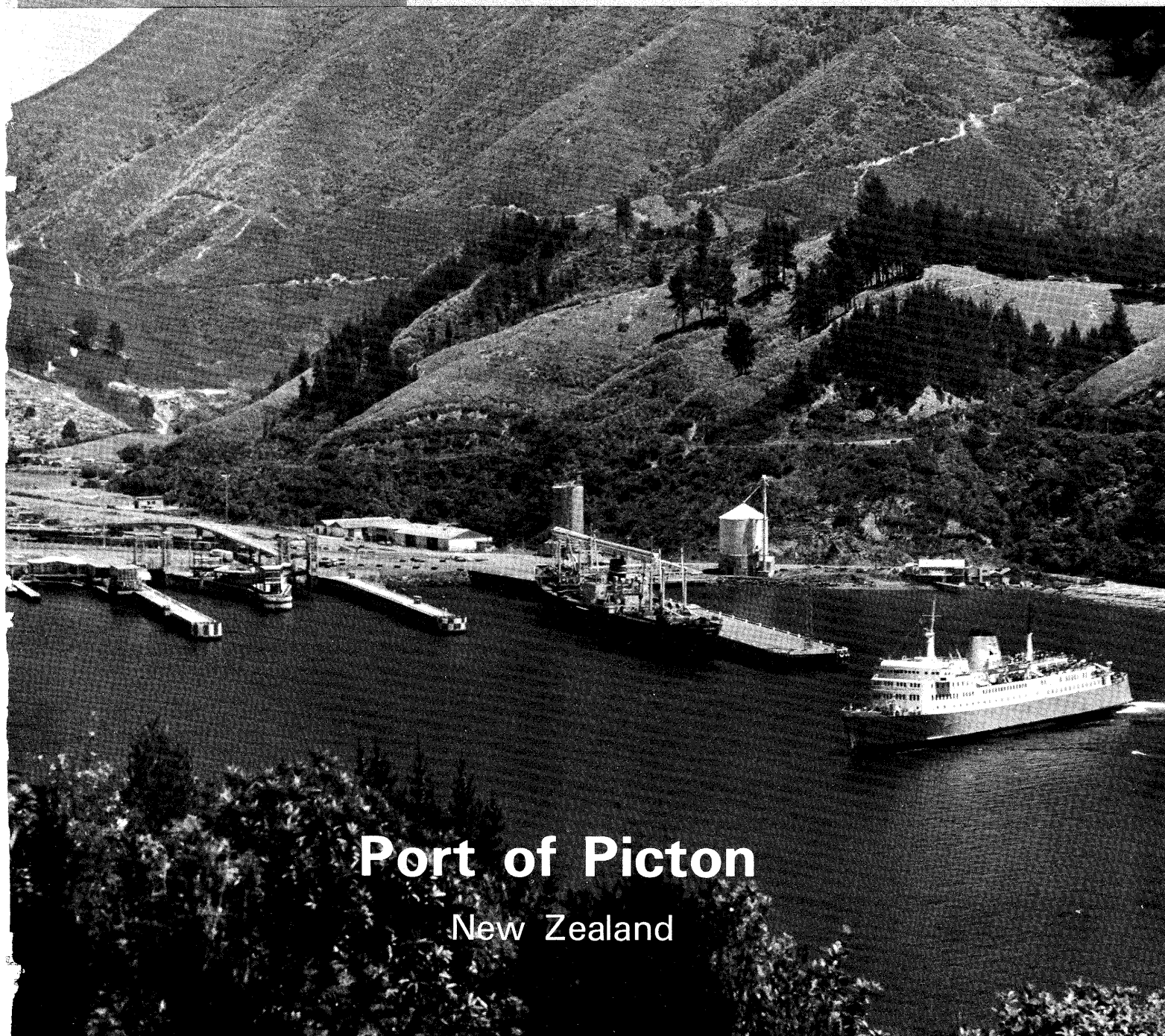


PORTS *and* HARBORS

April, 1976 Vol. 21, No. 4



Port of Picton
New Zealand

IAPH Conference Houston April 1977

The Publisher: The International Association of Ports and Harbors

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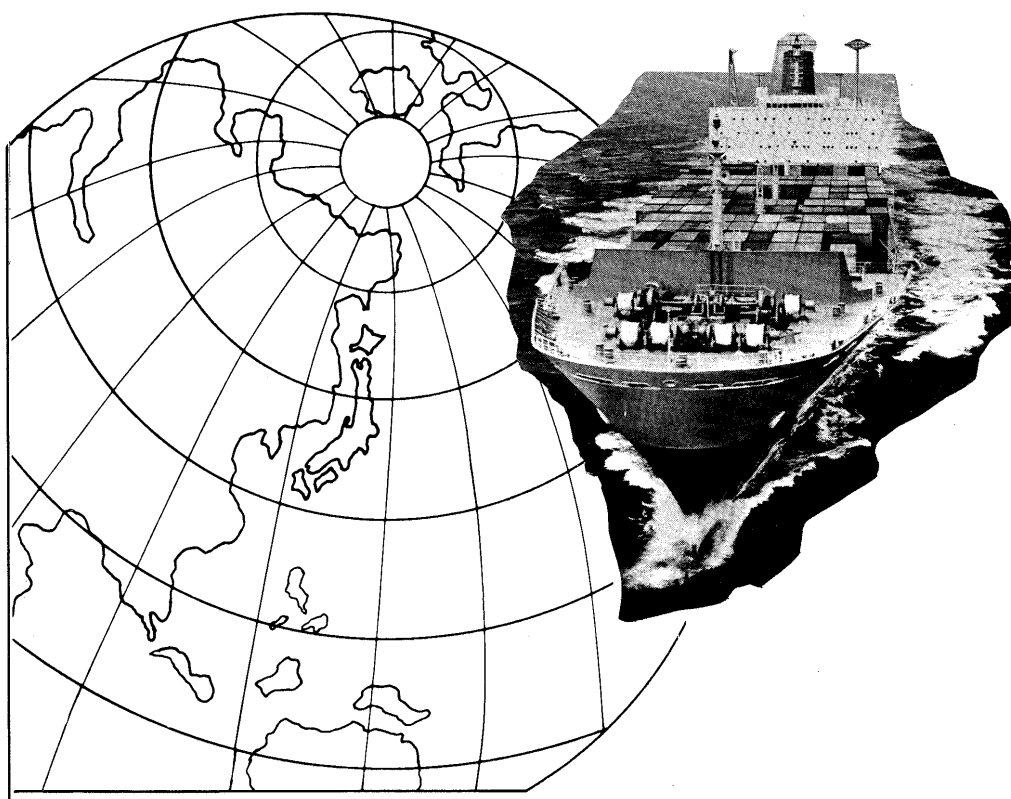
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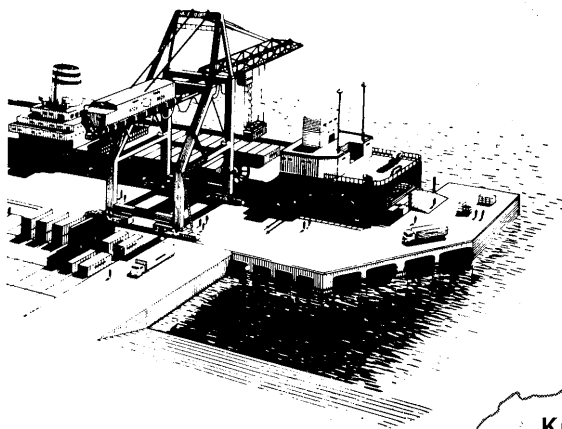
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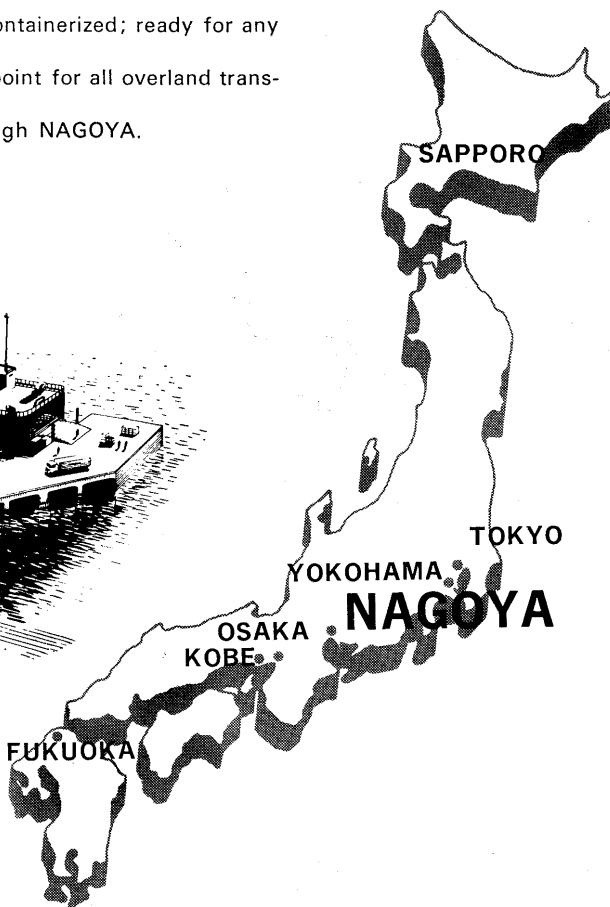
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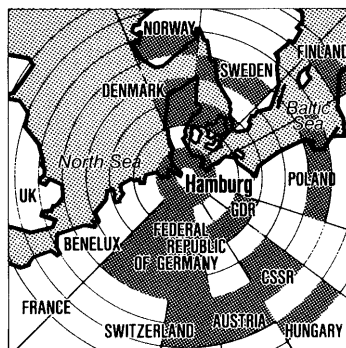
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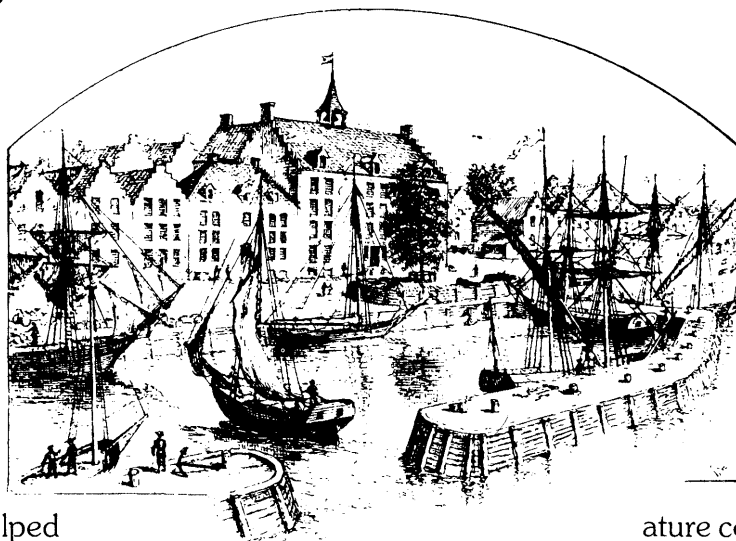
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Port of Picton, New Zealand Cook Strait, RO-RO Road/Rail Ferry preparing to Berth Overseas vessel, M. V. "Tasman Career" loading bulk dehydrated lucerne pellets for Japan, at the main Export Wharf. See also story on page 21.	

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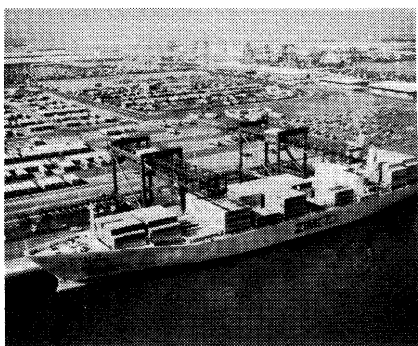
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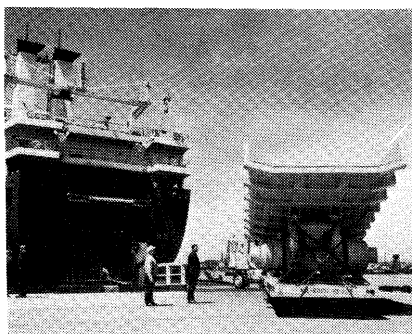
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IAPH Head Office Announcements: Page 7 ~ 20

Executive and 4 Special Committees Meet at Curaçao in April

Some of 60 officials of IAPH will fly into Curacao, the Netherlands Antilles, in April from all parts of the world to hold Executive Committee and four Special Committee's meetings simultaneously from 23 April through 30, according with the agenda as listed below.

The four Special Committees convening on this tropical island in the Caribbean Sea as well are Finance Committee, Constitution and By-Laws Special Review Committee, Membership Committee and Committee on Containerization and Barge Carriers.

Among other items on the agenda the Executive Committee will investigate the financial matter with particular care and attention in close reference to the impact of new dues scheme on Regular Members as well as the policy towards "Self-sufficiency" of the Association. (D.S.G.)

Agenda for Executive Committee Meeting

(First Day)

I. General

1. Condolences on death of IAPH individuals.
2. Report on personnel changes by President.
3. Secretary General's report for 1975.

II. Reports and recommendations by the Chairman of Finance Committee

1. Approval of Settlement of Account for 1975.
2. Impact of the new due scheme on Regular Members.
3. Schedule to achieve "self-supporting" status of the Association.
4. New funding of Special Port Development Technical Assistance Fund.

III. Reports and recommendations by the Chairman of Constitution and By-Laws Special Review Committee including recommendations by the Chairman of Legal Counselors

1. Revision of the By-Laws Sec. 5 as the result of Finance Committee Chairman's report.
2. Creation of a new kind of membership in recognition of many attendance by an individual to the Conferences.

IV. Reports by the Chairman of Membership Committee

1. Measures to settle the dispute on membership status.

2. Membership campaign
3. Others

V. Others

(Second Day)

I. On the 10th Conference

II. On the 11th Conference

III. Others

Agenda for the Joint Meeting of Finance, Constitution and By-Laws Special Review and Membership Committees

I. Financial Matters

1. Approval of Settlement of Account for 1975.
2. Impact of the new due scheme on Regular Members.
3. Schedule to achieve "self-supporting" status of the Association.
4. New funding of Special Port Development Technical Assistance Fund.

II. Matters concerning Constitution and By-Laws Special Review

1. Revision of the By-Laws Sec. 5 as the result of the above discussion.
2. Creation of a new kind of membership status to give special recognition to those individuals who have attended certain number of the Conferences.



Agenda for the Meeting of the Committee on Containerization and Barge Carriers

1. A discussion of the scheduling of seminars during the time of the Houston Conference on the topic of container and barge carriers—LASH and Ro/Ro problems.
2. A review of the definitions developed in connection with the type of equipment and other terminology common to container and barge ports with the idea of developing standard, clear-cut definitions. Mr. Reed of New Orleans is to report on a list of definitions to be applied to LASH facilities. Mr. Mayne of Australia will undertake the same task for Ro/Ro facilities. Mr. Nutter will undertake the assembling of definitions for container facilities.
3. A report from Mr. Morgan of New Zealand on the status of his study to evaluate different types of equipment and methods of high-stacking of containers.
4. A discussion of the Container and Barge Carrier Survey and the problems experienced by members furnishing survey data.
5. New business.
6. Old business.
7. Adjournment.

On Three Important Meetings

Mr. A.N. Taylor, Assistant to our UNCTAD Liaison Officer Mr. Lunch, reported of late briefly on the three meetings convened and to be convened this year, as follows. (D.S.G.)

1. UNCTAD Working Group on International Shipping Legislation

The UNCTAD working Group on International Shipping Legislation met in January for further discussion on a draft convention on the Carriage of Goods by Sea, the aim of which was to revise and amplify the rules and practices of Bills of Lading to replace the present international regulation of the Carriage of Goods by Sea as embodied in the Hague Rules 1924 and the 1968 Brussels Protocol.

The meeting of the Working Group on International Shipping Legislation considered that the draft convention reflected a new balance between all interests concerned and would be of benefit to international trade and especially to the developing countries. Apart from putting forward a few drafting amendments the Working Group recommended UNCITRAL to finalize the draft convention without delay with a view to its adoption at a Conference of Plenipotentiaries to be held in 1977 or 1978.

Whilst any amendments to the Hague Rules will be of concern more to the shipowner and the shipper rather than to port authorities, port authorities do become involved from time to time in litigation arising out of damage claims or loss of cargo claims for which Bills of Lading have been issued and which form the contract for the carriage of those goods.

2. Intergovernmental Preparatory Group on a Convention on International Intermodal Transport

At the next meeting of this Group, there will be considered a report by the UNCTAD Secretariat on the Economic and Social Implication of International Multi-Modal Transport in Developing Countries.

This deals with investments in modern transport technologies; economic viability of investments in modern transport technologies; determination of costs of multi-modal transport operations; participation of developing countries in international multi-modal transport operations; effects of these operations on manpower requirements; and employment in developing countries and developments regarding these operations in some developing countries.

If any member of IAPH wishes to receive a copy of this report, applications should be made to this office.

3. A Non-governmental Organizations' Meeting Called at Geneva

The UNCTAD Secretariat, taking advantage of the presence of representatives of non-governmental organizations during the 7th session of the Board (9 March, 1976, in Geneva) made informal contacts with the non-governmental organizations participating in the work of UNCTAD on certain aspects of preparations for the 4th Session of the Conference to be held in Nairobi, Kenya, in May of this year.

This arrangement was made at once that the 4th Session of the Conference will be covered by an appropriate person of the East African Harbor Corporation representing IAPH.

Resolutions Adopted by 9th IMCO Assembly

Mr. A.J. Smith, who represented IAPH at the 9th Session of the IMCO Assembly and also the 8th Extraordinary Session of the Council held last year, sent to the Head Office the following list of the Resolutions adopted by the 9th Assembly as information which "will assist IAPH members".

"Should any member require clarification of any of the Resolutions", he said, "it will be possible for me to assist, should you request me to do so."

Mr. Smith also suggests that Members may find it more convenient to contact their respective Governments, is so far as they are represented at IMCO, to obtain copies of Resolutions of particular interest. (The list shows the date of adoption) (D.S.G.)

Resolution No.	Title
12 November 1975	
A.318(IX)	Adoption of the Reports of the Maritime Safety Committee.
A.319(IX)	Amendment to the International Convention on Load Lines, 1966.
A.320(IX)	Regulation Equivalent to Regulation 27 of the International Convention on Load Lines, 1966.
A.321(IX)	Procedures for the Control of Ships.
A.322(IX)	The Conduct of Investigations into Casualties.
A.323(IX)	Recommendation to Ensure Uniform Treatment of Ships designed for the Carriage of Vehicles involved in International Road Transport of Goods.
A.324(IX)	Recommendation on Position of Collision Bulkheads in Cargo Ships.

