard ports, with Port Everglades as its designated home port.

Seabulk Corp. and Port Everglades Towing, Inc., developed CATUG in conjunction with J. B. Hargrave Naval Architects, Inc., West Palm Beach. Both sections of the system were constructed by Kelso Shipbuilding of Galveston, Texas.

- Port Everglades' revised summer cruise guide will be available to the public after April 1. The booklet lists all sailings from the port through October. Copies may be obtained by writing to Paul D. deMariano, port director, Port Everglades Authority, P. O. Box 13136, Port Everglades, Florida 33316.

## Steady tonnage increases

Houston, Texas, 3/30/75 (Port of Houston News Release):—The Port of Houston continues to show steady tonnage increases in 1975 over last year and by the end of February had handled more than 14 million tons of cargo compared with just over 12 million tons during the same period in 1974, for a 14 per cent jump.

Foreign trade general cargo was up slightly but the big bulge was a 30 per cent increase in foreign bulk of 1.7 million tons, from 3.7 million tons last year to 5.5 million





San Francisco, California, 3/17/75 (Marine Exchange of the San Francisco Bay Region): **SMILES AT THE GOLDEN GATE**—San Francisco World Trade Club's Karen Teller joins with Marine Exchange president John R. Page in admiring the new **GOLDEN GATE ATLAS** (latest of many regional publications backgrounded above). Just published by the maritime promotional and service agency, the third—and completely revised—edition features in over 100 pages a full reference and directory of all Golden Gate trade and shipping resources. Copies of regional reference are available from the Exchange, 303 World Trade Center, San Francisco, CA 94111. Domestic price including mailing is \$2.70. (See also news item "Golden Gate highlighted" in P & H April 1975 page 34.)

tons. About 1.2 million tons of this was in imports, much of it crude oil, while the remaining half million tons was accounted for largely by greater grain exports of wheat, corn, rice and milo.

Deepsea coastwise shipments, mostly refined petroleum, were down slightly at 2.8 million tons for the period against 3 million tons a year ago, but internal barge traffic was up more than half a million tons at 3.9 million over 3.3 million in 1974.

It was a combined decrease of some 4 million tons last year in those two categories—deepsea coastwise and internal barge traffic—that accounted for the Port's 1974 tonnage drop from its all-time record of 88.5 million tons in 1973.

## Two more container cranes

Los Angeles, Calif., April 3 (Port of Los Angeles):—In a move to increase efficiency and develop new business at the Port of Los Angeles, the Board of Harbor Commissioners this week (Wed., April 2), authorized the purchase of two new container cranes, with an option to buy a third one.

Cost of each crane is estimated at \$2½ million, to be financed by Harbor Revenue Funds. Locations of two of the cranes are a 20-acre site at the Los Angeles Container Terminal at Berths 130–131, and a 27-acre site at a new terminal at Berths 234–235.

"Purchase of the cranes will attract new business to the Port, and sustain the existing level of cargo movement by

shipping companies converting to containerization," Fred Heim, Harbor Commission President, said.

Use of Harbor Revenue Funds to finance the project will improve revenue bonding capacity and would not adversely effect bond rating or the subsequent percentage rate at which bonds may be sold, according to the recommendation submitted to the Commission by Harbor Department General Manager Fred B. Crawford, for purchase of the cranes.

"Currently," Crawford said, "most major shipping companies have adapted to operating full container ships or are now in the process of converting their fleets from conventional general cargo carriers to container ships. By 1980, probably more than 90 percent of all containerizable cargo that can be carried in containers will be moving this way."

Thirteen shipping lines now call at the Port, making between 50 and 60 calls a month at seven widely dispersed container terminals.

"If the Port of Los Angeles is to remain competitive," Crawford noted, "it must provide adequate facilities for current and future needs of the shipping lines."

Heim said that increasing the cargo-handling capability of the Port should be done not only by the physical expansion of the Harbor, but by improving all aspects of service and activity and by making maximum use of its facilities.

"Purchase of these cranes," he said, "will increase that use, and will give the Port a high degree of flexibility in developing new business."

## Tariff hike denied

Los Angeles, Calif., March 7 (Port of Los Angeles):—The Los Angeles Board of Harbor Commissioners today (Friday, March 7) received notification that its request for a permanent change in the ordinance setting wharfage and dockage rates at Los Angeles Harbor was denied by the Los Angeles City Council.

Received and filed by the Council was a request for a 33 1/3 per cent hike in tariff fees, proposed to offset increasing operational costs at the Port of Los Angeles.

A temporary 90-day tariff increase, which took effect last January 15 and was expected by Harbor officials to be extended by the anticipated change in ordinance, will expire at 12:01 a.m., April 15. At that time all rates will revert to their previous level.

Notification of the Council action and upcoming rate change to the previous level will be made by Harbor officials to all tariff holders, including steamship companies, terminal operators, etc.

## Assistant traffic manager

Los Angeles, Calif., March 7 (Port of Los Angeles):—Los Angeles Harbor Department General Manager Fred B. Crawford today (Friday, March 7) announced the assignment of Robert D. Hudson, 62, to the position of assistant traffic manager.

Duties of the position, which carries an annual salary of \$29,482, include promotion of Harbor facilities use by shipping companies and agents, transportation companies, trade organizations, and manufacturing and distribution companies. Hudson will coordinate and expedite all trade

(Continued on Page 52)



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(Continued from Page 50)

promotion projects of the Port's traffic division and will assume the duties and responsibilities of the traffic manager in the latter's absence.

In announcing the assignment, which was effective March 6, 1975, Crawford described Hudson's extensive background in maritime commerce, citing his pre-World War II position as passenger representative with the Matson Navigation Company, and his 15-year tenure with the Port of Los Angeles. Hudson was Harbor Department assistant traffic manager for nine years until assuming the position of Secretary to the Los Angeles Board of Harbor Commissioners in 1969. That position was recently deleted by action of the Commission March 5, making Hudson eligible by Civil Service rules for reassignment to the assistant traffic manager position.

Hudson is presently general chairman of the World Trade Week Committee of the Los Angeles Area Chamber of Commerce, a director of the Propeller Club and member of the American Legion. He also belongs to the Los Angeles Transportation Club, British American Chamber of Commerce, Foreign Trade Association of Southern California, and the National Defense Transportation Association.

## 8375 ship arrivals in 1974

New York, N.Y., March (News from the Port Authority of New York and New Jersey):—During the past year the Port of New York again had more ocean-going vessel arrivals and departures than any other continental United States port.

A tabulation of the activity in the eleven largest ports in the continental United States for the calendar year 1974 shows a total of 44,592 arrivals. The Port of New York accounted for 8,375 of these, or almost 19% of the nation's total. Of the Port of New York arrivals, 319 were passenger liners, 5,321 were container ships and tankers. The vessels represented 58 of the world's nations.

Vessels of the Japanese Merchant Marine Fleet were once again prominent among the leaders in the ship activity at the Port of New York during 1974 when 109 vessels arrived flying the flag of Japan.

## More overseas agents

Portland, Oregon, April 9 (Port of Portland News Release):—The Port of Portland Commission today approved entering into agency agreements with companies in the Philippines and Singapore to provide representation in those areas of the Far East.

Representation by Delgados Brothers Ltd. of Manila and Borneo Co. Ltd. of Singapore join previously established Port relationships in Hong Kong, Taiwan and Seoul. The Port of Portland's general headquarters office overseas is located in Tokyo and staffed by Vernon W. Chase of Portland. All other representation is by Asian nationals.

At a cost to the Port of \$500 per month, each representative supports Port cargo marketing objectives, keeps abreast of steamship and facility requirement trends, maintains liaison with transportation carriers and responds to specific requests for political and economic data about the area.

In other action at the regular monthly meeting, the commission approved payment to the U.S. Army Corps of

Engineers \$59,137 as local sponsor's share of the construction costs of the 40-foot-deep channel between Portland and the Pacific Ocean. The payment was in addition to a previous allocation of \$369,000, totaling the Port's 1.8 per cent share of the project cost.

## Big cruise liner tying up

San Diego, Calif., 25 March (Port of San Diego News Release):—The SS ROTTERDAM will call at San Diego on her three-month, round-the-world cruise April 2, 1975. The huge liner, second largest passenger ship ever to visit San Diego Bay, will tie up at Broadway Pier at approximately 1:30 p.m. and will depart for Mexican waters at 7:00 p.m.

The Port of San Diego, the San Diego Convention & Visitors Bureau, and public officials will be at the pier to greet the ROTTERDAM and her master, Captain A. Lagaay of Holland America Cruises.

The ship had planned to transit the Suez Canal for the first time since 1967, but the unsettled situation in the Middle East necessitated transit by way of the Cape of Good Hope.

Several new ports are featured on this year's three-month cruise. Rates ranged from \$6,520 to \$19,695.

The itinerary of the 38,000 ton world cruise liner has been Bridgetown, Barbados; Devil's Island, French Guiana; Salvador, Brazil; Rio De Janeiro; Capetown, South Africa; East London, South Africa; Durban, South Africa; Mozambique; Mombasa, Kenya; Bombay; Mormugao, India; Colombo, Ceylon; Singapore; Bangkok; Hong Kong; Okinawa; Kagoshima, Japan; Kobe; Yokohama; Kauai; Honolulu.

From here the vessel sails to Acapulco; Balboa and Cristobal. The ship returns to Miami April 14 and to New York April 16.

Over 100 shore excursions ranging from a few hours to several days overland have been taken by the 900 passengers on the ship. In San Diego brief excursion to the zoo, Sea World and Tijuana will be provided.

## Dredging project

San Diego, Calif., 11 April (Port of San Diego News Release):—Dredging of San Diego Bay, hopefully set for next summer, is expected to take 28 months.

And that's going to be the easy part of this project first started by the Unified Port District back in the early 1960's, according to Port Director Don Nay. Preparation of the first design documents at that time were completed in 1967, the project authorized by Congress in 1968, and partially funded in 1970.

At that time the dredging's cost was estimated at \$9,700,000 (excluding the Zuniga jetty, since dropped from the project).

According to data contained on two major documents on file with the District, there have been 18 federal agencies; 10 state and local agencies; 24 citizen groups; and 15 "others" (railroads, utilities, etc.) involved in securing final environmental and general design approval.

