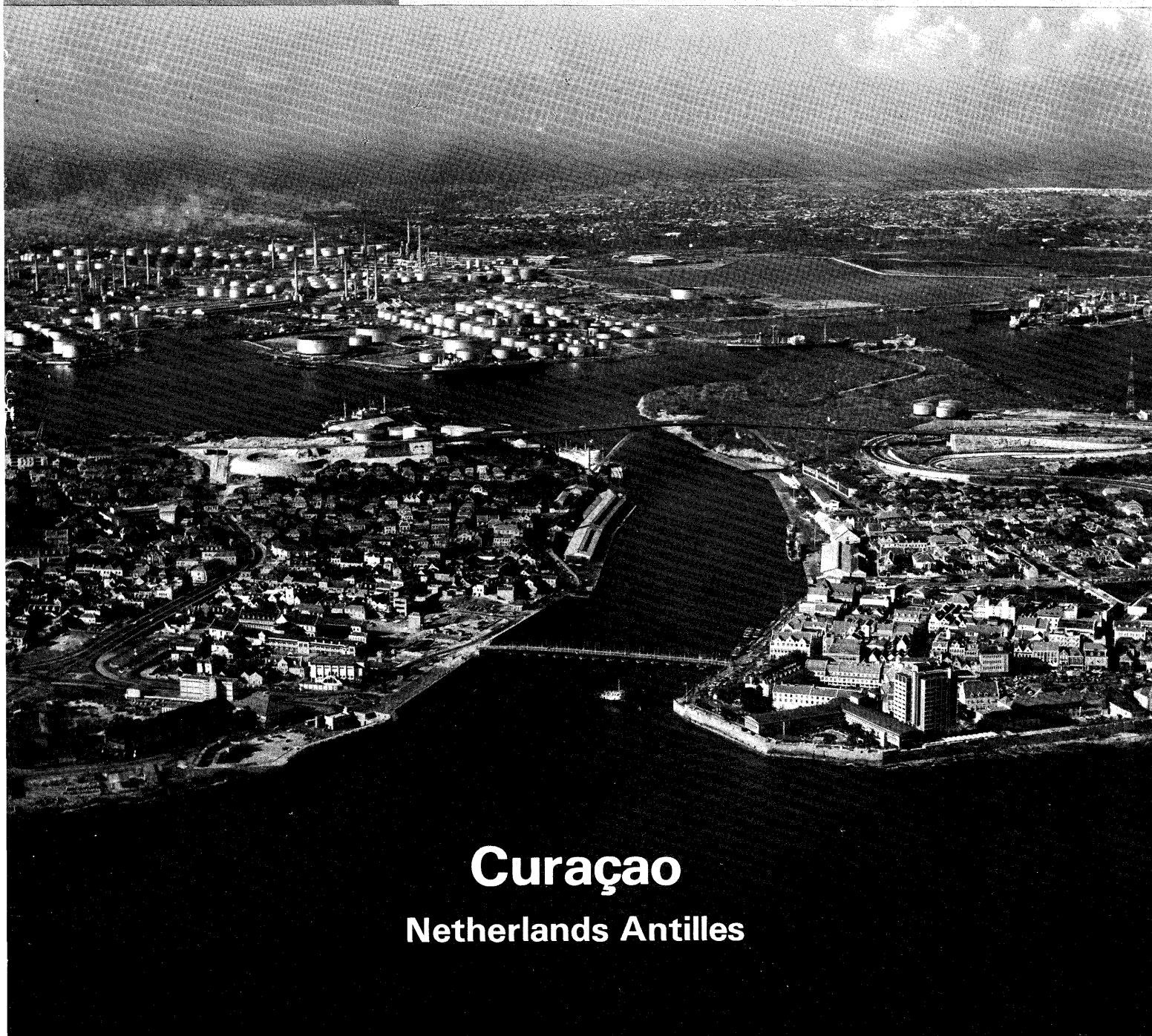


# PORTS *and* HARBORS

March, 1976 Vol. 21, No. 3



**Curaçao**  
**Netherlands Antilles**

## IAPH Conference Houston April 1977

The Publisher: The International Association of Ports and Harbors

Kotohira-Kaikan Bldg. 1, Kotohira-cho, Minato-ku,  
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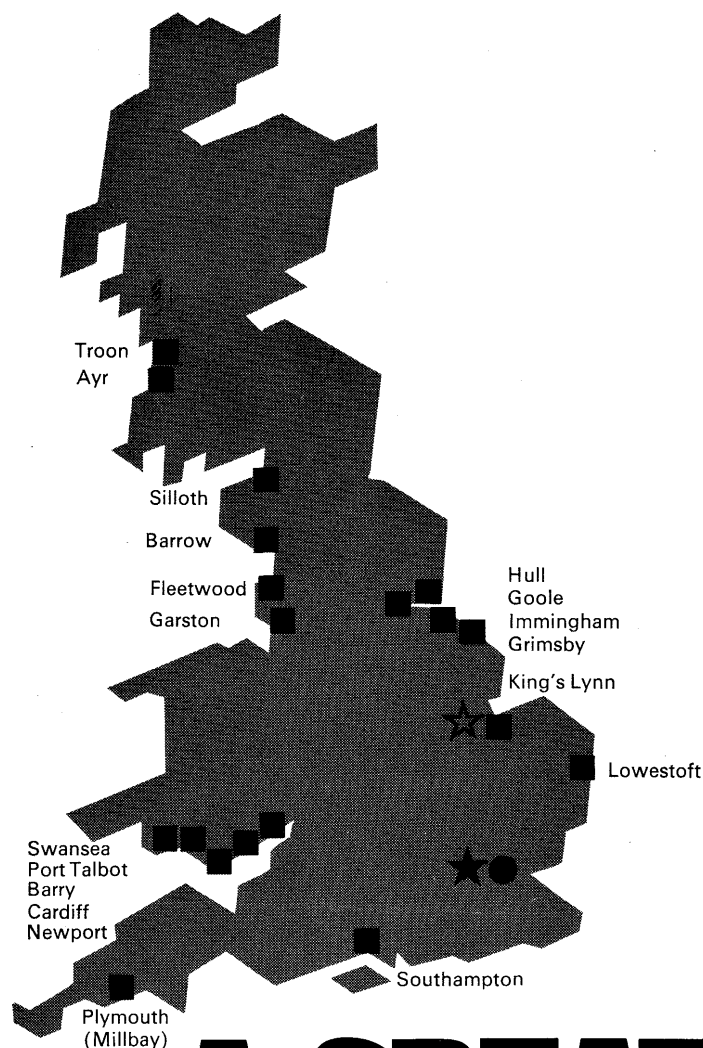
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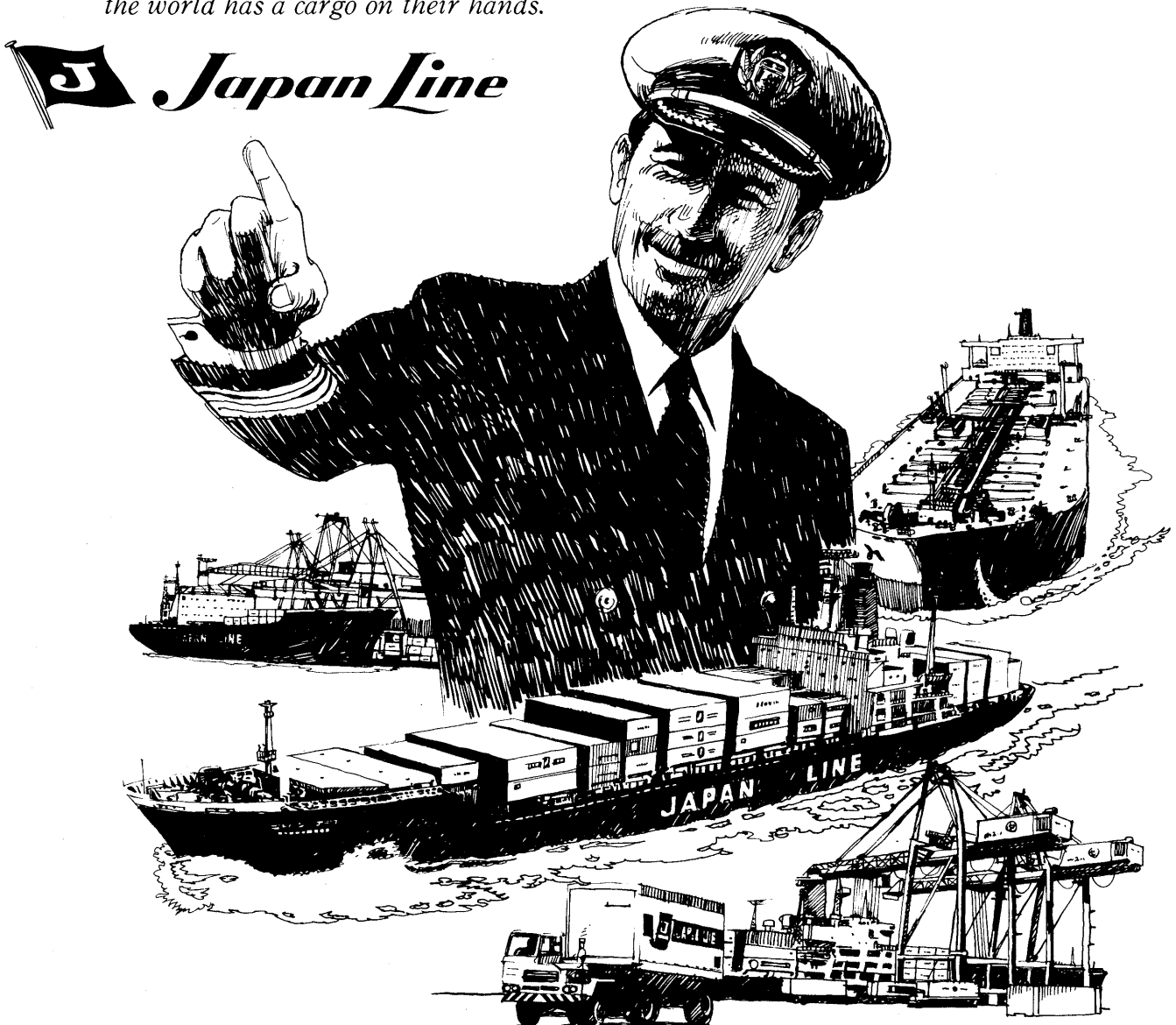
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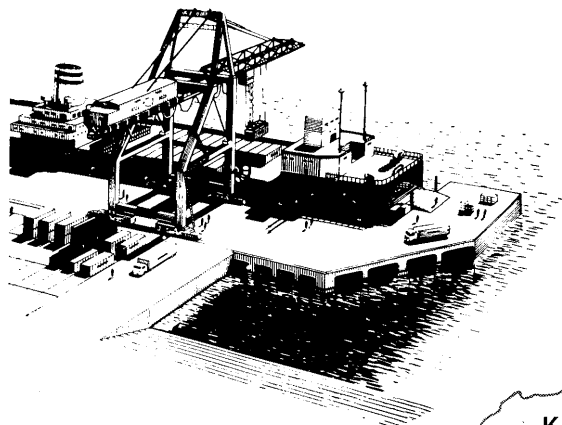
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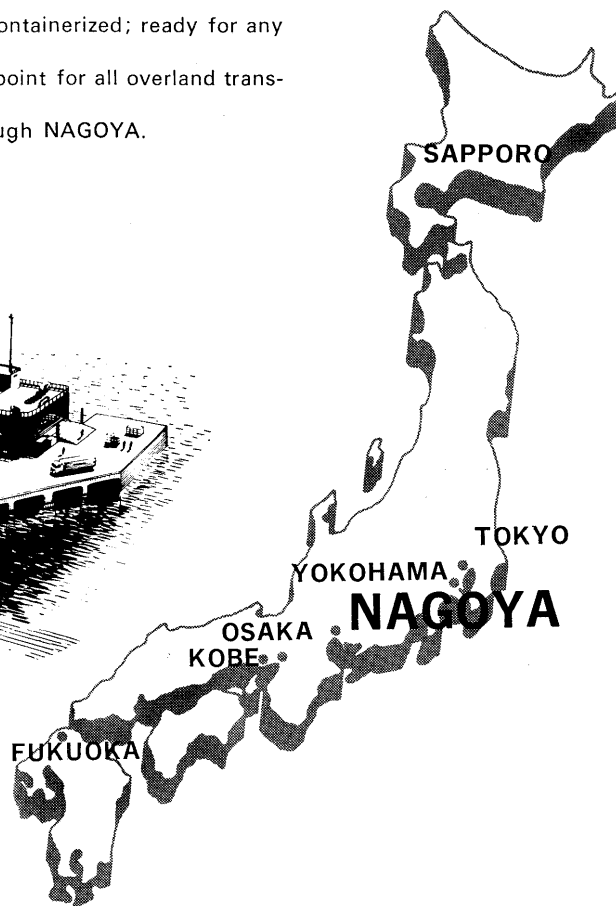
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Editor: Yoshio Hayashi

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**March, 1976 Vol. 21, No. 3**

## CONTENTS

	Page
<b>IAPH Head Office Announcements</b> .....	7~10
Curacao Meeting Schedule Finalized — Do you know? Curacao, the Netherlands Antilles — IAPH Extends Assistance to ICS — Lunch Committee's Report to be Revised for Redistribution — Mr. Paul Bastard Awarded — Oakland WTC Awards Mr. Nutter — IMCO Meetings scheduled for 1976 — UNCTAD Committee on Shipping — Membership Notes — Visitor — Current Marine Research for Ports by N.P.C.	
<b>Forum:</b>	
The Problem of Financial Self-Sufficiency (by Bohdan Nagorski, Port Consultant) .....	11
<b>Ports:</b>	
Director of Marine, Hong Kong 1974-75 Annual Departmental Report .....	15
Panama Canal to get one foot deeper .....	17
Baltimore Registers Steady Cargo Flows Despite a Decline in Total Foreign Commerce .....	18
The Difficult Years (Port of Bristol Authority General Manager Discusses The Future) .....	19
Port of Hamburg Maintained its Competitive Position in 1975....	22
Wellington Harbour Board (Chairman's Annual Address) .....	23
50,000 containers in 1976 at Rouen .....	25
<b>Orbiter Probe (International News) :</b> .....	27~48
<b>The Cover:</b>	
Curacao, the Netherlands Antilles (See articles on page 7.)	

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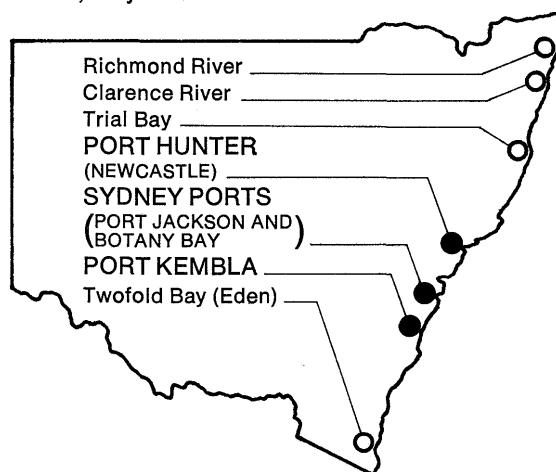
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During the year ended 30th June, 1975, the total tonnage of cargo passing through the ports of N.S.W. soared to an all-time record level. A total of 66 590 989 tonnes was handled, an 11.6% increase on the previous year. The total number of vessels calling at the ports also increased to 5,982.

These record figures are mainly due to a marked increase in the overseas export of coal and bulk grains.

The ports of N.S.W. have always met the needs of the ships of the world. Under the administration of and development by The Maritime Services Board, they'll continue to do so.



# **The Maritime Services Board of N.S.W.**



# PORTS *and* HARBORS

**IAPH Head Office Announcements:** Pages 7~10

## Curaçao Meeting Schedule Finalized

### Executive and Special Comm.

Capt. Jan Oenes, General Manager of Harbour Office Curacao recently informed the Head Office that "Hotel Intercontinental Curacao Netherlands Antilles" was reserved for all April Meetings of IAPH, as follows,

Friday April 23, 1976: Constitution and By-Laws Special Review Committee

Saturday April 24, 1976: Finance Committee

Saturday April 24, 1976: Membership Committee

Monday April 26, 1976: Executive Committee

Tuesday April 27, 1976: Executive Committee

Wednesday April 28, 1976: Executive Committee

Thursday April 29, 1976: Committee on Containerization and Barge Carriers

Friday April 30, 1976: Committee on Containerization and Barge Carriers

"During this week", he further added in his letter "we will have a program including visits to the harbour, the Curacao Oil Terminal, Curacao Drydock company, a ladies program including a tour of the whole island."

The agenda of all Committees are under joint-drafting now between the Head Office and the Committee Chairmen concerned.



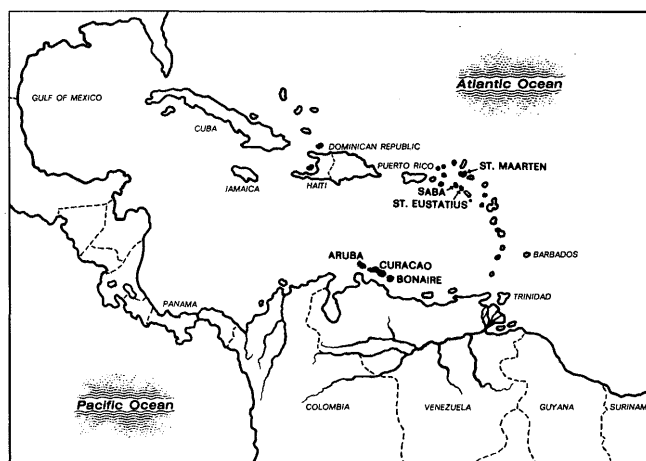
Capt. Jan Oenes

The schedule of the 10th Conference, the Conference Site for the 11th Conference in Europe among others, will be the important items to be discussed at Curacao in coming April.

Comments, opinions and submissions from the Association members are welcome. —Deputy Secretary General

### Do you know ..... ? Curaçao, the Netherlands Antilles

**LOCATION:** The Netherlands Antilles is a collection of six islands, geographically divided into two groups and widely separated by the Caribbean Sea. Aruba, Bonaire, and Curaçao comprise the southern cluster, or Antillean Leeward Islands, which are located near South America about 30 miles north of the Venezuelan coast. A trio of smaller islands, Sint Maarten, Saba, and Sint Eustatius, forms the northern, or Antillean Windward group. Their location is 500 miles northeast of the ABC or Leeward Islands, and about 100 miles east of Puerto Rico. The northern sector of Sint Maarten is called St. Martin and does not belong to the Netherlands Antilles. It is a part of the French Department of Guadeloupe, however relations between the two parts of the island are excellent and the border between them is completely open and unrestricted. The ABC Islands are of greater economic importance,



having natural deepwater harbors as well as a strategic location on the shipping lanes between North and South America and Europe. Aruba and Curaçao have international airports with daily service to North and South America and Europe, and Curaçao's air strip is the longest in the

Caribbean. These combined natural and man-made attributes make the Leeward Islands of particular interest to potential investors.

**CLIMATE:** The ever-present trade winds bring to the Netherlands Antilles a mild tropical climate which varies little throughout the year. Although there is a pronounced rainy season in both island groups, the rainfall is usually produced by showers of short duration. Precipitation is greater on the Windward Islands, making them lush and tropical. In contrast, the landscapes of Aruba, Bonaire, and Curaçao are semi-arid.

The winds in the Leeward group, relatively strong at any time of the year, blow with greater force in the dry season. The islands are outside the hurricane belt, but, on a few occasions, a hurricane passing far to the north influences the weather. Windspeeds, however, rarely exceed 20 m/sec (45 mph). In the Windward Islands, storms occur infrequently in the hurricane season (June through November).

**HISTORY:** The modern history of the Netherlands Antilles begins with their discovery by the Spanish in the 15th century. Curaçao was reputedly first sighted in 1499 by Alonso de Ojeda who was making an exploratory voyage under the auspices of Amerigo Vespucci. The three Leeward Islands were brought under Spanish rule by Juan de Ampués in 1527, and the Spanish colonized the islands for more than 100 years before Dutch intervention. Settling on the shores of Curaçao's natural and protected Schottegat and Spanish Water bays, the Spaniards engaged in agriculture and trade (which began the deforestation of the island), and exported the peaceful Arawak Indians as slave labor to the gold and silver mines in South America. Aruba was largely ignored by the Spaniards, and as a result it has today the only indigenous Indian population still found in the islands.

In 1634 the Netherlands and Spain were at war, and the Dutch supply of salt from southern Europe was curtailed. Seeking a new source in the Antilles, Johannes van Walbeek sailed into Curaçao that year to capture the islands from the Spanish. Later in the year the Dutch began the construction of Fort Amsterdam at the entrance to Willemstad harbor, and in 1635 three Dutch vessels were brought into the Schottegat's sheltered waters for repairs, and the island's first industry was launched.

The Dutch struggle for control of the Windward group was more prolonged. These islands changed hands more than twenty times during the late 17th and 18th centuries as the major European powers vied for their possession. In 1816, the Dutch were granted all six islands by treaty, and at that time they became colonies of The Netherlands. During these tumultuous years the Antillean economy depended chiefly upon trade, principally the export of rum, sugar, and indigo; the import of African slaves and manufactured goods from Europe.

In the 1770's Sint Eustatius was an important center of world trade known as the Golden Rock. On November 16, 1776, the guns of Fort Oranje saluted the brig, Andrew Doria, in the first recognition of the American flag by a foreign country. The island paid dearly for this recognition of the revolutionary government and for its aid to the rebels. In 1781 Great Britain's Admiral Rodney seized and sacked Sint Eustatius, and by flying the Dutch flag over Fort Oranje for a month, captured about 150 ships and cargo worth over US\$11 million.

The economy of the Antilles was revolutionized in 1916

when a company of the Royal Dutch Shell Group established its refinery on Curaçao, and when Standard Oil's Lago refinery was founded on Aruba eight years later. The two industries attracted laborers from many Caribbean islands, and the refineries remain today the largest industrial employers.

**GOVERNMENT:** In 1954 the Antilles were granted autonomy by The Netherlands and at that time they became a member of the Kingdom of The Netherlands. This autonomous status was achieved with the Kingdom Charter which granted the Antilles independent conduct of domestic affairs; the Charter also made provision for common interests, or Kingdom Affairs, on a basis of equality and mutual assistance between the three Kingdom partners, i.e., The Netherlands, the Antilles and Surinam, Defense and foreign affairs, for instance, are considered common interests, and are therefore Kingdom responsibilities; a division of the Royal Netherlands Navy, with its air support, defends the Antilles, and the six islands are represented abroad by the various ambassadors of The Kingdom. The preservation of fundamental human rights, freedoms, and the principles of justice are also Kingdom concerns, and the high ranking judges are appointed by the Crown to insure the independence of the judiciary. The highest authority in Kingdom Affairs, Her Majesty Queen Juliana of The Netherlands, is represented in the Antilles by a Governor appointed by Her. The Netherlands Antilles is represented in the Kingdom Cabinet by a Minister Plenipotentiary who is appointed by the Antillean Central Government.

The internal affairs of the Antilles are the responsibility of the Central Government, which is comprised of a Council of Ministers, and a 22-member Parliament, or Staten, elected every four years. Each of the four island territories (Aruba, Bonaire, Curaçao, and the Windward Islands) has its own administration or Island Government with specific responsibilities.

The Central Government however can delegate authority to the individual Island Governments. In general, the police, communications, taxes, social security, public health, education, economic controls, establishment of enterprises, labor legislation, money and banking, and foreign currency are responsibilities of the Central Government. Matters pertaining to water and electricity supply, land, the school systems, housing projects, infrastructure, harbor, etc., are entrusted to the Island Government. The Central Government has the right to annual an Island decision if it conflicts with the public interest, or if it is not in accord with the law of the Antilles or its constitution.

Central Government has the right to annual an Island decision if it conflicts with the public interest, or if it is not in accord with the law of the Antilles or its constitution.

The present political status does not afford the country sufficient latitude in international relations. Therefore, there is a growing interest in the work of relevant international organizations which are of interest to the Antilles, and negotiations are under way with the two other Kingdom partners to obtain a more flexible position in international representation.

(Information: Courtesy of Mr. H. Dennert, Economic Representative of the Government of the Netherlands Antilles in Japan TKD)

## IAPH Extends Assistance to ICS

As reported in the August 1975 issue of this journal (page 12), the Secretary General has circulated a letter to the members of the Board of Directors requesting them to send the Secretariat the names of ports which serve for international trade of each country. Thanks to the good cooperation of the Board members, the Head Office completed a list of some 700 ports of 32 nations according to the materials given by the members and sent it to Mr. P.W.W. Graham, Secretary General of ICS (International Chamber of Shipping) on January 13th, 1976. ICS is now preparing a draft port code for consideration by ECE (Economic Commission for Europe), a subsidiary body of the United Nations Economic and Social Council.

Dr. Sato extends his appreciation through this official journal to those who supported his request enabling IAPH to cooperate with ICS, one of the international organizations, with whom IAPH has been friendly relationship. Following is a list of those countries who responded to the request.

Aden, Belgium, Burma, Canada, Colombia, Denmark, Ecuador, El Salvador, France, West Germany, Hong Kong, India, Iran, Japan, Kenya, Malaysia, Netherlands, Netherlands Antilles, New Zealand, Pakistan, Panama Canal Zone, Philippines, Poland, Puerto Rico, Singapore, Sweden, China (Taiwan), Tanzania, Thailand, Trinidad and Tobago, Turkey and U.S.A. (RIN)

## Lunch Committee's Report to be Revised for Redistribution

Mr. John Lunch, Chairman of Special Committee on International Port Development, recently sent to the Secretary General a long list of revisions and amendments to the Committee's report on "International Survey of Ports Training, Advisory Facilities and Requirements which was published in November, 1974.