Resolution No.	Title	Resolution No.	Title
A.325(IX)	Recommendation concerning Regulations for Machinery and Electrical Installations in Passenger and Cargo Ships.	A.348(IX)	Provision of Reception Facilities for Oil Residues and Wastes under the International Convention for the Prevention of Pollution from Ships, 1973.
A.326(IX)	Amendment to the draft Regulations concerning Fire Safety Measures for Tankers and Combination Carriers annexed to Resolution A.271(VIII).	A.349(IX)	Technical Assistance in the Field of Marine Pollution.
A.327(IX)	Recommendation concerning Fire Safety Requirements for Cargo Ships.	A.350(IX)	International Convention for the Safety of Life at Sea, 1974.
A.328(IX)	Code for the Construction and Equipment of Ships carrying Liquefied Gases in Bulk.	A.351(IX)	Use of Metric Units in the SI System in the International Convention for the Safety of Life at Sea, 1974 and other future Instruments.
A.329(IX)	Recommendations concerning Ships not covered by the Code for the Construction and Equipment of Ships carrying Liquefied Gases in Bulk (Resolution A.328(IX)).	A.352(IX)	Acceptance of the 1974 Amendments to the IMCO Convention.
A.330(IX)	Amendment to the Recommendation on Safe Access to and Working in Large Tanks (Resolution A.272(VIII), Annex I) to include Large Water Ballast Tanks.	13 November 1975	
A.331(IX)	Recommendation on Longitudinal Rubbing Bands.	A.353(IX)	Co-operation between IMCO and the ILO on the Subject of Sub-Standard Ships.
A.332(IX)	Recommendation on Arrangements for Embarking and Disembarking Pilots in very large Ships.	A.354(IX)	Progressive Use of Spanish as a Working Language of Organization.
A.333(IX)	Recommendation on the Conditions for Approval of Servicing Stations for Inflatable Liferafts.	A.355(IX)	Appointment of the External Auditor.
A.334(IX)	Recommendation on Operational Standards for Radiotelephone Transmitters and Receivers.	14 November 1975	
A.335(IX)	Recommendations relating to Chapter IV of the International Convention for the Safety of Life at Sea.	A.356(IX)	Application of Article 42 of the IMCO Convention.
A.336(IX)	Recommendation on the Carriage of VHF Radiotelephone Stations.	A.357(IX)	Amendment to Article VII of the Convention of Facilitation of International Maritime Traffic, 1965.
A.337(IX)	Recommendation on Principles and Operational Guidance for Deck Officers in charge of a Watch in Port.	A.358(IX)	Amendments to the IMCO Convention.
A.338(IX)	Routeing Systems.	A.359(IX)	Establishment of an Ad Hoc Working Group.
A.339(IX)	Recommendations on Navigation through the Entrances to the Baltic Sea.	A.360(IX)	Institutionalization of the Committee on Technical Co-operation.
A.340(IX)	Recommendation on Establishment of Fairways through Off-Shore Exploration Areas.	A.361(IX)	Interpretation of the IMCO Convention concerning Voting Rights in the Maritime Safety Committee.
A.341(IX)	Recommendation on Dissemination of Information, Charting and Manning of Drilling Rigs, Production Platforms and other similar Structures.	A.362(IX)	Headquarters Facilities and Accommodation.
A.342(IX)	Recommendation on Performance Standards for Automatic Pilots.	A.363(IX)	Working Capital Fund.
A.343(IX)	Recommendation on Methods of Measuring Noise Levels at Listening Posts.	A.364(IX)	Amendment to Financial Regulations.
A.344(IX)	Recommendation on Search and Rescue Signals between Aircraft and Ships.	A.365(IX)	Presentation of Accounts and Audit Reports.
A.345(IX)	Recommendation on Marking and Labelling of Dangerous Goods.	A.366(IX)	Supplementary Estimates, 1975.
A.346(IX)	Approval of the Reports of the Marine Environment Protection Committee.	A.367(IX)	Long-Term Work Programme of Organization (1978-1982).
A.347(IX)	Entry into force of the 1969 Amendments to the International Convention for the Prevention of Pollution of the Sea by Oil, 1954 and of the International Convention for the Prevention of Pollution from Ships, 1973.	A.368(IX)	Currency of the IMCO Budget.
		A.369(IX)	Work Programme and Budget for the Ninth Financial Period 1976/77.
		A.370(IX)	Relations with Non-Governmental International Organizations.

IALA Publishes Multilingual Dictionary

Mr. J. Prunieras, Secretary-General of IALA (International Association of Lighthouse Authorities) informed that "International Dictionary of Aids to Marine Navigation" is now available on sale.

According to his information, the purpose of this Dictionary is to provide engineers and others working in the aids-to-navigation or allied fields with terms in current use on those fields with precise definitions in several languages and to make them able to communicate more easily with colleagues in other countries.

The Dictionary, when completed, will include nine chapters; each chapter being published in several booklets in the languages of French, English, German and Spanish, while Russian edition is being prepared. Each booklet contains a list of terms grouped according to their meaning preceded by a reference number and followed by a definition. By using reference number it is possible to find the corresponding terms for each word in other languages, an alphabetical index is placed at the end of each booklet.

The following booklets are now on sale at the IALA Secretariat, 43, Avenue du Président-Wilson, 75775-Paris Cedex 16, France

Chapter 1—General Terms (Text 30 p., no figures)	12 Swiss Francs
Chapter 2—Visual Aids (Text 63 p., figures 23 p)	35 Swiss Francs
Chapter 3—Audible Aids (Text 22 p., no figures)	9 Swiss Francs
Chapter 4—Radio Aids (Text 64 p., no figures)	25 Swiss Francs

(French and English editions only)

The other chapters now being prepared are:

- Chapter 5—Reliability, Automatic and Remote Control
- Chapter 6—Power Supplies for Stations
- Chapter 7—Civil Engineering Works
- Chapter 8—Floating Equipment
- Chapter 9—Organization and Operation of Services (rin)

Vice President Altvater in Tokyo

Mr. George W. Altvater, 1st Vice-President of IAPH and Executive Director of Port of Houston, U.S.A. visited the Head Office on February 13th to have a meeting with IAPH Secretary General and other staff of the Secretariat on various Association matters including preliminary talks on the preparations for the Curacao meetings in April.

Mr. Altvater was on an official tour as a member of the Houston Economic Mission to Japan, Taiwan and Hongkong. (Ref. the following article on the mission on this page)

Around 10 in the morning Mr. Altvater showed up at the Head Office, Tokyo, and was received by Dr. Hajime Sato, Secretary General, Mr. Toru Akiyama, Secretary General Emeritus and other staff.

The meeting was conducted according with the agenda prepared by the Secretariat which included,

- 1) 10th Houston Conference 1977 matters
- 2) Financial matters
- 3) Personnel matters of Officers and other Committee members



Clockwise: Messrs. Kondoh, Kinouchi, Dr. Sato
Mr. Altvater, Mme. Matsuyama, Mr. Akiyama,
Miss Takeda and Mr. Hayashi at lunch at
"Tempura House Matsuyama", Tokyo.
(Photo by courtesy of Restaurant "Matsuyama")

- 4) 11th Conference site
- 5) Review of the agenda for Curacao meetings

The meeting, after a Japanese "Tempura" lunch, was resumed through the afternoon close to 17:00 hours, covering all scheduled problems of importance the Association is now facing. (TKD)

Houston Economic Mission to Japan

Led by Mr. John B. Connally, ex- U.S. Secretary of the Treasury and Governor of the State of Texas, the Economic Mission, composed of 53 delegates from various aspects of business activities of Houston, arrived Tokyo on February 7, 1976 for one week visit to Japan, Taiwan and Hongkong.

On February 9, 1976, the Mission held a Houston Seminar inviting some 400 people of Japanese business men for the purpose of expanding and solidifying the ties between Houston and Japan.

Among the members of the Mission, people well known in IAPH were Mr. Louie Welch, ex-Mayor of City of Houston, Mr. Willard Walbridge, Chairman, Houston Chamber of Commerce, and Mr. G.W. Altvater, 1st Vice-President, IAPH, Executive Director of Port of Houston, while Mr. F. Bracewell, Chairman of the Port Commission had to cancel his participation in the Mission due to unavoidable engagement.

Extracts of the Mission's presentation

Houston is among the most rapidly growing major metropolitan areas of the United States. Sustained population increases, now nearing 3% per annum, are founded on a complex and diversified economy which historically has enjoyed continuous and substantial growth. Contrary to national and international trends, the Houston area economy has expanded at an accelerating pace during 1970's, and available evidence indicates that this trend will continue unabated for the foreseeable future.

Houston took its first step to becoming an international city by constructing its inland port connected by the Houston Ship Channel to the Gulf of Mexico 75 kilometers distant. Today, there is moved via some 100 steamship lines

providing regular service to more than 200 world ports and is expedited by 50 ocean freight forwarding companies and cleared by 20 local customs brokers. A total of 4413 ships called at the Port of Houston in 1974.

Of the Port's cargo total of 83.8 million short tons for 1974, over 34.3 million tons were in foreign trade valued at \$7.8 billion. In terms of foreign tonnage, Houston's port is second only to the Port of New York. Crude petroleum led foreign trade imports in both tonnage and value accounting for 58 percent of all import tons and 27 percent of all import value. Steel is the most important general cargo import with 1.7 million tons imported in 1974 valued at \$554 million. More imported steel moves through the Port of Houston than through any other in the United States and of the 17 Japanese trading firms operating in Houston, more are engaged in the importation of steel products. Such products as casing, tubes, line pipes, couplings, and plates are related primarily to the petroleum production and refining industries which make up a very large segment of Houston's economy. The predominant position of the Houston area in construction, petrochemical, and metal fabrication industries also contributed to making the Port the largest steel import center in the nation.

Agricultural commodities are of great significance and Houston is one of the nation's leading wheat, rice, and cotton ports. Wheat alone accounted for 35 percent of all export tons and 17 percent of all export value in 1974. In what might be characterized as a transformation of part of the imported steel, oilfield and construction machinery led general cargo exports in 1974.

Other categories of products are important to the Port. In 1974, over 164,700 imported automobiles made that category of general cargo second in importance behind steel. In addition to its significant, industrial market, Houston, with its continually expanding population, provides a large market for consumer goods imports as well. It is notable that a very large portion of Houston's exports of manufactured products originates from Houston's own industrial complex. The latest federal government survey ranks Houston fifth of all U.S. cities in value of foreign exports of manufactured products.

Unquestionably the Port helps to illustrate the significance of world trade to Houston's economy and the increasing recognition of Houston as an international center.

Houston is recognized as headquarters for the nation's petroleum industry and as one of the world's leading energy cities. Management decisions in Houston direct major petroleum exploration, production, distribution, and marketing activities around the globe, with major emphasis on such areas as the North Sea, the Middle East, the Far East, the North Slopes of Alaska, and South America. Nine of the ten largest U.S. oil companies have management activities here, and nearly 400 smaller oil companies are located in Houston. (Houston is the only city which requires a city edition of the Midwest Oil Directory.) Shell, Exxon, Texaco, Gulf, and Tenneco maintain research and development facilities in Houston. Of the 25 largest gas transmission companies, seven are headquartered in Houston—and these seven account for more than 40% of the total operating revenues for the 25 firms. Houston leads all other cities in value of products manufactured by the nation's petroleum equipment suppliers, accounting for approximately 40% of the U.S. total production. As a

major petroleum refining complex, Houston ranks first nationally in total value added by petroleum manufacturing; some 40% of the nation's petroleum is refined on the Texas Gulf Coast. According to the Geophysics Directory, Houston has about a third of worldwide geophysical activities, assuring the city's preeminence in the search for new reserve of energy. (rin)

IMCO Meetings Important to IAPH

After our announcement of IMCO meetings for 1976 in the March issue of Ports and Harbors, Mr. A.J. Smith, IAPH Liaison Officer with IMCO, the following meetings out of the listed as considered to be of particular importance to IAPH.

Accordingly, our coverage of reporting will be centered on these 17 meetings. (In the parentheses are shown meeting sites and *marks indicate "tentative".) — D.S.G.

Important Meetings

22–26 March	Sub-Committee on Safety of Navigation—18th Session (IMCO)
22–31 March	Symposium on Prevention of Marine Pollution from Ships (Acapulco)
3– 7 May	Marine Safety Committee—34th Session (IMCO)
10–14 May	Facilitation Committee—10th Session (IMCO)
17–21 May	Sub-Committee on Bulk Chemicals—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)
28 June–2 July	Legal Committee—29th Session (IMCO)
5– 9 July	Sub-Committee on the Carriage of Dangerous Goods—26th Session (IMCO)
6–10 September	Legal Committee—30th Session (IMCO)
13–17 September	Legal Committee—31st 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 on Limitation of the Liability for Maritime Claims (Cunard International Hotel)
29 November–3 December	*Marine Environment Protection Committee—6th Session (IMCO)

Visitor

Mr. John Raven, Vice-Chairman and Chief Executive of U.K. Board of S.I.T.P.R.O. (Simplification of International Trade Procedures Board) visited Japan en route his recent trip to the Far East, and was met by Dr. Hajime sato, Secretary-General and Mr. M. Kinouchi, Deputy Secretary-General on February 3, 1976 at the Head Office, to discuss IAPH future role in the world trend of simplification of trade documentations. (rin)

Mr. Kohmura Re-elected Vice-Pres. of Nagoya Port Authority



Mr. Fumio Kohmura

Port of Nagoya Authority adopted the resolution to re-elect Mr. Fumio Kohmura as Executive Vice-President at the extra session of its annual meeting called on January 27th among other resolutions of importance.

Mr. Kohmura who is now serving as a member of the IAPH Executive Committee (born in 1919) had filled various Government posts since his graduation from the Tokyo Imperial University—Law Faculty—in 1942, such as Chief of Administration Division, Ports and Harbors Bureau of Ministry of Transport; Director of the 6th District Regional Maritime Safety Headquarter, Maritime Safety Board; and Vice-Director of Meteorological Agency until he resigned in February 1968 to take the office of Executive Vice-President of Port of Nagoya Authority.

Mr. Kohmura was re-elected in February, 1972, and now elected for the third term 4-year on end. (TKD)

Osaka-Kobe Twin Cities commend a Port and Bridge Man



Second from left: Mayor Oshima, City of Osaka

Fourth from left: Mr. Takeo Hori

Fifth from left: Mr. Kiyoshi Fujiwara, successor to Mr. Hori

On February 18, a celebration party was held in the Plaza Hotel Osaka for Mr. Takeo Hori, immediate Past President of Hanshin (Osaka Bay) Port Development Authority in honor of his governmental commendation and for his long and meritorious services to the improvement and development of bridges and ports within the twin cities of Osaka and Kobe.

Mr. Oshima, Mayor of Osaka, disclosed in his speech that Mr. Hori, born in 1899 since his participation in the Osaka municipality in 1923, dedicated himself for the improvement of bridges of Osaka. Not all but many of 808 bridges under the municipality control were designed, remodelled by Mr. Hori, and the Bridge City of Osaka owed very much to him. Mayor Oshima further disclosed that since Mr. Hori's involvement with port in 1947 when the port was at its bottom stage of destruction and disorder caused either by the fires of the war and the typhoon which hit the area so severely, Mr. Hori fought for the revival of the port with his self sacrificing devotion.

Mr. Hori had retired from the municipality in 1963 and taken the office of the first presidency of the newly created Hanshin (Osaka Bay) Port Development Authority which was to be responsible for construction and management of container terminal facilities in the Osaka Bay in 1967 until his retirement from the office in October 1975. (rin)

Houston Man Represents IAPH at ILO Seminar at Lima

At the invitation of International Labor Organization, Geneva, IAPH appointed Mr. Armando Waterland, District Sales Manager of the Port of Houston to attend a Seminar on Dock Labor for Latin America as an observer which will be held in Lima, Peru, from 29th March to 10 April, 1976.

This appointment was resulted from a quick Geneva-Tokyo-Singapore-Houston consultation and cooperation among Secretary General Dr. Sato, President Howe Yoon Chong and 1st Vice-President Altvater in response to the request from Mr. A.A. Shaheed, Chief of Sectorial Activities Department of International Labor Organization.

Mr. Waterland, according to Mr. Altvater's letter, speaks Spanish fluently and will take notes on behalf of IAPH to be later reported to the members of the Association through this journal.

The planned ILO Seminar is to be attended by some 30 participants representing government departments charged with dock labour questions, port authorities, port employers and dock labor unions from 12 countries in Latin America.

The proceedings will be conducted entirely in Spanish, and the program of the meeting is to include such questions as regulation of employment and earnings of dockworkers, organization of work in ports, social repercussions of the introduction of new methods of cargo handling, training of port personnel, welfare of dock labor, labor management relations in the docks, safety and hygiene in port work, and an account of the maritime and port activities of the United Nations and other international organizations. (TKD)

IMCO Roughly Complete Draft Articles For New International Convention Keep an Eye on Them, Warns Mr. Smith

IAPH Liaison-man Mr. A.J. Smith turned in the following report on the proceedings of the 28th Session of IMCO's Legal Committee held during the period 24 November–5 December, 1975.

"Very significant meeting from the point of view of IAPH", he says in his accompanying letter. He is confident also that the submitted IAPH document (Ref. Jan. of Ports and Harbors P.8) was of great help to national delegations in their determination of the course of action which they should support. Further details follow. (D.S.G.)

A two-week session of the Legal Committee was convened during the period 24th November to 5th December 1975 under the chairmanship of Mr. G.A. Maslov (USSR).

This 28th session was the third of a series devoted entirely to the consideration of the review of the 1957 Convention relating to the Limitation of the Liability of Owners of Sea-Going Ships. Its importance lies in the fact that the Committee has now completed, as far as it has been able, the consideration of draft articles for a new international convention which, it is hoped, will result from the Diplomatic Conference on this subject to be held from 1-19 November, 1976.

Attached to this report is an Appendix which contains the draft articles under reference together with comments and alternative drafts put forward by national delegations to the Committee.

IAPH members will wish to consider the substance of the Appendix so as to permit the IAPH Secretariat to present an international port viewpoint at the Diplomatic

IMCO Accepts IAPH Resolutions For Due Consideration

Our IMCO Liaison Officer Mr. A.J. Smith, as an auxiliary document to his report on the Proceedings of the 28th Session of IMCO Legal Committee, sent to the Head Office the full text of the official IMCO note circulated among national delegation under the date of 17 November 1975, (LEGXXVIII/2/2.) We reproduce in intact herewith. (D.S.G.)

The International Association of Ports and Harbors (IAPH) has conveyed two Resolutions on the Legal Protection of Ports and Navigable Waterways (May 1974 and March 1975) to IMCO and these have graciously been accepted by IMCO for consideration by the Legal Committee.

IAPH considers that the time is opportune, having regard to the current discussions of the Legal Committee on the Revision of the 1957 Convention on the Limitation of Liability of Owners of Sea-Going Vessels, to reiterate the importance which is attached by ports throughout the world, to their special role in relation to the economies of the countries wherein they are situated.