And the cost by March of 1974 had ballooned to \$14,885,000.

By the time bids are received next June, Unified Port District engineers are estimating costs will be close to \$17,000,000.

Costly delays were necessitated by environmental con-



cerns.

The 8.5 million cubic yards to be removed will be the first substantial dredging in years. The U.S. Navy in 1961 deepened the entrance channel and carrier turning basin to 42 feet (across the bay from the G Street Mole and adjacent to North Island) to a point about three and one-half miles seaward from Ballast Point.

The project will produce a uniform 35 foot depth from the 10th Avenue terminal to the end of the project opposite the Sweetwater channel in South Bay and 40 feet from harbor entrance to the south of 10th Avenue Marine Terminal.

Complicating the project is one portion crossing the bay in the general area of the old ferry crossing at Coronado and San Diego. It is at this point that the Navy will install a 24-inch water line. Utilities involved must also remove or relocate their lines during 21 separate operations now planned for moving the dredge in and out of this area.

Dredged material, for the most part, will be carried via pipelines to areas designated in a mixture of 20 percent solid to 80 percent water. About 1,000,000 cubic yards of soft bay mud, to be disposed of at sea, will be loaded onto barges.

Once the dredging operations begin, they will be carried on 24 hours a day.

The Corps of Engineers has a special fondness for San Diego Bay. San Diego is the site of the first U.S. Corps of Engineers project: the Old Darby dike. It was constructed in 1853 to divert the San Diego river from San Diego Bay to "False Bay" or what today is Mission Bay.

With container ships dominating much of today's maritime commerce, it was vital that the Port of San Diego construct a container terminal complex and dredge the channel to its location in South San Diego Bay.

"It now appears that by this time next year our container terminal will be absorbing more of the commerce now handled at the 10th Avenue terminal, relieving it from congestion problems there and, more importantly, freeing it for more of the LASH ship cargo," Port Director Nay noted. A pier adjacent to the 10th Avenue terminal is now in the planning stage and designed to permit more efficient berthing of LASH barges in this part of San Diego Bay.

## Golden Gate shipping still going strong

San Francisco, Calif., 2/14/75 (Marine Exchange of the San Francisco Bay Region):—Despite the current economic recession, ship arrivals at the Golden Gate Region have remained high, the Marine Exchange reports.

The Exchange noted that January, 1975 arrivals totalling 305 compared favorably with January, 1974's 314. U.S. flag arrivals remained approximately the same (January '74—158, January '75—156). Passenger liner and cargo vessel traffic also held steady, while a slight drop-off in American tanker arrivals (January '74—75, January '75—62) was reported.

Foreign flag activity rose 10% (January '74—156, January '75—172), with tanker traffic almost doubling to 30 arrivals last month.

The Exchange also noted that vessels from 26 nations called at the Golden Gate Region.

## Local dependency on port

Seattle, Washington, March 31 (News Release from Port of Seattle):—The Port of Seattle Planning and Research Department is updating its 1969 study of the impact generated by the maritime commerce of Seattle Harbor on the economy of King County. That original study had concluded that some 40,000 jobs in King County were directly or indirectly related to Puget Sound waterborne trade.

In addition to those industries and institutions customarily associated with waterfront activities, the Planning and Research Department is in the process of surveying manufacturing and wholesale establishments in King County to ascertain their dependency on Seattle harbor.

Survey questionnaires are being mailed out this month (April). Cooperation on behalf of the industry is solicited to insure success of the study which will thus guide the Port in providing the best possible services to Seattle area industry.

## Chairman of the Great Lakes Task Force for 1975

Toledo, Ohio, January 22 (Toledo-Lucas County Port Authority):—John A. McWilliam, general manager and chief executive officer of the Toledo-Lucas County Port Authority, has been named chairman of the Great Lakes Task Force for 1975. Mr. McWilliam was selected at the group's annual meeting held in Detroit, Michigan on January 8. He succeeds John A. Seefeldt, municipal port director at the Port of Milwaukee.

Mr. McWilliam's selection marked the third time the Toledo port administrator had been chosen to head the Task Force organization. Previously, he served as chairman in 1971 and 1972.

At its meeting, the Task Force also announced its priority goals for 1975. Receiving highest consideration were programs to increase overseas commerce through the Great Lakes-St. Lawrence Seaway system, the continued pursuit of an extended navigation season for the entire Seaway system, and the elimination of discriminatory inland freight rates for service to Great Lakes ports.

"Since 1970, general cargo shipping has dropped considerably between Great Lakes ports and certain primary trade areas such as Continental Europe and the Mediterranean. At the same time, U. S. trade to those areas has improved by as much as eighteen percent. Much of this cargo is manufactured or produced in Great Lakes States, but due to many complex factors and discriminatory governmental practices, this cargo is forced to other coastal ports at much higher costs," said Mr. McWilliam.

The new chairman also stated that in 1975 the Task Force will play a leading role in trying to combat the new wave of "negativism" that has surfaced toward Great Lakes-Seaway shipping resulting from labor problems and ship accidents which occurred within the system in 1974.

"In spite of last season's problems over 240,000,000 tons of cargo were handled through Great Lakes ports in 1974. The St. Lawrence Seaway and Great Lakes still possess and offer numerous built-in shipping advantages. We'll do our best to continue promoting them in the U. S., Canada and overseas," said Chairman McWilliam.



"As our government has indicated—and the facts bear out—Great Lakes-Seaway shipping will become more important in national transportation programs in light of today's severe shortages of fossil fuels. Water transportation is the most fuel efficient method available to move cargo and the Great Lakes region is where most of it originates," he said.

Since its inception in 1968, the Task Force has functioned to promote and encourage the orderly commercial development of the Great Lakes region. Its membership comprises six Great Lakes maritime groups. Included are the Council of Lake Erie Ports, the Great Lakes Commission, International Association of Great Lakes Ports (U. S. section), International Longshoremen's Association (Great Lakes district), Marine Engineers Beneficial Association (Great Lakes district) and the Western Great Lakes Port Association.

According to Mr. McWilliam, the Task Force plans to bolster its membership during the year and has asked ship line owners, stevedoring firms and Great Lakes user groups to become additional participants in the organization.

## Great Lakes Task Force

Washington, D.C., March 13 (Toledo-Lucas County Port Authority):—John A. McWilliam, chairman of the Great Lakes Task Force, today hailed the newly consummated three-year labor agreement for Great Lakes ports and the imminent solution to the problem of pilotage in the Great Lakes/St. Lawrence Seaway system as the two items that will impact heaviest for a revival and increase of overseas trade during 1975. Speaking at the annual "Washington Roundup" breakfast meeting for Great Lakes-based legislators, Mr. McWilliam also outlined Task Force goals and objectives for the year.

The Great Lakes Task Force was organized in 1968 to promote the development of the maritime industry in the Great Lakes region.

Mr. McWilliam, who is general manager of the Toledo-Lucas County Port Authority, said the organization will continue to push for year-round shipping in the Great Lakes, seek the elimination of discriminatory inland freight rates and aggressively promote the many transportation advantages of the Great Lakes seacoast.

The Toledo port executive voiced optimism over the prospects for the 1975 Seaway season and predicted a strong rebound in overseas trade activity. He also noted that many of the major problems that adversely affected the system in '74 will not be a threat to system stability this season.

"The I.L.A. (International Longshoremen's Association) contract guaranteeing labor peace through 1977 and the assurances from the U.S. and Canadian governments that the pilotage problem will soon be resolved is highly encouraging news for all Great Lakes users. As a result, the Seaway system will gain new strength and stability," he said.

"More than 240 million tons of cargo moved through Great Lakes ports in 1974. We believe the Lakes/Seaway system remains extremely viable and the long-range growth prospects for its ports are excellent, particularly in light of our nation's commitment to conserve energy. Water trans-

portation is the most fuel-efficient method available to move cargo," Mr. McWilliam said.

In addition, Mr. McWilliam announced that the U.S. Great Lakes Shipping Association and the Great Lakes Terminals Association and other Great Lakes maritime interests are interested in becoming new members of the Great Lakes Task Force organization. "The participation of these important groups in the Task Force will further unify our efforts to solve common problems that affect all ports in the Great Lakes," Mr. McWilliam said.

The U.S. Great Lakes Shipping Association represents overseas steamship companies operating in the Seaway system and the Great Lakes Terminals Association represents all terminal operators. Other Task Force member groups are the Council of Lake Erie Ports (sponsors of the Washington Roundup), the Great Lakes Commission, International Association of Great Lakes Ports (U.S. section), International Longshoremen's Association AFL-CIO (Great Lakes district), Marine Engineers Beneficial Association (Great Lakes district) and the Western Great Lakes Ports Association.

Mr. McWilliam concluded by saying that the Task Force will strive to insure that the natural geographic and economic advantages of ports on the Great Lakes are reflected in national transportation decisions.

## IAGLP mission to Europe

Toledo, Ohio, January 23 (Toledo-Lucas County Port Authority):—Norman A. Fox, director of trade development for the Toledo-Lucas County Port Authority, will be one of fifteen Great Lakes representatives participating in an overseas trade development mission sponsored by the International Association of Great Lakes Ports (IAGLP), January 24 through February 15. The joint United States-Canadian trade delegation will depart for Europe after attending an IAGLP meeting in Montreal.

The IAGLP representatives will be meeting with top ship line officials, manufacturers and freight forwarders in eight countries in an effort to bolster Seaway traffic and increase cargo tonnage for all Great Lakes ports. The group will hold a series of trade meetings in Paris, Milan, Antwerp, Rotterdam, Hamburg, Copenhagen, Oslo and London.

Mr. Fox, who heads the Port of Toledo's international sales efforts, will not accompany the group to Rotterdam, Copenhagen or Oslo, but will include a stop in Dusseldorf, West Germany.

The Toledo port official will meet in Dusseldorf with Mr. Henry H. Olbrich, director of the State of Ohio's European Trade Development Office. This office has been responsible for assisting a number of German firms to establish international business operations in the Port of Toledo area.

"Personal sales efforts in Europe are particularly important this year in light of last year's labor problems and ship accidents which occurred within the Seaway system. In addition to seeking new business for the Port of Toledo and the Great Lakes in general, we hope our IAGLP visit will stem the tide of negative criticism that has surfaced since the end of the 1974 Seaway season. We will continue to reassure our most important European customers that Great Lakes ports still offer many shipping advantages when doing business in Mid-America," said Mr. Fox.