In accordance with the instructions of Mr. Lunch, the Head Office is to revise the Survey Booklet for redistribution among the members towards the beginning of March.

As Mr. Lunch appealed in his circular letter on September 23, 1975, and requested the members for cooperation, it is the intention of the Committee that the report should be regularly revised with new information developed after its first publication in 1974 to ensure to remain a worthwhile and useful working document for all concerned. (TKD)

## Mr. Paul Bastard awarded

French Government in its Official Bulletin dated December 31, 1975 announced that Mr. Paul Bastard, Director of Maritime Port and Waterways, Ministry of Equipment, and Chairman of IAPH Special Committee on Large Ships has been awarded with the Order of Officier de la Légion d'Honneur.

Prior his taking the office of director of Maritime Port and Waterways in the Ministry in March 27, 1975, he served as an engineer for the development and improvement of French ports since 1974. Among others, it is well known that he directed, as the Director-General of the Le Havre Port Authority, the expansion of the port and the development of oil terminal of Antifer.

Mr. Bastard has taken the office of chairman of IAPH Special Committee since 1973 and also been a Member of

the Special Committee on Containerization and Barge Carriers. (rin)

## Oakland WTC Awards Mr. Nutter

Mr. Ben E. Nutter, Executive Director of the Port of Oakland, U.S.A., has been presented the "man of the year" award by the Oakland World Club, according to the Dec. 15, 1975 edition of the Weekly "Pacific Shipper".

Mr. Nutter is currently an Executive Committee member and Chairman of the Special Committee on Containerization and Barge Carriers of IAPH. He also is Past President of the American Association of Port Authorities and Past President of the U.S. National Committee of the International Cargo Handling Coordination Association (TKD)

## IMCO Meetings Scheduled for 1976

IAPH Head Office received from IMCO, as follows, the complete list of its meetings scheduled for 1976 from February through December. (Enclosed with brackets are meeting sites and \*marks denote "tentative"—Deputy Secretary General.

- |                 |  |
|-----------------|--|
| 9-27 February   | International Conference on the Establishment of an International Maritime Satellite System, 1976-2nd Session (Cunard International Hotel) |
| 8-12 March      | Sub-Committee on Safety of Fishing Vessels-20th Session (IMCO)   |
| 15-19 March     | Sub-Committee on Fire Protection-18th Session (IMCO)   |
| 22-26 March     | Sub-Committee on Safety of Navigation-18th Session (IMCO)  |
| 22-31 March     | Symposium on Prevention of Marine Pollution from Ships (Acapulco)  |
| 26-30 April     | Sub-Committee on Ship Design and Equipment-15th Session (IMCO)   |
| 3-7 May         | Maritime Safety Committee-34th Session (IMCO)  |
| 10-14 May       | Facilitation Committee-10th Session (IMCO)   |
| 17-21 May       | Sub-Committee on Bulk Chemical-1st Session (IMCO)  |
| 24-28 May       | Marine Environment Protection Committee-5th Session (IMCO)   |
| 3-4 June        | Committee on Technical Co-operation-12th Session (IMCO)  |
| 7-11 June       | Council-36th Session (IMCO)  |
| 14-18 June      | Sub-Committee on Standards of Training and Watchkeeping-8th Session (IMCO)   |
| 21-25 June      | Sub-Committee on Subdivision, Stability and Load Lines-19th Session (IMCO)   |
| 28 June-2 July  | Legal Committee-29th Session (IMCO)  |
| 5-9 July        | Sub-Committee on the Carriage of Dangerous Goods-26th Session (IMCO)   |
| 12-16 July      | Sub-Committee on Containers and Cargoes-17th Session (IMCO)  |
| 19-23 July      | Sub-Committee on Radiocommunications-16th Session (IMCO)   |
| 6-10 September  | Legal Committee-30th Session (IMCO)  |
| 13-17 September | Legal Committee-31st Session (IMCO)  |
| 20-24 September | First Consultative Meeting of Contracting Parties to the London Dumping Convention (IMCO)  |
| 27 September-   | *Group of Experts on Search and Rescue-  |

- 1 October 4th Session (IMCO)
- 4–8 October \*Maritime Safety Committee—35th Session (IMCO)
- 11–12 October \*Committee on Technical Co-operation—13th Session (IMCO)
- 13–15 October \*Council—37th Session (IMCO)
- 18–22 October \*Sub-Committee on Life-Saving Appliances—10th Session (IMCO)
- 1–19 November International Conference of Limitation of the Liability for Maritime Claims (Cunard International Hotel)
- 23–27 November \*Sub-Committee on Fire Protection—19th Session (IMCO)
- 29 November—\*Marine Environment Protection Committee—6th Session (IMCO)
- 3 December
- 6–10 December \*Sub-Committee on Ship Design and Equipment—16th Session (IMCO)
- 13–17 December \*Sub-Committee on Standards of Training and Watchkeeping—9th Session (IMCO)

## UNCTAD Committee on Shipping

Mr. A.N. Taylor, Assistant to Director-General Mr. John Lunch, IAPH Liaison Officer with UNCTAD, reported that the Committee debated on Port Congestion as the only item relating to ports and harbours at its recent meeting in Geneva.

He further informed that the following papers related to ports presented to the Committee would be of interest to IAPH members and suggested that the copies of such material would be available to IAPH members by writing to him (The Port of London Authority, World Trade Centre, London, E. 1).

- \* Technical Progress in Shipping and Ports  
Technological Change in shipping and its effects on ports: A note on the problems
- \* Economic Co-operation in Merchant Shipping  
Technical and economic assistance in shipping and ports
- \* Port Performance Indicators (2 papers)
- \* Port Congestion Surcharges: Policy Issue  
(Reproduced in the February issue of IAPH journal)
- \* Economic Co-operation in Merchant Shipping  
Treatment of foreign merchant vessels in ports
- \* Freight Rates  
Costs and freight rates in liner trades (rin)

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Phone: (8) 88-49-49

Mr. Nicholas Blenkey (Class E)  
3 Stanton Parade, Whyteleafe, Surrey, England, U.K.

Office Phone: (01) 668 1306

Telex Number: 27950 (Ref. 378)

(Editorial Director of "International Dredging and Port Construction")

Mr. Bill Reid (Class E)

3 Stanton Parade, Whyteleafe, Surrey, England, U.K.

Office Phone: (01) 668 1306

Telex Number: 27950 (Ref. 378)

(Editor of "International Dredging & Port Construction")

(TKD)

## Visitor

Commander E.H.W. Platt, Technical Director of BP Tanker Company Ltd., U.K. visited the Head Office on the afternoon of January 22, 1976 and was met by Dr. Hajime Sato, Secretary General and other staff of the Secretariat.

Commander Platt served on the Association's Special Committee on Large Ships as a member from November, 1968 and then as the Chairman of the Committee since the 6th Melbourne Conference 1969 until the 7th Montreal Conference 1971.

Commander Platt with his wife was on his way from Nagasaki, Japan. (TKD)



Photo taken by R. Kondoh on the occasion of Commander Platt's visiting IAPH Head Office. From left to right, Mr. Kinouchi, Commander Platt and Dr. Sato.

## Current Marine Research for Ports by N.P.C.

*Mr. P.R. Lyon, Principal Marine Officer of the National Ports Council, which is responsible for securing the improvement and greater efficiency of British ports and harbours, under the Harbours Act 1964, informed us of the availability of its research reports on three major areas, namely the evaluation and improvement of navigational systems, the assessment of the behaviour of ships in confined waters in order to determine the operational needs and port access requirement, hydrographic surveying and dredging.*

*Here under are titles of reports with prices now obtainable or available shortly by writing to National Ports Council, Commonwealth House, 1–19 New Oxford Street, London, WC1A 1DZ. (rin)*

1. Port Approach Design—A Survey of Ship Behaviour Studies (In two volumes)

Published: September 1975, Price £10.00 per volume

2. Navigational Aids in Harbours and Port Approaches

Published: January 1972, Price £5.50

(Continued on next page bottom)

# The Problem of Financial Self-Sufficiency

by Bohdan Nagorski  
Port Consultant  
New York, U. S. A.

(The writer is the author of the IAPH publication  
"Port Problems in Developing Countries".)

(This is reprint of report to the 6th International Port Congress, Antwerp in May 1974. In offering this material for reproduction, the author commented, "Although the study is more than one year old, the subject remains as open as it has been for a long time—December 25, 1975".)

## FOREWORD

Opinions are widely divided on the question whether major ports should and can be financially self-supporting. Yet, it is a problem of paramount importance, not only with respect to the best form of administration and management of individual ports but perhaps still more from the point of view of sound competition and regional planning of a co-ordinated system of ports.

There is a great number of big, successful and prosperous ports that are financed entirely by their own means, either out of current operating revenue and renewal funds or with the help of fully repayable loans. There are many others, equally efficient and successful that depend to a lesser or greater extent on financial assistance from public funds, out of municipal or state budgets.

Various arguments are advanced in favor of one or the other system and in justification of subsidies due to insufficient revenue. The purpose of this paper is to analyze this complex and controversial problem, and to emphasize the great advantages of financial independence of major ports.

3. The Use of Large Dredger in United Kingdom Ports  
Published: January 1973, Price £5.00
4. Planning for Increased Ship Traffic Through Port Approach Channels (Channel width Study)  
Published: 1973, Price £15.00
5. Ship Behaviour in Confined Waters—Proceedings of a Conference  
Published: 1974, Price £7.50
6. Vessel Size in Relation to Port Approach Features  
Published: 1974, (Now incorporated in No. 1 above.)
7. Operational Requirements for a Port Navigation Service  
Published: September 1974, Price £10.00
8. Use of Tugs for Manoeuvring Vessels in Port
9. Measurement of Draught Variations of Ships in Port
10. Automation of Hydrographic Survey Operations
11. Analysis of Marine Incident Records
12. An Integrated Dredging Fleet for British Ports  
(8–12 to be published very shortly, price not fixed yet)



Mr. Bohdan Nagorski

## DEGREE OF SELF-SUFFICIENCY

It seems appropriate to start with a nearer definition of what is to be understood under financial self-sufficiency of a port. Various interpretations are possible, and in fact there are several degrees of self-sufficiency.

The most narrow meaning may consist in considering a port self-supporting when the current revenue from port dues, charges for services and rents is sufficient to cover administrative and operating expenses, including maintenance and minor improvements of existing facilities; however, revenue is not high enough to provide for amortization of initial capital investments nor for major port improvement and extension works.

Self-sufficiency of ports in this category is, of course, very limited. The only advantage for the taxpayer is that there is no need for covering current yearly deficits in the ordinary budget of the port. But public funds must be used for the basic infrastructure of the port, breakwaters, quays, piers etc., as well as for main elements of the superstructure, transit sheds, access roads and other facilities on land, without prospects for repayment of the invested capital.

Situations of that kind are likely to arise with respect to entirely new ports, either in developing countries or in underdeveloped regions of more affluent states. At least during the first years of operations, a newly established port can scarcely be expected to earn enough money for gradual amortization of considerable funds that are usually required for building a modern port.

The next stage of relative self-sufficiency is a port that is able to finance out of its own income a part of major port improvement schemes but must rely on subsidies or grants for covering the remaining portion of costs. To take an example, six major French ports receive from their government non repayable financial assistance—as foreseen in a special law—for covering 60 to 80 per cent of costs of certain infrastructure works. In addition, they were receiving preferential loans on favorable terms for covering the remaining 40 or 20 per cent of above costs.



Many ports in Latin America and in other developing countries can be included in this category. The more prosperous among them are using accumulated reserves for financing port extension or modernisation projects within certain limits, and receive grants or preferential loans from various international and bilateral aid agencies or development banks for full implementation of major schemes. These grants and loans are often intended for covering foreign exchange elements of construction costs. The so-called soft loans contain a significant equivalent of grants in the form of liberal grace periods, reduced rates of interest and repayment spread over a long period of years.

The third category consists of fully self-supporting ports that can rely exclusively on their own funds and earning capacity for all financial arrangements needed for implementation of major port extension and improvement projects. The necessary capital is provided from renewal funds accumulated during a certain period of years, and in part by borrowed money which is usually obtained by issuing bonds on local financial markets.

Most British ports appear to belong to this class, as well as Copenhagen and the Port of New York so far as facilities under jurisdiction of the Port of New York Authority are concerned. In the autonomous port of Piraeus all port projects have been for a long time financed entirely by accumulated reserves, without any loans or subsidies, with the exception of the post-war reconstruction of facilities demolished by the retreating German armies, a job performed with American assistance. However, Piraeus is a special case as its main income was derived from the cargo handling monopoly of the Port Authority within the limits of the Central Port.

Even among fully self-supporting ports there are different degrees of prosperity and financial strength. In addition to a renewal fund many ports maintain a pension fund for their employees, a provident fund for recreational activities and health care of workmen and staff, a contingency fund for unforeseen emergencies etc. Yearly allocations to the renewal fund are often high enough to enable rebuilding obsolete facilities at a substantially higher cost than the original investment, due to inflation and continuous increase of prices. Ports in this category must be considered as shining examples of good management and sound financial policy.

### MAIN ARGUMENTS IN FAVOR OF SUBSIDIES

A large and successful port has a very strong and beneficial impact on the economy of the relative region. It provides vast opportunities for employment with a great variety of better paid jobs. It stimulates formation of service enterprises for attendance to cargo and vessels, such as steamship agents, forwarders, insurance brokers, ship chandlers and repair workshops.

Still more important may be the ability of a port to attract a vast range of industries related to import of raw materials and to inexpensive access to overseas markets. Each newly established industry is in turn attracting subsidiary services or small auxiliary industries. There is a powerful escalating effect, and the port city can easily be transformed into a major center for industrial, commercial and banking activities.

With prospects of that kind it may be worthwhile, so it is argued, to invest in the port a substantial amount of taxpayers' money, even without prospects of direct repayment, general economic progress and gainful employment

being the ultimate goals of national and municipal authorities. Increased income from taxes may more than offset the initial capital expenditure, indirectly at least.

This is the only reasonable justification of subsidies, and it may be valid under certain special circumstances. As already mentioned, a newly established port in a underdeveloped region may deserve financial assistance from public funds, not only for the initial construction of port facilities but also during the first two or three years of operations. The situation may be similar in the case of an older port that became stagnant due to lack of efficient modern facilities. In both cases, subsidies should be of a quite temporary nature and should not degenerate into a continuous support by outside funds.

Once a port is sufficiently developed and has attracted a substantial traffic, there is no reason why it should not be able to earn enough money for maintaining its services and facilities on a high and efficient level, without relying on subsidies. Otherwise, the port would be subsidizing, out of public funds, private users of the port, shipping lines and cargo interests.

Another reason for subsidies, much less justified or rather scarcely justified at all, is the competition with neighboring ports. It is a dangerous and highly inadvisable practice. Competition or rivalry of ports should be based on efficiency of services offered to port users, on favorable location of the port and convenient connections with the hinterland. Generous subsidies granted to some ports of a region can easily distort the balance of natural and commercial advantages of each individual port. Conversely, placing all of them on similar conditions of self-sufficiency can significantly contribute to sound competition based on quality of services rather than on artificially lowered costs in a subsidized port.

### ADVANTAGES OF FINANCIAL SELF-SUFFICIENCY

A high degree of financial independence of a large port, under a limited over-all control of responsible governmental departments, is an essential prerequisite for achieving administrative autonomy, and autonomy is generally considered as the best form of port administration. It provides most favorable conditions for efficient management, free from bureaucratic routine and limitations. The more a port is obliged to depend on current subsidies or grants for major works, the more limited is its autonomy and freedom of action.

Every major port, whether autonomous or operated directly by the state or municipality, should have its own separate budget both for revenue and expenses. Revenue should be reserved exclusively for port administration, port operations and improvements. If, however, the budget of the port forms a part of municipal or state budget, every change and each increase of allocations for any particular item require approval by the Municipal Council or by the government, sometimes even by the Parliament, which is, of course, a cumbersome and long lasting procedure.

Conversely, budget of an autonomous and self-supporting port has the great advantage of flexibility. Expense items can easily be adjusted in accordance with the actual trend of current revenue. Many operating expenses increase automatically with higher than expected traffic and they must be met forthwith, irrespective of budget limitations.

Equally important may be the need for a prompt improvement of cargo handling and storing facilities,

improvements that could not have been foreseen in the yearly budget.

In an opposite event of declining traffic and lower than anticipated revenue, the management of a self-supporting port is obliged to take immediately appropriate economy measures as otherwise a serious deficit may occur. If the port budget is included in the state or municipal budget, credits foreseen for various items would normally not be affected by a decline in revenue, and a powerful stimulant for prompt reduction of expenditure would be lacking. Irrespective of unforeseen fluctuations of traffic and revenue, the principle of self-sufficiency provides a strong incentive for keeping current administrative and operating expenses on a reasonably low level, and for exploring all possible sources of revenue compatible with normal activities of a port administration and with legitimate interests of port users. Profit incentive is one of the strongest stimulants for efficient organization, even when the only purpose of profits—as it is the case for ports—consists in achieving full financial self-sufficiency and obtaining means for extension and improvements.

Further, a self-supporting port is not affected by usual fluctuations of budgetary policy of the state or municipality, policy that may be guided by political considerations and by economic factors that do not pertain to the port. There might be a tendency for stringent economy and curtailment of expenses just at a time when the port most urgently needs injection of new capital in order to meet requirements of increasing traffic.

Managers of a self-supporting port can more safely establish long term plans for gradual improvements and follow consistently a reasonable port development policy with a correct timing of port extension works, thanks to the fact that they have a dominant degree of control over the financial situation of the port. Normally, a self-supporting port has a high credit rating and can rely on obtaining in due time enough funds by loans or bonds in order to replenish in case of need its renewal fund and accumulated reserves.

In a port that depends on subsidies, it is much more difficult to determine in advance whether and when major improvement schemes can be implemented. It is also not easy to decide whether more modest and less satisfactory alternatives should meanwhile be carried out.

Advantages of self-sufficiency appear so evident to every general manager of a big port or to boards of directors of an autonomous port that they scarcely need detailed justification. Only then can the management become a real master of the port, responsible for its continuous growth and perfection, without being obliged to beg for outside assistance.

#### **MEANS FOR ACHIEVING SELF-SUFFICIENCY**

Even if there were a common consensus that major ports should be financially self-supporting, the question will unavoidably arise whether this can be achieved without imposing excessive burdens on shipping and trade, or running the risk of a loss of traffic with unfavorable consequences for the region in which the port is located.

However, a proper balance between revenue and all financial requirements of the port should not be sought by introducing exorbitant rates for port dues or charges for services. On the contrary, efforts should be made to reduce over-all costs of a ship's visit in the port through efficiency and speed of operations.

The first and probably the most important step towards obtaining a strong and sound basis for port finances is to organize port administration and port operations in a reasonable and economical way, in accordance with modern management methods. Red tape and unnecessary formalities should be eliminated, duplications avoided and the principle of delegation of responsibility widely applied. Port regulations and customs formalities should be so conceived as not to impede a smooth and rapid flow of cargo and movement of vessels.

And, of course, a correct design of facilities on lands, combined with a proper organization of cargo handling, should allow for a fast turnaround of vessels, resulting in a considerable saving to shipowners and a substantial increase of the degree of utilization of each berth and of the yearly income per berth. An intensive rather than extensive use of the waterfront and related land facilities can considerably reduce the need for building costly new berths and thus relieve pressure on port finances.

Adequate revenue is obviously another vital prerequisite for achieving self-sufficiency. In ports where common use berths are prevailing, dues collected from vessels and cargo for the use of port facilities are the main source of income. If individual berths or land areas on the waterfront are on lease to private operators, steamship companies or industrial enterprises, yearly rents may have a greater bearing on current revenue than port dues, as it appears to be the case for the Port of New York Authority and the port of Rotterdam.

The art of establishing an appropriate system of port dues consists in finding a level of rates sufficient for covering full costs of services and amortization of facilities offered to port users, yet not high enough to endanger competitive position of the port and its ability to attract traffic. A fair repartition of charges on various kinds of traffic is an important element of success.

The most logical approach is to fix the level of rates in accordance with the costs and the value of services rendered or of facilities used by each category of vessels and cargo. In other words, to make each kind of services self-supporting so far as reasonably possible. The nature of certain technical installations, such as for instance a heavy floating crane, makes it difficult to cover the costs of their operation, maintenance and amortization by dues collected for their use. But this is an exception rather than a rule. With respect to most facilities and services, charges established on the basis of actual costs should not prove excessive.

Theoretically, tonnage and wharfage dues on vessels should provide enough revenue for covering the costs of maintenance and amortization of works that have been performed for the benefit of vessels visiting the port, namely breakwaters, navigation channels within the port, turning basins, lights and other aids to navigation, as well as a part of costs of wharves, piers and quaywalls which should be shared with cargo interests. Facilities on land should be financed by port dues on cargo and partly on passengers.

Ship operators should not be afraid of adequate port dues on vessels. They form only a small proportion of expenses connected with a call at a port. With respect to regular cargo lines, the cost of handling cargo on account of the ship is probably the highest expense item. And for every vessel the length of stay in the port necessary for completion of all formalities and loading or unloading

operations is often a decisive factor in making the call profitable and economically justified. Ports with a low level of dues may prove to be the most costly, if shortage of revenue results in neglect or postponement of necessary improvements and modernization. Each day lost may cost more than the amount that would be payable for realistic port dues.

Almost as important as the general level of rates is a correct repartition of charges on various port users. Port dues proper consist of dues on vessels, cargo and passenger, collected for the general use of port facilities and not for specific services, such as towage or cargo handling. As a rough approximation it would appear fair if the level of rates is so conceived as to produce a comparable revenue from dues on vessels and on cargo. They derive equal benefits from the use of the port and can be expected to contribute to its maintenance and improvement in a similar proportion.

Dues on vessels are usually assessed on the basis of net or gross register tonnage, with per ton rates decreasing for large vessels which often carry less valuable bulk cargoes at low freight rates. It appears advisable to adopt a more sophisticated system of dues and to divide vessels into a certain number of categories, such as general cargo liners, tramps, ore carriers, tankers etc. Rates for each category should be determined with due consideration to their average earning power and perhaps also their draft. It is very costly for a port to satisfy depth requirements of big tankers and it is quite justified to collect from them higher port dues than from vessels in the usual range of draft.

Rates of port dues on cargo should be diversified to a still higher extent than in the case of vessels. Inexpensive bulk commodities, such as coal, various ores and oil are handled in large quantities with high speed, and require much less waterfront for a given tonnage and less care on land. It is obvious that they must pay considerably lower port dues than for instance general cargo in break bulk form. Grain, timber, sugar in bags or cement are examples of intermediate categories.

Even within the general cargo class, different rates have to be foreseen for various kinds of cargo, depending on the required space and the care with which they are to be handled, and to a much lesser extent on their value. Ad valorem dues, applied in a very small number of ports, become simply a form of additional taxation, contrary to the very concept of port dues as a reasonable charge for the use of port facilities.

A new problem arose with the wide-spread use of containers, as it would be too cumbersome and time absorbing to apply to their contents the usual, highly diversified tariffs of port dues on cargo. A lumpsum charge per container of a given size is much easier to collect. To avoid inequities, containers could be subdivided into a very small number of categories, not only in accordance with their size but also with the average nature of cargo carried. For example, containers for refrigerated cargoes or for various liquids could pay port dues at special rates.

It is beyond the scope of this paper to discuss in more detail various possible structures of port tariffs. Its purpose is to argue that full proceeds of port dues should be sufficient to cover reasonable financial requirements of an efficiently managed port but no single rate should be excessive and out of proportion with the value of benefits derived by port users in exchange for their payment.

The problem of a proper level of rates is less complicated

with respect to rents for port property on lease to private operators. Yearly rentals should obviously cover full yearly proportion of costs of all works performed by the port administration for the benefit of the rented property, such as dredging, reclamation, paving, access roads and in some instances facilities on land. The revenue from rent should make possible amortization of the full capital expenditure, including planning, overhead and various pre-investment costs. In addition, it should provide a margin for higher costs of replacement in a more distant future. And, obviously, the level of rent should reflect the commercial value of the land and advantages of its location.

A few words must still be said about charges for services of quasi commercial nature that may be performed by the port, such as pilotage, towage, rental of floating cranes or shore cranes and derricks. Whenever possible, each of these services should be self-supporting. Pilotage dues or charges for the use of various equipment should provide enough revenue for covering full costs of personnel, amortization of pilot boats and cranes, with a reasonable surplus for overhead. Dues for temporary storage in transit sheds and open storage yards may become a valuable addition to the revenue from port dues on cargo, although their main purpose is to avoid congestion rather than to provide income.

In a small number of ports where cargo handling is performed by own labor of the port rather than by private contractors, an entirely separate accounting system should be provided for a major activity of that kind. Its profits and losses should not obscure the picture of the financial situation of the port administration proper. The accounting system should permit an accurate cost analysis in order to determine the actual cost of each kind of cargo handling operations. Only then can an adequate and equitable system of rates be established.

It appears to be a general consensus that better results are obtained by leaving cargo handling to private organizations, under certain supervision and guidance by the port management. Profit incentive and a moderate degree of competition can considerably contribute to increasing efficiency and keeping rates at a reasonable level. Taking-over by the port administration of this essentially commercial business activity might be justified only under exceptional circumstances, such as lack of qualified private enterprises or a chaotic situation due to an excessive number of small and inefficient contractors as it had been the case in Piraeus.