With very few exceptions, ports constitute a vital link in the transport chain serving their respective countries. Disruption and/or damage to port installations or to port approaches will entail adverse economic and social consequences of a severity and scale disproportionate to the primary event, including hindrances, hazards, and losses to all shipping plying to the port. For this reason, therefore, IAPH contends that it is in the general interest to ensure that ports are

offered adequate protection from the consequences of navigation accidents including, but not limited to, the removal of wrecks, obstructions, water pollution, fire and damage to the environment.

To the same concern, IAPH has expressed its vital interest in other related matters, which are, presently, under consideration by IMCO: wreck removal on which IAPH submitted a proposal to IMCO in July 1974, and compensation for several specific kinds of claims, inasmuch as these will, or will not, be compensated by drawing on the same limitation fund.

IAPH therefore commends the principles delineated in those Resolutions, and its proposal on Wreck Removal. Those can be summarised as follows:

- increase of the 1957 limitations as far as insurance cover can be provided, fivefold at a minimum, with adequate pegging in future.
- mandatory insurance of the vessels, or production of satisfactory evidence of financial responsibility.
- as long as otherwise disposed by other Conventions dealing with wreck removal, and compensation for specific kinds of claims (injuries to passengers, pollution by noxious products . . .), and as long as the 1957 fund, amended as above-mentioned, will remain the only fund provided to cover a large range of claims, that fund should be made available in its whole for property, and especially ports claims compensation, under the provision of a limited priority in favour of personal claims.

Conference.

IAPH members, and, in particular the National Directors of IAPH, are invited to relate this report directly to the important and succinct memorandum on this most important subject to port authorities prepared by M. Andre Pages, Chairman of the Association's Committee on the Legal Protection of Ports and Navigable Waterways. M. Pages has endeavoured to extract and present those aspects of the draft articles which have a particular significance for port authorities and, on which IAPH, it is hoped would wish to present an international port viewpoint at the Diplomatic Conference.

This report therefore will concentrate attention on the arguments put by national delegations on those points, highlighted by M. Pages, as being of particular significance to ports. Naturally, however, should there be aspects of the draft articles in the Appendix which an IAPH member considers have a particular significance and which have been inadequately dealt with in the commentary, the IAPH Secretariat and the Rapporteur will be more than willing to expand upon these as necessary.

(i) Article 2—Claims subject to limitation

Ports will be particularly interested in the claims listed in paragraph 1(a), (d) and (e).

There were a number of suggestions for re-drafting and for changes of substance. Some delegations, for example, suggested a provision enabling States to enter a reservation in respect of 1(d) and (e) in the Final Clauses. Whilst the suggestion was not accepted it was noted that such a provision might be presented for consideration at the Conference. It was also suggested that this might also be the case if the Convention did not contain a provision to allow States to establish a priority for claims in respect of damage to harbour works and expenses incurred by a State for wreck removal.

(ii) Article 3—Claims excepted from limitation

The significant point is that it is not intended that limitation should apply to claims for salvage.

With regard to liability for nuclear damage it is of interest to note that at least one State does not recognise limitation in its national law and is thereby precluded from agreeing to a provision in the Convention excluding claims for nuclear damage from limitable claims.

(iii) Article 4—Conduct barring limitation

The Committee took the view by majority vote that the text as now drafted clarified the position in both the English and French languages and did not give rise to the possibility of different interpretations in different jurisdictions which has been a consequence of the 1957 Convention. The draft is also identical to Article 13 of the Athens Convention Relating to the Carriage of Passengers and Their Luggage by Sea 1974 which was considered to be desirable particularly in view of the proposal that the proposed Convention might contain a "ceiling" figure for passenger claims identical to that in the Athens Convention.

The Committee were guided by two main considerations namely

- (a) that due account should be had to the availability of insurance cover for the limits foreseen in Article 6; and
- (b) that the provision should be such that those

limits should not be easily "broken". That is, it would be possible to fix higher monetary figures than would be insurable where conduct barring limitation could be commonly and successfully pleaded.

Chapter II—Limits of Liability

Articles 6 and 7—The general limits and the limits for passenger claims.

The Committee considered the following major issues involved in these Articles:

- (a) whether passenger claims should be treated differently from other personal claims, with one limitation fund for passenger claims different from the fund available for other claims arising from loss of life or personal injury;
- (b) whether an order of priorities among the various other claims should be envisaged, e.g. personal claims before property claims; damage to port installations and wreck removal before other property claims;
- (c) whether amounts available for one form of claim, if not exhausted by such claims, should be made available for other claims, reciprocally or otherwise;
- (d) what criteria would be used for establishing the limitation amount (e.g. based on passenger capacity; based on tonnage, with or without a minimum or maximum tonnage limit; fixed amounts, with or without upper ceiling and lower floors);
- (e) whether in the case of tonnage based criteria, a different amount per ton should be provided above a certain level in order to cater for very large ships and, if so, by what criteria should any such level be determined;
- (f) what unit of account might be used for expressing the various limitation amounts, in order to ensure stability and financial predictability;
- (g) what would be suitable as the conversion date for calculating limitation amounts in national currencies.

The existence in the draft of alternative texts indicates the measure of disagreement current within the Committee. IAPH will no doubt hope that an amicable consensus view can be obtained from its members on these Articles. To facilitate this therefore, it is considered that the following points arising in discussion within the Committee should be borne in mind:—

- (i) the definition of passenger claims, in Article 7 is based on the definition of "passenger" in the Athens Convention, 1974;
- (ii) with regard to the limitation fund for claims in respect of loss of life and personal injury for persons other than passengers of the ship in question, and for property claims a dual tonnage rate system will determine amounts. That is a higher rate per ton will apply for vessels below a specified tonnage figure and a lower rate per ton for vessels above that tonnage. Both the per ton figure and the specified tonnage were left to be determined by the diplomatic conference. The minimum limit of liability for this category of claims will also be determined by the conference;
- (iii) IAPH had itself proposed that priority should be given to damage to harbour works, basins (docks), fairways and aids to navigation and claims for wreck

removal. It was not possible for the Committee to agree on this matter and the proposal is therefore presented in the form of a footnote. It may be of course that the principle of such a priority could be adopted whatever alternative regarding limits of liability were finally retained and it will therefore, I imagine, be the intention of IAPH to ensure that this is in fact what happens;

- (iv) it is still contended that \$100,000,000 per ship per incident is the limit of insurance cover available at the present time for all shipowners' liabilities other than liability for oil pollution damage.
- (v) erosion of limitation amounts by inflation has been acknowledged. The figures of the 1957 Convention are believed to be worth only half of their real value at the present time. A substantial increase in nominal value will be required and IAPH will wish to make an appropriate suggestion in this respect at the diplomatic conference. Increases suggested in Committee ranged from 50% to 300% on the 1957 figure;
- (vi) it was generally accepted that it was essential henceforth for a periodic and easy review of the figures selected and for rapid application of any revised figures so as to keep abreast of developments in the world insurance markets, the fluctuations of monetary values and other factors.

Article 8—Unit of Account

The unit of account in the 1957 Convention, the Poincare Franc, can no longer it seems be regarded as a dependable unit for the purposes of a new Convention. Though the Committee was unable to suggest an acceptable alternative and the matter is therefore left for determination by the diplomatic conference, there was a wide measure of support for what became known as the "Montreal" solution suitably modified. Under the 1975 Montreal Protocol to the "Warsaw Convention" of 1929 on International Carriage by Air, Special Drawing Rights (SDR) of the International Monetary Fund is used as the basic unit of account. Since many States are not IMF members however and their laws did not permit the application of a provision based on SDR's, they could be empowered to fix the limitation amount in a monetary unit of account based on gold.

There are evident difficulties however in ensuring the required uniformity in limitation amounts in all Contracting States.

The text of the draft article is therefore placed in square brackets to indicate that this is a matter which requires a great deal of discussion and clarification.

Article 12—Distribution of the fund

The fund to which reference is made is as constituted in draft article 11.

Much discussion took place on paragraph 5 and it was even proposed, at one stage, to delete it on the grounds that it was not acceptable to give to the shipowner, on top of the right to limit his liabilities, the right to share in the limitation fund in respect of measures which he took to limit the damage suffered by other persons. On balance, however, the Committee felt that the inclusion of paragraph 5 would provide a useful incentive for the shipowner salvor to take steps to minimise damage.

The removal of the square brackets in the last part of paragraph 5 will depend on the decisions taken on Article 7 in respect of the structure of the limitation fund or funds.

ANNEX I

DRAFT INTERNATIONAL CONVENTION OF LIMITATION OF LIABILITY FOR MARITIME CLAIMS

CHAPTER I. THE RIGHT OF LIMITATION

Article 1

Persons entitled to limit liability

1. Shipowners and salvors, as hereinafter defined, may limit their liability in accordance with the rules of this Convention for claims set out in Article 2.
2. The term shipowner shall include the owner, charterer, manager and operator of a sea-going ship.
3. Salvor shall mean any person rendering service in direct connexion with salvage operations. Salvage operations shall also include operations referred to in Article 2, paragraph 1(d), (e) and (f).
4. If any claims set out in Article 2 are made against any person for whose act, neglect or default the shipowner or salvor is responsible, such person shall be entitled to avail himself of the limitation of liability provided for in this convention.
5. In this Convention the liability of the owner of a ship shall include liability in an action brought against the vessel itself.
6. An insurer of liability for claims subject to limitation in accordance with the rules of this Convention shall be entitled to the benefits of this Convention to the same extent as the assured himself.
7. The act of invoking limitation of liability shall not constitute an admission of liability.

Article 2

Claims subject to limitation

1. Subject to Articles 3 and 4 the following claims, whatever the basis of liability may be, shall be subject to limitation of liability:
 - (a) claims in respect of loss of life or personal injury or loss of or damage to property (including damage to harbour works, basins and waterways), occurring on board or in direct connexion with the operation of the ship or with salvage operations, and consequential loss resulting therefrom;
 - (b) claims in respect of loss resulting from delay in the carriage of cargo, passengers or their luggage on board the ship;
 - (c) claims in respect of other loss resulting from infringement of rights other than contractual rights, occurring in direct connexion with the operation of the ship or salvage operations;
 - (d) claims in respect of the raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything carried on board such ship;
 - (e) claims in respect of the removal, destruction or the rendering harmless of the cargo of the ship;
 - (f) claims in respect of measures taken in order to avert or minimize loss for which the person liable may limit his liability in accordance with this Convention, and further loss caused by such measures.

2. Claims set out in the preceding paragraph shall be subject to limitation of liability even if brought by way of recourse or for indemnity under a contract or otherwise.

Article 3

Claims excepted from limitation

The rules of this Convention shall not apply to:

- (a) claims for salvage or contribution in general average;
- (b) claims subject to the provisions of the International Convention on Civil Liability for Oil Pollution Damage, dated 29 November 1969, or to national legislation giving effect to that Convention;
- (c) claims against the operator of a nuclear ship in respect of damage caused by a nuclear incident involving the nuclear fuel of, or radioactive products or waste produced in, such ship;
- (d) claims by servants of the shipowner or salvor whose duties are connected with the ship or the salvage operations, including claims of their heirs, dependants or other persons entitled to make such claims, if under the law governing the contract of service between the shipowner or salvor and such servants the shipowner or salvor is not entitled to limit his liability in respect of such claims, or if he is by such law only permitted to limit his liability to an amount greater than that provided for in Article 6 of this Convention.

Article 4

Conduct barring limitation

A person liable shall not be entitled to limit his liability if it is proved that the loss resulted from his personal act or omission, committed with the intent to cause such loss, or recklessly and with knowledge that such loss would probably result [or from his own gross negligence].

Article 5

Counterclaims

Where a person entitled to limitation of liability under the rules of this Convention has a claim against the claimant arising out of the same occurrence, their respective claims shall be set off against each other and the provisions of this Convention shall only apply to the balance, if any.

CHAPTER II. LIMITS OF LIABILITY

Article 6

The general limits

Basic text

1. The limit of liability for claims other than those mentioned in Article 7 shall be the total of an amount of [B] Units of Account multiplied by the first [C] tons of the ship's tonnage and [D] Units of Account multiplied by the tonnage in excess thereof, but in any case at least [E] Units of Account.

2. This total amount shall be apportioned in the following manner:

- (a) claims in respect of loss of life and personal injury shall have priority up to the limit of any such amount;
- (b) any balance remaining after settlement of the claims mentioned under (a) shall be distributed among the other claimants.¹⁾
- (c) however, a Contracting State may in its national

legislation provide that claims for damage caused to harbour works, basins (docks) fairways and aids to navigation as well as claims for the raising, removal or destruction of wrecks in the fairways, roadsteads and harbour basins and their surroundings, shall have priority in the balance after the settlement of claims under (a).

Alternative text (to replace paragraphs 1 and 2 of the basic text)

The limits of liability for claims other than those mentioned in Article 7 shall be:

- (a) in respect of claims for loss of life or personal injury, the total of an amount of [K] Units of Account multiplied by the first [X] tons of the ship's tonnage and [L] Units of Account multiplied by the tonnage in excess thereof, but in any case at least 300 [K] Units of Account;
- (b) in respect of any other claims, the total of [M] Units of Account multiplied by the first [X] tons of the ship's tonnage and [N] Units of Account multiplied by the tonnage in excess thereof [but in any case at least 300 [M] Units of Account]; provided that in cases where the portion under sub-paragraph (a) is insufficient to pay the claims in full, the unpaid balance of such claims shall rank rateably with claims under sub-paragraph (b).

¹⁾ A sub-paragraph (c) to paragraph 2 of the basic text was proposed as follows:

3. For the purpose of this Article, the limit of liability for any salvor not operating from a ship shall be calculated by reference to the tonnage of the ship to which salvage services are being rendered, but shall in no case less than [F] Units of Account and not more than [G] Units of Account.

4. For the purpose of this Article the ship's tonnage shall be the gross tonnage calculated in accordance with the tonnage measurement rules contained in the International Convention on Tonnage Measurement of Ships, 1969.¹⁾

¹⁾ Paragraphs 3 and 4 are common to both the basic text and the alternative text. If the alternative text is adopted, these paragraphs will be renumbered accordingly.

Article 7

The limit for passenger claims

1. In respect of claims for loss of life or personal injury to passengers of a ship, the limit of liability of the shipowner thereof shall be an amount of [H] Units of Account¹⁾ multiplied by the number of passengers which the ship is authorized to carry according to the ship's certificate, but not exceeding [I] Units of Account.

¹⁾ This sum should not exceed 700,000 Poincaré francs; cf. Article 7, paragraph 1 of the Athens Convention, or its equivalent in Unit of Account terms.

2. For the purpose of this Article "claims for loss of life or personal injury to passengers of a ship" shall mean any such claims brought by or on behalf of any person carried in that ship:

- (a) under a contract of passenger carriage, or
- (b) who, with the consent of the carrier, is accompanying a vehicle or live animals which are covered by a contract for the carriage of goods.

Article 8 Unit of account

1. [The Unit of Account referred to in Articles 6 and 7 above is the Special Drawing Right as defined by the International Monetary Fund. The amounts mentioned in Articles 6 and 7 shall be converted into the national currency of the State in which limitation is sought, according to the value of that currency at [the date of the occurrence] [the date the limitation fund shall have been constituted, payment is made, or security is given which, under the law of that State, is equivalent to such payment]. The value of a national currency in terms of the Special Drawing Right, of a Contracting State which is a member of the International Monetary Fund, shall be calculated in accordance with the method of valuation applied by the International Monetary Fund in effect at the date in question for its operations and transactions. The value of a national currency in terms of the Special Drawing Right, of a Contracting State which is not a member of the International Monetary Fund, shall be calculated in a manner determined by that Contracting State.

2. Nevertheless, those States which are not Members of the International Monetary Fund and whose law does not permit the application of the provisions of paragraph 1 of this Article may, at the time of ratification or accession or at any time thereafter, declare that the limits of liability provided for in this Convention to be applied in their territories shall be fixed as follows:

- (a) in respect of Article 6, paragraph 1, at an amount of [B] monetary units multiplied by the first [C] tons of the ship's tonnage and [D] monetary units multiplied by the tonnage in excess thereof, but in any case at least [E] monetary units; and
- (b) in respect of Article 7, paragraph 1, at an amount of [H] monetary units multiplied by the number of passengers which the ship is authorized to carry according to its certificate, but not exceeding [I] million monetary units.

The monetary unit referred to above corresponds to sixty-five and a half milligrammes of gold of millesimal fineness nine hundred. This sum may be converted into the national currency concerned in round figures. The conversion of this sum into the national currency shall be made according to the law of the State concerned.¹⁾

¹⁾ This Article is presented in square brackets by decision of the Legal Committee following the discussions at the twenty-eighth session. A summary of the discussions is reproduced in Annex II to this Report.

Article 9 Aggregation of claims

1. The limits of liability determined in accordance with Article 6 shall apply to the aggregate of all claims which arise on any distinct occasions:

- (a) against the shipowner and the salvor or salvors, if any, rendering services to the ship who are not operating from another ship, and any person for whose act, neglect or default he or they are responsible;
- (b) against the shipowner of a ship rendering salvage services to another ship and the salvor or salvors operating from the former ship and any person for whose act, neglect or default he or they are responsible.

2. The limit of liability set out in Article 7 shall apply to the aggregate of all claims subject thereto which may arise on any distinct occasion against the shipowner of the ship referred to in Article 7 and any person for whose act, neglect or default he is responsible.

Article 10 Limitation of liability without constitution of a limitation fund

1. Limitation of liability may be invoked notwithstanding that a limitation fund as mentioned in Article 11 has not been constituted. However, a Contracting State may provide in its national law that, where an action is brought in its Courts to enforce a claim subject to limitation, a person liable may only invoke the right to limit liability if a limitation fund has been constituted in accordance with the provisions of this Convention or is constituted when the right to limit liability is invoked.

2. If limitation of liability is invoked without the constitution of a limitation fund, the provisions of Article 12 shall apply correspondingly.

3. Questions of procedure arising under the rules of this Article shall be decided in accordance with the national law of the Contracting State in which action is brought.

CHAPTER III. THE LIMITATION FUND

Article 11 Constitution of the fund

1. Any person liable may constitute a fund with the Court or other competent authority in any Contracting State in which legal proceedings are instituted. The fund shall be constituted in the amounts set out in Articles 6 or 7 respectively together with interest thereon from the date of the occurrence giving rise to the liability until the date of the constitution of the fund. Any fund thus constituted shall be available only for the payment of claims in respect of which limitation of liability can be invoked.

2. A fund may be constituted, either by depositing the sum, or by producing a guarantee acceptable under the legislation of the Contracting State where the fund is constituted and considered to be adequate by the Court or other competent authority.

3. A fund constituted by one of the persons mentioned in paragraph 1(a) or (b) or paragraph 2 of Article 9 or his insurer shall be deemed constituted by all persons mentioned in paragraph 1(a) or (b) or paragraph 2, respectively.

Article 12 Distribution of the Fund

1. Subject to the provisions of paragraph . . . of Article 6¹⁾, the fund shall be distributed among the claimants in proportion to their established claims against the fund.