## Nor-Shipping '75 World Shipping Conference

London, 12 March (The Financial Times):—The conference will be held on Tuesday and Wednesday, 6 and 7 May 1975 at the Norwegian Maritime Museum, Oslo. Chairmen: Mr. A. Ross Belch, President, Shipbuilders and Repairers National Association and Mr. E. Abrahamsen, President, Det Norske Veritas, Oslo.

Enquiries: The Financial Times Limited, Conference Department, 388 Strand, London WC2R 0LT, England Telephone: 01-836 5444 Telex: 27347 Cable: FINCONF

This conference has been called in a period of immense challenge to those who own, operate, finance and make ships and marine equipment. An economic downturn of unforeseen severity has produced problems of sheer survival for certain sectors though in others profitable growth is there for the taking.

The Financial Times and its Nordic co-sponsors welcome this opportunity to develop a major international conference in conjunction with the Nor-Shipping '75 Exhibition. The speakers who have accepted the invitation of the co-sponsors constitute an impressive international platform and the conference will be among the principal shipping occasions in Europe this year. The two-day forum provides the occasion to hear and discuss a variety of views and to bring together people connected with the industry from all over the world. The proceedings have been arranged so as to permit delegates unable to stay in Oslo for any length of time an opportunity to see the Exhibition.

During 1975 the Financial Times and Fairplay International Shipping Weekly will be organising two other events of interest to the shipping world—Pacific Shipping in Singapore on 19 and 20 June and a further conference to be held in the Gulf in December. More information concerning these and of the Nor-Shipping '75 Exhibition in Oslo may be obtained by marking the appropriate boxes on the registration form.

## Europort '75

Rotterdam:—In conjunction with the world's largest maritime exhibition, the traditional Europort International Maritime Congress will be held, already for the fourteenth time, in the RAI Congress Centre in Amsterdam on 12th and 13th November 1975.

The International Europort Advisory Committee has selected as main topic for this year:

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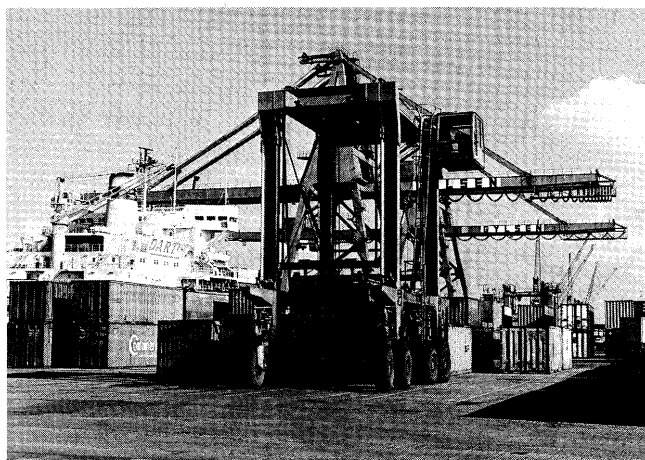
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## 18% more container cargo in 1974

Antwerp, 19 February (City of Antwerp, General Management of the Port):—In 1974 the general cargo traffic in the port of Antwerp rose to 30.2 million tons, a new all time record with which Antwerp confirmed its leading position in this field. This total includes high amounts of iron and steel products and motor vehicles and a growing number of containers. The total containerised traffic increased 18.4% to 3.825.394 metric tons (as always in Antwerp statistics this total covers the net cargo weight). The traffic was well-balanced with 121.543 containers and 1.842.261 tons of cargo unloaded and 126.307 containers and 1.983.133 tons of cargo loaded. Empty containers (29.131) are not included in these numbers.

North America still is the main area of origin and destination for the containers handled in Antwerp. With 2.020.324 tons this traffic showed a growth of 9% over 1973. The share of North America in the traffic however is decreasing as the container traffic with other areas in the world is expanding. So the share of North America which was 67% in 1972 and 57% in 1973 amounted only to 53% in 1974.

A further expansion of container traffic to the Far East is expected since a group of three Belgian shipowners was admitted to the Far Eastern Freight Conference. In order to obtain a maximum result from this participation, the Belgian shipping companies set up a joint operation with the French shipping line Cie Maritime des Chargeurs Réunis. So Antwerp will play a larger part in the container traffic to the Far East.



## Antwerp container traffic

Year	Number of containers	Net cargo weight
1971	133.443	1.954.808
1972	155.532	2.303.491
1973	214.794	3.228.794
1974	247.850	3.825.394

## Marine officer gains Open University degree

London, 17th April (PLA News):—A senior Hydrographic Surveyor in the Port of London Authority, Desmond G.A. Schunker, has gained a B.A. Degree in the Open University.

He began the course in 1972 studying Mathematics, Computer Sciences, Mechanics and Applied Calculus and completed with Analysis and Statistics gaining his degree last year. He now aims to read Systems Modelling for an Honours course.

Joining the PLA in 1949 as a Marine Officer in the Hydrographic Service, he has had extensive experience in Marine Survey work in all sections of the Tidal Thames and in London's enclosed docks. Dramatic advances in marine technology particularly in the fields of navigation, sounding and surveying, and their application to the work of the PLA's Marine Services division, stimulated his interest and led to his pursuit of a degree course.

Desmond Schunker has always had a keen interest in scientific subjects and turned his attention to hydrographic work when the war interrupted medical studies. At that time he was in India and joined the Royal Indian Navy to hold the commission of lieutenant. In this service he was engaged in survey work for the Calcutta Port Commission.

He is an Associate of the Royal Institute of Chartered Surveyors and holds their Diploma.

He is married and has two sons aged 10 years and 5 years and lives at Stansted, Kent.

## Major car export to Iran

London, 21 April (British Transport Docks Board):—The Port of Southampton owned by the British Transport Docks Board has been chosen to handle the first shipment of 10,000 Chrysler cars to Iran in the face of strong competition from several other ports.

The cars will be shipped in three consignments on purpose-built drive-on/drive-off vessels each capable of carrying up to 4,000 cars, the first of which is expected in the early part of May.

Mr. D. A. Stringer, Port Director at Southampton, comments: "The handling of large quantities of cars, either imported or for export, is an operation in which Southampton has acquired considerable expertise, and we have the necessary facilities for dealing with much larger volumes of this type of business. We are pleased to be directly associated in this particular shipment with Britain's important and growing trading links with Iran."

Shipping arrangements are being dealt with by Lambert Brothers Ship Agencies Ltd, on behalf of A.R.Y.A., the Iranian National Line.

## Commercial Director appointed

London, 14 February (British Transport Docks Board):—Mr. Richard G. Tarry has been appointed Commercial Director of the British Transport Docks Board.

Mr. Tarry joins the Docks from Killick, Martin and Company Limited, where he advised on container matters in the West Africa trade. Previously he was a director of Brown Jenkinson and Company Limited, the London-based firm of ships' agents with whom he spent a total of twenty years.

In his new post, which he takes up on 1st May, Mr. Tarry will be responsible for directing and co-ordinating commercial and marketing policy for the Docks Board's 19 ports. He will be based at the Board's London headquarters at Marylebone.

During his early career Mr. Tarry spent several years in the Merchant Navy, serving with Blue Star Line, but left the sea to undergo management training with the United Africa Company, a subsidiary of Unilever, in 1953. Mr. Tarry is married, has two children, and lives at Wadhurst, Sussex.

## Fleetwood ferry terminal

London, 24 February (British Transport Docks Board):—The British Transport Docks Board's first roll-on/roll-off ferry terminal at Fleetwood came into operation today (Monday, 24 February) when the motor vessel 'Bison' loaded cargo for her first scheduled voyage between the port and Larne in northern Ireland.

The £800,000 terminal has been specially built by the Docks Board for Pandoro Limited, a P & O Unit Loads Company, for a daily, freight-only roll-on/roll-off service to Larne and Dublin.

Work began on the new terminal in September 1973. It has been designed to accommodate vessels with a maximum overall length of 130 metres (426 ft.) and a beam of 20.5 metres (65 ft.). Main feature of the new terminal is a 75 metres (246 ft.) long hinged bridge ramp approached by means of an access jetty capable of taking two lanes of traffic. The bridge is operated by electric winches carried on a steel framework and supported on two steel and concrete dolphins. The deep water berth can handle one ship at a time with a turn-round time of five hours, and a 12-acre trailer park has been provided adjacent to the berth.

The terminal has been constructed by Harbour and General Works Limited of Morecambe, and construction of the bridge ramp and machinery was carried out by Butterley Engineering of Ripley.

The British Transport Docks Board have room for more roll-on/roll-off developments at Fleetwood and have received Parliamentary Powers for three more roll-on/roll-off berths.