## **SPECIAL SITUATION OF DEVELOPING COUNTRIES**

The assumption that major ports should and can be financially self-supporting seems both reasonable and realistic with respect to ports in economically advanced countries. It does not apply, however, with a comparable degree of validity to most ports of less prosperous developing nations.

All main ports in developing countries should be able and in most cases were able to reach the first stage of self-sufficiency, namely to cover all current expenditure out of income from port dues and charges. But it was and still is next to impossible for a great majority of them to finance independently basic port construction works. They do not have significant accumulated reserves, if any, their credit rating is not well established and local financial markets are either weak or non-existent altogether. It was unavoidable,

(Continued on next page bottom)

# Director of Marine, Hong Kong 1974-75 Annual Departmental Report

by the Director of Marine  
**Mr. A. Fletcher,**  
**B.Sc., C.Eng., M.R.I.N.A., J.P.**  
for the Financial Year 1974-75  
(1st April 1974—31st March 1975)

Extracted here are only the Chapters I  
and II (Paragraphs 1-26).

## CHAPTER I GENERAL REVIEW

During the year ended 31st March, 1975, 82,577 vessels, comprising ocean-going ships, river steamers, hydrofoils and local craft, of 75,136,927 net registered tons entered and cleared the port. A total of 16,145,875 deadweight tons of cargo was handled by ocean-going vessels. The berthing pattern of ships arriving at the port from overseas showed a slight change, 43.7% of these being accommodated at Government mooring buoys, 27.1% in anchorage positions, 3.8% at dockyards, 4.4% at tanker berths, whilst 21.0%

therefore, that funds for building new ports or extending and modernizing the existing ones had to be supplied by grants or loans at highly preferential terms. In most cases this was beyond the capacity of local governments that had to struggle against an acute shortage of funds and a multitude of urgent requirements. Necessary credits had to be obtained from international and bilateral aid agencies or from regional development banks.

Outright grants or so-called non repayable loans have been extended to many developing countries for improvement of ports by the European Development Fund, the International Development Association, a subsidiary of the World Bank, and by many advanced nations under bilateral aid agreements. Regional development banks usually extend loans under favorable terms, with interest rates below the prevailing commercial level. But the World Bank, the main source of development credits, must charge the current market rates as it is obliged to obtain a major part of funds by issuing bonds on international financial markets.

Alone some oil rich countries were able to make large investments on ports out of their oil revenue. But it is doubtful whether ports with over-sized facilities of the Port Rashid type will ever be able to achieve an acceptable level of self-sufficiency and to amortize the high initial capital expenditure out of their own earnings.

## CONCLUSIONS AND RECAPITULATION

A full financial self-sufficiency is a highly desirable goal for every major port, although it may not always be easy to achieve. It strengthens the autonomy and freedom of action of the port administration and provides a strong incentive for efficient and economical organization. It enables the port management to plan with a higher degree of security

berthed at wharves owned by public or private companies. The number of ocean-going vessels which entered the port remained exactly the same as in the previous year, i.e. 7,290.

2. The tanker 'Korea Hope' grounded on Round Island on 22nd April, 1974, rupturing one of her tanks. However, due to the excellent co-operation of all concerned, pollution was kept to a minimum and presented no threat to beaches in the area. After discharge the vessel was docked at Hong Kong United Dockyard for repairs and sailed from the port within two weeks.

3. Completion of the Kai Tak runway extension in April, 1974, necessitated the re-alignment of fairways and anchorages in the Eastern Harbour, also the delineation of prohibited areas and anchorages and the provision of a new fairway known as the Eastern Fairway. These changes, designed to eliminate the possibility of vessels causing interference with the instrument landing system, came into effect on 3rd May, 1974.

4. On the 26th July, 1974, the Wan Chai Cargo Handling basin was officially opened. This enclave is the first of five such projected schemes which are a new concept in Hong Kong. The area is under the direct control of the Department, the berthing of craft and the parking of lorries

long range port improvement and extension. On the contrary, the system of subsidies encourages complacency in port management, introduces unpredictable factors into plans for financing major works and tends to distort natural competition among neighboring ports; it may also impose unreasonable burdens on average tax payers in favor of port users. It can be justified only under exceptional circumstances, such as for a newly built port in a underdeveloped region of an advanced nation or for ports in developing countries.

Major ports in advanced countries should be perfectly able to achieve self-sufficiency, both with respect to current needs and to major port extension works, provided strict economy is exercised in port administration, modern management methods are applied, formalities simplified and all port services kept on a high level of efficiency. On the revenue side, port tariffs should be realistic, with rates in a correct proportion to the costs and the value of services and a proper repartition of charges on various port users.

Most ports in developing countries are in a different situation. They have no accumulated reserves, no established credit rating and no local financial markets strong enough to cover an issue of bonds. They should be able to achieve a limited degree of self-sufficiency, namely a balanced budget for current revenue and expenditure. But with respect to major works they must rely on financial assistance provided by international and bilateral aid agencies and regional development banks. Only in more affluent among developing countries and in a few exceptional cases was it possible to finance major port projects with local funds or loans on commercial terms.

On the long run, full financial self-sufficiency should be the goal of larger ports in all countries.

being regulated, thus allowing cargo operators to work quickly and efficiently without experiencing the various problems found at existing public waterfronts.

5. Development of additional berths at Kwai Chung commenced during the year. Work at Hong Kong International Terminal's site known as Berth No. 4 commenced in September, 1974, the company having been formed by an amalgamation of China Provident Ltd. and Hong Kong & Whampoa Dock Ltd. There will be two berths of 1,000 feet and 1,800 feet in length respectively, the former being scheduled to become operational by the end of 1975 and the latter by the end of 1976. Berth No. 5, a joint venture between Modern Terminals Ltd. and Hong Kong and Kowloon Wharf & Godown Co. Ltd., which will consist of a berth 1,550 feet in length plus lighter berthing facilities, commenced in November, 1974, and is scheduled for completion by the end of 1975. These developments will bring the total of third generation container ship berths at Kwai Chung to six, plus one additional berth for vessels up to 800 feet in length.

6. The Hong Kong ferry companies continued to maintain their reputation for keeping abreast of the latest technological advances in short-haul passenger-carrying craft. On the 18th December, 1974, the Hong Kong Yaumati Ferry Company introduced rigid sidewall hovermarine craft on its harbour ferry routes. Additionally, the Far East Hydrofoil Company took delivery in March, 1975, of its first jet foil for service on the Macau route. Officers of the Department were closely involved in the necessary survey, trials and familiarisation programmes, prior to the introduction of these craft to operational service.

7. On 27th February, 1975, the liner "Queen Elizabeth II" berthed in Hong Kong on her first visit to the port. It was significant that this was exactly twelve months to the day after the liner "France" docked in the same berth at the Ocean Terminal, on what transpired to be her final voyage to the Far East.

8. During the year the Department, in conjunction with the Port Works Division of the Public Works Department, undertook a complete review of typhoon shelter facilities in Hong Kong. Due to reclamation work, an increasing number of vessels requiring shelter, and the tendency for lighters to increase in size, it was found that there was a shortfall in space available in certain areas. Investigatory work was commenced with a view to siting a new shelter in the Western Approaches at Cheung Chau.

9. In view of the development of new reclamations, the need for buoy berths to be provided for large vessels undergoing repairs, and the requirement for fairways to be widened, plans were drawn up during the year for a reorganisation of the harbour moorings. It is expected that this re-organisation, which commenced in March, 1975, will take three years to complete. By combining the work with the normal maintenance, survey and testing programme only minimal expenditure will be incurred.

10. As indicated in my last report, the recommendation of the Marine Court, which sat in 1973 on the matter of the collision between "Eastgate" and "Circea", that traffic separation schemes be established in Hong Kong waters was actively pursued. As a result, schemes were drawn up for both the Eastern entrance to the Harbour via Lei Yu Mun and for the Western approach via the East Lamma Channel. It is intended to implement these in 1976, the interim period being necessary to ensure adequate promulgation of the schemes to mariners and other interested parties.

11. Steady progress was made during the year in removing the wreck of the "Seawise University." Work on the cutting away of the bow and stern sections proceeded satisfactorily and at the end of the year approximately 15,000 tons of steelwork had been removed.

12. A more stringent traffic control system which has now been in operation in the harbour and its approaches for more than a year, continued to prove extremely successful. The system, which has required a greater degree of co-operation by ship-masters, pilots and agents with the Port Communications Centre, was introduced to ensure that the port's reputation for safe and efficient operation was maintained in the face of changing patterns of traffic and the tendency for the size of vessels to increase. The Port Communications Centre, which operates on a 24 hour basis, is now manned by certificated master mariners from 0700 hours to 2300 hours each day, during which period 85% of all ship movements occur.

13. The ever increasing interest shown in all types of waterborne recreational pursuits has inevitably led to some instances of conflict between various interests. Therefore a Committee on Boating and Yachting (known as COMBAY) under the chairmanship of the Assistant Director of Marine was set up during the year. Members, representing various aquatic activities and clubs, also the Government Departments concerned, are working towards the better use of the available water area and the avoidance of conflict between activities that are incompatible.

14. Despite the hoisting of Tropical Storm Warning signals on no less than eleven occasions during the year, the highest signal being number 9 during typhoon Carmen, I am pleased to record that no damage occurred to shipping in the port.

15. In my last report the establishment of a separate Hong Kong Registry of Shipping was raised. Discussions with the United Kingdom Government on the matter continued but no final decision was reached.

16. During the period under review the members of the Special Sub-Committee on Oil Pollution of the Port Executive Committee (acronym SCOOP) submitted their third report, 'Oil Pollution on Beaches and Foreshores', and interim fourth report, 'Oily Waste Reception and Disposal Facilities'. The recommendations contained in these reports were accepted by Government. A fifth report concerning 'Legislation' was in the course of preparation at the end of the year.

17. Container throughput at the six major terminals continued to increase during the year, a total of 721,400 twenty-foot equivalent units being handled. This establishes the port as one of the world leaders in this field of cargo handling.

18. An important item in the year's Departmental legislative programme was a thorough review of the penalty levels for offences under the Merchant Shipping Ordinance, Chapter 281. Many of the penalties had not been revised for some considerable time and consequently were unrealistic in terms of present day monetary values.

19. In common with other users of fuel the Department faced difficulties due to escalating costs. The operations of the Government fleet had to be curtailed in some areas, although every endeavour was made to minimise the effect on overall operational effectiveness.

20. Discussions were held during the year between Government and commercial interests concerning the redevelopment

(Continued on next page bottom)



# Panama Canal to get one foot deeper

Balboa, October 31 (The Panama Canal Spillway):—A program of "selective dredging" now underway in Gaillard Cut and Gatun Lake will result in the deepening of the Canal 1 foot by next March.

This will be the first part of a three-phase project to lower the navigable bottom of the Canal by a total of 3 feet by 1979, from the current PLD (Precise Level Datum) 40 to PLD 37. The deepening work, being carried out by the Dredging Division, will achieve both immediate and long-range benefits.

Beginning with the next dry season, the lower Canal bottom will allow the Canal organization to use the extra foot of water to generate relatively cheap hydroelectric power instead of the expensive gas-turbine electricity normally generated to meet dry season power needs.

Predictions of ever-increasing fuel prices make the sizeable economic benefits of particular importance in view of austerity measures which the Canal organization must implement. It is estimated that generation of this additional hydroelectric power will save the Panama Canal Company \$319,000 in fuel bills next year.

The level of Canal ship traffic has slumped in recent months due to various changed conditions including the worldwide recession and the opening of the Suez Canal. But in future years, traffic is expected to climb again to new heights that will press the Canal capacity to its limits. Deepening will provide more water for lockages to increase the waterway's capacity. Moreover, the slackening in traffic provides an ideal time to carry out dredging operations, lessening delays and navigational problems to transiting ships.

Approximately 2 million cubic yards of material must be removed to lower the navigable bottom from PLD 40 to

PLD 37, and an additional 2 million cubic yards of spoil are removed per year just to maintain the current bottom elevation where ships pass. These maintenance quantities will increase as time passes because of erosion caused by the trend to larger vessels and the increased siltation resulting from the growth of agricultural and urban development on the lake watershed.

The additional foot will also aid the Meteorological and Hydrographic Branch by providing a measure of flexibility in the complex job of effectively managing the Canal Zone water resources with one eye on flood control and the other on assuring sufficient water for ship transits.

The dredging will be handled by the U.S. *Mindi*, a 28-inch diameter pipeline suction dredge capable of moving 1,200 cubic yards of earth per hour, and the U.S. *Cascadas*, which has a 13-cubic yard power shovel-type bucket which can move 500 cubic yards per hour. The clamshell dredge *Goliath* will also help as will the drillboat *Thor* the latter for blasting rocky bottoms so they can be dug by the dipper or clamshell dredges. Areas to be dredged include Paraiso, Cucaracha, Culebra, Las Cascadas, and Bas Obispo Reaches; Chagres River crossing; Gamboa Reach; Marnei Curve; San Pablo Reach; Tavernilla and Bohio Reaches. The material taken from the waterway will be dumped in designated spoil areas in Gatun Lake.

All dredging schedules are being closely coordinated with Marine Traffic Control to minimize interference with transiting vessels.

To take full advantage of the economic benefits of using hydroelectric power generation, the lake level will go down during the dry season, lower than was common in previous years.

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ment of the Macau Ferry Terminal, although no final decisions were reached.

21. Shipbreaking activities continued to decline, with only seven vessels having been broken up during the year.

22. A noticeable feature in the latter half of the year was the increase in both the number of vessels laid up in the port and enquiries from shipowners regarding laying-up berths. At the end of the year a total of ten vessels, none of Hong Kong registry, were laid up, reflecting the general recession in world trade.

## CHAPTER II

### ADMINISTRATION OF THE PORT

#### Functions of the Marine Department

23. The Marine Department is organised into four divisions, each of which deals with certain facets of shipping either under British or other national flags, but all of whose functions are inter-related so as to achieve the primary aim of maintaining Hong Kong as an efficient port.

24. In addition, the Department is responsible, either directly or under control measures internationally adopted, for the well-being of those who travel by sea, whether as passengers in liners, as crew members of the ships of the many different countries which visit Hong Kong, or, within the Colony, as launch and ferry passengers. These responsibilities are imposed, for ocean shipping, by international maritime conventions to which the United Kingdom has

acceded. They are brought into force by the Merchant Shipping Acts and subsequently applied to Hong Kong by Orders-in-Council. Control of vessels plying within Colony waters is vested in the Merchant Shipping Ordinance, Chapter 281.

#### Director of Marine

25. The Director of Marine is responsible for the efficient operation and administration of the Department and, through the Department, for the efficiency of the Port of Hong Kong. As a professional officer with wide experience of maritime affairs, he is the principal adviser to the Hong Kong Government on all marine matters affecting merchant shipping and the waters of Hong Kong generally. He is also Government's official co-ordinator of search and rescue operations involving ships in distress in the South China Sea. The Director of Marine is, ex officio, Chairman of the Port Committee, the Seamen's Recruiting Advisory Board and the Mercantile Marine Assistance Fund Committee.

#### Advisory Committees

26. In order to ensure that the Hong Kong Government is kept advised of the commercial needs of the port, the two advisory committees, namely the Port Committee and the Port Executive Committee, continued to meet at regular intervals throughout the year. A list of members of the two Committees during the year is given in Chapter VII of this report.

# Baltimore Registers Steady Cargo Flows Despite a Decline in Total Foreign Commerce

## Year-End Report for 1975

### Maryland Port Administration

Baltimore, Maryland, December 29, 1975:—Despite an overall drop in total foreign trade from the previous year, the port of Baltimore registered encouraging cargo flows in the wake of worldwide recession and a one-month tugboat strike during 1975.

Maryland Port Administrator Joseph L. Stanton, in a year-end report, said that import-export trade moving through Baltimore during 1975 totaled a significant 36.7 million tons, a decrease of almost 15 per cent from the figure registered for 1974.

The MPA figures for the year are based on firm statistics for the first 11 months of 1975 and the best tonnage projections available for the closing month of the year.

Mr. Stanton noted that "the vast majority of Baltimore's overall decrease in foreign commerce can be attributed directly to drops in bulk cargo shipments, particularly import petroleum and ore."

These two commodities accounted for nearly 5.4 million of the port's overall decline of 6.4 million tons in total foreign commerce from 1974, according to MPA figures.

"These decreases reflect worldwide drops in demand for petroleum and iron ore, a result of prevailing economic conditions," said Mr. Stanton. He also pointed out that the larger bulk-carrying ships were particularly affected by the four-week-long tugboat strike in Baltimore during October and November this year. "Unlike conventional general cargo and some container vessels," the Port Administrator said, "the bulk carriers find it virtually impossible to maneuver in port safely without tugboat assistance."

Despite the general decline in overall foreign waterborne commerce moving through Baltimore in 1975, the port actually recorded a 10.3 per cent increase in exports over 1974, registering 14.2 million tons. Imports accounted for 22.5 million tons, a drop of 25.6 per cent from last year.

Total bulk cargo shipments for the year registered nearly 32.3 million tons, a decline of some 4.5 million tons from 1974's total. Total general cargo was approximately 4.4 million tons, a drop of 1.9 million tons from last year.

The estimated economic impact of the port's total foreign commerce for the year on the state of Maryland was slightly more than \$2.1 billion.

Aside from the increase in exports moving through Baltimore in 1975, a continuation of a trend present in the

port's commerce totals over the past several years, Mr. Stanton noted that Baltimore again had a record year in handling the extremely valuable container and trailer freight.

"In the face of these declining statistics, an all-time high of about 3.43 million tons of container and trailer traffic moved through Baltimore this year," he said. Of this volume, a record 2.29 million tons was carried in 196,000 boxes through Dundalk Marine Terminal, Baltimore's center for container activity. These container figures surpass all U.S. East and Southern coast ports except New York.

"Containers are among the most desirable of all types of maritime cargoes," explained Mr. Stanton. A study released by the University of Maryland earlier this year indicated that containers handled in Baltimore are worth \$21.65 per ton in primary economic impact on the state of Maryland.

"Translating this into dollar figures for 1975," Mr. Stanton continued, "Baltimore's container totals alone resulted in an economic impact on the state of nearly \$74.3 million for the year."

Among individual cargoes, the port also recorded increases for the year in export coal, which jumped 755,032 tons to a record 6.7 million tons, and export grain, which rose 287,716 tons to almost 4.6 million tons. More than half of the grain total was corn, which increased more than 22 per cent to almost 2.6 million tons.

Mr. Stanton reported that in 1975, for the third consecutive year, the largest single item in terms of tonnage handled in the port of Baltimore was iron ore imports. While this commodity hit a mark of nearly 11.4 million tons this year, it showed a decrease of almost 15 per cent from 1974 totals. "Again," said Mr. Stanton, "this decline is indicative of a much larger problem—the significant drop in U.S. steel production during the year—which affected many American ports."

Another large imported commodity for Baltimore this year was petroleum and petroleum products, which at almost 6.3 million tons decreased some 35 per cent from 1974 figures. "For the past two years," Mr. Stanton explained, "U.S. ports which previously handled record volume of petroleum have been experiencing massive declines in this commodity, reflecting both the success of conservation efforts and the desires of the American consumer."

According to Mr. Stanton, the port's ocean ship traffic during the past year totaled 4,005, a drop of 4.5 per cent from 1974. Factors of importance here, he emphasized, were the tugboat strike, which caused diversions of some vessels from Baltimore, as well as the worldwide trend towards fewer but larger ships in oceanborne trade.

Statistics of the Steamship Trade Association of Baltimore show that the port's 4,800 longshoremen worked a total of 5,921,393 hours at the docks during the period covered by the 1975 contract. Over the past 25 years, Baltimore longshoremen have averaged nearly 5 million

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License holders of Gatun Lake recreational sites may notice more exposed stumps and weeds during the lowest drawdown periods, but sportsmen will be happy to know that the fishing will not be adversely affected. Collectors of antiquity will enjoy the fringe benefit of the lower lake level during the dry season since more shore will be exposed.

# THE DIFFICULT YEARS

## Port of Bristol Authority General Manager Discusses The Future

Reprinted from "Portfolio" (a newspaper for the Port of Bristol), November 5, 1975:—Mr. Gordon Lowery has now been General Manager of the Port Authority for three years. In this frank 'Portfolio' interview he reflects on the problems he has faced, what the Authority has done, and is doing, to solve these problems, and what the future holds for this port and the people employed here.

*Portfolio:* You have now been General Manager of the PBA for three years. Looking back over that period could you briefly say what you think have been your main problems?

*Mr. Lowery:* I think one of the biggest problems we always face is trying to gauge the number of RDWs. we need in the port to handle our trade. Too many quickly creates a serious drain on resources in the absence of work; too few and trade can be taken away to a competitor or incur penalties in the way of surcharges on freight rates.

### Severance

Although I took over at the end of a national dock strike in 1972 at the time we had a balanced labour force. This was to be short lived, however, as the Aldington/Jones severance scheme was soon to see about 150 experienced men leave the Industry and the Port left with the ridiculous and tedious process of recruiting men to meet our level of

hours of work per year at the port's waterfront facilities.

Baltimore continued to move forward in its port construction programs in 1975, despite delays caused by economic conditions and other restraints, according to the MPA chief executive. "Several major projects at MPA facilities were completed during the year," he said, "including the new Gateway Plaza truck entrance and a 17-acre trailer-on-flatcar/container-on-flatcar rail yard at Dundalk Marine Terminal, and the upgrading and expansion of facilities at the Clinton Street Marine Terminal."

In addition, the Port Administrator noted progress on several other major building projects, including a new 40-acre marine terminal, under construction at the south side of Locust Point and planned for completion in 1978, and the long-awaited Baltimore World Trade Center, expected to open for occupancy in January 1977.

"We believe the 30-story Trade Center will be one of the most handsome and practical office buildings of its type in the world," Mr. Stanton said.

The MPA continued its trade development and promotion efforts on behalf of the port of Baltimore during 1975, including the undertaking of major trade solicitation missions to Europe and South America, according to Mr. Stanton.

He also noted the large strides made by Baltimore's passenger cruise program during the past 12 months, including the beginning in December of a schedule of 15 consecutive cruises for the first time in the history of the

trade. The resulting labour shortages and surcharges this scheme brought on our port had an extremely detrimental effect, not only to our reputation but also our financial results.

We worked very hard over the following months to convince the shipping companies we had solved our labour shortage problem by recruitment but they appear to be very slow to remove a surcharge once applied. All surcharges have now been removed with the exception of the Indian, Bangladesh and Pakistan and Ceylon Conferences who unfortunately still apply a 15% surcharge against Avonmouth together with other U.K. ports.

### Queen Square

Any problems we expected when we had to move the Authority's staff from Queen Square and The Grove did not materialise thanks to the hard work and good planning of all concerned. The move to the new offices in St. Andrew's Road went very smoothly in February 1973, a difficult time for us, and everyone soon adjusted to the new surroundings. I find there are many advantages in having all our Staff at Avonmouth.

The problems of building West Dock at a time when the costs of labour and materials are rapidly escalating and the nation's port trade is declining because of the international recession are very easily recognised and we unfortunately have seen the cost because of inflation and these other factors, increase alarmingly between the initial estimates

port.

In addition, Mr. Stanton reported that Baltimore's new Passenger Services Building at Dundalk Marine Terminal more than lived up to expectations during its first full year of operation. "We have the most attractive and comfortable facility for cruise passengers on the U.S. East Coast," he said.

"The coming Bicentennial year will be a very important one for the port," said Mr. Stanton, in discussing the future. "Naturally, we hope the port resumes the trend it has established in recent years and returns to setting records in foreign commerce during 1976. However, this possibility is heavily dependent upon worldwide recovery from recession."

The Port Administrator said that among major cargoes, he anticipates continued heavy flows of container traffic, project shipments and grain for the next 12 months.

Mr. Stanton indicated that he hoped to see the port continue to provide facilities necessary for Baltimore to meet current and future cargo flows in coming months. In concluding he said:

"The port of Baltimore had been operating some 70 years at the time of the Declaration of Independence. The port has played a continuous role in the history of our nation and in its growth into the world's major commercial power. Only by continuing to prudently develop needed facilities in the future will Baltimore be able to maintain this vital posture."

and today's figure. One must never lose sight, however, of the fact that most of our dock facilities and locks are nearly 70 years of age or older, and their limitations and the problems of congestion on quays and berths means the West Dock development gives us an opportunity to face the future rather than the prospect of trade continually declining in the face of the fierce competition from other more modern U.K. and Continental ports.

**Portfolio:** Registered dockworkers' representatives have stressed in recent interviews the fact that the Port is holding its own in general cargo traffic. With the loss of IDL, however, this situation may no longer apply. How can Management convince the workforce that general cargo outputs must increase considerably in order that new traffic may be gained?

**Mr. Lowery:** Management's ability to convince anyone depends very largely on whether the other party is receptive or resistant and today a great deal of the "I don't want to know" or the "that's Management's problem" attitude still exists.