¹⁾ The reference to the paragraph of Article 6 will depend on which alternative text of Article 6 is finally adopted.

2. If, before the fund is distributed, the person liable, or his insurer, has settled a claim against the fund such person shall, up to the amount he has paid, acquire by subrogation the rights which the person so compensated would have enjoyed under this Convention.

3. The right of subrogation provided for in paragraph 2 of this Article may also be exercised by persons other than those therein mentioned in respect of any amount of compensation which they may have paid, but only to the

extent that such subrogation is permitted under the applicable national law.

4. Where the person liable or any other person establishes that he may be compelled to pay, at a later date, in whole or in part any such amount of compensation with regard to which such person would have enjoyed a right of subrogation pursuant to paragraphs 2 and 3 of this Article had the compensation been paid before the fund was distributed, the Court or other competent authority of the State where the fund has been constituted may order that a sufficient sum shall be provisionally set aside to enable such person at such later date to enforce his claim against the fund.

5. Where an incident occurs which causes or threatens to cause damage giving rise to liability subject to limitation under this Convention and the person liable for that damage voluntarily takes measures to prevent or minimize such damage, any expenses reasonably incurred, including loss resulting from sacrifices made, by him in taking those measures shall rank equally with any claims in [such part of the] [such a] fund [as is not reserved for claims for loss of life or personal injury].¹⁾

¹⁾ The decision on the square brackets can be taken after the text of Article 7 has been finalized.

Article 13

Bar to other actions

1. Where a limitation fund has been constituted in accordance with Article 11, any person having made a claim against the fund shall be barred from exercising any right in respect of such claim against any other assets of a person by or on behalf of whom the fund has been constituted.

2. After a limitation fund has been constituted in accordance with Article 11, any ship or other property, belonging to a person on behalf of whom the fund has been constituted, which has been arrested or attached within the jurisdiction of a Contracting State for a claim which may be raised against the fund, or any security given, may be released by order of the Court or other competent authority of such State. However, such release shall always be ordered if the limitation fund has been constituted:

- (a) at the port where the occurrence took place, or, if it took place out of port, at the first port of call thereafter;
- (b) at the port of disembarkation in respect of claims for loss of life or personal injury;
- (c) at the port of discharge in respect of damage to cargo;
- (d) in the State where the arrest is made.

3. The rules of the preceding paragraphs shall apply only if the claimant has access to the Court administering the limitation fund and the fund is actually available in respect of his claim.

Article 14

Governing law

Subject to the provisions of this Chapter, the rules relating to the constitution and distribution of a limitation fund, and all rules of procedure in connexion therewith, shall be governed by the law of the State in which the fund is constituted.

CHAPTER IV. SCOPE OF APPLICATION

Article 15

1. This Convention shall apply whenever any person

referred to in Article 1 seeks to limit his liability before the court of a Contracting State or seeks to procure the release of a ship or other property or of any security given within the jurisdiction of any such State. Nevertheless, each Contracting State may exclude wholly or partially from the application of this Convention any person referred to in Article 1, who at the time when the rules of this Convention are invoked before the Courts of that State does not have his habitual residence in a Contracting State, or does not have his principal place of business in a Contracting State, or any ship in respect of which limitation or release is sought which does not at the time specified above fly the flag of a Contracting State.

2. [A Contracting State may regulate by specific provisions of national law the system of limitation of liability to be applied to vessels which according to the law of that State are:

- (a) ships used for navigation on inland waterways;
- (b) pleasure craft of less than [20] gross tons;
- (c) fishing vessels of less than [20] gross tons.

3. This Convention shall not apply to:

- (a) air-cushion vehicles;
- (b) floating platforms such as those used for the purpose of exploring or exploiting the natural resources of the sea-bed.]¹⁾

¹⁾ If this proposal is accepted, the term "sea-going" in Article 1, paragraph 2, may be deleted.

CHAPTER V. FINAL CLAUSES

ANNEX II

UNIT OF ACCOUNT FOR EXPRESSING LIMITS OF LIABILITY UNDER THE PROPOSED CONVENTION ON LIMITATION OF LIABILITY FOR MARITIME CLAIMS

1. The Legal Committee had commenced its consideration of the proposed convention by basing itself on the 'Poincaré Franc' which had been the unit of account in the 1975 Convention. However, it was noted that in view of the changed situation which had developed since the adoption of the 1957 Convention, the Poincaré Franc was no longer a dependable basis and could not therefore properly serve the purpose of the revised convention. It was, therefore, generally felt that there was a need for another unit which would ensure that decisions on claims would have the same effect, in real terms, in all Contracting States.

2. To this end the Committee considered a proposal that the Special Drawing Right (SDR) of the International Monetary Fund (IMF) might be used as the unit of account for expressing the limits of liability in the proposed convention. While many delegations considered that the SDR was the best available unit of account in the circumstances prevailing at the present stage, it was generally recognized that a solution based on the use of the SDR as the only unit of account in the convention would create serious problems for States which were not members of the IMF. Such a solution could not, therefore, be expected to receive general acceptance.

3. To meet this problem one delegation proposed a provision based on part of the solution adopted in the (1975) Montreal Protocol to the "Warsaw Convention" of

1929 on International Carriage by Air. Under this solution the proposed convention would use the SDR as the basic unit of account but would contain a proviso that the value of the unit, in terms of the national currency of a Contracting State which was not a member of the IMF, would be calculated in a manner determined by that Contracting State.

4. It was pointed out by some delegations that a proviso of this kind would lead to situations in which there could be radical differences between the applicable limitation amounts, depending on the rates of conversion adopted by different States which are not members of the IMF. These delegations considered it essential that the limitation amounts resulting from the conversion of the SDRs into various national currencies should be as uniform as possible. To take account of these concerns the delegation which had originally proposed the modified "Montreal" solution, suggested that the provision might be supplemented by an additional sentence to the effect that any such calculation (by a Party not Member of the IMF) should be made in such a manner that the limitation amounts expressed in the national currencies shall, as far as possible, be the same, in real value, as the limitation amounts when expressed in SDRs. Although this suggestion met with approval from a number of delegations, several delegations pointed out that the original provision, with or without the addition proposed, would be unacceptable to many States which were not members of the IMF since it would, in any case, require such States to apply the SDR as the convention's unit of account. One delegation supporting the insertion of SDRs as the unit of account proposed that Contracting States who are not Members of the IMF should calculate the value of their national currencies in relation to the SDR on the basis of actual exchange relationship of the Contracting State's currency to the currency of a Member of the IMF.

5. In view of these difficulties, which were generally recognized in the Committee, it was proposed as a compromise that the convention might adopt the whole of the solution adopted in the 1975 Montreal Protocol, with suitable modifications to suit the requirements of the proposed convention. It was noted that the "Montreal" solution while providing for the SDR as the basic unit of account, empowered Contracting States which were not members of the IMF and whose laws did not permit the application of a provision based on SDRs, to fix the limitation amount in a monetary unit of account based on gold. The delegations which felt that exclusive use of SDRs would be unacceptable felt that this approach, which was not entirely satisfactory to them, could serve as the basis of a compromise. The delegations which were in favour of SDRs felt that while a provision of this kind might present a solution to the political problem which had been raised, it was not entirely acceptable, since it could not sufficiently ensure the required uniformity in limitation amounts in all Contracting States. In addition some delegations expressed concern about the continued reference to gold which tended to perpetuate the confusion which everyone wanted to remove in view of the instability and uncertainty in the value of gold.

6. After considerable discussion the Committee agreed, by consensus, that a provision embodying the "Montreal" package be inserted in the draft convention as the basis for future discussion. To emphasize that the matter required further thought, and in recognition of the fact that many

delegations were not in a position to pronounce definitely on the matter at this stage, it was decided that the text be placed in square brackets, with a footnote drawing attention to the comments, observations and proposals contained in the present Annex.

7. In connexion with the text incorporated in the draft convention, one delegation expressed its objection to the provision that only States which were not members of the IMF could decide not to apply the SDR as the unit of account. In the view of this delegation, while it could reasonably be presumed that a State Member of the IMF has agreed to accept the SDR as a unit of account for purposes connected with the IMF, it could not be maintained that every member of the IMF had also agreed to apply the SDR as a unit of account for other purposes unconnected in any way with the IMF. This delegation therefore wished the proposed provision to be amended to allow any Contracting State, whether or not a member of the IMF, to use the alternative unit of account if it so wished. In reply to this, another delegation stated that while it recognized the special difficulty of States not members of the IMF and the need to find a solution to meet that problem, it would not accept a further weakening of the provision by allowing member States of the IMF to apply units other than the SDR. This would seriously undermine the uniformity necessary in this field. This delegation did not consider that a State member of the IMF could have a valid objection to the SDR which it would be necessary or desirable to attempt to satisfy in the proposed convention.

8. In a working paper and in the discussion, one delegation drew attention to the solution recently adopted by the International Railway Union (UIC). This solution is based on the so-called "France UIC" which is a unit of account based on a net of selected currencies. This "Franc UIC" will be used for settling of accounts between institutions participating in the International Railway Union and will come into force on 1 January 1976. A solution along these lines, it was suggested, would effectively deal with the problem of fluctuating currency exchange rates and, at the same time, would not pose the political problem which the use of SDRs as a uniform unit of account would present. Therefore this delegation suggested that a special unit of account for the purposes of the proposed convention and, possibly for other relevant conventions adopted under the auspices of IMCO should be developed. While some delegations felt that such a unit might be useful, it was the general feeling that the elaboration of such a unit would require considerable time. It would also require the setting up of a costly administrative machinery for the purpose of calculating the value of this special unit of account on the basis of the currencies on which it was based and informing governments and interested circles daily or weekly of the value of that unit of account. It was not, in any case, a task which the Legal Committee could properly undertake.

9. On the basis of these discussions the Legal Committee agreed to present the text contained in Article 8 of the draft convention as presented in Annex I to this Report, on the understanding that, in considering this text governments and interested organizations, as well as the diplomatic conference, would have available to them the record of the discussions as summarized above in this Annex.

ANNEX NOTE TO THE REPORT ON THE 28TH.
SESSION OF THE LEGAL COMMITTEE OF THE I.M.C.O.
(London 24th. November—5th December 1975)

Points of interest in particular for the attention
of Port Authorities.

Claims subject to limitation

Claims in respect of the raising, removal, destruction, or the rendering harmless of a ship which is sunk, wrecked, stranded, or abandoned, including the cargo of the ship and anything carried on board are subject to limitation.

The same is true for claims in respect of measures taken in order to minimize loss for which the person liable may limit liability.

Claims excepted from limitation

The limitation does not apply to claims for salvage.

Conduct barring limitation

Conduct which forfeits the right to limitation has been given a very restrictive definition. "Personal act or omission, committed with the intent to cause such loss, or recklessly and with knowledge that such loss would probably result".

Practically speaking, the right limit is unbreakable.

Limitations of liability

Numerous delegates admit that the doubling of the limitations of liability of the 1957 Convention would have no other effect than to recuperate the effects of inflation to date.

In order to make any progress, it would be necessary to go further than this, for example to triple limitations up to a certain tonnage (for example 40,000 gross tons).

According to certain hypothesis, it would be a single fund, covering personal claims (other than those made by passengers) and property claims, with a priority given to personal claims.

Finally, the consideration of passengers, who may be very numerous on board a small craft, would equally justify that a second separate fund be provided for them.

Here again it is a question of different proposals rather than definite agreed clauses.

Unit of account

It would seem that the Gold Franc reference of the Franc Poincaré may be abandoned. But its replacement by the unit of account of the International Monetary Fund, (of which many countries are not members) raises difficulties. Nothing has been provided for the periodical re-evaluation of the basis of calculation for the limitations of liability in order to compensate the effects of monetary erosion which affect practically every country.

Distribution of the limitation Fund

The person liable has the right to share in his own limitation fund for voluntary measures taken in order to prevent or minimize possible damage to other parties.

This article was retained as an incentive for the shipowner, or salvor, to take measures to minimize damage.

Some delegates felt that, anyway, it was in the interest and the duty of the shipowners to act in this way, and that it was not acceptable that he should be given, the right to share in the limitation fund.

Their opinion did not prevail.

The representative of the I.A.P.H. underlined that there could be some contradiction between this clause and that which "excepts claims for salvage from the limitation".

For example:

An attempt to refloat a vessel which has grounded near the coastline or in a port, could be considered as not only being in the interests of the shipowner but also in the interests of many other parties. If the attempt finally is unsuccessful, (perhaps because measures were insufficient and take too late) with all the consequences which can result for the environment, the port authority, the shippers . . . the limitation fund would be found already reduced by the participation of the shipowner in his own limitation fund.

Follow up of the work of the I.M.C.O. on the review of the 1957 convention

Having consecrated three sessions (January, June and November/December 1975) the Legal Committee of the I.M.C.O. concluded its work on the draft of a proposal, which includes several points still to be settled (the choice between different and varied wordings, fixing new numerical values for the limitation of liability . . .).

Different points such as "Evidence of financial responsibility, have not been examined".

The results of this work, will become the subject of a Diplomatic Conference from the 1st.—19th November 1976. All the member countries of the I.M.C.O. will be represented (about 100), which will be considerably larger than representation on the legal committee (26 member countries are represented, mainly the maritime countries).

The various articles of the Legal Committee's draft will once again come under discussion.

Before then, the same draft will be carefully examined and discussed by the different member countries of the I.M.C.O. and by the various non-governmental organizations who have been granted the observatory status to the U.N. Organization.

It is essential, that the I.A.P.H. voices its opinion, during this last and final stage of the Revision of the 1957 Convention, and that its observations in writing are submitted within the time allowed.

With this in mind, the memorandum, which was published in the September 1975 issue of PORTS AND HARBORS will be up-dated so that the members of the Association through the medium of their directors, can voice their opinions.

New Zealand Port Construction Wins Award of Merit

**by Mr. A. W. Crawley
Chief Executive Officer
Marlborough Harbour Board
Picton, New Zealand**

(See front cover also.)

6th January, 1976:—Recently an interesting and memorable function took place at the Port of Picton, New Zealand, when the Prime Minister, the Right Honourable W.E. Rowling, unveiled a bronze plaque in the passenger concourse of the extended Ro-Ro Road/Rail Ferry Terminal at Picton, on Tuesday 7th October 1975, to commemorate the granting of the Premier Award of Merit to the well known New Zealand Consulting Engineers, Messrs. Roger D. Evison, Eric R. Ireland and David C. Hughes, Registered Engineers, practising under the name of Messrs. Ian Macallan & Co. of Wellington, New Zealand. This Company of Consulting Engineers to the Marlborough Harbour Board, was responsible for the design and construction, not only of the Ro-Ro Road/Rail Ferry Terminal, for which the Award of Merit was granted, but also for other extensive harbour development works carried out by this young and progressive Harbour Authority.

The Award of Merit is granted annually by the Association of Consulting Engineers of New Zealand for what it considers to be the most outstanding engineering project completed by a member of the Association. This is the first time that this Award of Merit has been granted for harbour development works in New Zealand.

The port of Picton is the South Island terminal of the New Zealand road and rail ferry link with the North Island. The port is also the centre of a rapidly growing tourist industry, the harbour being capable of accommodating the largest tourist vessels currently engaged in the International Trade. The Port also caters for the wide range of cargo vessels engaged in the Overseas Shipping Trade and handles the bulk of the export trade from the large and productive South Island Province of Marlborough.

The Marlborough Harbour Board administers the Port of Picton and controls all the minor harbours and coastline from Croisilles Harbour to the North West, through Cook Strait to Kaikoura on the Pacific Ocean, having an actual coastline of some 1932 kilometres.

The Board is a locally elected body, formed by Statutory Authority in 1959 to acquire, by cash purchase, the old established, but almost unused Port of Picton from the New Zealand Government Railways Department.

The first priority for the newly established Harbour Authority was to extend and modernise the existing wharf to conform with the requirements of the Overseas Shipowners Committee to enable any cargo vessels engaged in the New Zealand/Overseas trade to use the port with safety and efficiency.

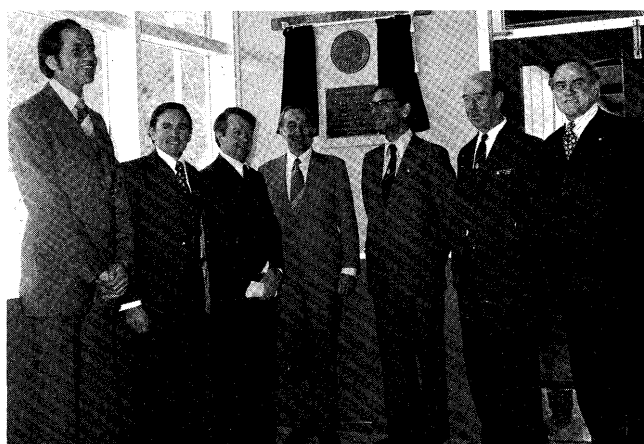
Messrs. Ian Macallan & Co. of Wellington, were engaged by the Marlborough Harbour Board as Consulting Engineers



LEFT TO RIGHT

Mr. Henry J. Stace E.D.—Chairman, Marlborough Harbour Board

The Right Honourable W.E. Rowling—Prime Minister of New Zealand



LEFT TO RIGHT

Mr. Eric R. Ireland B.E., M.N.Z.I.E. of Ian Macallan & Co.

Mr. Ronald P. Carter M.E., M.I.C.E., M.N.Z.I.E.—Chairman, Association of Consulting Engineers of New Zealand

The Right Honourable W.E. Rowling, Prime Minister of New Zealand

Mr. David C. Hughes B.E., M.I.E.E., M.I.M.E.C.H.E., F.N.Z.I.E. of Ian Macallan & Co.

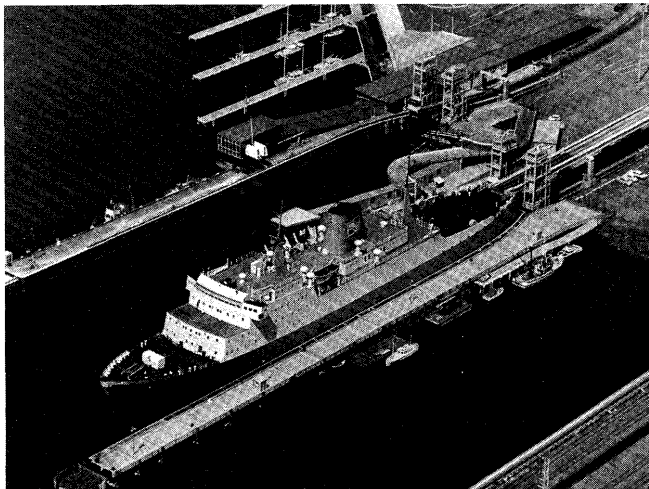
Mr. Roger D. Evison B.Sc., M.N.Z.I.E., M.I.S.T.R.U.T.E., M.A.S.C.E., of Ian Macallan & Co.