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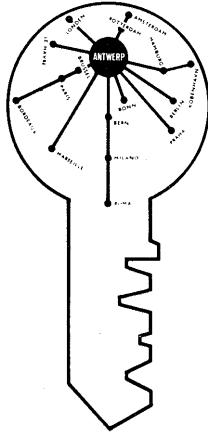


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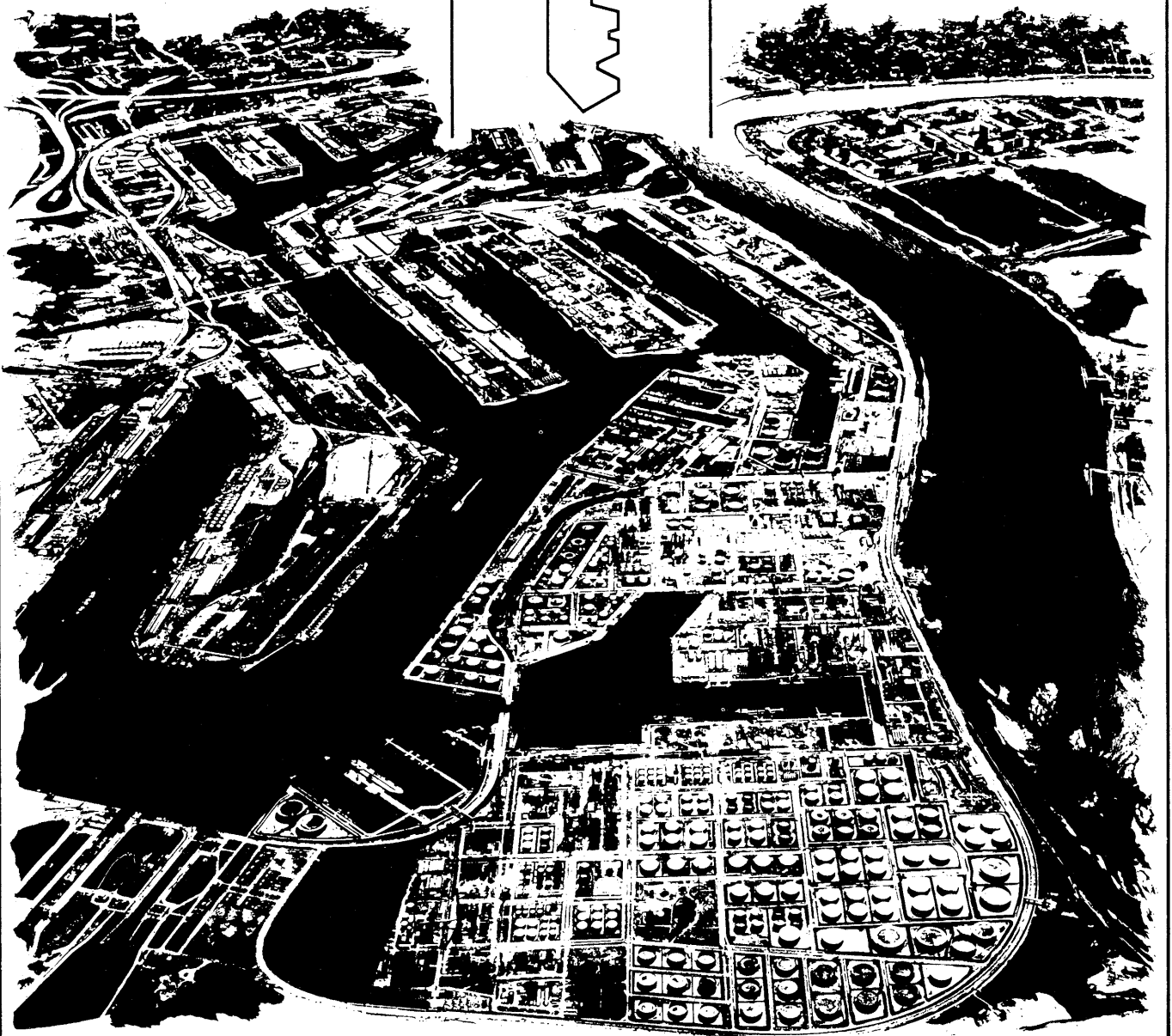


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## New Hull-Bremen container service

London, 18 March (British Transport Docks Board):—The Port of Hull's sixth regular container service was inaugurated today (Tuesday 18 March) with the arrival of the 897-ton motor vessel Vela at the British Transport Docks Board's container terminal at Queen Elizabeth Dock from Germany.

The new service, the third container service won by Hull this year, will be operated by STM Container Service with a weekly sailing to Bremen.

The Vela, a non-cellular vessel, can accommodate 128 twenty-foot containers, and the operators will also accept conventional cargo for consolidation into container loads by appointment. After being discharged at Bremen, containers will be despatched to consignees throughout Germany and Austria. Local agents for the service are Universal Speditions (U.K.) Ltd.

In addition to this new service to Bremen there are five other services operating from the Hull container terminal to the ports of Copenhagen/Helsingborg, Mantyluoto, Rostock/Hamburg, Leixoes/Lisbon and Bilbao/Pasajes.

## Port figures slightly lower in '74

Amsterdam (Amsterdam News Letter):—The port of Amsterdam registered a slight loss in international seagoing goods traffic during 1974 according to preliminary figures. This trend was seen in most Western European harbours because of the general economic slow-down and the temporary oil embargoes.

According to figures based on the first 10 months, overall goods traffic during 1974 will be about 19.733.000 tons, compared to 21.683.00 tons the previous year. There were declines in ore, mineral oils and grain and a sharp increase in coal. It is expected that when final figures are in, that there will be an increase in the amount of grain handled as these is a tendency for shipments of this commodity to increase at year's end.

Taken together, the North Sea Canal Ports—Amsterdam, Zaanstad, Velsen and IJuiden—handle about 35 million tons of international sea-going goods a year, which places the Amsterdam area ports well into the middle rank, of world ports.

Passenger traffic showed a healthy increase, with 52 cruise ships calling at the port and hundred of thousands of passengers being handled on the Amsterdam-based short-sea ferry services to Scandinavia and the United Kingdom.

Expectations for this year are netter, There are a number of new services in the port, including an all-important transshipment service of Japanese Datsun automobiles for which Amsterdam now serves as major European import port. In addition, the Aznar Line is to begin passenger ferry services between Amsterdam and Santander, Spain twice weekly in April and two Rhine cruise companies will start cruises via the Port of Amsterdam.

Extensions to existing cargo handling facilities will attract yet more traffic during Amsterdam's and the port's 700th anniversary.



Mr. Harry Cooke

## New Docks Manager

Manchester (The Manchester Ship Canal Company, The Port of Manchester):—The company are pleased to announce that Mr. Harry Cooke was appointed Docks Manager with effect from April 1, 1975. Mr. Cooke joined the company as a messenger boy for the Docks Manager's Department in September 1939.

In 1948 he moved to the Accountant's Department where he became Head of the Cost and Wages Section in 1961. In 1966 he was appointed Cost Accountant and in 1973 returned to the Docks Manager's Department as Assistant Docks Manager.

Mr. Cooke is a member of the Institute of Cost and Works Accountants. He is married with a daughter and son and lives in Worsley.

## General cargo up 17% in 1974

Helsingborg, Sweden, January 28 (Port of Helsingborg Press Release):—The traffic result for 1974 for Port of Helsingborg is now at hand and shows continued increase in vessel movements and cargo turnover. The passenger traffic was also successful and the number of international passengers came to a record over 15 millions.

### Movements of Shipping

The number of arrivals and departures increased to 150,015 in comparison with 147,573 in the year before. This corresponds to a tonnage of 80,471,602 nrt as against 74,021,473 for the previous year, a rise of 8.7 pct.

### Goods Traffic—General Cargo up 17 Pct

In total the cargo traffic for 1974 came up to 7,505,573 tons (7,493,671). Chemicals and petroleum products continued to be the predominating commodities out of which the latter were responsible for 913,206 tons (910,273). The general cargo increased from 408,021 to 477,645 tons, a rise of 17.1 pct. The share of the RoRo-cargo was 3,912,924 tons (4,029,786), of which the rail cargo on

(Continued on Next Page Bottom)



# Port work to become a skilled job in the State of Bremen

## Freie Hansestadt Bremen

### The dockers of Bremen and Bremerhaven will enjoy all benefits of labour and social law.

Bremen, March 3rd:—The dockers in the State of Bremen will soon figure among those with the best professional training and social security. A committee formed at the instance of the Bremen Senator for Ports, Shipping and Transport by representatives of the employers in the port (port operating society in the State of Bremen) (Hafenbetriebsverein im Lande Bremen e.V.) and of the employees of the port (transporters' and public servicemen's union) (Gewerkschaft Öffentliche Dienste, Transport und Verkehr) has now submitted a skeleton training programme under the title "Training as an expert docker in the State of Bremen", which provides for a practical and theoretical training period of two years and will soon

ferries took 2,138,880 tons (2,248,554). The latter declined thus with 4.9 pct. Truck and trailer goods remained almost on a level with the previous year at a volume of 1,774,044 tons (1,781,232).

#### Motor Vehicles

Principally in consequence of the oil crisis the number of motor vehicles by ferry for the first time in many years showed a slight decrease, however by no more than 1 pct. The total number of vehicles came up to 1,196,087 (1,213,307), out of which private cars 901,737 (915,041). Lorries accounted for 282,791 (287,144) and buses for 11,559 (11,122).

#### Record Number of Passengers—15 Millions

An impressive number of 15,084,062 passengers (14,895,450) travelled via Port of Helsingborg in 1974. Only once before in the history the number of 15 millions has been exceeded, namely in 1972 when the number of international passengers came up to 15,001,909. This traffic is larger than all other South Swedish ports have together.

#### Investments of 70 Million SwCrs

The Harbour Board suggests a long-range investment program including projects of nearly 70 million SwCrs up to 1980. The largest and most important project is the completion of "Sundsterminalen" for 19 million SwCrs. This is a completely new RoRo-harbour under construction since January last year and is now taking shape west of the Ocean Terminal. The new harbour will be equipped with 2 RoRo-berths for large ferry vessels with an adjacent auxiliary berth. A complete freight and passenger terminal building will be at service and spacious areas available for RoRo-cargo and trucks. Double rails will directly connect the terminal with the Central Goods Station of Helsingborg.

become effective. This programme will be supported by a society named Vocational Training School for Dockers, Bremen (Hafenfachschule Bremen e.V.). Members of this society are authorized representatives of the transport workers' and public servicemen's union and of the port operating society in the State of Bremen as well as these corporations themselves. Representatives of the municipality of Bremen will take part in all meetings. Thus, the dockers of Bremen and Bremerhaven will have a comparable skilled job offering them all the benefits of labour and social law which other skilled jobs enjoy.

#### Objective of the government declaration has been reached

With this result, an objective postulated in the government declaration of the Bremen Senate of December 15th, 1971 has been realized in which, among other things, it is pointed out that "Bremen's efforts to reconstruct and extend the ports went alongside with measures to secure the professional and social situation of the Bremen dockers. In the face of the large-scale investments planned for the Bremen ports it will be necessary now to take a further important step towards the security of the professional existence of the dockers. Although it does not intend to interfere with the bargaining autonomy of the partners in public bargaining, the Senate considers it necessary to form a committee of representatives of employers in the port and the transport workers' and public servicemen's union under participation of the Senators responsible for ports, shipping and transport as well as economic affairs and labour. The objective of this committee will be the preparation of measures to increase the security of jobs in the Bremen ports further and to improve the social situation of the docker, whose professional standard has more and more reached that of a qualified expert worker. For this purpose the committee is to engage in the training of dockers, professional promotion in the broadest sense, the problems of guaranteed wage brackets as well as labour protection and accident prevention in the ports". These long-term objectives have now been reached.