**"I would like to refer here to earlier comments in 'Portfolio' about seeing more of Management out on the dock side and on the estate. I am a firm believer that dock operations cannot be successfully run from a desk or by telephone calls."**

None of us can afford to be complacent and we must strive to regain the reputation of being competitive in price and capable of the service the customer requires. I do not think we can make much progress if any group assumes that they are working in isolation. We have been losing trade steadily for at least ten years now and ideally we should be looking to increase in other areas to compensate for these losses and not be content to merely hold our own. Just as I class the extremely important revenue from tonnages not physically handled as vital to our viability so I class the team effort of every individual employed by the PBA as vital to our overall performance. We *have* lost general cargo and we *could* handle more; these facts are known to many employed at Avonmouth. I personally believe we should not only consider the effort but the time actually spent at work, and that could make a significant difference to our outputs. A closer adherence to the laid down times of work periods and allowance breaks by Management, Supervisors and workpeople alike could make all the difference to being a reliable and successful port or "an also ran". I would like to refer here to earlier comments in 'Portfolio' about seeing more of Management out on the dock side and on the estate. I am a firm believer that dock operations cannot be successfully run from a desk or by telephone calls. It is essential that there is always firsthand knowledge of events as they happen being conveyed between the place of work and the office.

**"Management's ability to convince anyone depends very largely on whether the other party is receptive or resistant and today a great deal of the 'I don't want to know' or the 'that's management's problem' attitude still exists."**

As a practical man at heart I am sorry my position does not permit me the time to be out as frequently as I would like, as a few minutes' walk on the Dock produces more information than a meeting or conversation several times longer. I am sure the initial changes and proposals now in

the pipeline for the Traffic Department to be in locations nearer to their work will be a step in the right direction.

**Portfolio:** There is little doubt in the minds of most members of the administration that the marketing efforts of the Port are damaged by industrial disputes and yet this does not appear to be evident to other groups of workers. Has Port management failed to communicate this fact to all employees?

**Mr. Lowery:** I am always surprised at any unofficial dispute, within the Port Authority, which results in a stoppage of work; stoppage of pay and harm to all concerned including our customers. We have mutually agreed procedures for disputes, grievances and the like with the Trades Unions, and appointed representatives in all sections to sit round the table when the time comes, and yet unofficial stoppages still occur. Such stoppages surprise me because I think the Authority is a very good employer and we do abide by, and are expected to adhere to the rules as far as conditions and negotiations are concerned. I often wonder if the group affected ever catches up the amount of pay stopped by such a dispute and from the PBA viewpoint, it is very frustrating when our marketing staff meet the customers and are questioned about our record of labour disputes or stoppages for mass meetings.

### **'Q' and 'S'**

We had a recent example this summer when a decision had to be made by a Conference Line who were considering using our large 'Q' and 'S' shed and berth for export cargo, starting in October. At a time when their decision should have been made we were faced with industrial action and disruptions to our operations during July, and a decision to use Avonmouth has been deferred until they are satisfied our troubles are over. As a consequence we still have no regular user for this prime facility. Unfortunately it seems to need rather drastic facts and examples to help Management get the message across.

**Portfolio:** The best marketing weapon which the Port has had in the past has been its reputation as a trouble-free quick-turnround port. How can this reputation be restored—what steps are Management taking to restore faith in our Port?

**Mr. Lowery:** It is in all our interests to do what we can to improve our competitiveness. A great deal of money has been allocated to build our new dock but everyone will have to cooperate to come up with the winning formulae which will not only attract customers to West Dock, Avonmouth and Portishead, but will allow them to make longterm plans through our facilities. We should all realise the customer's selection has not been quite so wide for many years. Most ports have lost a lot of trade; have vacant berths; some have crippling labour surpluses and with limited scope for expansion are desperate to retain their trade and are no doubt prepared to offer extremely competitive rates and conditions to hold these customers, compared to the alternative. We have already had some of the potential users of our first berth in West Dock for Forest Products make encouraging remarks, but it comes down to the acid test of rates and service in the final analysis. We will be able to deal with our pricing policy but the attitude of our workforce in reaching realistic

**"We will be able to deal with our pricing policy but the attitude of our work force in reaching realistic agreements prior to opening and the initial**

**period of actually working the new berths will be vital to their success."**

agreements prior to opening and the initial period of actually working the new berths will be vital to their success. From now on there will be increased activity to reach the necessary agreements with the various sections. Referring now to the steps we are taking to improve our image, it is obvious that a great deal of information is being given to our customers via our Commercial and Marketing Staff on a regular basis. On the industrial relations scene, we have had a period of non-co-operation following our refusal to pay an interim wage award but hopefully this has passed and in an effort to make progress we have not only changed our representatives on the Local Joint Council but are also making organisational changes in the industrial relations area.

#### **Joint Consultative**

I welcome the joint staff consultative meetings we hold as a forum for trying to solve some of the problems before they happen and we are about to embark on an exercise which will see members of management meeting groups of employees, not only shop stewards and other representatives, to explain the financial aspects of port operations in the hope we will have better all-round communications and understanding.

**Portfolio:** For some months economy measures have been regularly introduced in the Port Office to the extent that office staff are now anticipating a 'memo a day.' While it is appreciated that economy measures are necessary in the office (by O & M methods etc.) what steps are being taken to ensure similar economies are obtained on the dock itself, where real savings can be achieved?

**Mr. Lowery:** Your question can perhaps be answered best by first describing, as I see it, the fundamental difference between running, say, a factory and a port. Broadly speaking in a factory one has the same administrative, financial and maintenance duties to perform as we have with the Port Authority so one can say these areas are common to both, but the production is vastly different. A factory is enclosed, machines or production lines are geared to certain targets and labour is at a level to meet the required production. In the Dock Industry, ships usually have to be closed when it rains and work ceases. Traffic can be very sporadic with the well-known peaks and troughs of arrivals creating their own problems of labour shortages or surpluses. The rigidities of dock operations do not permit other work to be covered when we have surplus labour so it can be seen by comparison with other industries we are nowhere near as efficient.

#### **Cut-backs**

To answer your question we therefore have to improve our efficiency and try to make the most of the periods when the work is available. Managers and Supervisors should ensure operations are planned to eliminate delays as much as possible and, as already mentioned in an earlier answer, a lot could be done by improved timekeeping. Many Management decisions are unpopular in these difficult times as they invariably involve either changes or cutbacks, both resented and opposed particularly in the present industrial climate. One cannot, however, turn a blind eye to areas where both the system and the personnel were geared to cope with greater tonnages or former

methods of working, which are no longer required because of changes in technology or distribution patterns. A policy of no recruitment unless essential to the running of a department has meant natural reductions due to retirements, resignations, etc., and through reductions, agreed with the Unions, voluntary severances and early retirements have been arranged. We have been able to make some economies this way but progress is painfully slow. Reluc-

**"I am convinced that the next few years will be some of the most difficult the Port Authority has ever had to face."**

tance to accept loss of jobs is understandable but the area which causes even more frustration to Management is the resistance we meet to any changes we propose in order to cope with a changing and difficult competitive world.

**Portfolio:** Finally what do you think are the prospects for the next few years?

**Mr. Lowery:** I am convinced that the next few years will be some of the most difficult the Port Authority has ever had to face. The opening of West Dock at the end of next summer potentially doubles our capabilities for cargo handling. The trade recession plus a reluctance by companies to embark on commitments or capital investment programmes until the circumstances show signs of change makes our expansion particularly difficult at this time. However daunting the prospects may appear we have some very dedicated, experienced and determined people employed throughout the whole port and I am sure they recognise their future lies in the success of the venture and we can rely on their assistance and support.



# Port of Hamburg Maintained its Competitive Position in 1975

## Press Service Port of Hamburg

Hamburg, 23 December, 1975:—West Germany's business decline, and particularly its effects on seaborne foreign goods exchange with major trading partners, have clearly left their mark on cargo transport, according to the Association of Businesses in the Port of Hamburg. With the seasonal changes usual in port activities and following 1974, which was conspicuous for a business boom in terms of volume, the outgoing year brought the most severe recession of the post-war period. The port's staffing and technical handling capacities were not used to the full. This point applies particularly to the general cargo sector, where the results fell back of the level of 1972.

In view of the fact that the overall amount of transport must, as a rule, be accepted by the ports as a factor which they cannot influence, the efforts of the individual centres are of necessity devoted to cultivating their own market share. In this respect Hamburg did comparatively well. In times of booms Hamburg is usually capable of achieving higher growth rates than its competitors (not least of all because of its large storage capacity and extremely high rate of liner shipping departures), but has to contend with larger losses during slumps. In the present business decline, however, Hamburg has well managed to maintain its competitive position.

### Transport Development 1975: Transshipment Stays Below 50 m. Tons

Total transshipment in the Port of Hamburg in 1975 will probably amount to 48.1 million tons, and thus be 8.5% below the previous year's figures.

### Biggest Drop in General Cargo

General and bagged cargo transport will total an estimated 13.7 million tons, which is 14.5% less than 1974. The losses in terms of emphasis were 17% in exports: 7.1 million tons as against 8.5 million in 1974. In this connection it must be pointed out, however, that the high growth of the previous year took place exclusively in outgoing traffic (plus 21.1%), so that 1975 still managed to maintain the level of 1973. On the incoming general and bagged cargo sector the transport losses were surprisingly high at 13%. At about 6.5 million tons—after 7.5 million in 1974—the cargo volume here dropped back to a level of some years ago. The determining factor for this was probably the action of industry and trade in concentrated reduction of stocks. The lead of exports over imports, registered for the first time in 1974, was also maintained in slightly weaker form in 1975.

### Containers Increased their Share

The phase of what was sometimes extremely stormy growth in 1975 was also interrupted in container traffic. Admittedly the number of transshipped units (on a 20-foot basis) once more rose by some 5% to 333,000. But in terms

of weight (only loaded containers), due to the strong increase in movement of empty containers, there was a drop of 6.5% amounting to approximately 2.7 million tons. In particular there were losses in the regions U.S.-East Coast, U.S.-West Coast and Australia/New Zealand. A remarkable upward trend is now becoming apparent—prior to starting fully containerised services—in Africa traffic. The dominating shipping area with a share of over 45% was still East Asia.

Developments in the two transport directions varied considerably, with the results showing a remarkable shift. Whereas in imports it was possible to chalk up a rise of 6%, the export sector—primarily because of the weak markets in the U.S. and in the Far East—showed a decrease of 19%. Due to this, incoming cargoes for the first time exceeded the outgoing, namely by 21% (in 1974 outgoing shipments were still 8% above incoming consignments).

Despite the fall in cargoes shipped in containers by 6.5%, the degree of containerisation (share in total general and bagged cargo transshipment) again rose, to 19.5% after 17.9% in 1974. The structural change towards a greater share of through transportation thus continued despite the business decline. The same trend to door-to-door transport is also expressed in a reduction of the share of containers loaded and unloaded in the port to about 33% (after 35.4% in 1974 and 39.2% in 1973).

### Silver Lining in Bulk Goods Sector: Grain, Feedstuffs and Oilseeds

The total transshipment quantity in the bulk cargo sector is likely to amount to 24.4 million tons in 1975, which is 6% less than in 1974. Liquid cargoes were marked by an accelerated decline, a tendency noticed over the past few years, and the estimated results are likely to be 18.6 million tons, or 9% less than in 1974. Grabbable cargo, with a transshipment total of 6.6 million tons and a minus of 14%, lost last year's transport gain. Suction-type cargo was the only part of the port economy favoured by a quantity boom. At 9.2 million tons it improved on last year's figures by 8.5%. The above-average favourable transshipment trend on the parts of the port specialising in grain, feedstuffs and oilseeds has almost become a tradition. As so frequently in the past, in 1975 too a particular role has played by major imports for the COMECON states. The proportion of suction-type goods in the Port of Hamburg's total transshipment again rose in 1975, to 19.1% (following 16.1% in 1974).

### Transit Traffic a Stabilising Factor

With about 9.6 million tons, transit traffic will, it is true, lose its previous year's record by 15.1%. Nevertheless, including imports into open customs depots, it will be able to do very much better than Federal German foreign trade. The share of road and river-borne through traffic, as well as of sea transshipment in seaborne traffic via Hamburg rose from 18.5% in 1974 to 20% at the present time. Heading the list of Hamburg's transit partners is still East Germany, followed by Czechoslovakia and Austria. West Germany's

foreign trade is still, despite a slackening off to 75% (1974: 78%), the predominating factor determining the volume of transshipment. Coastal traffic accounts for the remaining 5%.

#### **Port Facilities Expansion geared to Long-term Development, Private investment activities secure leading competitive position**

Of the manifold motives which were decisive for the comprehensive investment activity in all sectors of the port economy at the most one, it still adapted to growing demand. The enormous efforts made in the past years to increase competitiveness are having a positive effect precisely in times of tougher external seaport competition.

In 1975 the focal points of company-orientated investments were completion of Terminal 80/81, starting of construction work on the Hansaport Terminal, expansion of silo capacity at Neuhofer Canal and extension of tank storage. In 1976 the main points will be the Hansaport break bulk cargo terminal and the similar type of terminal at berth No. 8 of Burchardkai-Container Terminals, as well as expansion of Africa Terminal.

#### **Supra-regional Traffic Connections further improved**

Commissioning of the Autobahn Western By-pass and the Köhlbrand Bridge have brought a significant structural improvement not only in long-distance traffic; an efficient quick link between the two different parts of the port was also established. Construction of the Elbe Lateral Canal, in accordance with schedule, led to inauguration of the first part-section up to Lüneburg at the beginning of December, 1975. The entire length will be opened to traffic at the end of 1976.

In rail traffic, construction of the large-scale marshalling yards at Maschen is making rapid progress. The South-North system of this project is due to become operational in 1977 and then will take over the functions of various goods yards in the Hamburg area.

In the opinion of the port businesses, current measures to deepen the Lower Elbe to 13.5 metres below medium low water or 16 metres below medium high water should be accelerated as much as possible; this would ensure prompt and maximum exploitation of the chances resulting from reloading from large to small vessels in the grain trade (distributor traffic for the Baltic Sea), from construction of the Hansaport Terminal and from completion of the Elbe Lateral Canal.

#### **The Working World of the Port, Reforms in training and further education completed**

At the beginning of December, 1975, years of preliminary work were successful in creating the profession of Skilled Port Worker, with the foundation of the Further Education Centre in the Port of Hamburg. This followed state recognition of the trained profession of Sea Cargo Controller in February, 1975, which concluded efforts to make the port more attractive to school-leavers. When the courses begin on 1st February, 1976, port workers will be given the possibility of training to become qualified skilled port workers, thus achieving improved social status and better qualifications. The excellent cooperation among the three supporters of this further education centre—Free and Hanseatic City of Hamburg, the Union of Public, Transport and Traffic Workers and the Businesses Association—deserves particular mention.

# **Wellington Harbour Board**

## **Chairman's Annual Address Mr. H. A. James November, 1975**

(Circular No. 8143, Ref. No. 4/8/2)

To the Members of the Wellington Harbour Board:

I have pleasure in reviewing the operations of the Board for its 96th year, which ended on 30 September 1975.

Shipping Arrivals for the year totalled 7,245,509 net register tons, a decrease of 623,336 tons or 7.9 percent on last year's figure of 7,868,845 tons which was a record for shipping arrivals.

The manifest tonnage of cargo passing through the port totalled 5,440,006 tons which was a decrease of 346,387 tons or 6.0 percent on last year's record tonnage of 5,786,393 tons. The principal decrease was in general cargo of 279,982 tons (6.4%). Coal decreased by 3,064 tons (24.7%); molasses in bulk by 285 tons (8.4%); oils in bulk by 59,979 tons (5.6%); bitumen in bulk by 2,308 tons (15.4%); timber by 3,240 tons (27%); and wool and skins by 857 tons (1.0%). An increase was recorded in cement in bulk of 1,921 tons (1.6%). The overall decrease can be accounted for by the world economic situation which has prevailed over the year under review.

The Annual Accounts, which will come formally before the Board in March next year after completion of the Government Audit, show a balance of \$593,332 in the Working Account as compared with \$1,519,373 last year. However, after meeting loan repayments, payments to Sinking Funds and contributions to Special Funds, there was a surplus of \$97,854 in the Appropriation Account compared with \$645,818 last year.

Income rose to \$9,305,422 (last year \$9,222,817) due to the buoyant level of trade during the first half of the year and an increase in the Board's charges from 1 October 1974, resulting in a record in revenue being set.

Working expenditure increased to \$5,744,671 (last year \$4,928,146) mainly due to increases in salaries and wages and an increase of \$109,855 in subsidy contributions to staff superannuation. Expenditure on repairs and maintenance \$969,618, (last year \$855,340) reflects the escalation in the cost of wages, materials and services which has to be met by the Board. Interest increased in line with the past trend to \$1,383,712. The increase of \$99,082 was \$19,638 more than last year's increase of \$79,444. Depreciation charged in the Working Account decreased by \$20,738 due to a greater proportion of assets being created from loan moneys. Payments to sinking funds and loan repayments also increased significantly to \$473,755 (last year \$435,885) overall loan standing charges increased from \$1,720,515 to \$1,894,242) or by \$173,727.

The Board's total wage bill this year was \$5,882,454 compared with \$5,073,042 last year. The full impact of adjustments announced in the past year will further increase the wage costs in the next financial year.

Loan money raised during the year amounted to \$4,135,270. Loan Liability increased from \$23,340,981 to \$26,402,608 of which \$11,785,478 is repayable on a table basis and \$14,617,130 by the sinking fund method. Sinking funds now held amount to \$1,472,809.

Capital expenditure totalled \$5,520,769 of which \$4,861,232 was provided from loan money and the balance, \$659,537 from revenue sources.

The principal items of capital expenditure for the year were:

Thorndon Wharf Development	\$1,804,025
Rail Transfer Crane Purchase	\$1,053,000
Second Container Crane Progress Payments	\$ 978,225
Point Howard Wharf Development	\$ 642,341
Harbour Tug Progress Payments	\$ 263,081
Purchase of Twelve Fork Lifts	\$ 195,449
Lambton Harbour Development	\$ 156,323
Harbour Survey Hydrographic Equipment	\$ 70,326

Early this year it became obvious that to be able to handle efficiently the increase in trade forecast from 1977 onwards the Board urgently needed to expand the Thorndon Container Terminal to the minimal requirements to meet this trade.

In February the Board made application to the New Zealand Ports Authority for its consent to expend from money to be borrowed for:

- (a) \$5,871,000 for the purpose of reclaiming approximately 10 acres (Area 3), extending and developing the Thorndon Container Terminal and associated works.
- (b) \$5,665,000 for reclaiming approximately 11.4 acres (Area 4) for extending and developing the Thorndon Container Terminal and associated works.
- (c) \$2.5 million for the purchase of a third container crane.
- (d) \$1.8 million for purchasing a third Voith Schneider Tug.

Application was made to the Local Authority Loans Board subject to the requisite approvals for its sanction to the borrowing of these amounts for the works specified.

In addition it was necessary to apply to the New Zealand Ports Authority and the Local Authority Loans Board for smaller amounts to cover escalation costs of \$500,000 at the Thorndon Container Terminal and \$100,000 for the Second Container Crane.

Area 3 is now being reclaimed and arrangements are in hand for the supply and manufacture of the additional Voith Schneider Tug to be named 'Ngahue'.

Awaiting authority to proceed are the reclamation of (Area 4) 11.4 acres at the Thorndon Container Terminal and the purchase of the third container crane.

The assistance given by the Board in the negotiations ensuring the smooth transfer of operations at the Thorndon Container Terminal from the Maritime Container Terminal Company to the New Zealand Shipping Corporation was much appreciated.

The new operating Company, Container Terminals Ltd, incorporates all the present container shipping lines working the Port of Wellington, with provision for other lines to be serviced by the Company.

Although no separate major works were completed, various extensions to the Thorndon Container Terminal were brought into service. These included a substantial canopy to the South East of Shed 39, a new amenity

building to the north of Shed 45, and a new Straddle Carrier maintenance building.

Work continued during the year on the extension to the back-up area, giving an additional paved area of approximately 10 acres.

Further progress was made on the new Break-bulk Shed (37) of 100,000 square feet, and also on other Terminal facilities.

The 33½ ton Rail Transfer Crane was purchased from the New Zealand Railways on mutually satisfactory terms of \$1,053,000. Following necessary maintenance and testing it came into service on 28 July.

In addition to supporting the Harbours Association submissions, the Board made independent submissions proposing a three region concept of harbour administration to the Government Committee set up to consider the consultative document, 'A New Direction for New Zealand Transport'.

Together with Mr. Perry and the General Manager, I attended the meeting called by the Local Government Commission for the purpose of initial consultation with Local Bodies within the Wellington area.

A Special Meeting of the Board was held on 18 June enabling a Committee of the Local Government Commission to meet the Board and discuss our submissions prior to the presentation of their provisional regional scheme.

The Board was represented at the Urban Development Association 'The New Constitution' Symposium by Mr. O'Regan, the General Manager and the Chief Engineer. The Symposium was held at Victoria University, Wellington, from 20 to 22 August 1975 and related to the Local Government Act 1974.

The Harbour and City Liaison Committee continues to provide a common meeting ground, affording the opportunity for representatives of the Board and City Council to discuss matters of mutual interest which affect the Board and City.

To enable the City Council to develop the surrounding edge of the Lagoon, the Board agreed to vary the H/1 Agreement, to a new less restrictive line. The Board's share of the H/1 Scheme has nearly reached completion with the surfacing and fencing of the open area, the modernization with attractive planting and the repainting of the Wharf Administration Buildings has given the Queen's Wharf area a new pleasing appearance.

Meetings of the Harbour Survey Executive have been held to receive progress reports from the various working committees, and the Board has been kept informed of the progress of the survey.

In future harbour planning, the information available from this survey will be of inestimable value.

It is expected final reports from these Committees will be completed later this year or early in 1976.

Progress on the Seaview Oil Berth has continued, the adverse conditions encountered making progress slower than hoped for.

No physical progress has been made on the construction of the Lowry Bay Boat Harbour, pending further investigation into Environmental matters; in due course this will be completed and other areas servicing the needs of pleasure boats will have to be further developed.

The Kaiwharawhara development is at a standstill pending the production of an Environmental Impact Report; development here must proceed steadily in the

(Continued on next page bottom)

# 50,000 containers in 1976 at Rouen

## Port Authority of Rouen

Rouen, France (November 4th 1975, "Rouen Port, International Issue", Information Bulletin of the Port Authority of Rouen):—The Port of Rouen Authority has just put through an order with the LIEBHERR CONTAINER CRANES LTD. in Killarney in the country of Kerry (Ireland) a container-hoist planned to handle 20 to 40-ton «boxes». This company was chosen for this order for two main reasons:

- on the one hand, the hoist made by LIEBHERR, from the planning stage and development was on offer at a price of about 5.5 million Francs, a figure well below all other tenders received.
- furthermore, the delivery date is very short, since the hoist will come into service within a year of the order being placed, namely Autum 1976.

The hoist will be moved on rails 27 metres wide. Its range from the tip of its arm will be 30 metres out from the quay, and the spreader will be able to manoeuvre between a height of 22 metres above the quay level and 10 metres below. The accessory equipment for the hoist will consist of an automatic spreader for containers of 20-ft another for 40-ft, a 35-ton hooked cradle, a turntable trolley allowing for containers to be turned 360 degrees, an antibalancing device, a device to regulate loads longitudinally, another for controlling loads transversally, an anemometer, a lift and telephone installed.

future enabling the relocation of Port facilities and to provide for bulk cargo needs.

The future utilisation of our land at Evans Bay, and the development of further facilities there is at present being studied by a Special Committee of the Board. It is expected a report will be presented to the Board in the not too distant future.

The Maritime Museum continues to attract many visitors, to date 68,600 people, including many organised parties of school children, have viewed the large range of exhibits. The next move will be to find a suitable building to expand into.

The Board accepted with regret the resignation of Mr. W.J. Brown, representing the City of Porirua and the Borough of Tawa. A nominated replacement representative is expected to be promulgated shortly.

The year under review has been one of extremes commencing with a period of congestion and ending with a decline in shipping arrivals and cargo handled, coupled with increases in costs, ended with a less favourable financial result when compared with previous years and is necessitating a review of charges. However, the year has been one of intense interest, with the planning and the subsequent development started will ensure that the Port of Wellington will be able to meet the cargo handling requirements of the region it serves and beyond, well into the future.

THE HOIST IS DESIGNED TO HANDLE 30 TO 35 CONTAINERS AN HOUR.

### ONE HOIST, THREE CRANES, ONE PONTOON

This new equipment will neatly complete the range of mechanical aids Rouen already uses for the container trade; may we recap on what we can draw on:

- three cranes with a lift of 25 tons for 20-ft containers, each capable of on-loading upto 15 containers per hour; one of these cranes is situated at Quai d'Afrique, the two others being on hand at the Rouen Quevilly Quay. The latter two cranes can be twinned electronically, thus being able to hoist up to 43 tons (for containers of 40-ft).
- one mobile 30-ton pontoon capable of operating in any corner of the port and able to transport up ten 20-ft containers on her deck. This unit, with very versatile uses, is particularly useful for small numbers of those containers that come in on more traditional ships.

The gantry crane which has just been ordered will be installed at the Rouen Quevilly Quay, at the side of two 25-ton cranes already there.

### FOURTH FRENCH PORT FOR CONTAINERS

It was in 1972 that the port of Rouen really saw her trade in containers take off. The change-over has, however, not been as radical as one may imagine, seeing that the Rouen people had already spent easily a quarter of a century getting to grips with the traditional types of North

I desire to express my sincere thanks to the Members of the Board for their time, thought and co-operation they have given so generously during this intense period of development and re-organisation.

To the General Manager, the Chief Engineer, other Officers and the staff in all departments, I convey my sincere appreciation for their conscientious and loyal services to the Board throughout the year.