Mr. Henry J. Stace E.D., Chairman, Marlborough Harbour Board

Mr. Geoffrey G. Excell, B.E., D.B.A., M.N.Z.I.E. Director, Association of Consulting Engineers of New Zealand

to design and supervise the construction of the additions and improvements required by the Overseas Shipowners Committee.

This work involved the reclamation of a marine lagoon, new roading, extension on the export wharf by 30 metres and the purchase of cargo handling equipment involving a capital expenditure of some \$NZ1,000,000 (1960 value). Notwithstanding the problems associated with the establishment of a new Authority, this major port improvement work was completed on time and the first overseas cargo



Cook Strait, RO-RO Road/Rail Ferry, M.V. "Arahanga", 6381 tons gross at No. 2 Ferry Berth.

vessel, M.V. "Adelaide Star" used the new overseas berth, as final port of loading, in 1961, less than two years after the formation of the new Harbour Authority.

Full credit for the rapid completion of the first major harbour improvement works must be given to Messrs. Ian Macallan & Co., and their associated contractors.

Before this early work was completed, the decision had been made by the New Zealand Government and the New Zealand Railways Department to introduce a Ro-Ro Road/Rail ferry to operate between Wellington in the North Island, and Picton, in the South Island, and the order for the first ferry, M.V. "Aramoana", 4845 tons gross, was placed with Messrs. Denny Bros., Dumbarton, for delivery in 1962.

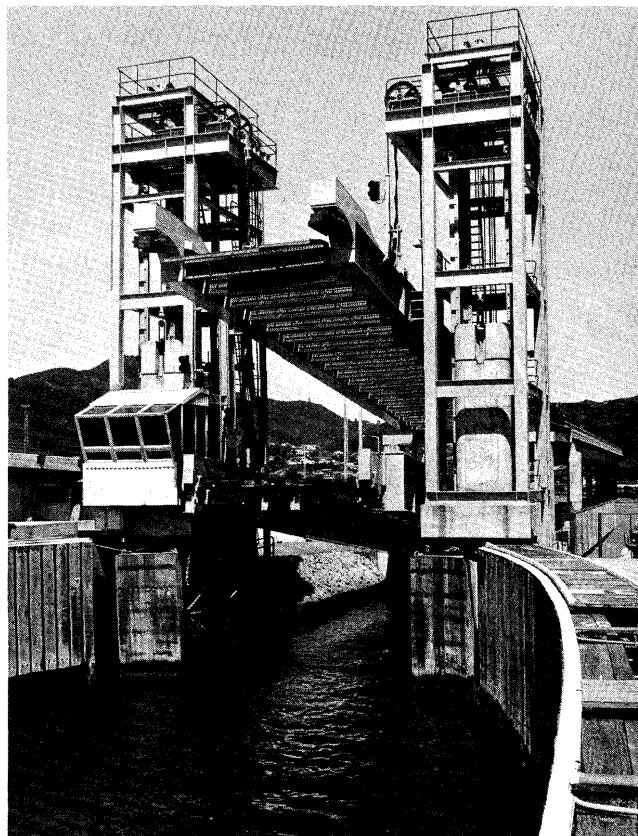
The Ferry Terminal at Picton, together with all the associated road and rail extensions, new tourist launch wharves and modern passenger facilities had to be completed by 31st August, 1962. This extensive work was completed on time and the M.V. "Aramoana" commenced the inter-island service in August, 1962.

The introduction of the Ro-Ro Road/Rail service between Wellington and Picton has proved to be one of the greatest success stories in New Zealand. Original estimates were based upon a second vessel being required to cope with increase in trade at the end of five years. Trade by this new service grew so rapidly that the M.V. "Aramoana" was operating to maximum capacity by the end of the first year of operation. The order for the second vessel, M.V. "Aranui", 4888 tons gross was placed in 1964 and entered the service in 1966.

The trade by this service continued to increase much more rapidly than forecast so the decision was made to add two vessels, designed mainly for road and rail transport vehicles. The M.V. "Arahanga", 6381 tons gross commenced service in 1972 and M.V. "Aratika", 6367 tons gross in 1974.

The introduction of the two larger vessels necessitated the construction of the second and larger ferry berth. This also involved major alterations to the first ferry terminal.

Although the expansion of the Port of Picton has been much more rapid than expected, long term proposals were planned in general terms for progressive development of ferry berths, export berths with up to 15 m of water, back up areas ashore, increased vehicle and launch traffic



Double Linkspan, No. 2 Berth for the Cook Strait RO-RO Road/Rail Ferry

Below: Adjustable Rail/Road Linkspan

Above: Adjustable Road Linkspan for Heavy and Light vehicles to Top Ferry Deck.

facilities at the ferry terminal and the preservation of the public waterfront reserve amenities already provided by the Picton Borough Council and the Harbour Board.

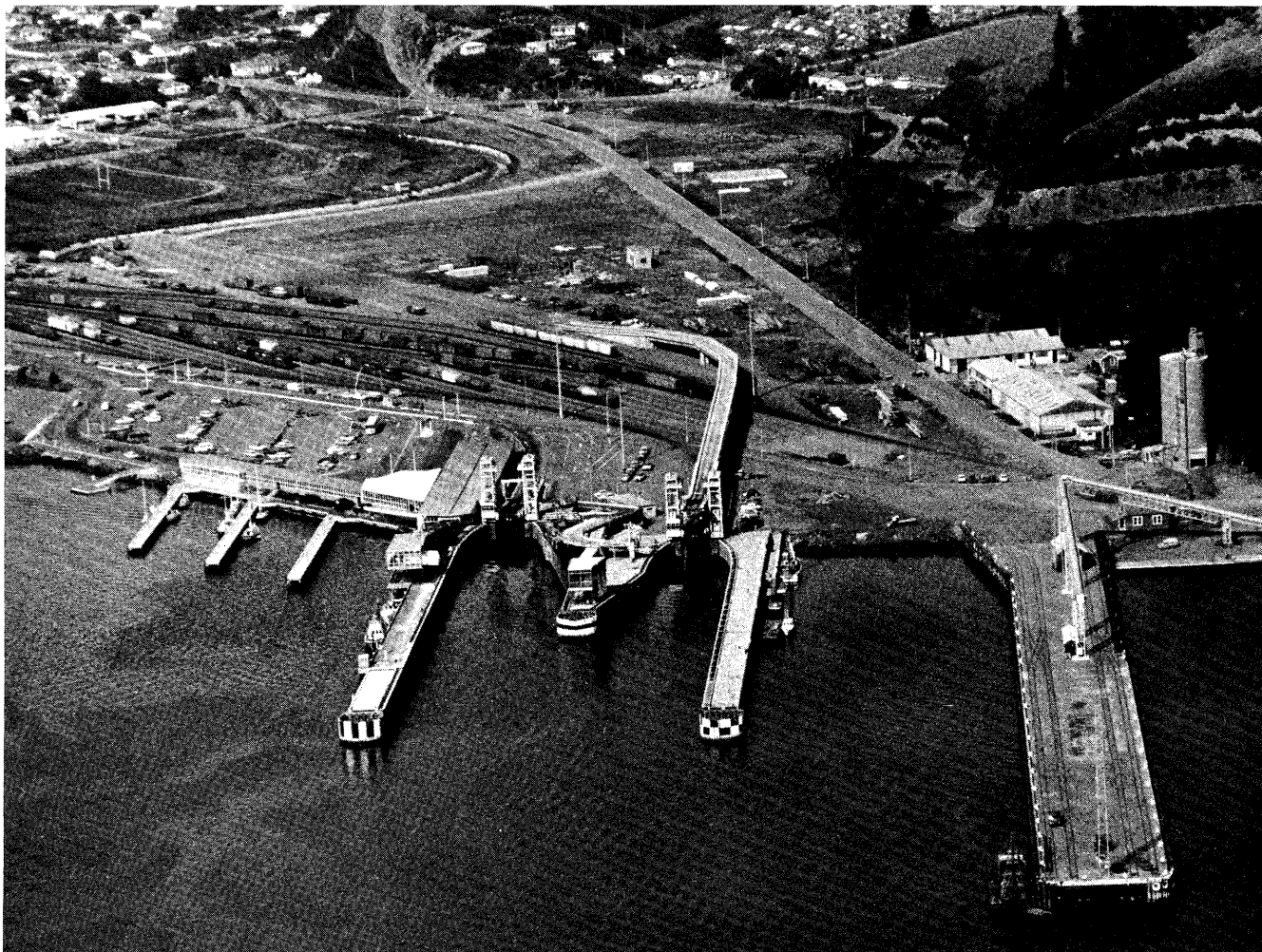
As available land for port purposes was very limited, a 7 ha inshore lagoon was fully reclaimed and streams discharging into it were led under the railway yards and waterfront road in a new 12 m wide culvert. This was constructed rapidly without interruption to traffic.

Material for reclamation was clean rotten rock from a hill immediately behind the reclamation, purchased by the Harbour Board for the purpose. Removal of the spoil required for reclamation was so planned that when the reclamation works are completed the land will be left in a suitably terraced condition for development as an attractive residential housing area, having unequalled scenic views down the Queen Charlotte Sound, considered to be one of New Zealand's scenic gems.

Further reclamations were placed on the waterfront to approach the new berth site and to extend the passenger terminal carpark.

As the dimensions of the new ferries have been adopted as virtually standard for future vessels, the new berth was designed for long service. Structural design was dominated by the fendering loads, applied by a loaded vessel impacting at one and one quarter metres per second. As with the stream diversion culvert, maximum use was made of precast, prestressed concrete in order to minimise construction time.

Other factors in design of the berth were the need for non-interference with shipping at the adjoining export



LEFT TO RIGHT:

Commercial Launch Wharves to serve passengers to and from the Cook Strait Ferries, destined for the Sounds holiday resorts

No. 1 Ferry Berth

No. 2 Ferry Berth

WAITOHI WHARF.—Main Export Wharf, two berths 240 m in length, Minimum Depth Low Water Springs 11 m

Road/Rail connections to each berth. Bulk Grain Pellet loading elevator/conveyor.

Bulk Cement Silo.

BACKGROUND:

7 ha Reclamation with Road/Rail access, water, Electric Power and Sewage services, for backup services, Container and Log storage, and provision of sites for light industry.

wharf and ferry terminal, and the need for minimum vulnerability to accidental collision during construction. Large dolphins at the head of each arm were designed entirely in timber backed by double rubber dock arch-fenders. Very high energy absorption was obtained at low cost. Wharf-side fendering was supported by wharf structures at two horizontal levels and closely fits the stern quarters of the vessels to dissipate excessive speed in berthing and reduce the maximum blow on the stern buffers.

Stern Buffers comprise two sets each of two double dockarch fenders at 3 m, the greatest size available at the time. The impact loads are distributed by stiff steel grillages faced with hardwood.

The two smaller ferries, M.V. "Aramoana" and M.V. "Aranui" each have three rail tracks on the main deck and passenger and motor car accommodation on the upper deck.

The two larger ferries, M.V. "Arahanga" and M.V. "Aratika" are each equipped with four rail tracks, and on the former, the upper deck is designed for heavy road

vehicles. The M.V. "Aratika" is similar to the M.V. "Arahanga", but without the upper deck for heavy road vehicles.

To accommodate the range of draught of the ferries and the 2.2 m tidal range, the linkbridges for stern loading were required to be 49 m long for the rail deck and 27 m for the road deck. The rail deck comprised two spans of 28 m fully warping and 21 m rigid at the shore end. The common hinges between the two spans have a 2 m vertical range of movement and before each berthing are set at a predetermined level which normally accommodates the full unloading—loading cycle.

The most economic and simple mode of construction for the linkbridges was found to be independent plate girder construction in steel. Aluminium construction was investigated but not adopted.

The rail deck is pinned to the ship to maintain precise fit of rail tracks, and in consequence the road deck above has to accommodate a considerable sideways movement of the upper deck due to heel during unloading and loading. This problem was overcome by seating the girders of this span

on to the ship's deck by specially designed seatings with rollers for the lateral movement, internal sliding for the longitudinal movement and spherical mounting for the substantial rotations of the ship's deck in both directions.

Lifting gear for all linkspans is hydraulic and the main spans are counterweighted. All the equipment is easily accessible. The linkbridge towers provide lateral restraint to the outer spans and support the lifting gear. The towers are independent, with no cross connections. All spans on the linkbridges were decked with open mesh heavy duty galvanised bridge decking which like the rail track, was acoustically insulated from the structures.

For access to the upper road deck a 260 m overpass was constructed across railyards and highway without interference to the traffic beneath. Construction was of precast, post-tensioned concrete box girder units with a very high standard of finish.

The attractive natural surroundings of the Port and the prominence of tourism called for an emphasis on aesthetics throughout the project. The overpass in particular is very prominent from the town and the linkbridges and towers are prominent features to all users of the Port.

Emphasis was also given to the quality of passenger facilities which were extended by doubling the enclosed building area, greatly increasing car parking facilities and extensive facilities for launch traffic at the passenger terminal.

The new berth was fully equipped to handle the passenger traffic of the older ferries, by providing two, enclosed, hydraulically operated gangways with covered access, and a hydraulic link ridge for side loading of motor cars.

Following the completion of No. 2 Berth the original No. 1 Berth was converted for use by the larger ferries as well, but without connecting the overpass at this stage. The Port is thus equipped with two modern high capacity Ro-Ro Berths for the Cook Strait Ferry Service, capable of a considerable expansion in traffic and of integration with two future berths.

The Chairman of the Marlborough Harbour Board, Mr. H.J. Stace E.D., during his congratulatory address to Messrs. Ian Macallan & Co. made reference to the huge increase in trade through the Port of Picton as the result of the development and modernisation programme carried out by the Marlborough Harbour Board.

Since 1965 trade through the Port has trebled:—

	Total Tonnage Cargo	No. Vessels Handled	Nett Tonnes Vessel Handled
1965	753,807	625	942,678
1966	797,042	705	1,118,839
1967	1,010,455	933	1,476,740
1968	1,143,416	1048	1,641,757
1969	1,291,331	1080	1,701,168
1970	1,452,246	1028	1,587,984
1971	1,408,352	1074	1,672,343
1972	1,465,867	1095	1,679,105
1973	1,914,608	1647	2,426,897
1974	2,244,598	1812	2,644,157
1975	2,191,671	2008	2,859,917

Mr. Stace also mentioned that the Port of Picton, under the control of the Harbour Board, had grown from being the smallest port (based upon tonnes of cargo handled) in New Zealand, to the sixth ranking port. The only ports in

New Zealand currently handling more cargo tonnage per annum than Picton being:—

Northland Harbour Board	(8 harbours)
Auckland Harbour Board	(2 harbours)
Wellington Harbour Board	(1 harbour)
Bay of Plenty Board	(1 harbour)
Lyttelton Board	(1 harbour)
MARLBOROUGH Board	(1 harbour)
Northland Harbour Board	7,917,360 tonnes (1974)
Auckland Harbour Board	6,323,606 tonnes (1974)
Wellington Harbour Board	5,791,786 tonnes (1974)
Bay of Plenty Board	2,767,808 tonnes (1974)
Lyttelton Board	2,385,017 tonnes (1974)
MARLBOROUGH Board	2,252,813 tonnes (1974)

With the exception of the Port of Whangarei, controlled by the Northland Harbour Board, which serves New Zealand's only Oil Refinery, no port in New Zealand has shown such a rapid rate of growth during the past decade as had the Port of Picton. Mr. Stace pointed out that this rapid, and very encouraging growth of trade was due mainly to the natural and economic advantages enjoyed by the Port of Picton. The Port is situated in the centre of New Zealand, the Harbour is safe and free from navigational hazards, with sufficient depth of water, at any state of the tide, to accommodate the largest vessels afloat. Under normal circumstances, assistance from tugs is not required, continuous dredging is unnecessary and maintenance and administration costs are well below those of other New Zealand ports. These advantages have been passed on to shipowners, and other users of the Port, by way of lower charges for Port Services than those charged by other ports throughout New Zealand, and in other parts of the world.

The Marlborough Harbour Board is currently planning extensive development works and additional deep water berthage for specialised unitised trade, bulk loading and off-loading facilities and the rapidly growing log timber and associated trades.

Future Port Expansion Revealed in Master Plan

Plan Cites Major Goals; Includes Energy, Environment and Recreation Aspects

Reprinted from Los Angeles Times,
Port of Los Angeles Advertising Supplement,
Sunday, August 17, 1975

Major changes in concepts and physical layout are being considered for the Port of Los Angeles as the result of a recently-completed Comprehensive Master Plan (CMP). The first overall Harbor plan completed since 1928, the CMP incorporates a number of studies prepared by the Port staff as well as special planning studies by consultants.

Frederic A. Heim, president of the Board of Harbor Commissioners, said, "We now have a working plan for the Harbor through 1990. This will enable us to better meet and anticipate changes in the future.

"The Master Plan gives us options," he added, "in considering the effects on the Port of the upsurge in world trade, the new emphasis in the field of energy needs and requirements, the environmental impact of changes in various activities, and the coordination of recreational potential with other governmental and civic groups."

The plan cites several goals in major areas:

Planning—to *guide* future development in the Port, rather than reacting to changing conditions with inadequate consideration.

Economic—to make the best use of the revenue-producing potential of the Port while satisfying public requirements for: 1. Efficient transfer of goods; 2. Environmental quality; 3. Employment opportunities; and 4. Recreational opportunities.

Facilities—to increase the efficiency of their use, specifically: 1. To provide the required facilities and improvements to meet the immediate energy import needs of Southern California and the nation; 2. To accommodate vessels of the maximum size and draft capable of moving through the Panama Canal; and 3. To eliminate or find new uses for obsolete, substandard or under-utilized buildings.

Recreation—to develop additional recreational facilities within the Port, consistent with sound planning and with the Tidelands Grant, thereby providing maximum public access to the waterfront and Port activities.

Interagency cooperation—to assume that major Port projects relate to and are compatible with adjacent communities, particularly San Pedro and Wilmington. This would include establishment of a permanent working relationship with the adjoining Port of Long Beach on joint facilities and projects which would benefit both ports.

Consultant for preparation of the Comprehensive Master Plan was VTN, Inc., Irvine-based engineering firm, which also prepared many of the previous studies which have become fundamental elements of the overall plan.

A summary of the major findings in the Comprehensive Master Plan shows 1.) there is a need for deeper water to accommodate increasing sizes in ships; 2.) there is a need

for additional land; 3.) inadequacies in land transportation facilities at both the Long Beach and Los Angeles ports put both at a disadvantage in competing with other major Pacific Coast ports; and 4.) while revenues are increasing substantially, the Port of Los Angeles share of U.S. Pacific Coast tonnage is decreasing, primarily because of the above three problems.

The study points out that many of the present fleets of container ships, cargo vessels, OBO (Oil-Bulk-Ore) carriers, and tankers cannot operate in the present 35-foot depth of the Main Channel and turning basins in the Inner and Outer Harbor areas. For example, approximately one-half of the world's existing container fleet, which carries 70% of the deep sea container traffic, cannot enter the dock areas of the Port of Los Angeles due to the 35-foot depth limitation.