#### Three main stages

According to the skeleton training programme the formation and further education as expert docker in the State of Bremen is subdivided into three successive main stages:

- I. Instructional training during the first six months
- II. Basic training during the second six months
- III. Training as an expert docker during the third and fourth six months.

Thus, the training for newly employed dockers will take two years. The complete training programme ends with the final examination for expert dockers in the State of Bremen before the chamber of commerce.

Only those will be admitted to the final examination





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who have taken part in the instructional training and successfully passed basic training and the functional training courses for expert dockers (for which again evidence on the participation in a first aid course and the possession of a class III and IV driving licence is required). Exempt from this provision are those who have been in the possession of a port working card for at least four years without interruption. These persons will only have to pass the examinations in the functional training courses and, hence, to prove that their performance justifies their admission to the final examination.

The examinations consist of a written, an oral and a practical part and will be held by an examination committee. Upon passing of the final examination before the chamber of commerce the successful candidate will receive an expert docker's certificate, showing additional information on the respective special field, as the training for "one-field" dockers is given either in the special field of "transshipment (ashore)" or of "stowing (on board)" whereas for "all-field" dockers it is given in both fields.

#### **Expert docker = industrial expert worker**

Due to his comprehensive training which is subsidized by the Federal Institute of Labour, the expert docker in the State of Bremen is on a par with an industrial expert worker. In the event of disability, this is also applicable with regard to the benefits from the carriers of the annuity insurance. Thus, the expert docker cannot be classified as "unskilled" but, in the future, will be entitled to all benefits to which expert workers are entitled. Moreover, it

was agreed as early as in late January 1975, when a new wage agreement was signed between the central organization of German sea ports (Zentralverband der deutschen Seehafenbetriebe e.V.) and the transport workers' and public servicemen's union, that the guiding principles for expert dockers will have to be incorporated accordingly in the skeleton wage agreement as of 1976.

#### **Large training spectrum**

The objective of the training as an expert docker in the State of Bremen in all three special fields is to impart knowledge in the organization of a port, the provisions of labour and social law, accident prevention regulations, the goods to be transshipped, stowing and stacking techniques, transshipping and slinging techniques, in cargo securing technique, fork lifting technique and law. The training in the individual special fields provides for the impartment of knowledge and skills in marshalling and floor conveying techniques (ashore), cargo handling gear technique (on board) as well as in both subjects ("all-field" operation).

#### **Instructional training (first six months)**

The purpose of the instructional training is to inform the docker, in accordance with para. 81 of the Works Constitution Act, on tasks and responsibilities as well as on the character of his job and how they must be adapted to the working process of a port. Moreover, elementary instruction is given on accident and health hazards as well as on measures and installations to prevent such hazards. Finally,

**(Continued on Page 63)**



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**(Continued from Page 61)**

newly employed dockers are given introductory instructions on simple manual work and activities which they can be expected to carry out. Moreover, lessons are given on the tasks of ports and transport carriers, particularities of the Bremen ports with regard to transshipment rate, performance comparisons with other ports, as well as type and main tasks of the enterprises and professional groups and persons having activities in the port area. Information is given on the division of labour in the ports and on working hours and working regulations as well as an introduction to the wage system. Accident prevention regulations and measures are interpreted. This instructional training of six months ends without an examination or the like.

**Basic training (second six months)**

The objective of the basic training is to make the docker familiar with all practical activities connected with transshipment and to exercise him in these activities. The docker shall be able to perform, as a member of a working team, all tasks allotted to this team in a convincing and responsible manner together with others. Upon termination of the basic training the docker must be so skilled as to be able to instruct a group of newcomers to the job, give instructions on transshipment techniques and have them carried out. During basic training not only basic knowledge of the place of work in the port, of safety and accident prevention, the most significant provisions and regulations of labour and social law are imparted but information is also given on loading and transshipment techniques (basic knowledge of loading and ships, port facilities, packing of goods etc.), on the handling of cargo, slinging and transshipment gear as well as on basic nautical skills. Among the other basic knowledge and skills imparted are legal regulations for transshipment and the knowledge required for servicing and maintenance of equipment.

**Training as an expert docker (third and fourth six months)**

The committee formed by representatives of employers in the port and employees of the port agreed to elaborate a total of seven functional training courses with an immediate relation to practice.

**1. Stowing and stacking technique.** Objective: Upon completion of the course the docker shall be able to stow, store and shift cargo properly into any appropriate room or container according to weight, type, compatibility with other goods, hazard, type of packing, sensitivity to smell and hygroscopic characteristics. Moreover, he shall be at home in any type of separating, arranging of dunnage and other measures which will enable him "to stow in accordance with good nautical practice" (i.e., among other things he must be familiar with the purpose and meaning of the stowage plan, the manifest, the bill of lading etc.).

**2. Transshipment and slinging technique.** Objective: The docker shall be enabled to specify, request and handle correctly any transshipment and slinging equipment and to carry out simple maintenance and repair work on it (i.e., among other things he must be familiar with the various types of transshipment and have practical skills in the transshipment of general cargo, containers and bulk cargo on board of sea and inland vessels, on the quay and in the dockside shed, the warehouse etc.). Moreover, the docker shall be familiar with the appropriate accident prevention

measures.

**3. Cargo securing technique.** Objective: The docker shall be enabled to lash and pawl any cargo in such a way, that partial or complete shifting of the cargo is prevented. The training comprises all cargo securing techniques on board of sea and inland vessels, on barges, wagons, lorries, trailers, pallets, flats and other mobile containers as well as in sheds, warehouses and uncovered areas.

**4. Fork lifting technique.** Objective: Upon completion of the functional training course the docker shall be able to drive a fork lift and optimally perform all normal transshipment tasks with it. Moreover, he shall be enabled to install and remove the most simple ancillary equipment himself and to carry out simple maintenance work. Apart from that, the docker shall be familiar and be able to interpret correctly all relevant provisions and traffic regulations.

**5. Legal system.** Objective: The docker shall be given the opportunity to improve his knowledge of the legal system so far as to be able to judge and interpret correctly in simple cases the significant provisions which are of concern to him. The knowledge about his rights and duties as a citizen (among other things national law, civil law, criminal law, labour and social law, economic and tax law) shall be improved.

**6. Marshalling and floor conveying technique.** Objective: This functional training course shall enable the docker to carry out independently all work connected with the marshalling of road and rail vehicles, while observing the appropriate accident prevention measures, and to perform stacking and storing work with all usual floor conveying equipment. Moreover he shall be able to give appropriate instructions to and survey assistants allotted to this work.

**7. Cargo handling gear technique (aboard).** Objective: The docker shall be enabled to carry out the functions of a deck crane operator, a winch operator, a deckman and a hatchman at his own full responsibility. He must, hence, be capable to operate any handling gear and to use it in an optimum way with regard to the transshipment rate. Moreover, he must be able to operate safely all types of hatch fasteners, thereby observing the relevant accident prevention measures.

**First training school established**

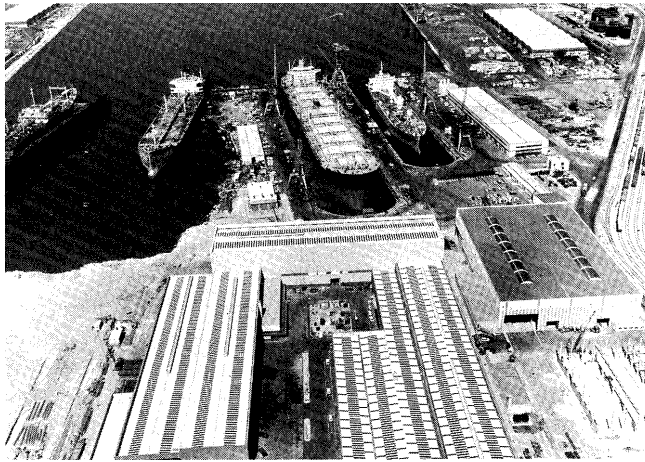
The former Otilie-Hoffmann house, located between sheds 15 and 17 in the Bremen "Überseehafen" has been rebuilt and furnished with the appropriate equipment to serve as the first training school in Bremen. The first instructional training course has already started. Schools for training purposes are at present being established in Bremerhaven. The training and further education of dockers in the State of Bremen does not only entail considerable advantages for the dockers in terms of social law and financial prospects, but will, no doubt, also further increase the competitiveness of the Bremen ports. Optimally trained dockers with a safe job and a generally accepted status will contribute considerably to facilitate the dispatch of ships touching the Bremen ports and the transshipment of goods even more.

**More welfare rooms as well**

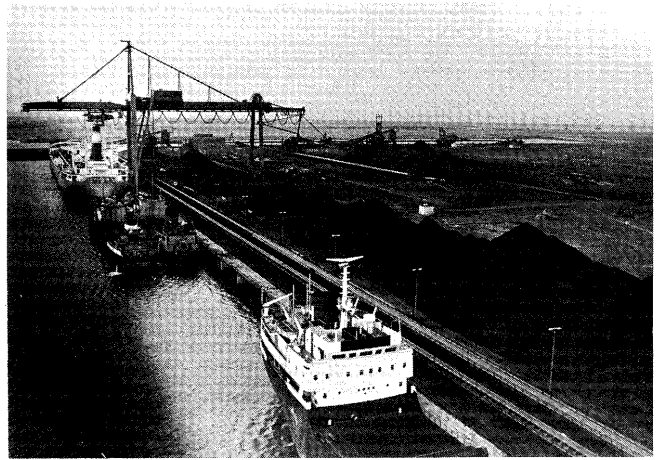
Agreement between employers and employees was not only reached on the training and further education of dockers, but also on the further extension and modernization

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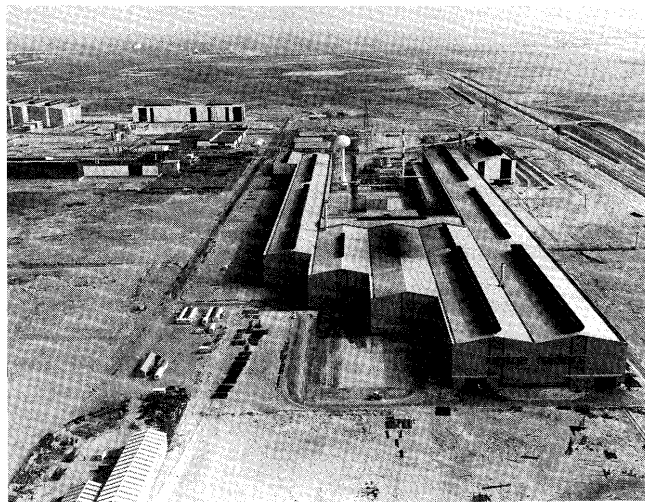




Floating docks 8 and 9, Port of Marseilles



Ore handling site in Europoort, Rotterdam



Fos: factory of Aciers

## Abu Dhabi news

Abu Dhabi, United Arab Emirates (The Gray Mackenzie Monthly Bulletin, January 1975):—It has been reported that 16 new deepwater berths are to be built in Mina Zayed on the Western side of the harbour. Meanwhile, a number of other projects are being planned in the port area, which include:

(1) Grain silos and flour mill. The silos will have a capacity of 30,000 tons wheat to meet the State's requirements of flour for one year period. Work on this project is expected to be completed by the beginning of 1976.