Also I acknowledge the services given by the Press and News media to the Board in its endeavour to keep the people of our region acquainted with the plans and activities of the Wellington Harbour Board.

From 8–15 March, accompanied by the Assistant General Manager, I attended the 9th I.A.P.H. Conference held in Singapore. The contacts, discussions and the information obtained made this a valuable forum. I wish to thank Mr. R. O'Regan for acting as Deputy Chairman in my absence.

Mr. R.R. Reeves, General Manager, who has guided our administration with great distinction through an intense period of development over the last eight years gave notice of his intention to retire on 31 December 1975, which was approved in July.

Mr. J.F. Stewart, at present Assistant General Manager, was appointed to the position of General Manager to succeed Mr. R.R. Reeves on 1 January 1976.

African Lines.

A good idea may be gained of the speed trade grew from the following figures, which deal only with 20-ft containers:

Year	No. of 20-ft Containers	Tonnage in 20-ft Containers
1970	—	50
1971	—	1,975
1972	3,205	35,167
1973	7,368	79,893
1974	11,478	126,228

Moreover, the proportion of general cargo carried by containers (of every category) never ceases to grow. In 1972, it stood at 3.27%, and in 1973 4.39%. In 1974 it rose to 5.65%. This progress is continuing, since at the end of the first half of 1975 the figure stood at 7.5%.

The tables summarise Rouen's activities in the container field, and the figures speak for themselves. The most striking line is for the West African coast, with just over half of 1975's tonnage. It may be recalled that it was the S.N.C.D.V. which played the pioneer role when they opened on the 27th January 1972 with the sailing of the ANITA (capacity of 248 containers). This was a twice-monthly all-container service from Rouen to the West African Coast. Today, the service is assured every ten days by the three ships of the FRANCOIS VIELJEUX class (389 container capacity) and the CALVADOS (504); the Company is due to put into service, in the next few years, ships for 800 containers, which will be well within the reach of Rouen to handle, thanks to the extra equipment of our new hoist.

#### CONTAINERISED TRADE (PRODUCTS)

Chief products	1972	1973	1974
COMING IN			
Drinks	6,600	6,900	3,500
Cocoa and coffee	2,300	6,300	13,300
Others (*1)	11,000	10,100	19,300
TOTAL	19,900	23,300	36,100
LEAVING PORT			
Drinks	4,700	5,800	8,700
Milk products	2,900	6,100	7,600
Flour, pastes, cer.	1,600	2,000	2,300
Petrol products	1,500	4,000	4,500

Metallurg. products	1,800	3,400	3,400
Chem. products	11,300	18,200	22,400
Vehicles	1,600	3,400	4,700
Tyres	700	5,400	8,200
Manufactured prod.	23,000	25,600	41,700
Other (**2)	11,200	24,900	21,400
TOTAL	60,300	98,800	124,900

(\*1) Timber, rubber, milk products, preserves, fruit, vegetables, cattlecake, metals, materials, tyres, paper, etc....

(\*\*2) Rubber, sugar, tobacco, malt, conserves, animal food, fruit and vegetables, materials, textiles, footwear, paper, furniture, etc....

Beside the C.O.A. two other lines figure: the Indian Ocean (more especially Reunion) and Scandinavia (particularly Finland). On these two lines at present only multi-purpose ships (classic/containers) operate, while the only ones to operate equally to the West African Coast are these, other than the S.N.C.D.V.'s full containerships.

The Port of Rouen, then, offers a containerised trade with very original destinations, which do not lend themselves to a spectacular development like that which took place in the North Atlantic. However, Rouen occupies a respectable place among French ports in this particular activity. For the container trade in 20-ft and 40-ft containers, Rouen comes fourth, after Le Havre (1,956,600 t.) Marseille (725,700 t.) and Dunkirk (601,300 t.) and comes in front of Bordeaux (86,100) and Calais (73,200). The hoist which has just been ordered will allow not only better dealing with containers at existing levels, but also an advance in the size of the trade when new lines hoped for start arriving to keep pace with the transshipment capacity of «boxes» in the port of Rouen.

#### CONTAINERISED TRADE BY GEOGRAPHIC REGIONS (in tons)

Geographic Zones	1972	1973	1974 (1)			Variation 74-73
			Total	Entries	Leaving Port	
Scandinavia	10,100	16,900	24,400	11,300	13,100	+ 44%
Portugal	7,400	7,200	3,400	2,900	400	— 53%
North Africa	8,800	4,300	4,000	900	3,200	— 7%
West Africa	31,100	68,700	87,600	16,400	71,100	+ 28%
Indian Ocean	21,100	24,400	39,000	2,500	36,600	+ 60%
West Indies	500	600	2,100	2,100	—	+ 250%
Australia	—	—	500	—	500	—
Others	200	—	—	—	—	—
TOTAL	79,200	122,100	161,000	36,100	124,900	+ 32%

(1) — At the end of the first half of 1975, containerised trade reached 92,000 tonnes; 25,500 of which were entries and 67,400 tons left port.



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# Orbiter Probe

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## Tonnage is kept stable

Montreal, Quebec, Canada, December 18, 1975 (News Release from National Harbours Board, Port of Montreal):—Total cargo tonnage at the Port of Montreal will be maintained at a relatively stable level compared with the year 1974. The Port Manager, Mr. N. Beshwaty, projected today at a press conference held at the port's head office at Cité du Havre that the port will have handled approximately 23.5 million tons of cargo by December 31, 1975. This level has been achieved despite adverse world-wide economic conditions.

According to Mr. Beshwaty, the forecasted results would have been widely exceeded if it had not been for some substantial declines in the volume of exchanges between Canada and her trading partners. The majority of these countries have been adversely affected by inflationary conditions. Port activity was also disrupted by a lengthy work stoppage by longshoremen during the second quarter of the year.

In his comments on the details of the movement of cargo, the Port Manager indicated that while the total tonnage did reach a satisfactory level, he expressed disappointment in the decrease of general cargo. This category which generates the largest portion of revenue for the port industry accounted for 4 million tons in 1974, while only reaching 3.05 million tons for the current yearly resulting in a decrease of some 24%.

## It's time to move ahead

Nanaimo, B.C., Canada, December 1975 (Nanaimo Harbour News):—(D.M. Greer, Chairman, Nanaimo Harbour Commission) Although 1975 has been a difficult year, the Nanaimo Harbour Commission should end it in a reasonably sound economic position.

The Commission has consistently worked to achieve higher efficiency through the Port, thus bringing more business and employment to Nanaimo. The strike in the forest products industry, during the past year, and the sag in world lumber markets has considerably reduced the amount of tonnage through the Port and, therefore, our gross income.

Discussions on our proposed \$25 million port development at Duke Point have been going on during the year and we are at the stage when some positive decisions, for or against, have to be made. The Harbour Commission believes that the development is both necessary and viable and that work should commence during the coming year. Even then, the new port facilities would not be ready until 1979 or later. Meanwhile we have to continue to improve our present facilities and ensure that we can handle increasing volumes of cargo. We are planning a number of major projects at the Assembly Wharf, including additional storage space and the re-location of industries into the area.

Early in 1975 progress was made on the development of a new ports policy for Canada. Harbour Commissions in general, and the Nanaimo Harbour Commission in particular, were responsible for a major input into this policy. It is hoped that 1976 will see the completion of outstanding details and the implementation of the policy across Canada.

Throughout the coming year, Nanaimo will continue to grow and develop; our main goal is to ensure that through sound planning we maintain our reputation as an efficient and well managed Port.

I would like to take this opportunity to say to all our friends—those around the world who either visit the Port or know us by reputation, everyone in B.C. and particularly in Nanaimo and district—A very Merry Christmas and a Happy New Year. Best wishes, wherever you are, from the Commissioners and staff of the Nanaimo Harbour Commission.

## Harbour boom seen

Nanaimo, B.C., Canada, December 1975 (Nanaimo Harbour News):—Nanaimo's Mayor Frank Ney pointed out in an interview that millions of dollars are being and will be spent on the Nanaimo waterfront.

The Mayor said there is more activity now in the Nanaimo harbour area than at any other time in its history. More than 400 fishing boats are registered, with more coming in each week from Vancouver and the upper west coast of the mainland.

"The Nanaimo Harbour Commission has recently completed expansion of commercial mooring facilities and major improvements are scheduled in the C.P.R. dock area for the near future," he said. Nanaimo has more pleasure boats per capita than any other city in Canada, claimed Mayor Ney. One for every three persons.

Nanaimo harbour is the central spot for some of the finest cruising waters in the world, said the Mayor. He claimed that Vancouver Island has more visitors on an annual basis than does Hawaii and the numbers are growing each year.

## Port of Toronto News

Toronto, Ontario, Canada (Toronto Harbour Commissioners):

### • December 15, 1975, CRUISE SHIP LOOKS FOR PERMANENT TORONTO HOME

A Mediterranean cruise ship, once owned by the Yugoslav Jadranska Linijska Plovidbra, is looking for a permanent home in Toronto Harbour.

The Jadran, a sleek 297-foot passenger liner, sailed into the Port of Toronto last November after a 15-day voyage from the Port of Pula in Yugoslavia.

Owner John Letnik, who's known as Captain John of Captain John's Harbour Boat Restaurant on the Toronto waterfront, hopes to open the Jadran next year to

accommodate 300 guests in two existing dining rooms and a cocktail bar.

Later he plans to remove the 200 tourist class cabins and turn the ship into a convention centre which will include another dining room and a gift shop.

The Jadran's home port was Rijeka. She completed her final cruise in the Rijeka-Dubrovnik-Venice triangle early last October.

• December 15, 1975 **TORONTO PORT CHIEF HITS UNION-MANAGEMENT CONFRONTATION**

More than 200 representatives of labour and management organizations met near Jordan Station, Ontario, recently to exchange views on industrial relations at the Fourth Annual Niagara Peninsula Union-Management Conference.

Ernest B. Griffith, general manager of the Toronto Harbour Commission, told delegates that inflation and unemployment will be escalated if unions and management don't try to understand each other's problems.

"The most important problem facing the country today," said Mr. Griffith during a panel discussion, "is the way in which collective bargaining is carried out between unions and management. We can no longer remain in the adversary system.

"The idea that negotiations are an arena for all-out confrontation with no consideration for the real concerns of either party, has no place in our economy today," he added.

Mr. Griffith was the first of more than half a dozen head table guests to emphasize "constant communication." He said it is the first priority in his office, and he pointed with pride to the Port of Toronto's good record in labour relations.

• December 15, 1975, **FARRELL LINE CALLS AT TORONTO**

New York-based Farrell Line, which operates a service between the Great Lakes and South and East Africa, made its first call this year at the Port of Toronto early in December. The line's African Sun visited the port to take on a cargo of knocked-down Ford automobiles.

Farrell was the second U.S.-flag overseas line to call at the Port of Toronto this year. The other was Lykes Great Lakes Line which operates a service between Great Lakes ports and the Mediterranean.

• December 17, 1975, **PORT OF TORONTO CLOSES LONGEST OVERSEAS SEASON ON RECORD**

The departure of the Soviet freighter Stanislavsky (Arctic Steamship Line) on December 16 marked the end of the longest overseas shipping season in the Port of Toronto's history.

The foreign season, which had a record early start on April 1, lasted 260 days, five more than last year. In 1947, the season ended on December 14, the previous latest closing date.

Preliminary figures show that the port handled some 950,000 tons of overseas cargo to surpass last year's total of 900,000 tons. More than 300 ocean ships representing some 20 countries visited the port.

## Record export coal year in 1975

Baltimore, Maryland, January 21 (News from Maryland Port Administration):—A modern record of 6.73 million tons of export coal moved through the port of Baltimore in 1975.

Practically all of metallurgical quality, the coal was dispatched to 12 countries in the Far East, Europe and South America. Japan was by far the largest recipient of Baltimore-shipped coal, with a volume of more than 5.1 million tons over the past year. Substantial amounts of the important energy-producing fuel also went to the United Kingdom, France, Germany and Argentina.

Available documentation indicates that nearly all of the record shipments for 1975 moved over the Chessie System's Curtis Bay coal pier, which is operated by Ramsay, Scarlett and Company.

Shipments handled at this facility were loaded aboard bulk carriers in volumes of from 30 to more than 60,000 tons per ship. It is estimated that this modern coal pier could handle exports in the range of 10 to 11 million tons annually if used to full capacity.

Maryland Port Administration records reveal that the 1975 volume of export coal was exceeded in only one year in the port's history. In 1947 a total volume of nearly 11.4 million tons of coal was shipped from Baltimore to assist in alleviating the needs of war-ravaged Europe. Much of this coal was dispatched under the postwar Marshall Plan and was used for fuel, as well as for steaming purposes, to create electric energy required in the rebuilding of Europe.

## East Boston Pier One

Boston, Massachusetts, December 18 (News from Massport, Massachusetts Port Authority):—Friday, November 19 was like the Port of Boston's pre-containerization days as three break-bulk general cargo vessels were handled at Massport's East Boston Pier One.

Since the development of the Port's two major container terminals—Massport's Boston-Mystic Container Terminal and Sea-Land's Castle Island facility—70 percent of the general cargo shipped via the Port of Boston is now containerized. Much of this containerized cargo once was handled at break-bulk piers such as East Boston Pier One.

This trend has resulted in a decline in vessel arrivals at East Boston Pier One. But a variety of ships, carrying general cargo not suitable for containerization or sailing from ports which do not have container terminals, still require the traditional cargo handling methods (ship's tackle and palletization) utilized at the break-bulk terminals.

Three such vessels were greeted by Massport Port Director Thomas F. Moakley at the East Boston Pier One on November 19: the MV Hellenic Sea, the MV Kentucky Home and the MV Mieszko I.

The MV Hellenic Sea, a Hellenic Lines vessel, carried general cargo, including coffee, tea and fish, from South Africa.

The MV Kentucky Home, a chartered vessel, arrived at the terminal carrying steel from Japan after calls at Texas and Baltimore enroute.

The MV Mieszko I, a Polish Ocean Lines vessel, carried

cargo including glass, nails and meat products from Gdynia, Poland, after a stop at Bremen, Germany.

Mr. Moakley said he would like to see further increase in break-bulk cargo activity at the facility: "East Boston Pier One, a modern terminal with a 196,000-square-foot, column-free transit shed, is ideal for handling cargo from the many areas which containerization has not yet reached. Massport has spent over \$750,000 for improvements at this facility since assuming its operation in 1971."

## S.C. International Trade Conference

Charleston, South Carolina, January 5, (South Carolina State Ports Authority):—Buck Mickel, chairman of Daniel International Corp., Greenville, S.C., has been named honorary chairman of the 1976 South Carolina International Trade Conference, to be held May 19-21 in Charleston.

Daniel International is a leading engineering and construction firm specializing in foreign and domestic industrial plants. Mickel will preside at business sessions during the annual meeting, along with the conference general chairman, Don H. Brown, president of Rogers & Brown Custom Brokers, Inc., of Charleston.

They and a panel of international trade experts will explore with conferees the 1976 meeting's theme, "South Carolina—Portal to the Middle East". The sessions will include individual panels on doing business with Iran, Kuwait and Saudi Arabia.

The conference will open with a reception the evening of May 19 at the Mills Hyatt House Hotel, conference general headquarters.

Special guest speakers will be Dr. James B. Edwards, governor of South Carolina, and W. Stanley Finch, vice president of Texize Chemicals, Inc., of Greenville, S.C.

Social activities will include a buffet dinner and dance aboard the USS Yorktown, the famous "Fighting Lady" of World War II, now retired in Charleston Harbor. In keeping with the bicentennial year, a "Doing the Charleston" dance contest and antebellum garden party are scheduled. Also on the agenda are a boat tour, golf tournament and, the grand finale social hour, banquet and dance.

Registration forms and tentative programs will be distributed in the near future. Participants in one or both of the two previous conferences will receive an early courtesy mailing.

## N. Y. Trade Office

Charleston, South Carolina, January 9, 1976 (South Carolina State Ports Authority):—In a move designed to expand its service to shippers, the South Carolina State Ports Authority's Trade Development Division has named Edward R. Berti assistant regional manager of its New York office.

The appointment, effective January 1, was announced by Ports Authority Trade Development Director Charles A. Marsh.

Berti will assist New York Regional Manager Anthony P. Ricardi.

The New York establishment is one of six out-of-town offices of the Charleston-headquartered South Carolina State Ports Authority operated by the Trade Development

Division. Others are located in Greer, S.C. (at the Greenville-Spartanburg Airport); Chicago, Ill.; Tokyo, Japan; Brussels, Belgium and Sydney, Australia.

"We are pleased to have Mr. Berti joining us at this time, when our New York territory is experiencing great new marketing potential," Marsh said. "His experience in sales and marketing in the New York area, with two leading trade and transportation-oriented organizations, should prove invaluable in our continuing efforts to provide improved and expanding customer services."

Most recently manager of customer services for Evergreen-Handt Corp., New York, Berti began his professional career with Furness Withy Agencies, also in New York, where he served as sales representative and later as assistant sales manager.

Berti, a graduate of Staten Island Community College and Pace University, is currently pursuing a graduate degree in business administration in evening sessions at Wagner College.

## 1975 shipping season

Duluth, Minnesota, January 13 (Seaway Port Authority of Duluth):—The Port of Duluth-Superior ended the 1975 shipping season with tonnages that ranked among the top four in its 17 year history as a world port, according to year-end figures released today by the Seaway Port Authority of Duluth.

General cargo traffic, which has a dollar value to the local economy that is three times as great as bulk cargo traffic, was up a whopping 99% over, one year ago. Port officials contributed the greatest bulk of this increase to the largest allocation of USDA government relief cargo exports to be assigned the Twin Ports in almost a decade.

"Not only did the season end on a positive note for our local community," Duluth Port Director C. Thomas Burke said, "but it was also good news for our national economy as well."

Burke pointed out that harbor activity at the Head of the Lakes contributed significantly to a favorable balance of trade for the United States.

"Traditionally, Duluth-Superior's overseas exports exceed imports by substantial amounts," he said. "This year in fact, our tonnage exported was 154 times as great as the tonnage imported, which is good news for the American balance of payments and our economy in general."

Total overseas tonnage for the season, including grain that was transhipped from Canada overseas, amounted to 4,531,723, an increase of 362,209 tons over 1974.

Direct overseas tonnage, including both imports and exports, was up 37% for the year with total tonnage reaching 2,454,464, an increase of 787,461 tons over 1974.

The major export item was grain, with direct overseas shipments of that product up 48%. Total grain shipments through the port, including foreign, domestic, and Canadian exports, amounted to 5,552,568 tons for the year, an increase of 13% over the year before.

Also showing increases were receipts of grain, newsprint, woodpulp and petroleum products, as well as shipments of potash, chromite, and coal. Coal, in fact, showed the largest bulk cargo increase with shipments of 1,418,258 tons which was 71% greater than 1974.

Total cargo traffic through the Twin Ports was

33,543,345 tons, down 6,600,186 tons from 1974 as a result of a 7,585,896 ton decrease in shipments of iron ore.

"Overall, we're very pleased with the results of the 1975 shipping season," Burke said, "and are confident that it will serve as a catalyst for an even better year in 1976."

## Big export handling job

Galveston, Texas, January 8 (News Release from Port of Galveston):—The Port of Galveston's Pier Point Packers Division has been selected to handle export packing of \$80 million worth of drilling rig equipment bound for Algeria.

The announcement of the contract between the Galveston Wharves and the Koehring Company of Milwaukee is the first of four new projects the Wharves' packing division has landed recently. The project business will substantially increase the cargo handled in the Pier 10 through 19 area, according to a Wharves spokesman.

Koehring's project alone will generate new ship calls monthly for the next two years. It involves the shipment of 37 drill rigs to the Algerian government which will use the units to supply 162,000 square miles of the Sahara Desert with water.

Algerian President Houari Boumedienne initiated the project in an effort to make his country less dependent upon external food sources.

Besides the crating and shipping of the rigs themselves, Pier Point Packers will also handle extensive support equipment such as trucks, trailers, camp equipment and associated supplies.

Fred C. Chambers, project manager for Koehring, said equipment will begin arriving in Galveston immediately.

The Galveston Wharves is considered a pioneer in the "project business", having created the Pier Point Packers Division some 12 years ago, according to C.S. "Chuck" Devoy, executive director and general manager of the Wharves. Since that time Pier Point has assimilated, crated and shipped entire refineries to such places as the Soviet Union and the Peoples Republic of China.

Devoy pointed out that the crating operation in the East End is a highly labor intensive area & that the announcement of the four new project contracts would contribute not only to the Wharves employment picture but to the overall economic impact of the Wharves on the city.

## Chicago Sales Office

Jacksonville, Florida, December 31 (News Release from Jacksonville Port Authority):—The Jacksonville (Fla.) Port Authority announces that it's sales agent, A.J. Corbett & Sons, Inc. of Chicago, Illinois will open a new mid-West sales office at 333 N. Michigan Avenue, Chicago, January 1, 1976.

Michael W. Schafer has been appointed regional manager of the office. Schafer, who has been associated with the steamship business for more than 16 years, resigned as vice president, sales, for Nordship Agencies, Inc. of Chicago, to take the new position.

JPA Managing Director James J. Scott, Jr., who announced the appointment, said "We are delighted to have Mr. Schafer representing the Port Authority, and we are especially pleased to have secured a man with such an impressive background in both sales and administration."



Long Beach, Calif., 1776 (Port of Long Beach News):—Usually it is a newly-launched ship that is christened with a bottle of champagne, but Long Beach Harbor officials called on the traditional bubbly recently to inaugurate the Port's shoreline public pedestrian and cycling promenade connecting the City of Long Beach to the Port. Pictured as they joined in breaking a bottle on the waterfall, pond and bridge portion of the landscaping along the promenade are, from left, Ms. Theresa Marino, Miss Port of Long Beach, Congressman Glenn M. Anderson, Queensway Hilton developer J. Jay Feinberg, Harbor Commission president H.E. Ridings, Jr. and Long Beach Vice Mayor James H. Wilson. New pathway is first phase of a 3.5-mile long public access and beautification program along the shoreline of the Port of Long Beach.

A native of Nashville, Tennessee, Schafer joined Nordship in 1968 and after successfully opening a new branch office in Milwaukee, he was named branch manager, general sales manager and line manager for Nordship's Australian service in Milwaukee until 1973, when he assumed the position of line manager for the Soviet services trading between the United States and Mediterranean and Continental ports and returned to Chicago.

Prior to his association with Nordship, Schafer, 37, was employed by Phelps Agency, Inc., and American Export Lines, both in Chicago.

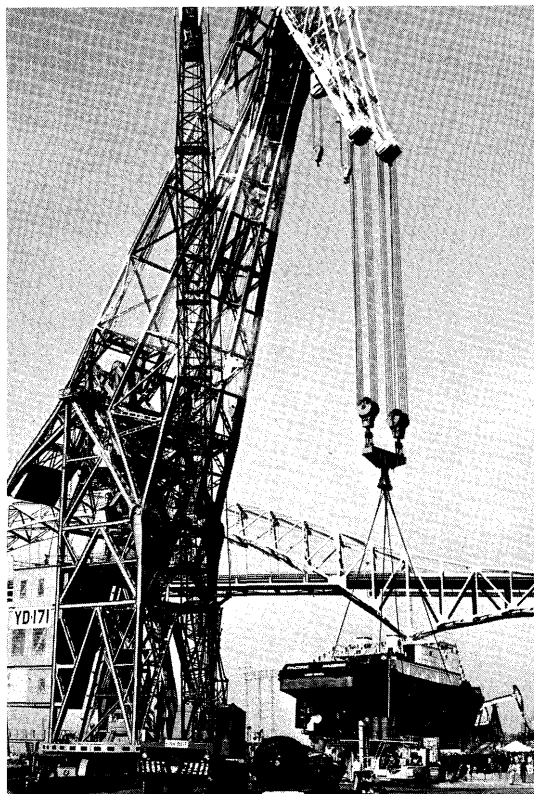
The Chicago office is the third branch maintained by the JPA. The others are in New York City and Tokyo, Japan.

## Port Promenade dedicated

Long Beach, Calif., 01576 (Port of Long Beach News):—First phase of a 3.5 mile Long Beach Harbor landscaping and waterfront access program was opened to the public by Port of Long Beach officials at ceremonies held on the waterfront side of the Queensway Hilton Hotel January 5.