Further, based on current production schedules and conservative forecasts, most of these classes of ships planned for the future will require even deeper water.

Many of the shipping lines now at the Port of Los Angeles have indicated in interviews that they will be obligated to relocate part, or all, of their operations to deeper ports on the Pacific Coast if the channels are not deepened to at least 45 feet to serve their new generation of ships. Many of these larger ships will be in service by 1980 or sooner.

Current land limitations are equally serious, according to the study. The present land area within the Port planning core is approximately 3,145 acres, of which 2,545 are controlled by the Port. Land use analyses and cargo forecasts indicate a conservative requirement for a net additional 1,000 acres of land to serve the Port's needs by 1990. This need is further emphasized by the irregular shape of existing Port properties. Many of these small and odd-shaped parcels—developed in years past to meet the needs of those decades—are inefficient in terms of today's needs.

The trend toward larger and longer ships and the requirement of shippers for efficient dockside cranes make it desirable to have Port land areas suitable for straight berths 1,800 feet or more in length and a rectangular backland depth of 1,000 to 1,500 feet. Deep water areas of these dimensions are virtually impossible to find at the Port today. Most of the existing dock and pier structures lack not only adequate length and apron width but also the structural strength to handle some of the larger ships, or even foundations to permit deepening of the adjacent waterway.

Total tonnage handled by all Pacific Coast ports in 1959-1960 was 91,790,000 tons, of which 27%, or 24,620,000 tons, was handled by the Port of Los Angeles. Comparative figures for 1969-1970 show a total of 150,000,000 tons for the entire Pacific Coast with 25,937,000, or 17%, passing through Los Angeles Harbor. Figures in the CMP indicate that Los Angeles' share has stabilized in the past few years at around the 17% figure.

"Fortunately," Heim said, "the problems outlined can

(Continued on page 27 bottom)



Aerial view of Port of Los Angeles, covering 7,025 acres of land and water area, illustrates complexity of one of the world's great man-made harbors. Its trade area includes more than 11,000,000 consumers in immediate area of Southern California and an extended market area as far east as Indiana; north to Minnesota.

\$221 million harbor projects reviewed at the Port of Los Angeles

Port of Los Angeles

Los Angeles, Calif., November 25, 1975:—The Los Angeles Board of Harbor Commissioners today (Tuesday, Nov. 25) reviewed an extensive financial feasibility analysis of 22 proposed and current Harbor projects totalling nearly \$221 million and covering the years through 1984.

Prepared by the New York firm of Stone & Webster Management Consultants, Inc., the detailed study was undertaken to review the Port's Six-Year Capital Budget Program released in 1974 by the Harbor Department. This earlier report had projected the fiscal requirements of 20 major projects through 1980.

However, according to Harbor Department General Manager Fred B. Crawford, new information required modification, updating and additions to the earlier program.

"The new, enlarged scope required Stone & Webster, in conjunction with Harbor Department staff, to develop a realistic financial projection, with costs extending for a sufficient period of years to indicate the potential return on investment for each major project. This includes two projects not part of the original study.

(Continued from page 25)

be solved at reasonable cost if we take advantage of the opportunity presented by the U.S. Army Corps of Engineers. That agency has announced plans to dredge portions of the Harbor in response to the application made by the Port of Los Angeles."

The Corps has submitted proposals to the U.S. Congress for dredging the Main Channel (at the Breakwater) and much of the Inner Harbor (Main Channel, Turning Basin, West Basin, East Basin Channel and East Basin) to a depth of 45 feet below mean low low water (MLLW). Through this project, about 9.6 million cubic yards of valuable dredged material could be used to help develop a landfill south of Terminal Island.

A major portion of this dredging program would be funded by the Federal government with the Los Angeles Harbor Department responsible for only 6% of the total dredging cost and for disposal of the dredged material.

However, as the Commission president notes, included in the CMP are plans to relocate various utilities that presently lie under the Main Channel, dredge certain portions of the Port that are not the responsibility of the Corps of Engineers, and modify certain wharf structures that were originally designed for the 35-foot depth.

These improvements, according to the study, should be coordinated with the proposed liquefied natural gas (LNG) facility and supertanker terminal project proposed so that the Harbor Department can take full advantage of the mobilization costs which would be borne by the Federal government. The proposed LNG facilities on Terminal Island would require the dredging of a channel, turning basin and slip to a minimum water depth of 45 feet.

"The new report deals with 22 projects requiring total expenditures estimated, in 1975 dollars, at \$220,957,000. Escalation over the period of expected construction schedules may bring the total cost, by 1984, to \$321,110,000."

Crawford pointed out that each of the projects, however, would be considered on an individual basis and judged on its own merits, with all the necessary studies completed and permits obtained, along with approval by the Harbor Commission, before they are undertaken.

The Harbor Department, according to the report, should expect to receive an annual revenue of at least \$25 million by 1984 from the projects, fourteen of which are directly revenue-producing. Nearly \$5 million per year would be required to operate and administer the projects, resulting in an expected net income from them of \$18 million by 1984.

One of the most far-reaching, in terms of construction requirements and long-range revenue producing, is the proposed formation of one or more independent industrial agencies to handle the funding of major energy projects. This would include the liquefied natural gas (LNG) terminal proposed for Los Angeles Harbor.

Such a non-profit, tax-exempt corporation would be similar to the Regional Airports Improvement Corporation organized in 1969 to assist Los Angeles in the financing or

(Continued on next page bottom)

Simultaneously, the large tanker terminal proposed for location in the Outer Harbor would require a deepwater channel and turning basin with an initial depth of 65 feet. (This would accommodate tankers of 165,000 DWT expected to operate along the West Coast-Alaska route.) However, energy transportation facilities that are proposed at the Port of Los Angeles by 1990 would require water depths to 82 feet in order to accommodate tankers up to 250,000 DWT and other specialized vessels of the future.

The CMP also includes a proposal that the Port dredge Fish Harbor from its present 20 feet water depth to 25 feet or more. This portion states: "This task should be accomplished during the time of other major dredging projects so that contaminated bottom sediment from Harbor can be properly contained within proposed landfill areas in the Outer Harbor. The increased depth is extremely necessary to accommodate the large size of newer fishing vessels if these are to continue fishing or operating out of the Fish Harbor area. The cost of this dredging would be at the expense of the Harbor Department but would be capitalized into the surrounding land area and reflected in land rent for the tenants around the Fish Harbor Basin."

Fred Crawford, Harbor Department general manager noted an additional benefit of the overall dredging program, which is the expected environmental improvement of the waters in the Harbor.

"In all cases," Crawford said, "it is intended that the upper areas with undesirable sediments and unwanted metal deposits will be skimmed off and contained in the lower level of the diked landfill in the Outer Harbor. This will further improve the quality of the water in the inner Port and the marine life it contains. Conditions will be eyed better than those that exist at the present time."

New Orleans is Center of Booming Middle East Trade

New Orleans, Louisiana, November 1975 (New Orleans Port Record):—Recent increases in industrialization and economic growth in the Middle East have set about a giant increase in liner shipping service from the Port of New Orleans. This gateway to the U.S. Middle West offers the nation's best water and land transportation services.

Eighteen steamship lines now make an average of 35 sailings a month from here. Their vessels offer about 300,000 tons deadweight cargo capacity. In addition, there is a similar amount of charter shipping activity in the same general area, known as trade route 18.

A complete variety of services are offered, including breakbulk, reefer, bulk liquid, container and LASH.

The liner services are as follows:

Arya National Shipping, represented by Norton-Lilly, offers three to four sailings a month, breakbulk. Ports-of-call are Bandar Abbas, and Bandar Shahpour, Iran; Dammam, Saudi Arabia; Dubai; Khorramshahr, Iran and Kuwait.

Barber-Middle East, represented by Barber-Biehl, offers two sailings a month and handles breakbulk, reefer, bulk liquid and container cargo. The ships call at Abu Dhabi; Dammam, Saudi Arabia; Doha, Qatar; Jeddah, Saudi Arabian; Khorramshahr, Iran and Kuwait.

Concordia Line, represented here by Dalton, offers two sailings a month and handles breakbulk and reefer cargo. Calls are made at Abadan, Iran; Abu Dhabi; Bahrain; Bandar Shahpour, Iran; Dammam, Saudi Arabia; Dubai; Khorramshahr, Iran and Kuwait.

Djakarta Lloyd, represented here by Roberts, has one breakbulk sailing a month to Jeddah, Saudi Arabia.

Hansa Line, represented by Binnings, has two to three sailings a month in both breakbulk and reefer service to Bandar Shahpour, Iran; Dammam, Saudi Arabia; Hodeidah, Yemen; Khorramshahr, Iran; Kuwait, and to Muscat, Oman.

Hellenic Lines, served by own agent, offers four sailings a month in breakbulk, reefer, bulk liquid and container service to Aden, Yemen; Aqaba, Jordan; Bahrain;

otherwise acquiring, constructing, enlarging and improving airport, heliport and other airline facilities.

Under this plan, total revenues required in the 1979–1984 period for an LNG facility as proposed by Western LNG Terminal Company would be \$82.1 million. This compares with the \$126.1 million required if the facility were owned directly by the Harbor Department.

Among the other 21 projects discussed in the report is dredging the Main Channel to 45 feet. By removing approximately 10 million cubic yards of bottom material, the Channel could accommodate the larger cargo ships and supertankers now being built.

Also included in the project list is a sewerage collection system, a liquid/dry bulk terminal, deep draft petroleum terminal, widening of the main entrance to the West Basin, an 80,000 sq. foot Harbor Department Administrative building that would consolidate offices and personnel now located in several Harbor-area buildings, and improvement of the 1,500-slip Cerritos Marina.

Dammam, Saudi Arabia; Djibouti; Doha, Qatar; Dubai; Hodeidah, Yemen; Jeddah, Saudi Arabia; Khorramshahr, Iran; Kuwait; Port Sudan, Sudan, and Bandar Abbas, Iran.

Hoegh Lines, represented here by Strachan, has one breakbulk sailing a month to Aden, Yemen; Bandar Abbas, Iran; Dammam, Saudi Arabia; Dubai; Khorramshahr, Iran, and Kuwait.

Iran Express Line, represented by Uiterwyke, offers two breakbulk sailings a month to Abadan, Iran; Abu Dhabi; Aden, Yemen; Bandar Abbas, Iran; Bandar Shahpour, Iran; Basrah, Iraq; Dammam, Saudi Arabia; Dubai; Jeddah, Saudi Arabia; Khorramshahr, Iran, and Kuwait.

Kuwait Shipping, represented by Kerr, has two departures monthly and handles breakbulk and container cargo bound for Bahrain; Bandar Shahpour, Iran; Dammam, Saudi Arabia; Dubai; Khorramshahr, Iran, and Kuwait.

Maersk Lines, self-represented, has two monthly sailings, offering breakbulk and container service to Bandar Abbas, Iran; Bandar Shahpour, Iran; Dammam, Saudi Arabia; Dubai; Khorramshahr, Iran and Kuwait.

National Shipping of Pakistan, Texas Transport and Terminal, has one breakbulk sailing monthly to Dubai and Kuwait.

Nedlloyd Line, represented by Strachan, has three monthly sailings and offers breakbulk, bulk liquid and container service to Abadan, Iran; Abu Dhabi; Bahrain; Bandar Abbas, Iran; Bandar Shahpour, Iran; Basrah, Iraq; Bushire, Iran; Dammam, Saudi Arabia; Das Island, Abu Dhabi; Doha, Qatar; Dubai; Khorramshahr, Iran; Kuwait; Mena Al Ahmadi, Kuwait and Umm Said, Qatar.

Pakistan Shipping, represented hereby Ayers, has one monthly sailing and offers breakbulk and bulk liquid service to Khorramshahr, Iran and to Kuwait.

P & O Strath, represented here by Roberts, offers one sailing monthly and handles breakbulk, reefer and container cargo to Abu Dhabi; Bahrain; Dammam, Saudi Arabia; Dubai; Khorramshahr, Iran and Kuwait.

Saudi-American Line, represented by Ayers, has one sailing a month, breakbulk, to Jeddah, Saudi Arabia; Port Sudan, Sudan and to Umm Said, Qatar.

Triton International, represented here by Gulf Coast Shipping, has two sailings a month, offering breakbulk and container service, to Abu Dhabi; Aqaba, Jordan; Bandar Abbas, Iran; Dammam, Saudi Arabia; Djibouti; Doha, Qatar; Dubai; Hodeidah, Yemen; Jeddah, Saudi Arabia, Kuwait and Port Sudan, Sudan.

Waterman Steamship offers one monthly general cargo and one monthly LASH sailings with combined offerings of breakbulk, bulk liquid, container and LASH to Aqaba, Jordan; Bahrain; Bandar Abbas, Iran; Bandar Shahpour, Iran; Dammam, Saudi Arabia; Djibouti; Dubai; Jeddah, Saudi Arabia; Khorramshahr, Iran; Kuwait and Port Sudan, Sudan.

Central Gulf, representing self, has three sailings a month, offering complete LASH services, to Abadan, Iran; Bandar Shahpour, Iran; Basrah, Iraq; Bandar Abbas, Iran; Dammam, Saudi Arabia; Jeddah, Saudi Arabia; and Khorramshahr, Iran.

Saudi National Lines, Smith and Johnson, 1 month in breakbulk to Aqaba, Jeddah, Port Sudan and Port Said.

Practically all lines will call other ports on inducement.

Saudi Lines to Operate from N.O.

Saudi Lines of Jeddah, Saudi Arabia, has announced the first regular liner service under the Saudi Arabian flag from the U.S. Atlantic Coast and the U.S. Gulf ports to Saudi Arabia and the Arabian Gulf. The new line will operate under the name of Saudi National Lines.

The parent company, Saudi Lines, is the most important shipowner of Saudi Arabia and at the present time operates eight cargo and passenger vessels under the Saudi Arabian flag.

Costa Line has been appointed the exclusive representative for Europe and North, Central and South America of the Saudi National Lines of Jeddah, Saudi Arabia. Smith and Johnson (Shipping) Inc. has been appointed U.S. Gulf agent.

Overseas Consolidated Company, Ltd. of New York, already the agent for Costa Line in the U.S.A., will also act as the general agent for the Saudi National Lines and will handle the line for any calls at New York, using sub-agents appointed in all other U.S. ports.

The first vessel, SAUDI GLORY was scheduled to load at U.S. Gulf ports on or about October 25th.

Exports to Egypt Worth \$58 Million

The United States exported some \$58 million worth of agricultural and industrial products via New Orleans to Egypt last year, according to the U.S. Department of Commerce.

The principal export was 121,000 tons of corn worth \$13 million. Other important exports were cottonseed oil, animal fats, grease, woodpulp, kraft paper and paperboard. Millions of dollars of assorted manufactured goods, covering a wide range of human needs, also went via New Orleans to Egypt. These included tractors, trucks, electrical machinery and parts.

Saudi Arabia Becomes Good Port Customer

Fast becoming one of the Port of New Orleans' best customer nations in the Middle East is Saudi Arabia.

Last year that country bought \$19 million worth of wheat flour alone from the U.S. via New Orleans. The total value of U.S. shipments to Saudi Arabia last year was \$62 million. In 1971 it was a comparatively meagre \$9 million.

Export tonnage via New Orleans to Saudi Arabia grew in 1974 to 143,000. In 1971 it was only 41,000.

Figuring heavily in the tonnage and value growth has been an abundance of manufactured goods, ranging from tractors and other farming machinery to pumps, electric power machinery and factory components, such as boilers.

Our imports at New Orleans from Saudi Arabia have grown in value from virtually nothing in 1971 to \$58 million in 1974. Principal imports are petroleum crude, pitch, asphalt and jet fuel.

Exports Via N. O. To Iran Quadruple

U.S. exports to Iran via the Port of New Orleans have quadrupled in value and tripled in tonnage in the years 1971 versus 1974, according to U.S. Department of Commerce data.

That Middle East nation, whose economy is booming with the world energy shortage, purchased \$115 million worth of cargo via New Orleans last year. In 1971 the total was only about \$24 million. The tonnage total in 1974 was 240,000, compared to 75,000 in 1971.

This nation's midwest and southern states supplied the bulk of the agricultural and industrial production that figured in the cargoes moving to Iran. Soybean oil and corn led the export tonnage with 80,000 and 35,000 respectively. Next were chemicals, such as sodium and potassium compounds, and fertilizers.

In manufactured goods there was a huge variety of everything from typewriters and check writing machines to tractors, road building machinery, and factory components.

Imports from Iran, purchased via New Orleans, have also increased dramatically in value. Last year the total was worth \$10 million. In 1971 the total was only \$2 million.

Petroleum crude, and partly refined, was the most valuable import, at a total of \$7 million, and was followed by imports of chemicals.

Port Trains Men For Port in Oman

The Port of New Orleans and the new Port of Qaboos in Oman should soon have a lot in common.

Oman is a small Arab nation on the Arabian Sea southeast of Saudi Arabia. Five years ago when the new Sultan Qaboos bin Said took office, he set in motion a number of progressive moves. One of them was the construction of a modern, deepwater port.

The port has been built, and the 12 top men who will be operating it are in the process of being trained at the Port of New Orleans. Four of these recently spent three months here at the port, while in training. A second team of four followed, and the third is expected soon.

Recently, Ambassador Ahmed Macki of Oman visited New Orleans and had kind words for the port. He said his country should establish a branch office here. Oman already has a ship registration office in New York.

Oman recently passed a maritime law which permits foreign ships to register to carry the flag of Oman. The New York office, headed by George Hearn, former vice chairman of the Federal Maritime Commission, is also charged with the acquisition of vessels for a proposed Omani tanker fleet. Oman has an oil refinery near its new port.

Trainee Learns Well From Port Officials

Ahmed Ali Al Riyami, a management trainee of the Qaboos Port Authority of Oman, apparently learned a lot from his eight weeks of training at the Port of New Orleans.

Riyami was one of eight men already trained here in preparation for work to come in management of the new port of Qaboos in the Middle East sultanate of Oman.

Following his tour of duty here, he visited with Joseph E. Filoramo and Stanley J. Sikora, who run this port's office in New York. They gave him a tour of the port there.

He then attended the annual convention of the Ameri-

can Association of Port Authorities in Montreal, and broadened his knowledge even further when New Orleans' official port delegate, Col. Herbert R. Haar Jr., associate port director, introduced him to many officials from other American ports, including AAPA President Ben Nutter.

On his return home he wrote, in part:

"Our port, situated in Oman on the Southeast coast of the Arabian peninsula, is very new, but it has a strategic geographical significance. It serves as an inlet to the Arabian Gulf. We operate with 12 deepwater berths and deal with a cargo volume of over a million tons a year.

"And we enjoy a constant draft of 45 feet. Like our nation which, for almost a half century, experienced an isolation from the rest of the world, we are also unknown as a port, to the international maritime society. Be it known, therefore, that Port Qaboos exists and its primary concern is to get together with all ports of the world for the good of promoting international waterborne commerce."