(2) The base tanker to be used for Abu Dhabi Bunkering Service is presently being towed to Abu Dhabi from Rotterdam with two self propelled bunkering barges. It is expected that the service will commence about the beginning of April.

(3) Six warehouses are under construction in the har-

bour area, each of 155 metres  $\times$  54 metres, one of them will have a freezing system section. A workshop will also be set up in the harbour.



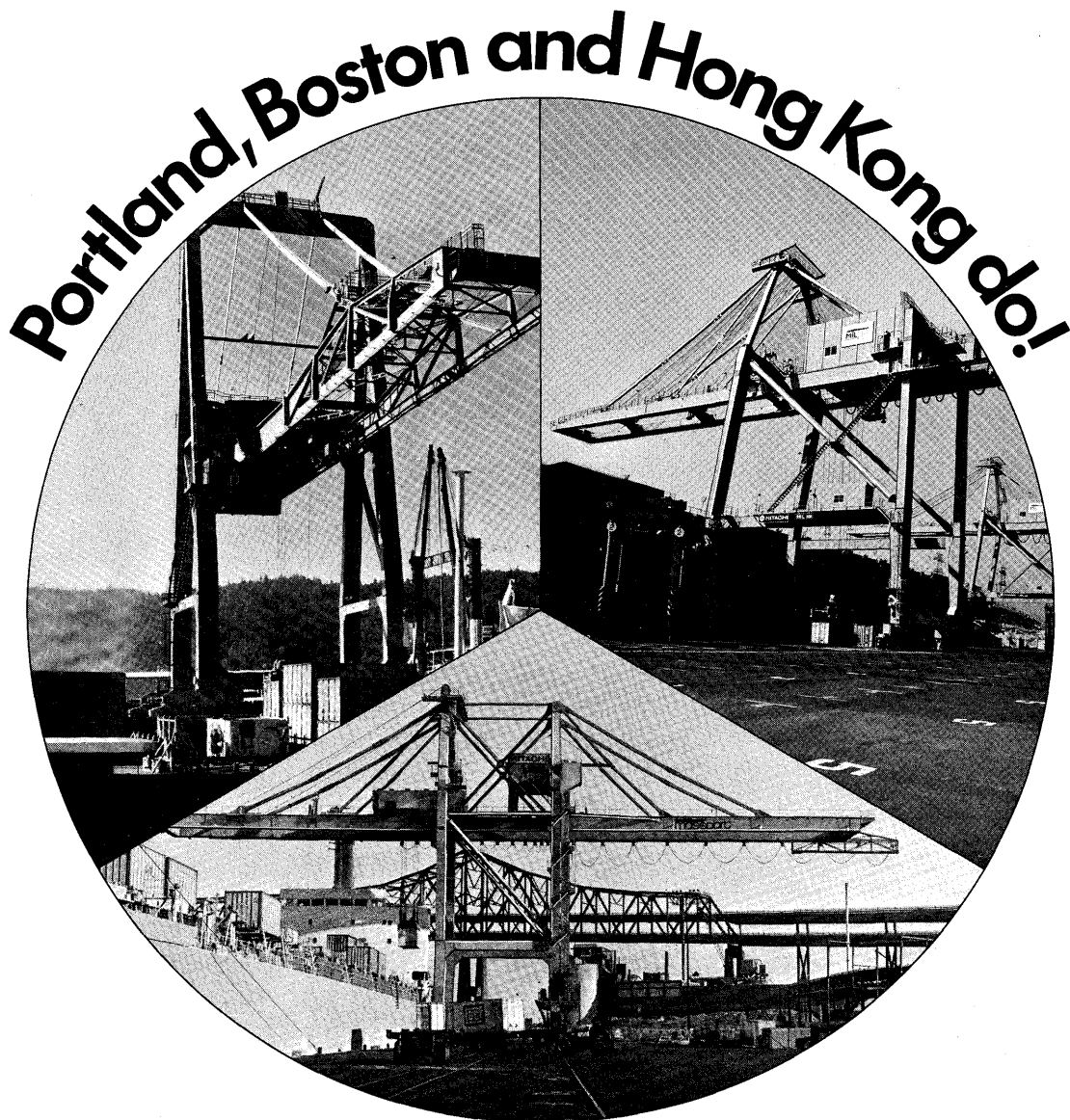
Meat handling in Rotterdam

(4) A decision has been taken for building 30 other warehouses outside the harbour area.

(5) Plans are under way for purchasing new automatic cranes and other mechanical equipment essential for the maintenance workshop.



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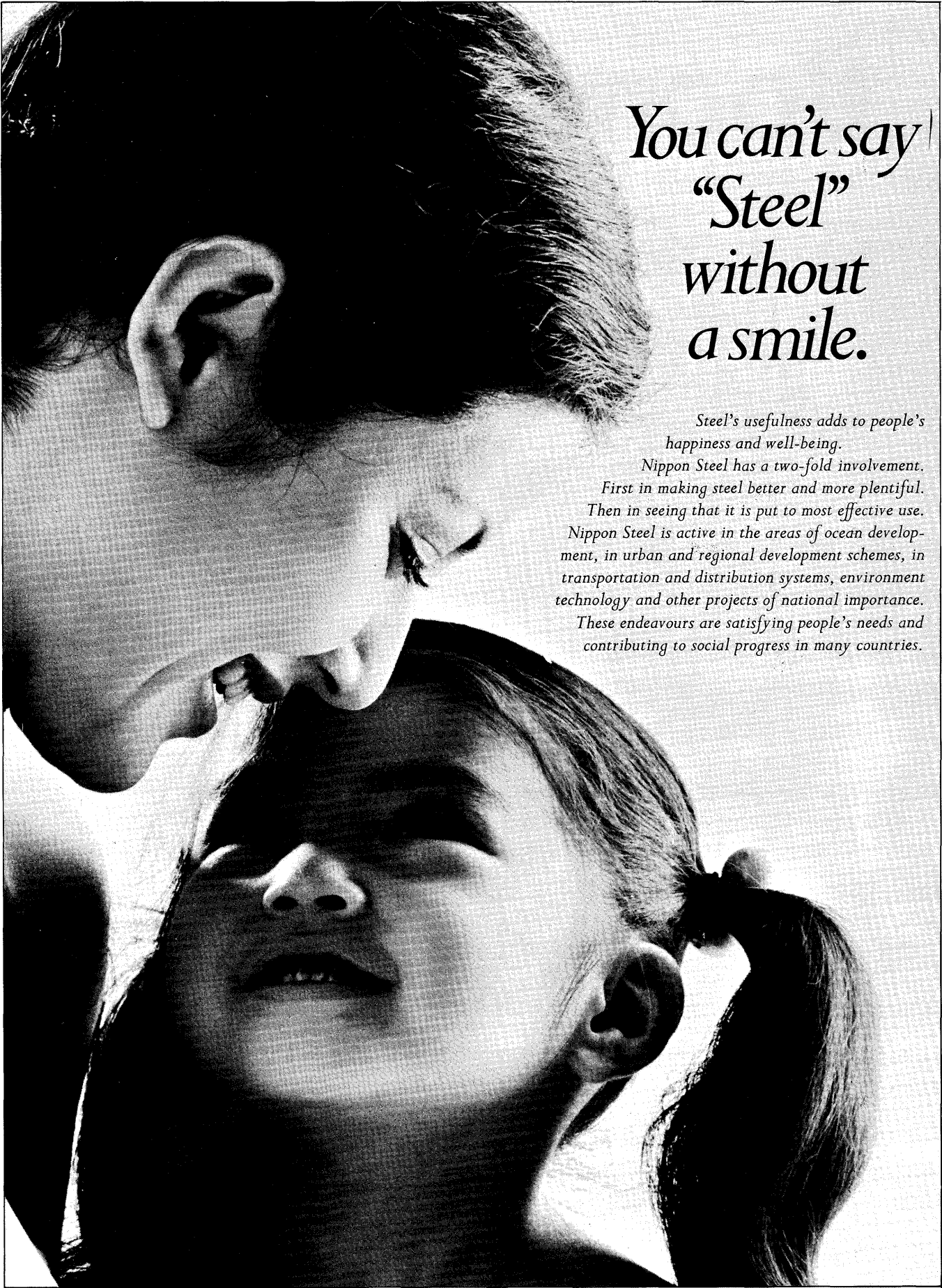
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## Record cargoes handled in 1974

Sydney, 12th February (Press Release from The Maritime Services Board of N.S.W.):—General cargo, mainly consumer goods, moving through the Sydney ports during the 1974 calendar year, totalled more than 8½ million tonnes, an increase of more than one million tonnes or 14½ per cent compared with the previous year's throughput.

This was stated to-day by the President of the Maritime Services Board, Mr. W.H. Brotherson.

Mr. Brotherson said, "the increase in overseas general cargo is entirely the result of imports and, in fact, exports were somewhat reduced on the previous year".

"The re-actions of importers to the monetary decisions of the Australian Government have given rise to the increased flow of imports" he said.

Mr. Brotherson pointed out that the main commodities to bring about the spectacular rise in imports were electric machinery which increased by 85%, motor vehicles up by 81%, non-electric machinery which recorded a 44% increase, chemicals up by 24% and an increase of 23% in paper and paper manufactures.