This initial half-mile long project consists of an 8-foot wide paved pedestrian and cycling promenade along the Long Beach Harbor shoreline extending from the Quiet Cannon Restaurant just west of Queen's Way Bridge southeasterly past the Hilton Hotel and Reef Restaurant to

(Continued on page 32)

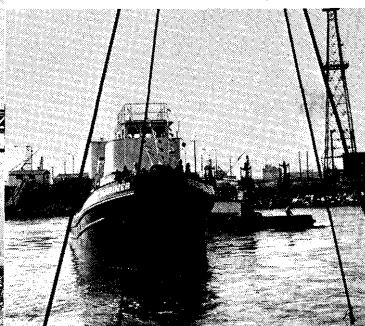


← Photo 1



↓ Photo 2

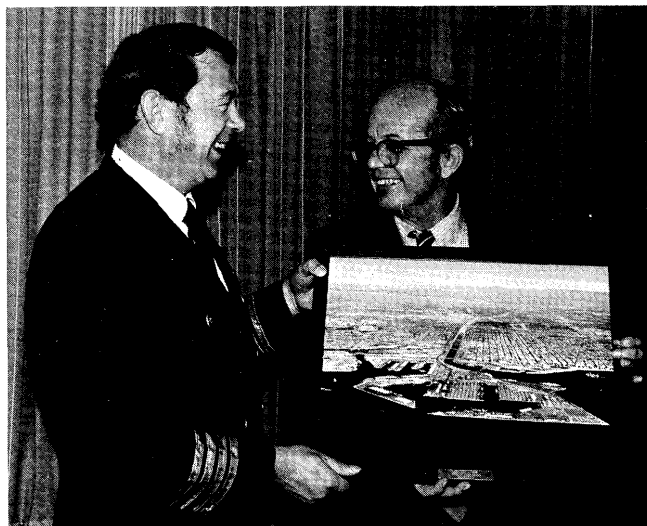
↓ Photo 3



Long Beach, Calif., 12975 (Port of Long Beach News):—First launching of an oceangoing towboat in recent Long Beach Harbor history took place recently when Pacific Towboat & Salvage Company lifted the 97-foot, 300-ton Pacific Mariner from its construction site on Pier D with the world's largest self-propelled floating crane, the U.S. Navy's famed YD-171, and placed it in the water alongside. Photo 1 finds the huge red, white and blue crane raising the towboat from its chocks. In second photo Harbor Commission President H.E. Ridings, Jr. presents port plaque marking launching to Pacific President John J. Turner, while third photo finds the Pacific Mariner afloat for final outfitting before joining two other 3000 H.P. craft in coastwide ocean service. Pacific plans to build two more in Mariner class for use in Alaska and elsewhere.



Long Beach, Calif., 12975 (Port of Long Beach News):—The first full-cellular containership flying the flag of the Republic of Korea made its maiden voyage call at the ITS Terminal in the Port of Long Beach recently and was feted by maritime officials. Korea Shipping Corporation's CV Korean Leader is now in regular transpacific service between Long Beach, its only West Coast port of call, and Kaoshung. The first of three big fast vessels to enter Korean service, she has a capacity of 1060 T.E.U. Pictured in welcoming ceremonies are, from left, Port Administration Director Loren T. Cornish, Eckert Overseas Agency Vice President James V. Frazier, Harbor Commission President H.E. Ridings, Jr., Captain S.Y. Hwang, Eckert General Manager Operations Captain Tsai Ho Chen, Captain Byong C. Chon of Korea Shipping Corporation and District Manager Jeff O'Donnell of Monitor Steamship Agency, Pacific Coast general agents.



Long Beach, Calif., 122275 (Port of Long Beach News):—Maiden voyage arrival of the containership Arnold Maersk at the new Maersk Line Terminal on Pier J found Captain Poul M. Lausten (left), being presented with an aerial portrait of Long Beach Harbor to mark the occasion by Assistant General Manager for the Port, James H. McJunkin. Nine of the 1230 T.E.U. capacity vessels are being put into express service between the West Coast and Southeast Asia, with Long Beach the only inbound port of call. The vessels are designed to carry heavy machinery as well as containerized cargo.



Los Angeles, Calif., 121075 (Port of Los Angeles):—Rock barge unloading continues on Main Channel of Los Angeles Harbor where, seven fathoms down, 100 tons of newly-installed 30-inch sewer main receives an 8-foot protective rock coating to complete Channel-crossing of Board of Public Work's new San Pedro-to-Terminal Island sewer line.

(Continued from page 30)

join the existing walkway to the Queen Mary at Panorama Drive.

The Port Promenade features lighted rest areas and a waterfall, bridge and ponds adjacent to Adolphs Restaurant in the Hilton. The pathway is illuminated along its entire length by low-level walkway lights.

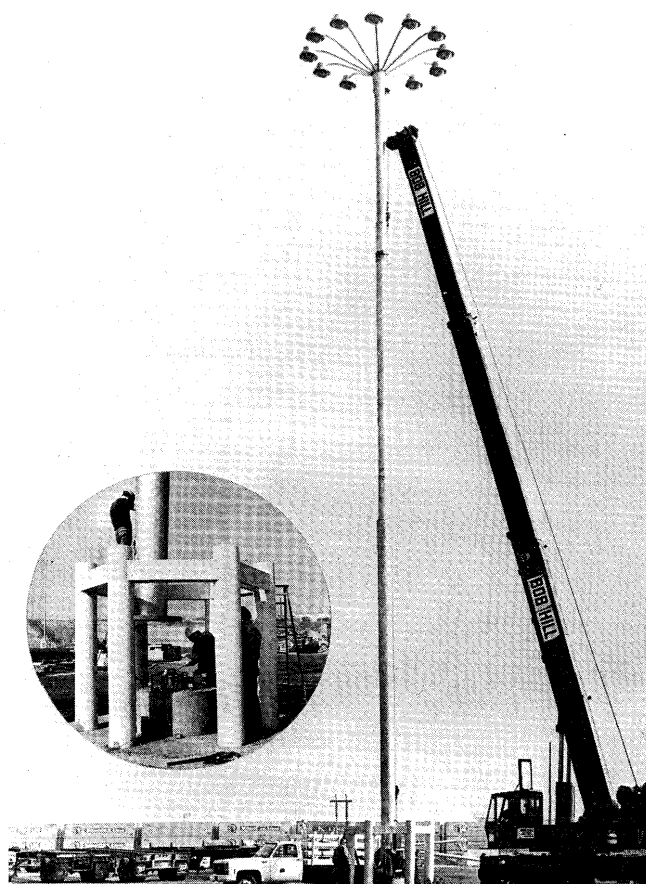
Landscaping by the Harbor Department of more than five acres of land along Harbor Scenic Drive on its approaches to the outer harbor area is likewise nearing completion. Cost of the extensive planting and irrigation system between Berth 1 and Panorama Drive and along Queensway Drive leading to the Queensway Hilton Hotel and the Quiet Cannon Restaurant is estimated at \$200,000.

Second phase of the Port beautification program calls for landscaping the eastern edge of Pier J from the Queen Mary south to the tip of Pier J where a public park will be created for fishing, picnicking and for viewing ships as they enter and depart the port through Queen's Gate.

A lighted promenade will be provided, along with picnic tables, shade trees and parking facilities. Cost of this four-acre project is estimated at \$200,000, with completion expected by summer.

Third phase consists of plantings along Harbor Scenic Drive from Berth 1 north to Anaheim Street. This area will cover 29 acres.

Harbor Commission President H. E. Ridings, Jr. noted that the Port of Long Beach was recipient of the first Environmental Enhancement Award presented by the American Association of Ports and Harbor and that the public promenade was another step in providing access to the shoreline side of the Port.



Los Angeles, Calif., 010976 (Port of Los Angeles):—Towering 100-foot tall light pole is installed at the new Los Angeles Container Terminal, Berth 127, Port of Los Angeles, as final work is completed before its opening and formal dedication January 30. Nine of the three-ton poles, each topped by twelve 1,000-watt high pressure sodium lamps, will provide day-like illumination for round-the-clock operation of the new 42-acre terminal.

## Rock-sinking at channel bottom

Los Angeles, Calif., December 10, 1975 (Port of Los Angeles):—The Main Channel of Los Angeles Harbor averages 1,000 feet in width. Depending on wind speed or motor and boat size, normal channel crossings by small craft take three to 10 minutes.

A recent crossing made by the Los Angeles City Board of Public Works took considerably longer—two weeks, in fact—and left behind 15,000 tons of rock and pipe. (Not an ounce of which is any more visible today than the wake made by the two barges hauling all that material, hardware, and a 50-ton derrick.)

The reason for the slow pace, and for deep-fixing all the non-biodegradable material, was the installation of an under-water section of a 9,400-foot sewer force main extending from the Port's San Pedro district to Terminal Island. The subterranean pipeline (set into a 20-foot trench with eight feet of rock above it for protection from dragging anchors) will carry raw sewage from a pumping station in the San Pedro-Wilmington area to a newly-remodeled Terminal Island treatment plant.

This plant will separate solid waste from liquid. Much of



the solid material will be "digested" by a biological process, reducing it in part to methane gas which, in turn, will be used to power the plant. The remainder of the solids will be dried and hauled to landfill dumps.

The recently-installed sewer line is the third undersea sewer crossing of Los Angeles Harbor's Main Channel. As such it provides for future growth of the area and, as a safety measure, a backup line in the event one of the other mains fails.

Comprised of 90 pipe lengths, ranging from five to 18 feet long, the 30-inch diameter underwater line is expected to carry 17,600 gallons per minute across the floor of the Main Channel, helping to ensure that the Port of Los Angeles remains one of the cleanest harbors in America.

## LNG risks assessed

Los Angeles, Calif., December 22 (Port of Los Angeles):—The Los Angeles Harbor Department announced today (Monday, Dec. 22) it has received a liquefied natural gas (LNG) risk assessment study for inclusion in its final environmental impact report (EIR) on construction of a proposed LNG project on Terminal Island.

The LNG risk assessment study was prepared by Science Applications, Inc. (SAI), a national research and development firm headquartered in La Jolla, California.

The 489-page SAI study concludes that the risks of LNG to populated areas near the Los Angeles Harbor site are extremely low. The physical characteristics of LNG, the design of both the receiving terminal and ships, and the planned operating procedures account for the low risk, the study concludes.

The Harbor Department's final EIR, prepared by its environmental staff, soon will be printed for public release. It will be submitted for adoption by the Los Angeles Board of Harbor Commissioners at a regularly scheduled meeting in late January or early February, 1976.

Adoption of the EIR is an important step in the approval process for a proposed LNG receiving and regasification facility to be built and operated by Western LNG Terminal Co. on Terminal Island in the Los Angeles Harbor complex. Approvals by the City of Los Angeles, the California Coastal Zone Commission, the Federal Power Commission, the U.S. Coast Guard and other governmental agencies will also be required.

Harbor Department officials noted that costs for the study were paid by Western LNG Terminal Co. This first study is the Los Angeles part of a risk assessment being performed by SAI on three planned Western LNG facility locations in Southern California and a liquefaction facility in south Alaska at a final cost estimated to exceed \$1 million.

The facility, if approved, would receive LNG equivalent to 400 million cubic feet of natural gas daily from south Alaska. The LNG would be transported by specially designed ships capable of carrying 130,000 cubic meters.

When the LNG is vaporized back into natural gas at the facility, it will be sold to Southern California Gas Co. for distribution to the utility's 3.3 million customers throughout Southern and Central California.

Western LNG Terminal Co. and Southern California Gas Co. are both subsidiaries of Los Angeles-based Pacific Lighting Corp.

Harbor Department officials said the SAI study was

accomplished over a nine-month period using sophisticated computer models. The study assesses (1) the probabilities of an LNG spill occurring at the proposed facility under a variety of conditions, and (2) the probabilities of fatalities to the general public resulting from an LNG spill, given the possibilities of such a spill.

The SAI study, in all cases, assumes the worst possible conditions that could occur. Further, the study calculates the probability of risk to the population around the site if the facility were to receive 10 times the amount of LNG daily it is designed initially to process, requiring 10 times the shipping and twice the land-based tank capacity.

In essence, the study attempts to put into perspective the risk of fatalities, however remote.

In the final risk assessment, the study concluded that a member of the general public within five eighths of a mile from the proposed LNG facility is 67 times more likely to die of fire generally than from an LNG fire. The study also revealed that persons within this distance of the site are twice as likely to die from electric shock in the home or from an airplane falling from the sky than from an LNG accident.

The study also shows that the highest fatality probability would be 1 chance in 2 million per person per year within five eighths of a mile of the site. At the initial delivery rate actually under regulatory review, the highest probability would be 1 chance in 9 million per person per year. As the distance from the facility increases, the chance of fatality decreases, so that at three miles away, the probability falls to 1 chance in 1 trillion, the study shows.

The SAI study found that the chance of a single mishap claiming between 2,000 and 10,000 lives is one in 18 million per year.

In addition, it was determined that the chance of a mishap claiming the maximum fatality count of 97,000 persons is one in 50 sexdecillion (50 followed by 51 zeroes).

## Relocation of terminal

Los Angeles, Calif., January 13 (Port of Los Angeles News):—Final preparations have been implemented at the Port of Los Angeles for one of the largest terminal relocation operations in recent Southland history. This week the Los Angeles Container Terminal, operating since 1968 at Berths 130-131, San Pedro, will commence shifting its equipment and operations to its new headquarters at Berths 127-129.

The Los Angeles Container Terminal (LACT) serves a consortium of three of Japan's largest shipping companies, Japan Line Ltd., Mitsui O.S.K. Lines Ltd., and Yamashita-Shinnihon Steamship Co., Ltd. In its past seven years of operation at Berth 131, it has been responsible for importing and exporting an estimated 10 million tons of cargo, much of it destined for Southland consumers or representing the output of Southland manufacturers.

By relocating less than one-half mile south, LACT will increase its container handling and storage acreage by 27 percent, from 33 to 42 acres. The increase in actual numbers of 40-foot containers that can be handled at the new facility is an even greater 47 per cent, from 2,877 to 4,201.

In addition to the container storage area, the new



Mr. Paul F. Van Wicklen

facility will feature a two-story gate office building that spans five lanes of container truck traffic, an 18,100 sq. foot maintenance shop building, and a towering 60-foot high maintenance building. This enormous "car port" is designed specifically for repairs and parking of travel lifts capable of stacking containers three high.

The new terminal, still in final stages of construction, will offer shippers the unique advantages of the dual lift, 40-ton gantry crane new in use at Berth 131. The crane is of one of the very few in the world capable of lifting two 20-ton containers simultaneously.

Shipping, receiving and ancillary operations are expected to be fully transferred to the new terminal by January 19.

## Port Promotion Manager named

New York, N.Y., December 18, 1975 (News From The Port Authority of NY & NJ):—The promotion of Paul F. Van Wicklen, Supervising Editor in the Port Authority's World Trade Department to Port Promotion Manager was announced today by A. Gerdes Kuhbach, Executive Director of the bi-state agency. Mr. Van Wicklen succeeds Robert F. Unrath who retired recently.

For the past 18 years, Mr. Van Wicklen has served as editor of the Port Authority's monthly magazine, VIA PORT OF NEW YORK, which is widely read both in the United States and overseas. During his tenure as editor, the circulation of the port commerce magazine grew from 12,000 to over 30,000 winning commendations from presidential cabinet members, the States of New York and New Jersey, and commerce departments and agencies of various Port District communities.

In his new position, Mr. Van Wicklen will be responsible for the development of promotional literature, advertising, exhibits, port films and other audio-visual aids. In addition, he will continue to supervise the editorial content of VIA PORT OF NEW YORK, which he helped develop into an authoritative source of information on cargo handling and transportation methods. The publication also contributed to the Port Authority's winning of the Presidential "E" and "E" Star Awards in the federal export expansion program.

In March, Mr. Van Wicklen was awarded the Port Authority's Distinguished Service Medal for "25 years of



New York, N.Y., December 19, 1975 (The Maritime Association of the Port of New York):—**CONGRESSIONAL BREAKFAST**—At a meeting of the New York-New Jersey Port Promotion Association in New York recently, plans for a congressional breakfast to be held in Washington, D.C. on January 28th are discussed by (1 to r) Joseph F. Brady, chief, Bureau of International Relations, State of New Jersey Division of Economic Development, James P. McAllister, chairman of the board, McAllister Brothers, Inc., Andre Gallerne, president, International Underwater Contractors, Inc., and N. Nick Cretan, executive director, The Maritime Association of the Port of New York. The NY-NJ promotion group, of which McAllister is president and Cretan secretary-treasurer, is an association comprised of representatives of port commercial maritime interests and civic and political leaders of communities of the region. These leaders traditionally attend the Breakfast with the Senators from the two states, congressional leaders and members of federal committees and commissions whose work is concerned with maritime matters and the development of world trade in the bi-state New York-New Jersey port region. The breakfast is sponsored jointly each year by three major port groups, The New York-New Jersey Port Promotion Association, The Port Authority of New York and New Jersey and the New York City Council on Port Development and Promotion.

exceptional ability in the field of port promotion," as well as "for his superb writing skill and for the many important contributions to the service and industries of the Port of New York that his skill and dedication made possible."

Mr. Van Wicklen's creative imagination and outstanding staff work previously earned him the Executive Director's Award of Achievement in 1964. He has also applied his talents to other media, writing the script for the 1966 Port Authority motion picture, Today The Twenty-First, which told the story of the container revolution in shipping.

Mr. Van Wicklen was among the earliest boosters of containerization, having prepared numerous articles on the subject in the mid-1950's, and issued the first in a series of special issues of VIA PORT OF NEW YORK on intermodal transport during 1961. The November 1965 Containerization Issue was a milestone for ocean carriers, freight



Oakland, Calif., January 5 (Port of Oakland):—FMC TOURS OAKLAND—Federal Maritime Commission Chairman Karl Bakke and members of his staff paid a call on the Port of Oakland recently, where they were briefed on the facilities and services of the West Coast's leading container port. Enjoying their visit to the Port's 70-acre Sea-Land Container Terminal were, from left: John Verheul, Terminals Superintendent, Port of Oakland; Nathan Bayer, FMC, Washington; John Maddox, Operations Manager, Sea-Land Service; Hugh Lacey, General Manager, Sea-Land; Bob Sunkel, FMC West Coast Regional Manager; Bob Hope, FMC, Washington; Bakke; Robert W. Crandall, Marine Terminals Manager, Port of Oakland; and Ben E. Nutter, Executive Director, Port of Oakland.

forwarders and shippers alike, and was translated into Japanese by a shipping group in that country.

With the Port Authority since 1949, Mr. Van Wicklen has been associated with the Authority's trade promotion group for his entire career. His interest in transportation and world trade stemmed from his service with the Eighth Air Force in Europe during World War II. He went on to study air cargo transportation and world trade as an undergraduate at Syracuse University, and at the Graduate School of Business Administration at New York University, from which he received his M.B.A. degree.

Mr. Van Wicklen, who lives at 1005 Ft. Salonga Road in Northport, New York, is married and has three children.

## Steamship Service Directory Available

New York, N.Y., January 12 (News from The Port Authority of NY & NJ):—The 1976 edition of the **Port of New York-New Jersey Scheduled Steamship Service Directory** has been issued by the Port Authority to meet the needs of exporters, importers, freight forwarders, and other business organizations and government agencies moving cargo via the New York-New Jersey Port.

The 21-page Directory, published annually since 1955, lists the names, addresses, telephone numbers and pier locations for all steamship lines and agents offering regularly scheduled cargo, passenger, and cruise services from the New York-New Jersey Port on international, intercoastal



San Francisco, Calif., 12/30/75 (San Francisco Customs Brokers and Freight Forwarders Association):—CUSTOMS LEGAL ISSUES were pinpointed in recent Pacific Coast meetings when Allerton deC. Tompkins (center), Customs Counsel for the National Customs Brokers and Forwarders Association of America, met with key broker groups. In San Francisco, Tompkins discussed current problems with Ted L. Rausch (left) (Ted L. Rausch Co.), vice president of the S.F. Customs Brokers and Freight Forwarders Association, and attorney George Tuttle (Glad, Tuttle & White). The World Trade Club session included discussion of the status of the controversial Customs "DABA" proposal, Section 592 (penalties) and Customs auditing of brokers.

and coastwise routes. It also contains a listing of active steamship piers, together with the lines, terminal operators and railroads serving them.

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

Copies of the Directory may be obtained without charge from the Port Promotion Division, The Port Authority of New York and New Jersey, Room 63 South, One World Trade Center, New York, New York 10048.

## The non-congested port

Portland, Oregon, January ("Portliner", Port of Portland):—The Port of Portland seems to be running against a worldwide trend of increasing port congestion and resultant delays. According to a study released by the United Nations Conference on Trade & Development, "The capacity of ports has not increased to match the increased traffic wishing to pass through those ports." The study lists a wide range of factors limiting the capacity of ports. Looking at a few of the criteria points up where the Port of Portland has been doing things right. Take, for example, coordination between the various aspects of port operations. The Port Productivity Committee brings together people from many areas who can work out the problems as they occur and, through planning, often can prevent the problems from happening. Currently, a sub-committee is working on ways to expedite and reduce the cost of cargo movement through the Container Freight Station at Fulton Terminal 6, which will require cooperation between management, truckers and longshoremen. Another area is labor relations. For example, members of the International Longshoremen's & Ware-



San Francisco, Calif., 1/5/76 (San Francisco Customs Brokers and Freight Forwarders Association):—**CHRISTMAS CHEER BY THE GOLDEN GATE** was the occasion for a gathering of those responsible for the smooth flow of California's world commerce. A Mexican Santa Claus (Armando Galaviz of Mittelstaedt, Galaviz & Mylin) greeted guests of the San Francisco Customs Brokers and Freight Forwarders Association: Regional Customs Commissioner Robert Battard, Regional Counsel Edward Gilmore, District Director George Brokaw, and Robert Sunkel, regional director of the Federal Maritime Commission. Association President Marshall Brownfield, right, (BBC International) welcomed the guests and seventy members at the annual event.

housemen's Union (ILWU) have joined efforts with the Port on marketing trips and are as interested in selling the Port of Portland as is the port staff. And, of course, there are the facilities themselves. A substantial construction budget, of \$106 million, during the past five years has resulted in completion of Port of Portland facilities to relieve congestion. This is an instance where the Port of Portland is out of step and proud of it.

## 100,000-sq.-ft. warehouse

Tampa, Florida, 1/9/76 (News from the Tampa Port Authority):—Groundbreaking ceremonies took place on January 9, 1976, for the \$1,266,000 Eller & Co., Inc. warehouse and passenger terminal on Hooker's Point in the Port of Tampa.

The 100,000-square-foot facility is scheduled for completion and occupancy by October 1, 1976. It was designed by Watson & Company, architects-engineers of Tampa and Orlando. General contractor is Sainor Constructors Inc. of Bradenton, Florida.

Master of ceremonies for the groundbreaking was Guy N. Verger, Tampa port director. Other participants included Hillsborough County Commissioner Betty Castor; Tampa Port Authority board chairman Arthur Schiro; and Edward E. Sheffield, vice president of Eller, who is in charge of the company's Tampa operations.

The warehouse will be situated on a 17-acre section of Hooker's Point, part of the Port of Tampa. Eller has taken a 25-year lease at \$200,000 per year on a nine-acre parcel that will contain the warehouse, and has a lease option on an adjoining eight-acre parcel.

Adjoining the Eller warehouse is a \$2.5 million, 600-foot berth now being built by the Port Authority. The new

berth will adjoin two other berths completed a year ago by the Authority. They total 1,200 feet in length. Financing for the 1,800 feet of wharf space come from a \$9.8 million revenue bond issue sold by the Port Authority.

A fleet of mobile cranes, with lifting capacities ranging from 50 to 300 tons will operate at the new site. Eller has offered to bring in a 300-ton crane for use with containerized cargo until permanent containerized-cargo-handling equipment is added.

The new warehouse will have a 20-foot height for stacking cargo, and will contain office areas and equipment maintenance space. The passenger section of the terminal will actually be warehouse space easily convertible to accommodate passengers, luggage and U.S. Customs functions.

The warehouse will have an insulated roof. The entire site will be lighted for night use. The part of the terminal not occupied by the warehouse will be used for storage and parking. The wharf apron alongside the warehouse will be 100 feet wide.

Between now and completion of the new site, Eller will continue to operate its existing 140,000-square-feet of leased terminal facilities on the Ybor Channel in the downtown Tampa waterfront area. Eller has operated in Tampa since February 1971.

Eller's corporate headquarters are in Fort Lauderdale. The company whose president is Captain Arthur E. Erb, serves as freight handlers, contracting stevedores, ship agents, terminal operators, marine consultants and heavy lift specialists.

In addition to Tampa, Eller operates in Port Manatee, Miami, Port Everglades, West Palm Beach, Port Canaveral, Jacksonville, Savannah, Brunswick, and St. Mary's, Georgia.

## Increase in general cargo

Tampa, Florida, 1/20/76 (News from the Tampa Port Authority):—General cargo handled at the Port of Tampa during the first three quarters of 1975 showed a marked increase over the same period in 1974, Guy N. Verger, Port Director, reported.

Overall cargo handled at the port for the period amounted to 30,975,974 tons or a drop of 346,930 tons under the first three quarters of 1974, reflecting the general economic conditions of the year. Although there were slight drops in several commodities, there were rises in others.

Chief among the cargo losses was 462,000 tons of oyster shell dredged from the Tampa Bay bottom and which is an inner harbor commodity movement. Loss of this cargo is attributed to the sinking of a dredge during the year and environmental constraints on the removal of shell.

General cargo increased from 746,813 tons handled during the first nine months of 1974 to 945,899 tons in the first nine months of 1975, a gain of nearly 200,000 tons.

Increases were noted in exports of citrus products, both fresh and processed and scrap metal. Imports which increased included building materials such as steel and aluminum.

Exports of phosphate and phosphatic products increased some and incoming potash and sulphur increased, indicating the high demand for fertilizer products in the first half of the year.

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Diagram showing connections from Antwerp to:

- AMSTERDAM
- ROTTERDAM
- BRUSSELS
- PARIS
- LE HAVRE
- BORDEAUX
- MARSEILLE
- ROMA
- MILANO
- BERN
- BOEN
- BRUXEL
- AMSTERDAM
- ROTTERDAM
- BRUSSELS
- PARIS
- LE HAVRE
- BORDEAUX
- MARSEILLE
- ROMA
- MILANO
- BERN
- BOEN
- BRUXEL
- AMSTERDAM
- ROTTERDAM
- BRUSSELS
- PARIS
- LE HAVRE
- BORDEAUX
- MARSEILLE
- ROMA
- MILANO
- BERN
- BOEN
- BRUXEL

Distances from Antwerp:

- 100 km 60 miles
- 300 km 200 miles
- 1000 km 600 miles

Information: General Management of the Port, Town Hall, Antwerp.