Oman's Trade Has Modest Start

Oman, the progressive sultanate that has been sending its young port officials of its new port facilities at Qaboos to the Port of New Orleans for training, has been growing in the volume of its business here from no trade whatever in 1971 to a gross in value of \$7 million in 1974.

Oman purchased for about \$2 million from the United States via New Orleans in 1974 a wide assortment of goods. Principal commodities were iron and steel tubes, pipe, clay and clay products and chain.

Last year the first imports received here from Oman were valued at \$5 million by the U.S. Department of Commerce and consisted mostly of crude petroleum and partly refined petroleum products.

Kuwait is Small, But Buys Plenty

Kuwait, on the Persian Gulf, is probably the smallest nation in the Middle East. Despite its geographic size, last year the nation purchased almost \$14 million dollars worth of American goods via the Port of New Orleans.

Back in 1971 the value of U.S. exports to Kuwait totaled only \$3.1 million and weighed but 7,000 tons.

Principal exports to Kuwait via New Orleans are oilseed cake and meal, rice, animal feed, paper and paperboard, gauze and netting. Also included was construction and mining machinery, electronic gear and a wide assortment of other manufactured goods.

The U.S. imported from Kuwait last year over a million dollars in shellfish.

It Was a Lot of Admirals for One Shipment

What happens in a port when seven box carloads of American-made appliances are loaded for the Middle East?

New Orleanians had a chance to see the transfer recently. The crated appliances came from Admiral corporation's Alsip, Ill. warehouse and Galesburg, Ill. manufacturing plant. Each was individually crated, and all were refrigerator-freezers.

The forwarder in Chicago was J. E. Bernard and Co. Inc. and his New Orleans correspondent was W. R. Zanes and Co. E.W. Rumsas, an official of Admiral, came here to oversee the movement.

All were unloaded across the Congress Street wharf and were drayed to the water's edge where a Ryan Stevedoring company mobile crane was used to sling them aboard LASH barges. When this task was completed and the lids were fastened in place the barges were then towed upriver for loading aboard the LASH SAM HOUSTON at Waterman Steamship corporation's assigned berth at Washington avenue.

Their destination was Kuwait.

Buses for Pilgrimage Are Shipped Via N.O.

Indirectly, the Port of New Orleans had a role in the annual Pilgrimage to Mecca which took place early in October in Saudi Arabia.

Approximately 150 forty-four passenger buses manufactured at General Motors corporation's Mississippi plant were loaded aboard the bulk carrier OSWEGO LIBERTY and departed New Orleans September 25 for the Port of Jeddah, Saudi Arabia. Jeddah and other Saudi Arabian ports are beginning points for the pilgrimage.

T. Smith & Son, Inc.'s 80-ton derrick Penny loaded the buses aboard the vessel.

New Orleans was just one point of departure for the buses which were processed through the port for GMC by General Motors Overseas Operations, New York.

According to Capt. E.W. Mathes, New York, traffic division manager for GMOO, 2,000 buses manufactured in the U.S. are currently en route to Saudi Arabia for the annual event. Of these, 1,600 were manufactured by GMC; the remainder by International.

Total value of the entire cargo is approximately \$75 million, Capt. Mathes said, or \$37,500 per bus.

The voyage from New Orleans to Jeddah takes approximately 19 days.

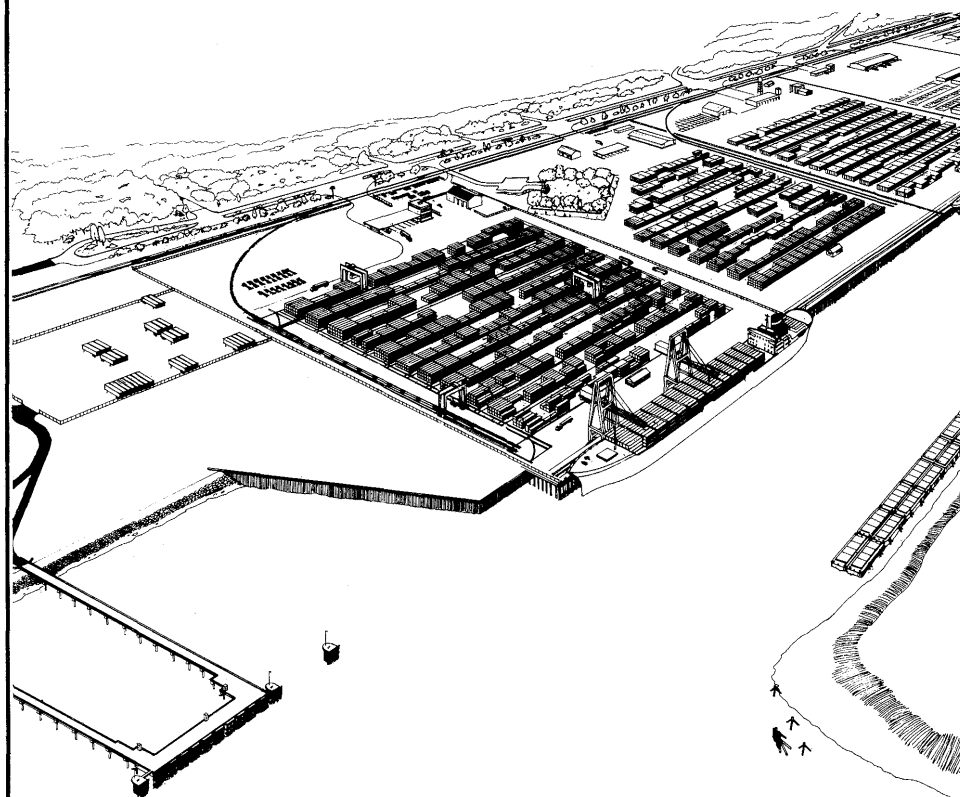
Port of *Kure*



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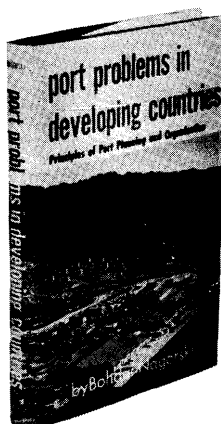


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—*Editor, the Dock and Harbour Authority*

"I would like to take this opportunity to say that I found the study by the author of this book to be of tremendous interest and I would like to congratulate Mr. Nagorski on a first class work".

—*Assistant Secretary General, ICHCA*

Orbiter Probe

“Portos e Navios” October 1975

Rio de Janeiro, Brazil (Selected titles from the October issue of “Portos e Navios”):—

Ports and Waterways

- The Port shall have modern terminal for containers.
- Objective themes of the 2nd DNPVN-ABEP Congress.
- Propositions of the Ilhéus Dock.
- Sepetiba Port basic premises.
- Tariff security and changes.
- Fish Port of Laguna: problems and development.

Other Articles

- Expansion plans for the Port of Recife.
- The need of development of the inland navigation in Brazil.
- Proposition for the legal use of the term “contentor” instead of “container”.
- Port and coastal trading problems in Brazil.
- Submarine drilling platforms.
- Disorganized transportation of bulk cargo.
- Crisis in coastal trading: 70% of reduction of the fleet is being foreseen.
- The Senate studies the transportation of containers.

Better public information

Montreal, Quebec, Canada (Port of Montreal Bulletin, Vol. 1, No. 1, Winter 1975/76):—It is indeed a great pleasure to introduce this first issue of the Port of Montreal bulletin. Our purpose in establishing this vehicle of communication is to keep in touch with you the people who use our port on a regular or occasional basis and those we hope in the future will recognize the advantages offered by the Port of Montreal and join the group we are pleased to serve.

We would like to keep you informed on port activities, new developments, expanding facilities, items of general interest and, obviously, our personalized services to customers. We are hopeful that this publication will serve a useful purpose and, should it only contribute in dispelling some of the misconceptions which are entertained in certain areas about our total service, then our efforts will have been greatly rewarded.

In my view, the essential requirements for a living, growing port are good facilities, labour stability and a realistic marketing program. The Port of Montreal has all of these.

The facilities include 3 container terminals, with another under construction, first class piers and transit sheds for handling uncontainerized general cargo, oil terminals, bulk cargo terminals, a roll-on/roll-off terminal, a large cold storage warehouse, efficient terminal grain elevators, a floating crane with a lifting capacity of 275 tons, a terminal

railway and a dry dock for ship repairs. Subsequent issues of this newsletter will provide specific information concerning the facilities.

In recent years, the operation of the port has been hampered by labour problems which reduced productivity and caused several work stoppages, culminating with a strike of two months duration earlier this year. Most of the problems have been resolved, productivity has increased considerably and there is now a measure of labour stability which the port has not experienced in years.

I have recently returned from a trip to Europe where I called upon shipping companies and exporters who use the Port of Montreal as well as others who, for one reason or another, transferred their business to other ports within the last few years. I returned to Montreal greatly impressed with the continued and renewed interest in this port. This has confirmed the impression derived from our statistics for 1975. Our cargo tonnage is down compared to last year but, despite the two month shut down, the number of ships that have called here is greater than in 1975. This seems to indicate that the tonnage decrease is attributable to worldwide economic conditions rather than a lack of interest in the Port of Montreal.

If you wish information concerning this port, please direct your enquiry to me at the address shown elsewhere in this newsletter.

Harbour development is key

Nanaimo, British Columbia, Canada, January 1976 (Nanaimo Harbour News):—The past year, 1975, has not been a good one for companies in B.C., and in particular the forest products industry. As a result the final tonnage figures for the year through the port of Nanaimo will be down by a significant amount.

However, Doug Greer, chairman of the Nanaimo Harbour Commission, is optimistic about 1976.

“The year ahead should be a period of stability in the forest products industry,” he said. “As there are no negotiations due this year, we would not expect any strikes and we can see an increasing volume of shipments going through the Nanaimo Assembly Wharf.

“I believe Nanaimo should be the central trans-shipment point for much of the forest products cargo on this coast of the island. These days, when ships are larger and more sophisticated than ever before, it costs thousands of dollars to tie up in port and even more to move between ports.

“It makes sense to bring the cargo to a central point and load it, at one time, onto a ship that can transport it all to a series of destinations.”

Mr. Greer said that the major item on the agenda for the Nanaimo Harbour Commission in 1976 would be a decision on new facilities at Duke Point—for or against the development.

Duke Point has been the subject of research and planning for more than three years and has now been

accepted from all points of view, including economic and environmental.

The only discussion is over a small piece of land owned by the provincial government which the Harbour Commission must own to obtain federal financing of the \$25 million project.

"We will be in touch with the provincial government Ministers concerned and I am hopeful we will obtain approval and get the development started this year. It will take at least three years to complete and will create many jobs for the Nanaimo area," commented Mr. Greer.

The Duke Point harbour site includes a number of berths for scows and other small vessels bringing cargo into Nanaimo for trans-shipment. Three new berths will be constructed to accommodate larger freighters.

There will also be 120 acres of land for storage and cargo handling compared to the 40 acres now available at the present Nanaimo Assembly Wharf.

Increased tonnage forecast

Nanaimo, British Columbia, Canada, February 1976 (Nanaimo Harbour News):—Nanaimo Port Manager John Dunham looks to a gradual, though solid, increase in tonnage through the port this coming year with total exports representing a considerable improvement on 1975.

Mr. Dunham commented that December saw a sharp increase in newsprint and pulp exports and lumber started to flow to the U.S. east coast.

"Some of this cargo had been held for some time awaiting improvement in market conditions," he said. "In addition, there was cargo awaiting delayed vessels.

"Although lumber to other markets of the world continued to be slow, we should see, in the first quarter of 1976, a gradual opening of lumber exports with pulp and newsprint continuing the pace they set in the last quarter of 1975."

During the past year, the only two products that showed a tonnage increase over the previous year, were pulp and plywood; all other products were down by significant tonnages. This was caused by strikes in the forest products industry and a softening in the world market for lumber and newsprint.

"One reason we are optimistic is that the forest industry believes it hit rock bottom in 1975 and will gradually recover this year," said Mr. Dunham.

"According to industry reports, orders for lumber are expected to increase month by month although not spectacularly. Total lumber production in B.C. is expected to rise to 8 billion board feet this year, up from 7.1 billion last year but lower than the 9 billion in 1974 and the peak of 10.2 billion in 1973."

Mr. Dunham pointed out that the main cause for optimism is the improving market conditions in the United States, where housing starts are showing healthy increases.

There are more than 2,000 companies in the forest industry in B.C. employing a total of 85,000 people when operating at full capacity.

Ship transits, tolls are down

Balboa Heights, Canal Zone, Panama, December 5, 1975, The Panama Canal Spillway):—The number of oceangoing vessels transiting the Panama Canal decreased again last month.

The daily average transit figures for oceangoing commercial vessels for the 5-month period ending November 30, 1975, are 33.7, down from 37.3 for the same period of the prior year. In terms of number of transits, this decrease reflects the loss of 517 transits. Toll revenues are down approximately \$3,500,000 for this period.

The loss of 517 transits is composed of a decrease of 568 vessels of under 80' beam, an increase of 54 vessels from 80' to 100' beam and a decrease of 3 vessels in the over 100' beam class. This loss in mix of vessels would indicate that the opening of the Suez Canal has had to date minimum impact on the Panama Canal. The decline in transits at this time is principally attributed to the world economic situation.

These statistics and the declining tolls that result indicate that the present austerity measures will continue for the foreseeable future.

1975: A good year for shipping

Buffalo, N.Y., Nov./Dec., 1975 (Niagara Frontier Transportation Authority Newsletter):—The final figures have not yet been turned in, but the 1975 shipping season is considered likely to compensate to some degree for the slow 1974 season.

Bulk cargo shipments (iron ore, coal and grain) on the Lakes totaled 14,850,131 net tons for September, up from 12,450,590 tons in September 1974, according to the Lake Carriers Association. Of this total tonnage, grain shipments represented a record high: 3,433,189 net tons, compared with 479,849 tons shipped last year. Coal shipments increased to 3,342,226 tons, compared with 2,668,816 tons shipped in September 1974. Over the same period, iron ore shipments amounted to 8,074,716 tons, a decrease from the 9,301,925 tons recorded in the previous year. Bulk cargo shipments for the 1975 shipping season so far totaled 98,868,486 net tons, up from 95,134,228 tons last year.

Steel companies in Buffalo have begun closing down their shipping operations for the season. The steel mills have a stockpile of iron ore which should be sufficient to get them through the spring. Last shipping season, steel companies brought in ships until early January—actually extending the 1974 season into the new year. One of the reasons for shortening the season this year is a slowdown in steel mill activity, which reduces the need for raw materials. Also, the mills were in a rush at the end of last season to make up for shipments postponed earlier because of strikes and a shipping accident which temporarily closed the Welland Canal.

Grain shipments, however, continued to enter the Port of Buffalo and further shipments were planned until mid-December. According to the Corn Exchange of Buffalo, grain shipments into Buffalo during the 1975 season have amounted to 35,727,800 bushels, compared with 28,565,076 bushels for the comparable period in 1974.

It was reported that Welland Canal pilots were working almost around the clock as ocean-going ships from around

the world "stacked up" at the Lake Ontario entrance to the Canal on their way to the upper Lakes and the last cargoes before the 1975 shipping season ends with the closing of the Welland Canal on December 18, 1975.

Figures released by the Lloyd's Register of Shipping Statistical Tables 1975 show that the world's merchant navy fleet has increased almost 10 per cent in the past 12 months and stands at 342.2 million tons, double the figure for 1966. The Soviet Union has more than twice as many modern, sophisticated giant trawlers as all other countries combined. The U.S. merchant fleet increased by 158,000 tons to 14.6 million while the Soviet increase was 1.1 million tons to 19.2 million. Lloyd's reported. Sixty-four per cent of the world fleet is less than 10 years old, with 5 per cent more than 25 years old. The report showed that 39 per cent of the U.S. fleet is more than 25 years old.

Great Lakes Region Office

Buffalo, N.Y., Nov./Dec., 1975 (Niagara Frontier Transportation Authority Newsletter):—A Great Lakes regional office of the Maritime Administration (MARAD) was officially opened November 5, 1975 in Cleveland, Ohio by Robert J. Blackwell, Assistant Secretary of Commerce for Maritime Affairs.

The Cleveland office will serve the states of Michigan, Minnesota, Wisconsin, Indiana, Illinois, and Ohio and the Great Lakes coastal areas of Pennsylvania and New York. The address of the Cleveland office is 666 Euclid Avenue, Cleveland, Ohio 44114.

According to Blackwell, the office was established to provide Great Lakes maritime interests with easier access to the promotional, research and financial assistance programs of the agency. Other regional offices are located in New York City, New Orleans and San Francisco.

"The Merchant Marine Act of 1970," said Blackwell, "designated the Great Lakes as the nation's fourth seacoast, and assigned higher priorities to maritime activities in that region. This office will enable us to coordinate and carry out our programs in that area more effectively."

George J. Ryan, who formerly was stationed in London as one of MARAD's European representatives, is the director of the new regional office.

Commission chairman reelected

Hollywood-Fort Lauderdale, Florida, January 27 (Port Everglades News):—Fred J. Stevens, of Fort Lauderdale, was reelected chairman of the Port Everglades Authority commission at the annual organization meeting of the board.

Stevens who is in his 18th year as Port Commissioner served previously as chairman in 1960, 1965, 1972 and 1975. Also reelected as vice chairman was Michael J. Marinelli, of Pompano Beach, a member of the Commission since 1975.

Other commissioners serving on the five-man board are Jack C. Behringer, of Fort Lauderdale; Jack Clark, of Dania, and W. Phil McConaghey of Hollywood.

Cargo tonnage for 1975

Houston, Texas (Port of Houston News Release):—The Port of Houston handled 86.3 million tons of cargo in 1975 to come within 3 million tons of the record-setting 89.1 million tons moved in 1974, according to preliminary figures just released by the Port's statistics department.

However, for the past several years the U.S. Army Corps of Engineers, official record keeper for port statistics, has credited the Port of Houston with more tonnage than the Port's own early figures reflect. When the official figures are announced later in the year it is possible that Port of Houston 1975 tonnage will equal or better the 1974 total.

The Port's foreign trade for 1975 was a record-breaking 41.5 million tons, an 18% jump over 1974's 35 million tons. The total reflects increases in both import and export foreign bulk cargo tonnage. The increase in foreign bulk cargo offset decreases in foreign trade general cargo tonnage imports and exports. General cargo includes goods handled individually or in containers or barges as opposed to cargoes moved in bulk such as grain, crude petroleum and fertilizers.

Total bulk cargo, including both foreign and domestic trade, showed a 5% increase at 79.9 million tons for 1975 as against 75.9 million tons for 1974. Total general cargo for 1975 was down 18% at 6.5 million tons as opposed to 1974's total of 7.8 million tons.

The Port's dry bulk materials handling plant showed a 37% increase in receipts and shipments of such commodities as fertilizers and gypsum with 1.5 million tons moved in 1975 as compared to 1.1 million tons in 1974.