He said "imports from Japan increased by almost 50% closely followed by the U.S.A. which were up by 49% and the Federal Republic of Germany and the Netherlands both increased by about 30".

"The increase in imports from the United Kingdom only amounted to a little less than 12%", he said.

Mr. Brotherson pointed out that about 4.7 million tonnes, which is more than half the total general cargo imports handled at the Sydney ports, was carried in containers.

He said this was an increase of about 1½ million tonnes over the previous calendar year and nearly 300,000 twenty foot containers were used in the process.

The total trade of the Sydney ports for 1974 amounted to 30.1 million tonnes compared with 26.8 million tonnes in 1973.

Mr. Brotherson said "both the interstate and intrastate imports and exports remained at substantially the same level as last year but increases were recorded in both overseas imports and exports to account for the substantial increases in the total trade."

## Boating fatalities reduced

Sydney, 6th March (Press Release from The Maritime Services Board of N.S.W.):—There were 133 accidents involving small boats reported in New South Wales during 1974 resulting in 18 fatalities and 62 injuries.

These figures were released in Sydney to-day by the President of the Maritime Services Board, Mr. W.H. Brotherson, who said "the Board has been keeping statistics of boating accidents since 1969 and the highest number of accidents recorded in any year during that period was in 1971 when 144 were reported".

"However, the number of fatalities during 1974 was the second lowest on record, the lowest being in 1969 when 11 fatalities occurred" Mr. Brotherson said.

It was pointed out by Mr. Brotherson that collisions between power driven vessels resulted in 30 reported



Mr. George James Alldis, Solicitor for The Maritime Services of N.S.W., Australia (above) has been appointed member of the Legal Counselors of IAPH.

accidents during 1974 whilst vessels swamped or capsized accounted for 21 accidents.

He added that there were 20 vessels destroyed or damaged by fire.

"So far as fatalities are concerned", Mr. Brotherson said, "Nine were the result of vessels capsizing and five were caused by persons falling overboard from vessels underway".

He said "I feel the education programmes arranged by various organisations has assisted in stabilising the accident rate during a period when the number of boats in use continued to increase".

"The Board's participation in the field of educating boat users by its recent decision to set up a State Boating Service will further assist the cause of boating safety", Mr. Brotherson added.

## Elected IAPH Vice-President

Sydney, 3rd April (The Maritime Services Board of N.S.W.):—Mr. W.H. Brotherson, President, Maritime Services Board of N.S.W., was elected Vice-President of the International Association of Ports and Harbors at the 9th Biennial Conference of the Association held last month in Singapore. Mr. Howe Yoon Chong, Chairman of the Singapore Port Authority, was elected President of the Association and the other Vice-Presidents are Mr. Stanley Johnson, C.B.E., Managing Director, British Transport Docks Board, and Mr. George Altwater, Executive Director, Port of Houston, U.S.A. The term of office in each case is two years.

In commenting on his election, Mr. Brotherson said "the Association divides its administration into three world regions, one covering Asia and the others covering Europe, including Africa, and the Americas".

"My duties will embrace the Asian Region and because of the expanding shipping relationship with member authorities in that area, particularly Japan, I look forward to

(Continued on Next Page Bottom)



# Burma Gets First LASH Ship

## Mr. Aung Saw General Manager Burma Ports Corporation

Rangoon, Burma, 18th April:—What is believed to be the first ever utilisation of the totally integrated ocean and feeder LASH system in an international context took place recently with the visit to Kyaukpyu (pronounced Chowpiu), Burma, of the Central Gulf Line's LASH vessel GREEN ISLAND on 5th April 1975. Kyaukpyu affords the only deep water anchorage in the Bay of Bengal which is completely sheltered throughout the year, even during the monsoon and cyclone seasons.

The GREEN ISLAND, with an overall length of 893 feet and with a draft of 41 feet at the time of arrival, discharged about 15,000 tons of rice loaded in 42 barges destined for Bangladesh in a little over 27 hours working time, giving an average discharge rate of 555 tons per hour. This included the time necessary for moving overstowed barges, a situation which has arisen through the ship having been re-routed since its departure from New Orleans. In all, a total of 106 movements had to be effected by the ship's gantry during the unloading process and these were organised and controlled by the ship's own built-in computer system.

The Burma Ports Corporation provided 2 pusher tugs, which each took 2 barges at a time from the GREEN ISLAND and placed them at their local transit moorings in fleets of 8, ready for embarkation by the feeder unit. A Central Gulf tug and FLASH (Feeder LASH) unit then completed the final leg of the journey by ferrying 8 barges per voyage from Kyaukpyu to the Chittagong area, about 210 miles to the north. Each round trip of the FLASH unit took about 96 hours including the time required for it to load and unload the barges at each end. The FLASH unit employed by Central Gulf can perhaps best be described as resembling a floating dock and it works on the same principle in that it ballasts down for the barges to be floated in and out. It is a towed unit and therefore is less capital intensive to construct and operate than the self-propelled types of FLASH ships.

There are two significant issues of note to this particular operation. First, Kyaukpyu has no facility as yet beyond its completely sheltered deep water anchorage, thus other than the provision of tugs and transit moorings for the barges, the whole operation was carried out with no other Port facilities being needed, and moreover, with no delaying Customs formalities and no possibility of pilferage involved. The second is that the entire movement of this cargo from

the United States to Bangladesh was performed by, and under the complete control of, the same carrier, Central Gulf, with through Bills of Lading. This latter point is of some importance in that it is known that certain countries do not wish to be dependent on a third party carrier feeder service from a foreign port. If Bangladesh had its own LASH feeder capability than no doubt it could have undertaken the final leg of the movement from Kyaukpyu to Chittagong itself. Similarly, internal feeder services for barges within a country could also be undertaken by nationally owned FLASH services, thus ensuring no diminution of traffic available to locally owned shipping enterprises or contravention of any cabotage laws as may exist.

This Kyaukpyu operation truly highlights the potential for an integration of LASH ocean and feeder services into one comprehensive total shipping operation from origin to ultimate destination. Further utilisation of Kyaukpyu is envisaged by the Central Gulf and they have three future calls already scheduled to take place during the next 8 to 10 weeks.

The Burma Ports Corporation is currently studying the potential for developing Kyaukpyu as a major port in the Bay of Bengal. Its expansive sheltered deep water facility and as yet undeveloped surrounding land area lends itself readily for the development of a number of activities other than just the LASH transshipment operations outlined above.

These not only relate to the national development aspirations of Burma, but can conceivably provide considerable potential to international shipping and trading interests, especially those engaged in large bulk shipments to or from the adjacent areas such as the Salween, Irrawaddy complexes of Burma or the Ganges, Hoogly river and waterway complexes to the northwest. Situated as it is within a 500-mile radius of all the major consumer/production areas of the northern Bay of Bengal area, it could provide an unrivalled capacity for the consolidation/distribution of large bulk shipments between the largest ocean carriers and the smaller vessels which the local hydrographic conditions dictate. Additionally it could provide very good "buffer" facilities against any major congestions which often occur in other ports of the surrounding areas, thus assisting in freeing ocean carriers from costly delays. Kyaukpyu's sheltered deep water area is also sufficiently large that it could provide "lay up" facilities for the largest bulk carriers.

Likewise, Kyaukpyu could provide an ideal terminal for VLCC's or ULCC's in the event that the current explorations for off-shore oil in this neighbourhood prove fruitful.

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an interesting term of office" he added.

Mr. Brotherson who completed ten years of service as President of the Board in February last has been the Australian Regional Director of the Association since 1968 and a member of the Executive for the last four years.



**Port of**

**Kobe**



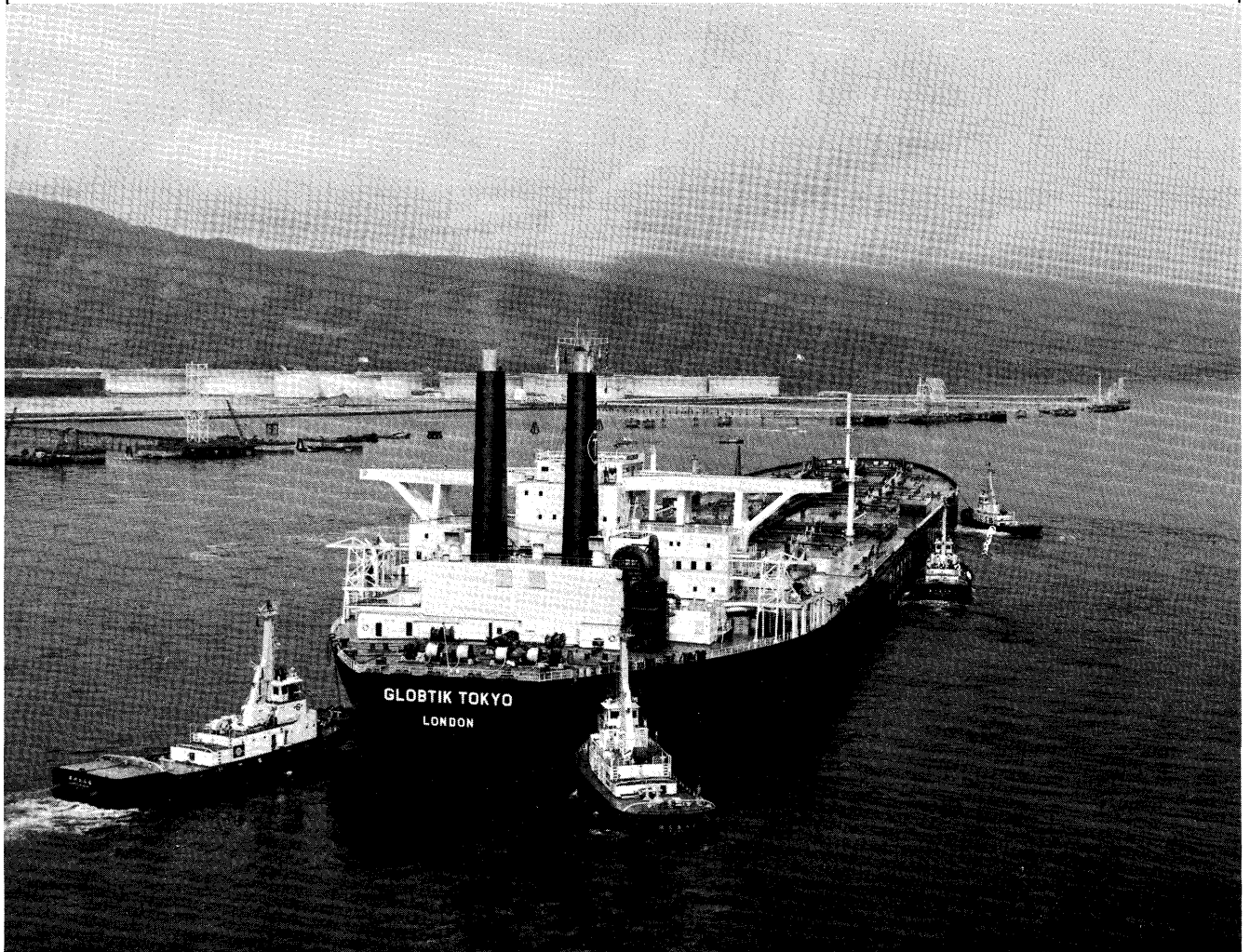
The Container Terminal at Port Island is shown in the center.  
The QE II berthing at Port Terminal is seen in the foreground.