## Port law

Caracas, Venezuela, December 1975 (Carta de la C.A. Venezolana de Navegación):—The Congress of the Republic enacted during the month of November ultimo "Law which creates the National Port Council and the National Port Institute", whereby a single administrative authority is established for all national ports and port matters are declared to be of public interest. This, however, does not prevent the National Executive from granting special concessions—in special cases—for the operation and administration of certain ports to national enterprises in which the state has a majority ownership, providing that it be for a special cargo, sports, fishing and touristic purposes. The Law creates the National Port Council as the coordinating and executive agency of the Governments port policy and the National Port Institute, with juristic person and with its own patrimony. This latter agency shall be entrusted with the administration, organization, conservation and operation of all national ports.

## World Shipping Year Book

London (The Financial Times):—The Financial Times, in association with Fairplay International Shipping Weekly, has just published the world's first comprehensive Shipping Year Book.

The new publication will contain latest available data on international shipping and allied companies and will be read and used by shipping men at decision-making levels in just

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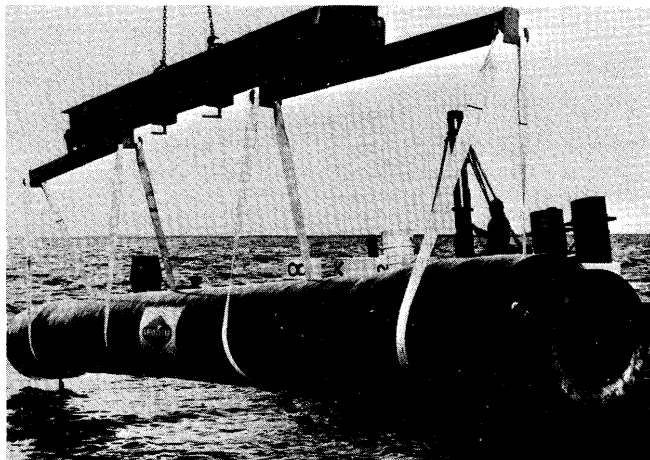
For further information write to:

The Financial Times  
World Shipping Year Book  
10 Bolt Court, Fleet Street  
London EC4B 4LH  
England.

## Vade-Mecum of the Port of Antwerp 1975-1976

Antwerp, 5/11/1975:—The third edition of the Vade-mecum of the port of Antwerp, a hand-book realized under the auspices of the City of Antwerp and the Port of Antwerp Promotion Association (ASSIPOINT), has been published. This annual, which has been fully updated, gives in four languages (English, Netherlands, French and German) a survey of anything related to this Scheldt port.

Chapter one is again a Who's who covering the Antwerp port authorities; public and semi-public services; associations, chambers, committees and councils; consular representatives in Antwerp; private companies; regular shipping lines from Antwerp. To the listing "private companies", published as per branch of activities, the following sectors have been added: "import and export companies with own



Akron, Ohio, U.S.A. (Goodyear International Corporation, News Bureau):—FLOATING CARRIER—Modern super tankers require special facilities for loading and unloading large quantities of oil. Where terminals can't be built, hose like the above, floating on the water, handles the transfer. Goodyear, at its Industrial Rubber Products plant in Northern Ireland, has developed a new range of flotation hose with bore sizes to .6 meters (24 inches) and lengths to 10.7 meters (35 feet) for carrying oil to and from ship and shore.

The hose which is being exported to South America, North Africa and the Middle East, has its own built-in buoyancy which is protected by an abrasion-resistant polyurethane cover.

installations in the port (petroleum products—wood)” and “tank storage companies for liquid chemical products”.

Chapter two includes recent data about regulations and tariffs applicable in the port. Indeed, the latest changes in the General regulations regarding the handling of dangerous goods in the port of Antwerp, as well as the changes in the Regulations relating to inland craft, as a result of the putting into use of the new Scheldt-Rhine link, have been considered. (Vade-mecum 1975/76—280P—bound—BF 300/copy—Publishers: Publitra, Brouwersvliet 33, Bus 4, B-2000 Antwerpen.)

## Bristol news

Bristol, England, November 5, 1975 (Portfolio, A newspaper for the Port of Bristol):

### • Turnrounds praised

Leading representatives of port management have been well satisfied with tonnage output figures in the port during the last month.

On three vessels handling different types of commodities, average gang outputs per nett hour have been well above standard.

On the m.v. “Westland” fishmeal, canned goods and tobacco were all discharged at above average rates, enabling the ship to complete its turnround 1½ days earlier than originally anticipated. The m.v. “Indian Endurance,” with a cargo of tea, was also completed 1½ days in front of its original estimate.

Commented Andy Johnson, operational manager of Messrs. Reed Stock and Co., stevedores for the vessels: “If outputs like these are maintained the port will never be in trouble. If this is the attitude for the future, then the port has got a future.”

The m.v. “Lobito Palm” has a good discharge rate, particularly in respect of cocoa beans, and the ship achieved its target date for departure in spite of being short-manned by one gang in relation to original labour requirements.

Commented Fred Brinton, director of C.J. King and Sons Ltd., stevedores: “We were well pleased with the good work carried out on this ship and hope it will be the forerunner of things to come.”

### • Bristol well down the list

National Ports Council statistics for 1974 published recently reveal that Milford Haven had a higher throughput of tonnage than any other British port.

The NPC Annual Digest of Port Statistics showed that Milford Haven handled a total of 59.5 million tonnes of traffic last year, although this consisted of virtually all crude oil and refinery products. In fact, these commodities account for over 60 per cent of all Britain's port traffic.

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

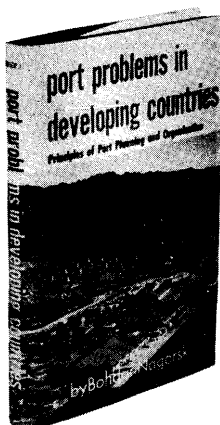
Milford Haven	59.5m (0.02m)
London	46.2m (18.0m)
Liverpool	27.8m (10.2m)
Southampton	27.5m (3.7m)
Tees & Hartlepool	25.0m (10.3m)
Medway	24.6m (1.8m)
Immingham	21.2m (8.8m)
Clyde	17.4m (5.3m)
Manchester	16.3m (5.6m)
Forth	9.8m (4.2m)
Swansea	6.4m (0.8m)
Hull	5.6m (4.3m)
Bristol	5.6m (2.9m)
Tyne	4.8m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

Interesting figures from the section of the digest dealing with manpower showed that the number of working days lost through dispute, 122,000, were the best figures since 1968.

However, by June, 1974, the industry had reduced its manpower to 71,500 men (including registered dockworkers) compared with 113,400 in 1969. Registered dock workers totalled 34,582 (daily disposition 1974 average).

London kept its place as Britain's top container port, handling 2.97m tonnes, with Felixstowe, Dover and Southampton close behind.





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*—Assistant Secretary General, ICHCA*

## ANNOUNCING !!

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## Mr. Davidson now deputy chairman

Glasgow, January (Clydeport News):—Mr. J.P. Davidson, the Authority's Managing Director, is now also Deputy Chairman of Clydeport's Board.

His new appointment was made at the Board's December meeting when Mr. F.P. Rait, who has held the post since 1969, relinquished the Deputy Chairmanship.

Commenting on the move, the Chairman, Mr. A.G. McCrae, told *Clydeport News*: "We are sorry that, in reducing the extent of his business commitments, Mr. Rait has decided to step down but I am pleased to say that he will be staying on the Board and so we shall continue to have the benefit of his long experience of the business of the port."

Mr. Rait first became associated with the port in 1953 when he joined the Clyde Navigation Trust as a representative of Glasgow Chamber of Commerce. He has been a member of the Clyde Port Authority since its inception in 1966.

Mr. Davidson, who has been chief executive since the formation of Clydeport, was first co-opted by the Authority in 1967 and then, in 1973, became the port's first Managing Director.

He is also Chairman of the National Association of Port Employers and UK Director of the International Association of Ports and Harbors.

## Port takes over three more businesses

Glasgow, January (Clydeport News):—The economic predictions which were made at the end of 1974 unfortunately proved all too correct and the full effects and consequences of the national and international inflationary spiral came home to roost in 1975. The annual rate of inflation at home reached an unprecedented level of over 25% by the Autumn and, as was to be expected, international confidence in the United Kingdom weakened and the pound took the severest of beatings on the foreign exchange markets, falling to an all-time low against the dollar. The international trade depression also deepened and, as the year progressed, we had clear evidence of this in the considerable down-turn of trade in the port.

As was anticipated, a wages policy had to be introduced by the Government in July as one of a number of endeavours to arrest inflation and restore international confidence in our economy. While the revamping of the U.S. economy now in progress presents a glimmer of light on the international scene, the indications still are that it is unlikely we will see any real turn-round in the United Kingdom until well into 1976 at the earliest—certainly only after the remainder of our E.E.C. partners embark on reflationary policies.

In July, a real start was made to the Hunterston ore terminal jetty and the work at the container terminal, which was put in hand in 1974 to extend the paved area and provide a new lorry park and entrance, is now all but completed. Those two developments are marks of confidence in our future as a port.

While a period of economic depression and down-turn in

trade inevitably brings gloom it should nevertheless not be taken as a signal for standing still; on the contrary we must continue to look ahead, plan and prepare for the turn-round. The spread of our activities, coupled with the exploitation of all our assets to the full, has done much to maintain our position throughout the past year and in line with the policy of continuing to broaden our interests the Authority have acquired Scotway Haulage Limited and Barbour Industrial Joinery Limited, two associated companies in the field of road haulage and industrial packing and joinery, and R. & J. Strang, engaged in road haulage, warehousing and allied fields.

Coupled with a continuing broadening of interests it must be our objective in 1976 to ensure that we not only maintain, but that we improve even further the reliability of service which our customers are entitled to expect from all spheres of our activities. I am confident that by so doing we will weather the immediate economic cold and be in a position to take advantage of the resurgence in trading conditions which lies ahead.

To all associated with the activities of the port and who have contributed to its wellbeing during a most difficult year I extend, on behalf of the Authority, every good wish for the New Year.

## Two developments show confidence in the future

by J.P. Davidson

Deputy Chairman and Managing Director,  
Clyde Port Authority

Glasgow, January (Clydeport News):—Clydeport has acquired three new businesses—Scotway Limited, a road haulage and warehousing concern based in Glasgow; Scotway's associated company Barbour Industrial Joinery Limited; and R. & J Strang Limited, based in Lanarkshire and operating in the fields of road haulage, warehousing and distribution, motor engineering, and selling vehicles and petroleum products.

Together the three companies employ about 160 people and their annual turnover is in the region of £1.3 million.

Scotway and Barbour Industrial Joinery occupy an eight-acre site at Meadowside, where the joinery workshops adjoin Scotway's warehouses.

Scotway lorries are a familiar sight around the docks, bringing whisky and manufactured goods for export.

The joinery company's business is also closely allied to shipping, with the manufacture of packing cases for many high-value products of Scottish industry destined for markets throughout the world. The company also undertakes quality joinery work for fitting out shops and banks.

R. & J. Strang's filling station, car show-room and workshops at Chapelhall are well known to motorists in the Airdrie area.

Adjoining the garage, the company has extensive warehousing facilities from which its vehicles distribute goods of all kinds throughout the West of Scotland.

The acquisition of Scotway and Strangs puts Clydeport into new sectors of the road haulage market.

While S. & H. McCall Transport (Glasgow) Limited—a subsidiary since 1972—specialises in moving heavy loads throughout the UK and the Continent, both Scotway and



**SUEZ CANAL AUTHORITY DELEGATION VISITS THE PORT OF LONDON:**—During their recent visit to London for talks with shipping interests the Chairman of the Suez Canal Authority, Engineer Mashhour A. Mashhour, and his party of senior officials toured the Port of London and took special interest in the PLA Thames Navigation Service.

Picture shows the delegation in the Radar well deck of the PLA TNS Central Operations Room at Gravesend. Lt. Cmdr. R.B. Richardson (back to camera) explains to SCA Chairman (Right), Engineer Mashhour, and party the application of shore based radar techniques to the supervision of marine traffic movements in the Port of London. Lt. Cmdr. Richardson, formerly PLA Havenmaster in charge at Gravesend, through PLA consultancy subsidiary PLACON Ltd. led a team of consultants to Suez last year to advise the SCA on traffic control systems for the re-opened Canal. (16th January, 1976)

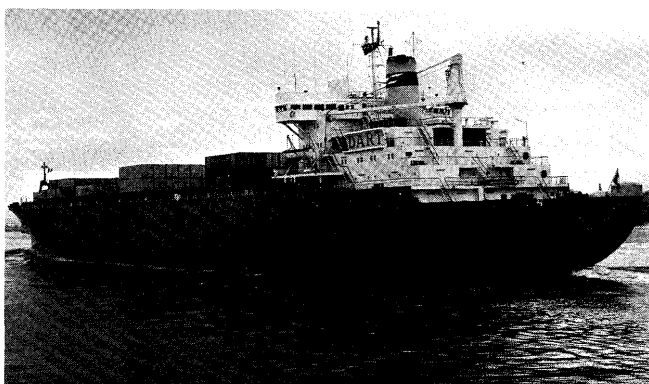
Strangs are equipped with vehicles in the 16-32 ton range engaged in different areas of the transportation business.

## Port of Le Havre Flashes

Le Havre, France (Port of Le Havre Flashes, December 1975):

### • Dart Likes Le Havre

As the result of an important decision by the board of Dart Container Line, dating from October 16th last, Le



Havre is now the final port of call for the company's deep-sea containerships sailing from Europe to Canada and the US East Coast. The schedule of weekly departures was inaugurated by the Dart Europe on October 30th. Dart, which previously used Le Havre only for feeder services, is represented here by the Compagnie Maritime des Chargeurs Réunis.

### • Ship surgery in Le Havre

The **Atlantica Marseille**, a containership owned by the Compagnie Maritime des Chargeurs Réunis and used for regular services between Mediterranean ports and the US East Coast, has been jumboized in Le Havre's largest graving dock. The work was carried out by the Chantiers de Normandie and was designed to lengthen the vessel from 537 ft 9 in to 627 ft 6 in (163.90m/191.27m). The ship was cut in two and then a prefabricated section was put in place between the two halves.



As soon as the vessel was safely in the graving dock, it was placed on a special cradle. It was then cut in two and the dock flooded. The bow section, which floated, was brought forward to the front of the dock, while the stern section was stabilized and towed out. The new section was then pushed into the dock, followed by the stern part, which was put back exactly where it had been before. While the water was being pumped out, the midships and forward sections were backed up to the stern section to facilitate the final link-up.

The work took a month from start to finish and went off without a hitch.

### • The port abroad

1. An Open Day was held by our permanent representative in London on October 16th, from 10.30 a.m. to 5.0 p.m., and proved most successful, with several hundred people coming to meet the high-powered delegation that had crossed over specially from Le Havre for the occasion. A reception was held in the late afternoon, attended by the French ambassador to the United Kingdom, Monsieur Jacques de Beaumarchais. An exhibition of photographs and a non-stop film show proved very popular, and some most useful contacts were made between the representatives of the Port Authority and their guests.

2. The Port Authority also recently organised two receptions in Sweden, one in Gothenburg and the other in

Stockholm, at which the main emphasis was placed on the possibilities offered by the Port of Le Havre's industrial zone both for the establishment of new factories and as an ideal site for product storage and distribution.

3. The Port was present too at Europalia, an exhibition of French technology held in Brussels, where the many visitors were able to see a working model of a giant tanker berthing at the new Antifer oil terminal.

#### • New investments for general cargo traffic

Responding to the needs of port users, and with a view to further encouraging the traffic in general cargo, the Port Authority has begun work on almost 2,300 ft (700m) of new wharves round A Dock, a new wet dock recently constructed above the François I Lock, in the heart of the new commercial port. The first berth, due to be opened in

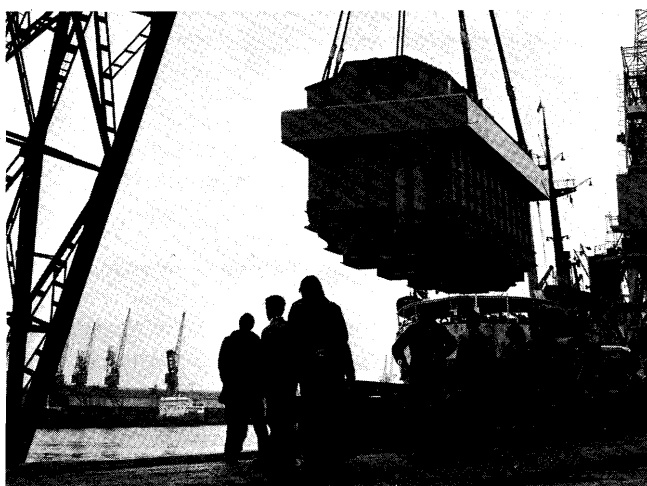


January 1977, will be equipped with two new container cranes right from the start, and if necessary a third will be transferred from another wharf. A containership line to the Far East will be using the new facilities for regular sailings as soon as they become operational.

The port has no intention of letting up in its drive to become more competitive than ever!

#### • Heavy load

A 164-tonne Alsthom transformer was put aboard the Indian Renown for Bombay on October 2nd. The ship's agents were United Agencies and the stevedoring company La Société Havraise de Manutentions Portuaires.



## Europort South

Marseilles (Editorial in the November 1975 issue of Europort South, the monthly magazine of the Port of Marseilles Authority):—Is the Midi becoming less boastful than is their tradition? Marseilles-Fos creates the records, does the unusual things, yet bangs the drum less than other Establishments. Is this already the pattern? Visits here and there, to other ports, suggests that the usual at Marseilles is the exception elsewhere.

For the last few months, Fos has been berthing fully loaded tankers of 385,000 to 400,000 tonnes. In Drydock No. 10, at Marseilles, the largest ships afloat are repaired; the 'wet-dock' ship-repair, using frogmen, is unique to Marseilles. These are just three recent examples.

In itself, this record of achievement means nothing; it only underlines the capacity of the Port to adapt to new techniques. The plant and equipment of Marseilles-Fos are shining examples of this dynamic outlook: first tanker port, alone in its range at this day, it carries also a new phase in the building of a second berth for ultra-large oil tankers at Fos; first port for ship repairs, it is making ready new quays for repairing ships afloat; first port for general cargo, at Fos-Port St. Louis du Rhône, ultra-modern moles for handling are being built.

## Marseilles—news in brief

Marseilles (Europort South, November, 1975):

#### • Port traffic in 1975

Traffic in September was stagnant over the whole range of cargo handled:

- a slight reduction in general cargo (−18,477 T.)
- a slight rise in bulk solids (+25,549 T.)
- an appreciable increase in bulk liquids (+43,906 T.)

A less heavy loss than in the preceeding months (−249,583 T.).

Two conclusions may be drawn:

- a stabilisation of tanker traffic after the heavy drop at the beginning of the year,
- a resurgence in bulk solids.

For the first nine months of the year, in spite of the September figures, the trend is definitely positive for general cargo (+226,119 T.) and for bulk solids (+680,415 T.), whilst being negative for bulk liquids (−117,707 T.) and hydrocarbons (−8,882,234 T.).

Total traffic was 71,404,996 T., as against 79,498,403 T. for the same period in 1974.

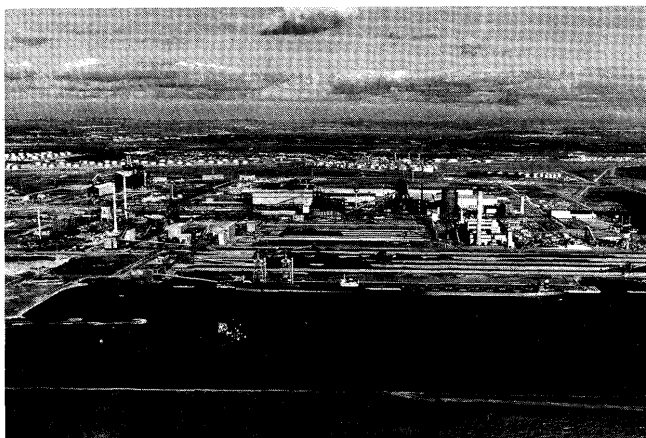
#### • A training centre for Sea Land transport founded at Marseilles

In October, the Marseilles Chamber of Commerce and Industry, inaugurated a Training Centre for Maritime Transport, designed to aid the executives of Companies associated with Port activities and transport by land and sea.

23 students, from amongst 180 candidates, are completing the first course; the syllabus is international in concept.

#### • New vehicles—a very positive progression at Fos

Between the 13th. of February and the 24th. of September, 10,687 new vehicles were exported via Fos. The



**Fos: Solmer steelworks**

Forwarding Agents were Nicolas Freres.

The traffic volume has increased very quickly: Fos has this year handled about 1/6th. of the automobile exports of the Port of Marseilles Authority.

In fact, in the first six months of 1975, Marseilles has seen the departure of 37,829 cars, and Fos 7,715.

The specification for the new ro-ro quays, located on the bank of the St. Louis Canal, is such that this important and increasing traffic may be handled under the best possible conditions on the vast open-storage areas situated between Dock 3 at Fos and the St. Louis Canal (the future mole St. Louis).

• **M. Michel Pechere named as Managing Director of the Port of Dunkirk Authority**

The Administrative Council for the Port of Dunkirk Authority met on the 3rd. of October 1975, under the Presidency of M. LEFOL, and considered the decree of the Council of Ministers, nominating M. PECHERE as Managing Director.

The Council accepted the nomination of M. Michel PECHERE, Ingénieur en Chef des Ponts et Chaussées, as Managing Director of the Port of Dunkirk Authority, in replacement of M. BOEUF, Ingénieur General des Ponts et Chaussées, who has been called to other work.

M. PECHERE will leave the Port of Marseilles Authority, where he has worked as Directeur de l'Exploitation, on the 31st. of December 1975.

• **Communique**

The Administrative Council of the Port of Marseilles Authority met on the 26th. of September 1975.

The Council:

- adopted the report on the state of the Port and its related services for 1974,
- approved the programme for the loans still needed to complete the plans for 1975,
- examined the requirements, as regards plant and machinery, to equip No. 4 tanker berth at Fos,
- agreed that the Port of Marseilles Authority should continue to be financially responsible for the anti-pollution cell covering the region Fos-Etang de Berre, whilst waiting for the State to take over these costs,
- agreed that the Port of Marseilles Authority should share in the costs of a control network and alarm system to cover air pollution in the area.

## Bremen News

• **Bremen's Leading Position in Europe**

Bremen 16.1.76 (BremIn). Handling figures can be deceptive. For the assessment of general-cargo handling is evaluated at about 3-times that of pourable commodities (grain, ore, coal) and 12-times that of mineral-oil handling. Bremen's port-senator Oswald Brinkmann: "A ton is not equal to a ton in port-handling. Based on objective values the Bremen ports lie fourth in line in Europe behind Rotterdam, Antwerp and Hamburg—followed by Marseilles, London, Le Havre, Dunkirk and Amsterdam". With the, for the port economy, unusually favourable 1:1 relationship of general-cargo to bulk-commodities the Bremen/Bremerhaven port-group even leads the field in total-handling.

• **Record Handling in Bremerhaven: 1 Million Cars**

Bremerhaven, 16.1.76 (BremIn). From 1964 to 1975 over 1 million cars passed through the seatown's large car-handling installation (6,500 parking spaces) in imports and —above all— exports (USA, Japan, Persian/Arabian-Gulf countries). Taking as a basis the enormous developments since 1972 (the recession year of 1975 held the absolute record here), the 2nd million should already be reached prior to 1980.

## Seminar on cargo handling

Oslo, Norway, 24th December, 1975:—Industri-konsulent A.S., Aslakveien 14, Oslo 7, Norway is sponsoring a Seminar on Cargo Handling, March 1st-5th, 1976 at Klækken Turisthotel, Hønefoss near Oslo, Norway.

## NUFFIC Seminar

The Hague, The Netherlands, December, 1975:—The Twelfth International Seminar on Port Management in the Netherlands will be held from 26th April until 4th June, 1976.

It is a study programme of the Delft International Courses in Hydraulic and Sanitary Engineering with observation periods offered by the Port Authorities of Amsterdam and Rotterdam.

The programme consists of three lecture periods at the beginning and the end of the seminar, a two-weeks' period of visits to and around the Ports of Amsterdam and Rotterdam and study visits to ports in Germany and Great Britain (one week).

In the lecture parts, next to a general survey of problems of transportation and of navigation, the programme will deal with different aspects of port management, lay-out of port areas, cargo handling, port labour, safety and health. The seminar is open to government officials and other qualified candidates with some years of practical experience with regard to problems of port management. Participants should have a university degree although in special cases experience can replace a university background. The language of the seminar is English.

The participation fee will be Dfl. 1,450.—, which includes tuition, travel costs for the fieldtrips, and lodging and breakfast during the fieldtrips outside the Netherlands. The other expenses, hotel accommodation during the stay

in the Netherlands as well as lunch and dinner expenses will be borne by the participants themselves.

For further details, write to:  
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## Abu Dhabi

Abu Dhabi, United Arab Emirates (October 1975, The Gray Mackenzie Monthly Bulletin):—61 vessels called at Abu Dhabi during the month of October with 74,528 deadweight tons of cargo on board for discharge. Imports consisted of 30,413 tons general, 3,120 tons timber, 17,815 tons steel, 480 tons pipes and 22,700 tons cement.

Additionally, 2 tankers called at Mina Zayed and discharged 28,000 tons gas oil.

With the continuing of 3-shift arrangement in the port, the discharge rate has improved and this has assisted to reduce the waiting time which is now in the region of 1 to 3 days. Consequently the main shipping lines have reduced the congestion surcharge.

It is hoped that the transit sheds which are mainly completed will be handed over to the port shortly, rendering better protection to goods. Additional covered storage is also under construction outside the port limits.

A privately owned cold store is being built near the port which should greatly assist to overcome difficulties encountered in discharging refrigerated cargo to numerous different consignees.

The present extension of the port of 6 deep water and 4 shallow draught berths is well advanced and the first berth should be handed over in the middle of 1976.

An order for storage and transit sheds for Abu Dhabi Harbour has been placed with Robert Stevenson Ltd. of Norwich. The contract includes doors, racking and structural steel work for two 8,100 metre transit sheds and two 5,000 square metre storage sheds.

The U.A.E. President and Ruler of Abu Dhabi has passed an act for the establishment of a local company for drilling products and chemicals. This company will be a joint venture between Abu Dhabi National Oil Company and N.L. Industries. ADNOC will contribute 60% of the capital and N.L. Industries 40%. The authorised capital will be DH: 200 Million and the paid capital will be DH: 4,275,000/-.

The Ruler of Abu Dhabi has directed that a tourist town be built in Abu Dhabi over an area of 12 hectares to be completed within a period of 13 months. It will include lecture halls, theatres, playing grounds, a library, parks and swimming pools.

The Director of the Ports Department has signed an agreement with the world-wide helicopter company of Bahamas for the establishment of Abu Dhabi Helicopter Company. The Government of Abu Dhabi will contribute 80% of the Company's capital and the world-wide helicopter company will contribute 20%. The new company will buy a fleet of helicopters which would be available for hire to oil companies and business organisations.

## Minister Newbery's speech

Brisbane, Queensland, Australia, airmail stamped 20th January 1976 (Press Release from Department of Harbours and Marine, Port of Brisbane. Refer to news item "Port of Brisbane Strategic Plan", January 1976 issue, page 40.) Nowhere in Australia is there a port which seems to have less to fear from the future than Brisbane.

All available signs and indications are that trade will grow swiftly in the years ahead.

But, in order to guarantee that growth and the promise of the future, we must provide the shipowner with the necessary inducements in the form of modern and efficient port facilities.

If this is done, the Port of Brisbane will assume a far more dominant role internationally in the next decade or so.

Confidence is based on a reasonable assessment of probable developments in world trade, particularly in the Pacific Basin and the South East Asian region, backed up by careful planning and preparation.

About 18 months ago, the Queensland Government took a decision in principle to phase the port out of the Brisbane River and to gradually rebuild on The Fisherman Islands. The long range investment on the islands, located at the mouth of the Brisbane River, is likely to be more than \$60 million.

It is my intention in the March session to introduce to the State Parliament the necessary legislation to put this plan of development into motion.

The legislation will embody provisions to create a Port of Brisbane Authority and give to the authority the power to "cross" the Boat Passage for the purposes of building and developing the Fisherman Islands.

The development will include very sophisticated port operational systems with more than ample room to install and utilize the best techniques and equipment to the ultimate degree.

A Master Plan of development for the port is virtually finished and will be considered by State Cabinet soon.

At the moment, Brisbane is classified as the nation's No. 3 port in value of overseas trade. Annual worth of exports is \$1000 million. About 1300 vessels a year call at Brisbane, lifting about 8½ million tonnes of cargo.

The big question is:— "What are the global trends and from where will the opportunities appear for the Port of Brisbane?"

More than anywhere else, the answers are likely to be found in the growth, policies, trade demands and living standards of that vast region known as South East Asia.

This territory is "home" to about 1100 million people (give or take the odd 20 to 30 million).

The big plus factor working for Brisbane is its geographic position, plus rapidly expanding population and industry.

One might argue that Brisbane always has had the advantage of location, so why should circumstance alter significantly in the years ahead?

The answer is simple. Shipowners constantly are seeking ways and means of rationalising their services, thus deriving the maximum cargo movement benefit with the minimum number of port calls. Distances often are critical in deciding on the terminals to be used.

Brisbane is ideally suited at the halfway point on the



Eastern Australia seaboard to entice the shipowner to seriously consider Brisbane as an alternate (to Sydney) distribution "point".

Some concern has been expressed that the creation of the Port Authority is an attempt to squeeze private enterprise out of what has been a traditionally private enterprise port.

This is not so.

The authority will be a control and administrative body—and its main function will be one of co-ordination.

## Port Bundaberg, Australia

Bundaberg, Queensland, Australia (Bundaberg Harbour Board, 15th January, 1976):—(Port Bundaberg is the most southerly sugar port in Queensland and is essentially an outlet for the district's raw sugar production and by-products. Bulk Raw Sugar and Molasses are exported to overseas and Australian refineries and petroleum products and aqua ammonia imported. Bundaberg is too close to the State Capital for the economic handling of general and containerised cargoes; that type of commodity being handled by rail and road transport. Sugar and molasses shipments provide 90% of the Board's revenue with petroleum and aqua ammonia the balance.)

The following developments will be carried out at Port Bundaberg between 1975 and the end of 1977.

1) Extension of the No. 1 sugar storage shed to hold 200,000 tonnes of bulk raw sugar. This extension will double the length of the existing shed to 1,393 feet. The width is 150 feet and height to apex, 90 feet. This will increase the sugar storage capacity to 300,000 tonnes.

2) Upgrading of the sugar loading rate from the receiving Station to the storage sheds to increase the rate from 800 to 1,000 tonnes per hour. Increase the loading rate from sheds to ship from 1,000 tonnes to 1,400 tonnes per hour.

3) Extend the present sugar loading wharf by 184 feet each end making the total length of the wharf face 626 feet. New dolphins and catwalks at each end of the wharf. Provide extra steel piles for the erection of a moving gantry loader in the place of the fixed loader. New fendering system to accommodate 25,000 D.W.T. vessels.

4) Dredge the present shipping channel and swing basin to 25 feet L.W. The sugar berth to be dredged to 37 feet. The channel depth will accommodate a fully laden 15,000 D.W.T. ship on the high tide on any day of the year. The sugar berth will accommodate 25,000 D.W.T. ships. The swing basin width will be increased to 1,000 feet.

5) Modification of the existing Receiving Station and Weighttower buildings, extension and uprating of conveyor gantries, amenities and office buildings and workshop as well as provision for two new underground fresh water tanks.

The highly efficient Australian sugar industry will be further advantaged by these developmental works at the Port of Bundaberg which will ensure the faster turn round of larger vessels using the Port in the sugar and molasses trade.

## Changes in the personnel

Sydney, 27th November, 1975 (The Maritime Services Board of N.S.W.):—Mr. J.M. Wallace has been appointed as



Mr. J.M. Wallace

President of the Maritime Services Board of N.S.W. to fill the vacancy caused by the death on 1st November, 1975, of Mr. W.H. Brotherson, C.B.E.

Educated at Sydney Technical High School and the Sydney Technical College, where he obtained his Diploma of Civil Engineering in 1949, Mr. Wallace joined the Board's service as a Cadet Engineer in 1944.

He served in a number of positions in the Board's Engineering Branch before being appointed to the positions of Senior Construction Engineer in 1956, Principal Assistant Engineer (Construction and Operations) in 1964 and Engineer-in-Chief in 1966.

Mr. Wallace was appointed as a Commissioner of the Board following the retirement of Captain B.S. Johnson on 12th October, 1975.

He is a Fellow of the Institution of Engineers, Australia, and a Federal Counsellor of that organisation, a Fellow of the Chartered Institute of Transport and a Federal Counsellor of the Standards Association of Australia.

Between 1956 and 1966, Mr. Wallace lectured, on a part time basis, in Harbours and Rivers Engineering at the University of N.S.W.

From 1956 until July 1975, he was a C.M.F. Officer in the Royal Australian Engineers, his last posting being that of Deputy Chief Engineer, Eastern Command.

To fill the vacancy caused by the elevation of Mr. Wallace to the position of President, Mr. H.B. Cadell, the Secretary of the Board, has been appointed as a Commissioner.

Mr. Cadell joined the Maritime Services Board in March, 1936 as a junior Clerk and served in various capacities in the Board's Administrative, Accounts and Industrial Branches.

He was appointed Branch Manager at Port Kembla in 1965, Deputy Secretary in March, 1969 and Secretary of the Board in January, 1970.

Mr. Cadell is a qualified Accountant, a Fellow of the Chartered Institute of Secretaries and a Member of the Institute of Public Administration.

He has served as Chairman on the Statutory Advisory Committees at both Port Kembla and Newcastle.

## Slight drop in port tonnage

Penang, Malaysia (October 1975, Berita Pelabuhan, Publication of the Penang Port Commission):—During the period April to June 1975, the Port of Penang handled a total of 779,135 tons (Dwt.) of cargo. This is 4% less than the tonnage handled for the same period in 1974. Both import and export trade through the port showed a decline. However compared to the previous quarter January to March the total tonnage has increased slightly by 4.5%.

With the exception of bulk palm oil and timber which increased by 51% and 13% respectively over the tonnage handled for the same period in 1974, the export of major commodities has declined. These commodities include rubber, tin and ilmenite ore. Rubber export during this quarter was 85,383 tons which is 8% less than the tonnage handled for the same quarter in 1974. Tin and ilmenite ore exports dropped by 16% and 24% respectively.

Compared to the tonnage handled in the previous quarter, January to March, rubber exports declined by 8% and tin by 21%. However the export of ilmenite ore increased by 43%.

Imports for the April–June quarter declined by 5% over the same period in 1974. Of the import items, significant decreases were recorded for iron and steel, fertilizers and machinery. Iron and steel imports dropped by 60%, fertilizers by 72% and machinery by 72% respectively.

The drop in the total trade of the port is attributed to the current world wide recession. However a slight pickup in the port's trade is expected in the next quarter (July–September).

## Lash Vessel at Penang Port

Penang, Malaysia (October 1975, Berita Pelabuhan, Publication of the Penang Port Commission):—The Lash (lighter aboard ship) vessel Green Island called at the Port of Penang on 17th September 1975. With a deadweight of 46,039 tons, and an overall length of 893 feet, the vessel is the largest ever to call at this port.

The Green Island together with sister vessels, Green Harbour and Green Valley are the principal components of Central Gulf Lines' M\$300 million expansion programme. The three vessels form the new generation of US Flag service for Central Gulf Lines.

The Green Island with a carrying capacity of 89 lash barges is equipped with a 510 ton gantry type crane for rapid positioning, loading and discharging of barges while at anchor or alongside wharf. Loading or discharging operations are done at the stern of the vessel. On its first voyage to Penang, the Green Island loaded 8 barges with 2,720 tons of rubber for New Orleans, Norfolk, Pascagoula and Galveston.

The Lash service was first introduced to the Port of Penang on 26th January 1975 with the arrival of the "Float on Float off" barge feeder vessel 'Flash I'. The 'Flash' is a shallow drafted vessel developed by Central Gulf to serve ports that cannot accommodate large ocean going vessels like the Lash. Flash vessels each carry 8 lash barges at a time and are towed by sea going tugs between the ocean carrier that calls at major ports and the smaller ports that Central Gulf serves, providing thereby, carriage of cargo from origin to destination by one carrier and under one Bill of Lading.

## New General Manager appointed

Wellington, New Zealand, 30 December, 1975 (Wellington Harbour Board):—Mr. R.R. Reeves, R.D.,B. Com., General Manager of the Wellington Harbour Board retires on December 31, 1975 after 28 years' service. Mr. Reeves served as Industrial Officer and Asst. to the General Manager in 1948, was appointed Assistant General Manager in 1958 and General Manager on 1 January 1967.

Mr. J.F. Stewart, B. Com., A.C.A. A.C.I.S., formerly Assistant General Manager, has been appointed by the Board to the position of General Manager from 1 January 1976. Joining the Board in 1938 Mr. Stewart has with the exception of war service, served continuously with the Wellington Harbour Board.

Both Mr. Reeves and Mr. Stewart have travelled overseas as delegates to attend I.A.P.H. Conferences and each has gained greater management skills by communicating with their counterparts at Conference. The opportunity to inspect some of the world's great ports and enter into discussion with their administrators has been greatly appreciated by this Board.

The Wellington Harbour Board is pleased that the Japanese Government has awarded Mr. Toru Akiyama as a recipient of the First Class Order of Sacred Treasure for his valuable services to transportation.

## Kaimai Tunnel will step up exports

Mount Maunganui, New Zealand ("GATEWAY" June 1975, Journal of the Port of Tauranga, published by the Bay of Plenty Harbour Board):—New Zealand Railways expects exports from the Waikato district to Tauranga and its port to increase by more than 50 per cent when the new Kaimai rail tunnel is operational in 1976-77.

The 5½ mile tunnel will shorten the rail link between the Waikato and Tauranga by nearly two hours and also allow larger locomotives to haul longer trains with greatly increased tonnages of cargo.

To handle increased traffic the Railways Department is constructing a 40-acre wagon marshalling yard which can work nearly 1000 wagons daily.

Mr. L.A.J. Beamsley, Area Traffic Manager for the Railways Department, Tauranga, says the Kaimai Tunnel will significantly alter present freight transport for Tauranga.

"The department is developing the Mount Maunganui railyards as a major marshalling area to meet both the natural growth in cargo tonnages and the impact of the Kaimai Tunnel when it is opened."

"The number of goods trains will not increase" he said, "but we are hoping to increase current train hauls of 800 tonnes, in up to 60 wagons, to between 1200-1500 tonnes in up to 80 wagons."

## Unique barge canal

Whangarei, New Zealand ("Points North", End of Year 1975):—A barge canal, being built by the Northland Harbour Board for Busck Concrete Ltd's new pre-stressed concrete plant beside the upper reaches of Whangarei Harbour, is thought to be unique in Australasia.

The managing director of the firm, Mr. C.J. Busck, says that in Europe many of the concrete plants are sited alongside canals where both the aggregate used in manufacture and the finished products are transported by barge.

He believes the new Whangarei plant will be the first in Australasia to utilize water transport, resulting in savings in costs and a reduction in heavy traffic through the industrial and commercial areas of Whangarei.

A big portal crane with a 41 tonnes capacity, to be built by the Whangarei engineering firm of Henry Crispin & Co., will load and unload the weighty products of the new plant.

Conveniently, the plant is sited next to Whangarei Engineering & Construction Ltd, and this firm may occasionally use the crane to lift out and launch boats of up to 41 tonnes.

"It was really the only logical choice for us as a piece of land," says Mr. Busck, "but at the same time very convenient to be next to a major engineering workshop."

The firms involved in building the plant (all local) and the Northland Harbour Board, are making special efforts to have the new plant ready to begin work in time to meet the deadlines of its first contract—\$750,000 worth of pipes for the Marsden B power station.

The offshore water circulating pipes will be among the largest made in New Zealand and work will start on them at the new plant in February. Each of the 140 pipes will weight 39 tonnes and measure 10 metres long by three wide.

The barrel mould for the pipes (the middle section) is being made by Kiwi Price Engineering, and WECO is making the moulds for the spigot and flanges (end portions of the pipe).

About two-thirds of the total plant will be built at first. It will be of modular construction (and thus easily added on to) and made of pre-stressed concrete.

"Not just because we make it," says Mr. Busck. "It happens that a concrete building is easiest to keep clean inside."

By the end of 1976 about 25 people will be working at the new plant. Even the planning stages have called for a considerable increase to the technical staff at Busck's.

"While the pre-casting industry is not particularly labour intensive, it does provide considerable job opportunities in the supportive industries. There are a large number of suppliers and the pre-casting industry is really a link in a relatively labour-extensive chain all the way from the quarries to the domestic house building," comments Mr. Busck.

"The establishment of this plant means that now certain building techniques become viable in Northland, whereas in the past they were not," he says. "Such as using large pre-stressed units, or different shaped units, or those technically more difficult to produce."

"Much of the equipment is semi-automated, but this means that we can produce on a more competitive basis. The cost structure will be altered quite a bit. Already the price of pre-stressed concrete is cheaper in Whangarei than in other centres because of the high productivity we have here."

"Production from this plant will have a significant long-term effect on the economy of housing, building and port construction in Northland."

Further bonuses the new plant offers are that almost

100% of the materials to be used will originate in Northland (only pumice is brought in, from Mercer) and it is designed around a pollution-free process that eliminates steam-curing.

Recently the project received a tremendous boost with the confirmation of a Development Finance Corporation loan of \$992,000, which Mr. Busck says meant the difference between a plant planned on a major scale and one a generation ahead of any other in the country in terms of working conditions and environmental aspects.

The factory was designed by a Whangarei architect, Mr. Howard Clark, with Mr. Don Dunning, also of Whangarei, as engineering consultant.

## Market for paving slabs

Whangarei, New Zealand ("Points North", End of Year 1975):—Visitors from Fiji and New Caledonia have enthused over concrete paving slabs set with various types of coloured stones, produced by Busck Concrete Ltd, of Whangarei.

Market prospects appear excellent in these areas, which do not have the coloured aggregates found in New Zealand.

The slabs are used there to decorate interior walls and floors.

Busck Concrete Ltd. has been manufacturing the slabs for years, but production became much more efficient with the introduction of a German paving slab machine. When the new pre-stressed concrete plant opens next year, Busck's Riverside Drive plant will be used exclusively for making these slabs.

The firm has another plant, on a 20-hectare site on the southern outskirts of Whangarei, which makes only concrete blocks. A new machine creating a highly automated operation made the plant as modern as any in the country when it was installed two years ago.

Because of the weight and low cost of the blocks, which makes them uneconomic to carry any distance, their market is necessarily limited. But Busck's hold high hopes for a wider market for their attractive paving slabs, covered in tiny stones of varying shades of green, grey and brown. These are a much more expensive product and (though weighty) therefore a viable proposition for export and nation-wide marketing.

## Five tugs on order

Whangarei, New Zealand ("Points North", End of Year 1975):—Three more contracts for tugs have taken the Whangarei Engineering and Construction Ltd. advance order book to well over \$7 million—more work than the company has ever faced.

The new tug orders are for the Hawkes Bay, Bay of Plenty and Gisborne Harbour Boards. In addition, WECO is building tugs for the Auckland and Wellington Harbour Boards and handling the \$1.7m conversion of the Timaru Harbour Board dredge.

The tug for Napier will be 28.6 metres long with a bollard pull of 30 tonnes and powered by coupled 745kW diesel motors. It will have a Japanese Niigata propulsion unit. The Tauranga tug will be of similar design but will have a Dutch Shottel propulsion unit. The Gisborne tug will also have a Shottel unit but will be a little smaller than the others—22 metres long and powered by two 373kW diesels.

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### Slipway Brochure

*A brochure on the Northland Harbour Board's slipway facilities is available on application to the Boards' Secretary, P.O. Box 141, Whangarei, New Zealand.*

### Gift cargo sails for Bangladesh

Karachi, Pakistan, October 15th, 1975 (K.P.T. News Bulletin):—The first Pakistani ship to sail to Bangladesh since 1971 left Karachi Harbour on the afternoon of 1st October, 75, with a gift consignment of rice and cloth.

The m.v. Safina-e-Ismail, which is carrying 10,220 tons of rice and two million yards of cloth, is scheduled to reach Chittagong on or about Oct. 11.

This is the first part of the 50,000 tons of rice and 15 million yards of cloth for the people of Bangladesh announced by Premier Bhutto in mid-August.

A large number of people were on hand to bid bon voyage to the 48 crew members and officers of the 12,000 ton vessel.

The m.v. Safina-e-Ismail is owned by the Pan-Islamic Steamship Co. but is at present being run by the Pakistan Shipping Corporation (PSC).

Talking to newsmen on board the ship, PSC Chairman,

Mr. Saeed Ahmed, said the rest of gift consignment would be transported to Bangladesh on three or four ships and the shipments would be completed before the end of November.

Other officials on hand to bid farewell to the crew included PSC Managing Director, Mr. M.S. Shahrwala, KPT Chairman, Mr. Zahid Hasnain, the K.P.T. Deputy Conservator, Controller of Shipping and representatives of the Rice Export Corporation.

Besides a number of stevedoring and ship-repairing organisation workers were also present in flag-bedecked trucks and vans to bid farewell to the ship.

As the m.v. Safina-e-Ismail, which was gaily decorated with flags, buntings and placards, lifted anchor, crew member released half a dozen white pigeons, which circled the ship before flying away.

### Surcharge reduced

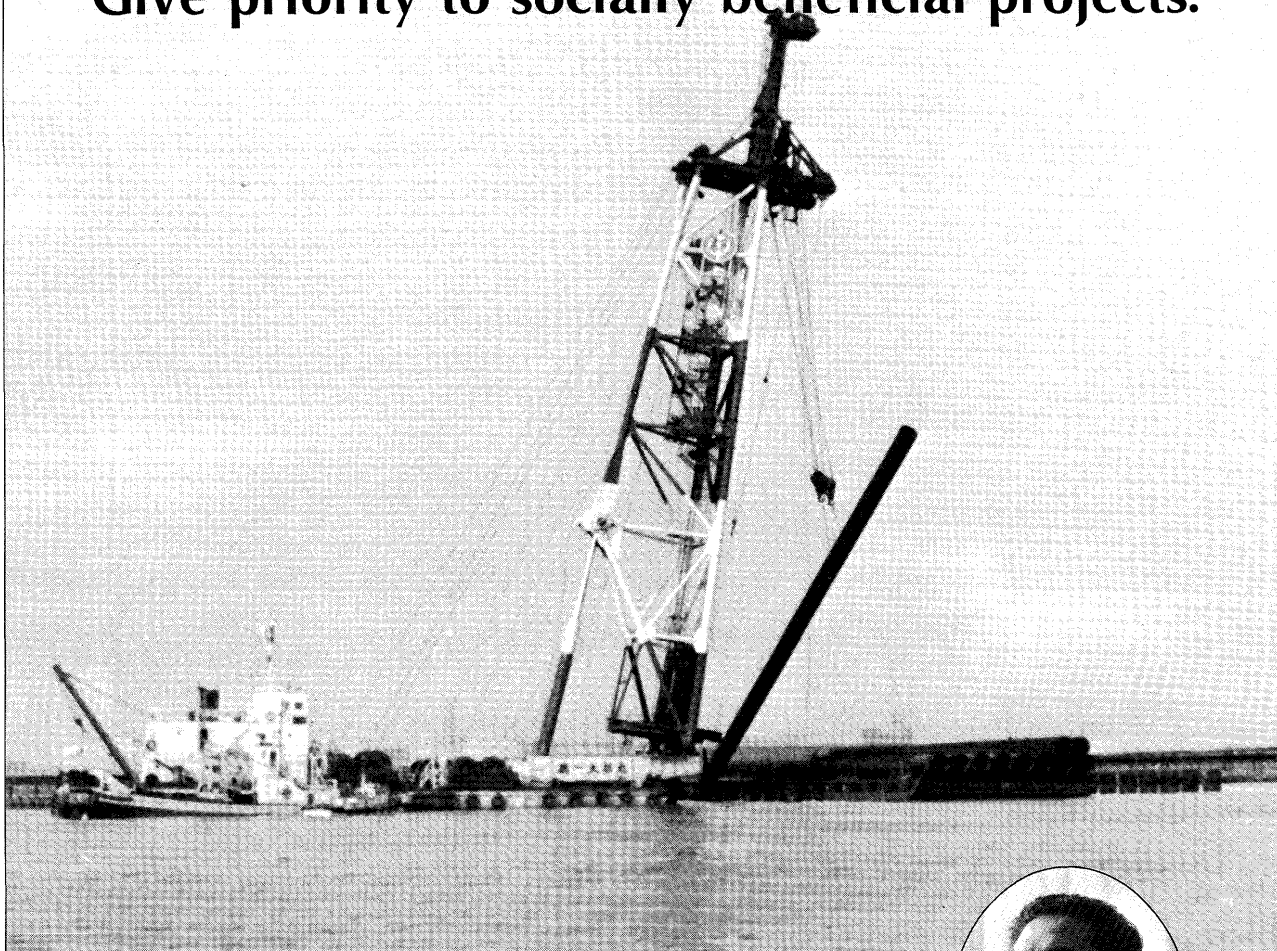
Karachi, Pakistan, October 15th, 1975 (K.P.T. News Bulletin):—The Conference Lines have agreed to reduce the newly imposed surcharge on export cargo from 15% to 10%. The reduction followed a strong protest lodged by K.P.T. Chairman, against the increase in the port surcharge as announced by the Conference Lines on September 12th.

The Conference Lines have appreciated the efforts being made by Port authorities towards expediting the movement of export cargo.

The reduction in the port detention surcharge takes effect from 27th September, 1975.

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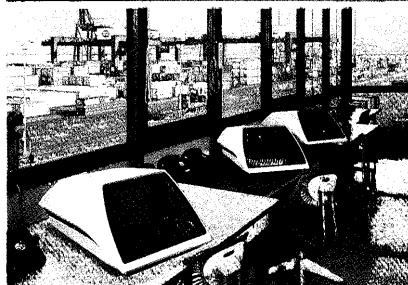
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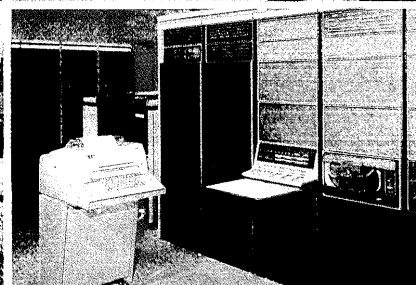
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