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 **Port and Harbor Bureau, Kobe City Government**



# Port of *Kure*



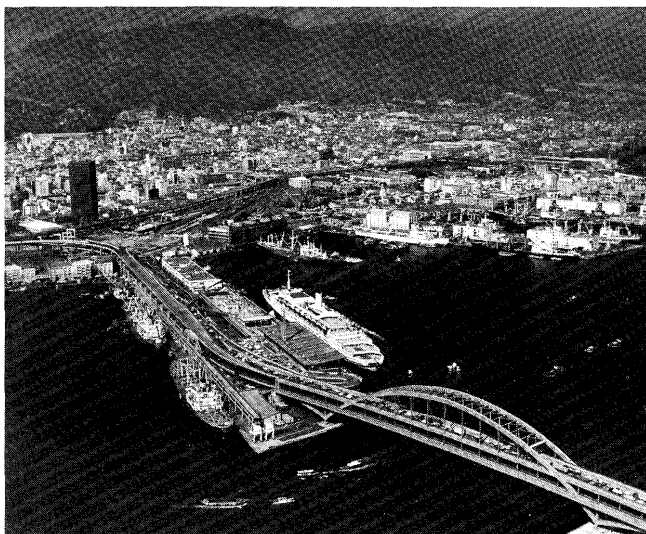
*"GLOBTIK TOKYO" at Nippon Oil Staging Terminal*

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## "Queen Elizabeth II" in Kobe

Kobe, March 31 (News Release from Port and Harbor Bureau, Kobe City Government):—On March 5 Port of Kobe welcomed Cunard's S.S. "Queen Elizabeth II", the most de luxe passenger boat in the present world. This was her first visit to Japan.

Arriving at the roadstead at 6:30 in the morning, and then, being towed by four tugs and guarded by four escorting ships including Port and Harbor Bureau's "Ohwada", she entered the Port slowly and laid her brilliant hull alongside the "Port Terminal", Kobe's giant international passenger ship terminal at Shinko No. 4—Pier at 8:00, in the happy performance by the brassband troop of Firefighting Bureau of Kobe City.

Her visit to Kobe of this time was made on the way of her world cruise starting from Southampton, her mother port, through America, Europe, Cape Town, Indian Ocean, Singapore, Hongkong, Japan, Honolulu, Panama Canal, U.S.A., and returning to the original port, U.K.

As is called a "Floating Town" by nickname, she looked providing every sort of facility inside for urban life, amusement, recreation, etc. The 1,470 luxurious passengers were served by 900 officers and crewmembers.

On her arriving at the "Port Terminal", Directors-General of Port and Harbor Bureau and Commerce, Industry & Trade Promotion Bureau and the Port Master of the City and the Queens-Kobe visited the ship to forward the hearty welcome from Mayor and all the Kobe People. Commemoratives and bouquets were presented to the Captain and other officers.

When the evening came, her full-dressing light made herself stand out and look like the true "Queen" of the Port—breathtakingly beautiful.

S.S. "Queen Elizabeth II" left Kobe for Yokohama at 7:00 in the evening of March 6, the next day.

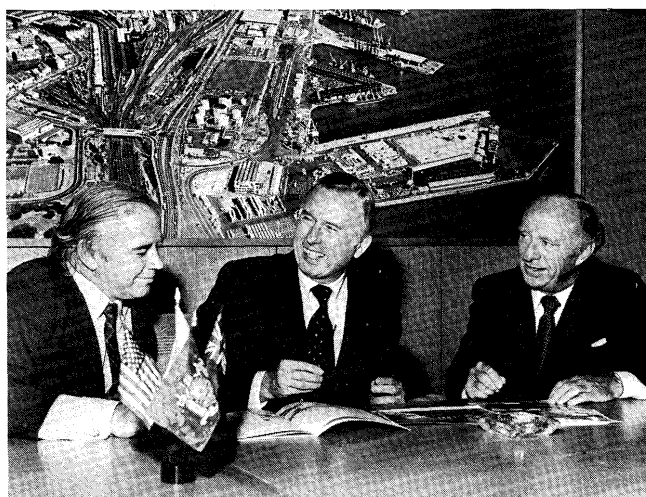
During the two days, it was recorded that about two hundred thousand people rushed to the Port Terminal to observe her.

For your information, the ship is 65,863 tons in tonnage, 294 m in length, 32 m in width, 9.7 m in draught,

etc., and her agent in Kobe was Swire Mackinnon Ltd.

By the way, her sister ship "Queen Elizabeth I" is remembered for her regretful accident in which she was burnt down into the sea offshore at Hongkong, immediately before she was to call at Kobe in 1972.

## Visitor to Auckland sees NZ delegate to Singapore Conference



From left: Messrs Robert W. Carr (Chairman, Auckland Harbour Board), William C. Gibson (Far East Director, Port Authority of New York and New Jersey, based on Tokyo) and Robert T. Lorimer (General Manager, Auckland Harbour Board) in offices of the Auckland Harbour Board with wall picture of part of the Port of Auckland in the background. Mr. Gibson in February 1975 made one of his periodical visits to New Zealand and Australian port authorities and interests using his east coast North American ports.

Auckland, New Zealand, February (Auckland Harbour Board):—Facilities and services new at the Port of Auckland since his last visit were inspected by Mr. William C. Gibson, Far East Director, Port Authority of New York and New Jersey, who visited New Zealand early February from Tokyo where he is based.

Mr. Gibson, seen (centre) in this picture with Messrs Robert W. Carr (left), Chairman, and Robert T. Lorimer (right), General Manager, Auckland Harbour Board, met representatives of shipping and other interests trading through New York and New Jersey to whom he gave latest details of his ports.

Mr. Carr, who will represent New Zealand ports at the IAPH conference in Singapore during March, was elected President of the Harbours Association of New Zealand at a general meeting late January.

He succeeded Mr. Roland O'Regan who lost the chairmanship of the Wellington Harbour Board in the October local body elections and was ineligible to continue as



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President of the national body.

Messrs R. Springgs, Chairman of Napier Harbour Board, and G. Dixon, Chairman of Nelson Harbour Board, were elected vice-president of the Association.

Mr. Carr is New Zealand executive director of IAPH and also represents the Association on the Exports and Shipping Council of New Zealand.

He is the second Auckland to become President of the Harbours Association and, at 46, the youngest to hold office.

Sir Reginald Savory, who in October ended his long association with the Auckland Harbour Board, of which he was Chairman for 10 successive years, was the first Auckland President of the Association.

At the general meeting in January Sir Reginald was made an honorary member, the equivalent to a life member, of the Association. So was Sir Henry Blyde, a former Chairman of the Taranaki Harbours Board.

Mr. Carr will be accompanied to the IAPH conference in Singapore by Mr. D. N. Morgan, Deputy General Manager of the Auckland Harbour Board.



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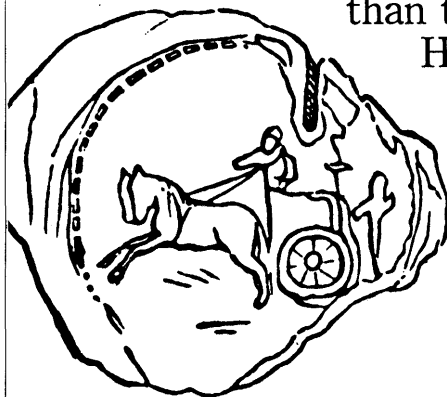
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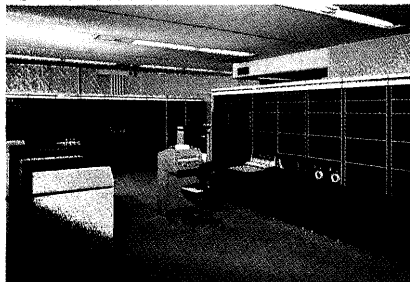
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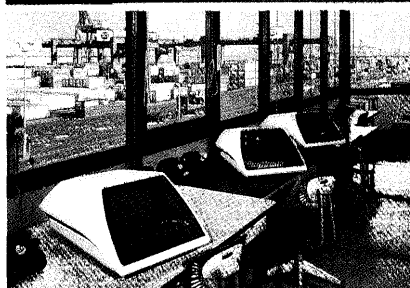
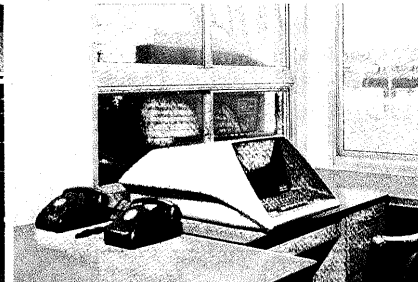
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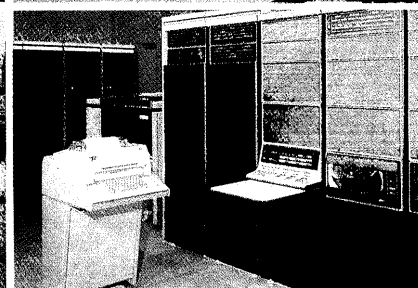
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