Automobile imports were down lightly in 1975 with 139,822 cars brought into the Port of Houston as against 164,700 cars imported in 1974.

Container movements of 20-foot units or their equivalents increased significantly in 1975 with 145,593 handled last year compared to 116,381 handled in 1974. These included 94,183 moved in foreign trade and 142,197 handled in domestic movements.

A total of 178 more ships called at the Port of Houston in 1975 than had entered in 1974. Of the 4,591 ships, 1,067 were American flag vessels and 3,524 were under foreign flags.

Figures on foreign trade commodities and trading partners for the Port in 1975 will be announced as soon as they are made available.

The Tri-Ports of Houston Is Expanding Its Intermodal Facilities

Houston, Texas (Port of Houston Authority):—The Port of Houston's Barbours Cut LASH and LASH/container terminal offers the newest and finest intermodal facilities of any port in the Gulf of Mexico. The \$53 million development is located on the 40-foot-deep Houston Ship Channel a short two-and-a-half hours from the Gulf.

Now under construction at Barbours Cut are two 1,000-foot container wharves, scheduled for completion in the first quarter of 1977. Two Paceco container cranes will be erected on the apron and will be able to move the length of both wharves. Each wharf will be backed by 36 acres of graded land, with initial development providing seven acres of paved marshalling area. Three Le Tourneau yard cranes will ensure quick movement and stacking of containers.

Present construction at the two wharves will offer space for 2,700 of the 20-foot containers or their equivalents. There also will be 50 electrical outlets for refrigerated containers. Eventual expansion calls for a capacity of 8,100 of the 20-foot containers or their equivalents and as many as 132 refrigeration outlets.

The Port of Houston recently completed construction of two miles of access road leading to the Barbours Cut wharves.

Approximately a mile from the terminals, a container freight station is being built. It will provide 55,000 square feet of stuffing and stripping space. Rail access will be extended to the container freight station and may be extended to the docks when necessary.

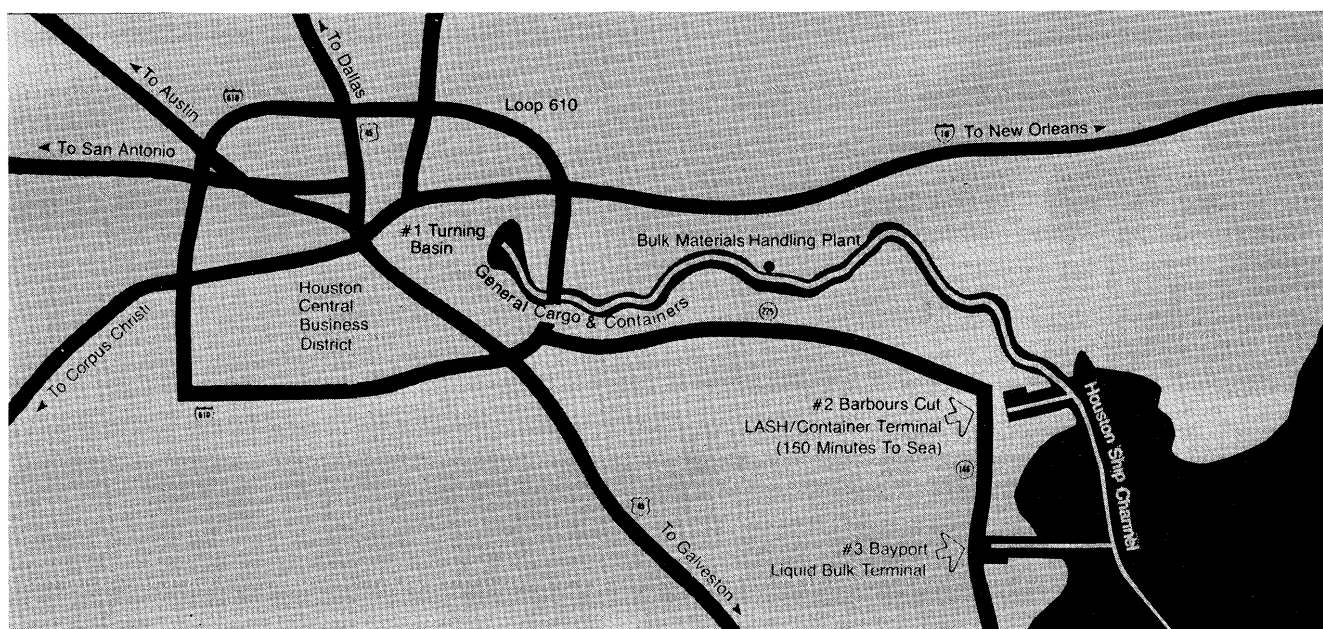
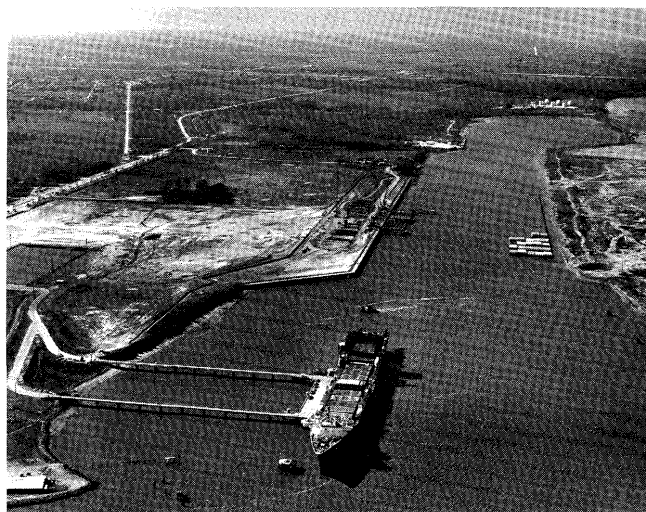
To expedite traffic to and from the wharves, an entry permit station is being constructed close to the container freight station. There will be five entry gates to the terminals with room for expansion. Buildings in the area behind the wharves will include an office building, an equipment repair shop and an amenities building.

Another plus of the Barbours Cut site is that even when present construction is completed there will be room for unlimited expansion as shipping demands increase.

With the two new container cranes added to the three already in operation the Port's Turning Basin area, the Port of Houston offers the quickest turn around time in the Gulf for container ships.

Two LASH berths are now in operation at Barbours Cut: a U-shaped pier for LASH and LASH/container vessels which was completed in 1972, and a second dolphin-system LASH berth across from it on the Barbours Cut Channel. The almost four acres of paved marshalling area behind the pier offer outlets for 12 refrigerated containers and there is fleeting area for 100 LASH barges nearby.

Situated near the center of the United States on the Gulf





Long Beach, Calif., 012876 (Port of Long Beach News):—**LONG BEACH HARBOR OFFICIALS HONOR JAPANESE CONSUL GENERAL:** Long Beach Harbor officials recently feted the Honorable Keiichi Tachibana, Consul General of Japan in Los Angeles, on the occasion of his appointment as Envoy Extraordinary and Minister Plenipotentiary to Great Britain. He is pictured, center, as he was presented with a Port of Long Beach plaque by Harbor Commission president H.E. Ridings, Jr., right. Harbor General Manager Thomas J. Thorley is at left.



Long Beach, Calif., 21976 (Port of Long Beach News):—**SOVIET MARITIME OFFICIAL VISIT PORT OF LONG BEACH:** Three high ranking Soviet maritime officials spent three days studying container and Ro-Ro facilities and operational procedures at the Port of Long Beach recently as part of their nation wide study tour under an agreement between the U.S.A. and the U.S.S.R. Pictured as they presented a plaque from the Black Sea Port of Ilichevsk to Long Beach Harbor General Manager Thomas J. Thorley, second from right, are, from left, V.M. Kaplinsky of the Research and Design Institute for Maritime Commerce, Moscow; V.I. Zolotarev, Port Director of Ilichevsk; and A.V. Zhizha, Manager of the Leningrad Container Port.

coast, the Port of Houston is the traditional entrance of commerce destined for the entire Midwestern area of the United States. With the new facilities at Barbours Cut added to the 45 general cargo berths in the Port's Turning Basin area and the liquid cargo facilities at the Port's Bayport Division, the Port of Houston is able to serve all types of cargo movement. From a 500-ton component of oil field machinery to the many LASH and Container movements, the Port of Houston can handle them all.

More than 13 million people live within a 300 mile radius from the Port of Houston. Houston itself leads the South in population, buying income, building permits, bank demand deposits, retail sales, capital expenditures and many other fields of economic impact.

This industrial market in the fastest growing area of the United States is a prime generator of LASH and container cargoes. Backing up the Port of Houston is a system of superb highways, the service of six Class A railroads, and more than 2,000 miles of U.S. intracoastal waterways.

The multi-billion dollar Houston area market and easy access to the heartland of America make the Port of Houston the prime entry point for cargoes from throughout the world. With the new Barbours Cut facilities, the Port of Houston features the biggest and best in intermodal services and the foremost expertise in the field.

Here's a Cargo Movement to Interest the Problem Shipper

New Orleans, Louisiana, November 1975 (New Orleans Port Record):—Polish-American trade and the Port of Chicago received a notable boost recently when Seabee

barges of Lykes Bros. Steamship Co., Inc., loaded 800 tons of metalworking press equipment valued at \$1.8 million at Transoceanic Terminal corporation's Calumet harbor facility. The press is consigned to Metalexport, Warsaw.

Amerpol International, Inc., a joint venture U.S.-Polish freight forwarding firm, headquartered in New York, is overseeing the complicated movement which requires complex transport arrangements both in the U.S. and Poland.

Due to the great physical dimensions and heavy, concentrated weight—230, 225 and 172 tons—of the primary press components, special rail cars were required for moving the cargo from the manufacturer's plant. Verson Allsteel Press Co., in South Chicago, to the terminal. The journey of approximately three miles required three days' transit time.

Loading was accomplished in a sensitive operation devised by Transoceanic Terminal personnel, involving the "marriage" of three 200-ton rated capacity cranes to perform a single lift.

Once loaded, the two covered, sealed Seabee barge units were towed to New Orleans for loading aboard the Seabee ocean barge and container carrier ALMERIA LYKES in early September.

A spokesman for the Polish international forwarding firm C. Hartwig said plans call for discharge of the press equipment from the Seabee barges in Rotterdam for on-carriage to Gdynia, Poland. There the components will



Long Beach, Calif., 22076 (Port of Long Beach News):—**CONOCO ITALIA BECOMES LONGEST BULK CARRIER EVER TO LOAD AT LONG BEACH:** The 849-foot long Conoco Italia, longest bulk carrier ever to call at the Port of Long Beach, is pictured as it loaded petroleum coke at the Metropolitain Bulk Terminal on Pier G. The 73,257 DWT giant is operated by Pacific Shipping Services. Tanker terminals at Long Beach routinely handle oil tankers in the 150,000 ton class, and Sohio recently announced plans to operate an oil terminal there designed to accommodate 165,000 ton vessels. Main channel at Long Beach has 62 feet of water, the deepest dredged fairway of any American port.



Long Beach, Calif., 22076 (Port of Long Beach News):—**CONTINENTAL BULK CARRIERS PLACES NEW SHIP IN SERVICE:** Recent maiden voyage arrival of Continental Bulk Carriers' 27,000 DWT log and bulk carrier MV Euro-Asia Concorde at the Port of Long Beach was greeted by traditional welcoming ceremonies. Shown in twin presentation aboard are, from left, Captain M.J. Oremus, Operation Manager for Norton, Lilly & Co., Port Operations Director Lee Sellers, Captain Feng Yun-Wen and Captain T.H. Chen, General Manager Operations for Orient Overseas Container Line. The vessel, which loaded petroleum coke in Long Beach, is owned by C.Y. Tung and Showa Line.

be offloaded to highly specialized heavy haul trucks for the circuitous overland journey to Lublin, where a new automotive plant is being constructed.

The highway travel is complicated by the necessity of reinforcement of some bridge and overpass structures, due to the shear weight of the cargo. Special escorts will be provided and the equipment will move only at night, minimizing interference with normal traffic.

The press, described as one of the most powerful and sophisticated in the industry, will consume coiled steel at one end and produce "spiders," the center portion of auto wheels, at the other in a highly automated process. Assembled, the press will be approximately 75 feet long, 24 feet wide and will tower 32 feet above floor level and extend 12 feet below. With dies and all components installed, the press will comprise a hefty 900-ton package.

Lykes' SEABEE is moving the complex shipment on a single through bill of lading, Chicago to Gdynia.

Reed is honored by Tulane Alumni

New Orleans, Louisiana, December 1975 (New Orleans Port Record):—Edward S. Reed, executive director and general manager of the Port of New Orleans, has been named the 1975 distinguished alumnus by the Tulane Association of Business Alumni.

The award is presented for outstanding achievement in

business by business administration graduates of Tulane University. It was established in 1952.

Reed is a native of New Orleans. He has been executive director since 1970. He holds a bachelor's degree in business administration from Tulane and a master's degree in business administration from Harvard.

Plimsoll Mark has anniversary

New Orleans, Louisiana, December 1975 (New Orleans Port Record):—This year marks the 100th anniversary of the Plimsoll mark's use in world shipping.

The famed mark which establishes the maximum loading line on cargo ships, is named after its British inventor, Samuel Plimsoll, who had been a coal merchant.

After he was elected to Parliament in 1868, he worked hard to get legislation allowing the British government to regulate the dangerous practice of overloading ships with a view to collecting heavy insurance should the vessels sink.

His bill became law in 1875. It gave the government authority to survey ships and pass them as being fit for sea duty. It also provided for the famed Plimsoll mark amidship.



Long Beach, Calif., 22076 (Port of Long Beach News):—**CHILEAN FLAG SHIPLINE ADDS NEW VESSEL TO SERVICE:** Chilean Interocean Navigation Company has added a fourth vessel to its fleet in the Chile-Pacific trade with the maiden voyage arrival in the Port of Long Beach of the 15,950 DWT MV Ancud. The ship was built in Buenos Aires and joins three other modern Chilean flag vessels in calling on ports around the Pacific Basin in a counter-clockwise direction. Pictured in welcoming ceremonies are, from left, Long Beach Harbor Commissioner James G. Craig, Jr., Captain William Medina, Captain Hernan Ramirez of the Chilean line operations staff and Port Operations Director Lee Sellers. Kerr Steamship is general agent.



Oakland, Calif., February 9 (Port of Oakland):—**RUSSIANS EYE OAKLAND PORT PROCEDURES**—Three top Soviet port officials spent a busy week inspecting Port of Oakland container facilities recently, as part of ongoing exchange agreements between Soviet maritime agencies and the U.S. Maritime Administration. Intent on a sweeping explanation of local yard operations by Russian-speaking Matson Terminals executive Walter Shouliakovskiy, pointing, were, from left, A.V. Zhizha, manager of the container terminal of the Port of Leningrad; V.M. Kaplinskiy, chief engineer in the port equipment division of the Research & Design Institute for Maritime Transport, Moscow; and V.I. Zolotarev, director of the Port of Ilyichevsk. Looking on, at right, were I.S. Kotelnikoff, Matson Regional Operating Manager, and Port of Oakland Terminals Supervisor John Verheul.

F. M. Commissioner speaking

New York, N.Y., December 29 (The Maritime Association of the Port of New York):—In his first appearance before a major port maritime audience as Federal Maritime Commissioner, Karl E. Bakke will be honored at a luncheon to be held in the Grand Ballroom of the Hotel Commodore at 12:00 Noon on Thursday, January 22, 1976. The event is sponsored by The Maritime Association of the Port of New York and The Propeller Club-Port of New York, with the support of numerous maritime organizations.

Preceding Mr. Bakke's address, a panel staffed by key government agency officials will conduct, from 9:00 am to 11:30 am, a seminar on shipping regulations and their enforcement.

Following his speech an afternoon program detailing Coast Guard restrictions while the port is closed to traffic during the Operation Sail activities and the International Naval Review July 3-4, 1976, and a presentation of the film Operation Sail '76, is scheduled.

Mr. Bakke was nominated by President Ford as Maritime Commissioner in September and was confirmed in the post by the Senate on November 17th.

At the time of his nomination he was general counsel of the Department of Commerce, a position he held since August, 1973. He had held several posts in the department

since joining it in 1968, among them deputy general counsel, chief counsel of the Office of Foreign Direct Investments and deputy chief of that office.

Ship arrivals at U.S. ports

New York, February 1976 (The Maritime Association of the Port of New York):—The statistical review of vessel activities in the major ports of the Continental United States is based only on ship arrivals.

The Maritime Association of the Port of New York today released the following statistics relating to the number of ocean-going ships calling at the ten major ports of the Continental United States during the calendar year 1975.

The total number of ocean-going ships arriving at the ten major ports of the Continental U.S. during the calendar year 1975 was 39,221 a decrease of 5,371 ships as compared to the calendar year 1974.

7,832 ships called at the Port of New York, 19.9% of the continental U.S. total, a decrease of 543 ships as recorded in 1974.

The port of Los Angeles-Long Beach, with 4,804 ship calls, was second for the year with 12.2% of the total U.S. vessel traffic. This was a decrease of 35 ships as recorded in 1974.

New Orleans, with 4,700 ships calls, was third for the



Artist's rendering of the Port of Oakland Outer Harbor Container Terminal, now under construction for completion in January, 1977.

year with 11.9% of the total U.S. vessel traffic. This was a decrease of 139 ships as recorded in 1974.

Outer Harbor Container Terminal

Oakland, Calif., February 4 (Port of Oakland):—Progress on construction of the Port of Oakland's new three-berth Outer Harbor Container Terminal was advanced today with the award of a \$3.18 million yard improvement contract to Freeman-Sondgroth Construction Company, Robert E. Mortensen, President of the Oakland Board of Port Commissioners, announced.

The Oakland Port Board also today approved in principle the acquisition of an additional four acres of adjoining Mobil Oil Company property to expand the Outer Harbor project area.

Inclusion of the adjacent site, now occupied by a Mobil lubricating oil plant, will bring the total area encompassed by the Port of Oakland's new terminal to 51 acres.

When completed in January 1977, the Outer Harbor Container Terminal—located near the eastern terminus of the San Francisco-Oakland Bay Bridge—will serve a con-

sortium of four Japanese steamship lines, and will also provide a 795,000-square-foot, one-berth Public Container Facility.

Ships of the Japanese consortium—Japan Line, "K" Line, Mitsui-OSK Lines and Y-S Lines—now call at a single-berth, 20-acre terminal at the Port's Seventh Street complex.

In the new Outer Harbor Terminal, they will have the use of two in-line berths and two 50-ton container cranes, plus 1.38 million square feet of container storage space.

Acquisition of the Mobil Oil leasehold on its four neighboring acres will eliminate \$66,800 in Port expenditures for rail service to the lube oil plant, and will cost the Port \$155,073. Mobil Oil Company has concurred in the transaction.

Selling preventive maintenance system

New York, N.Y., February 12 (Soros Associates):—The Pittsburgh and Conneaut Dock Company of Conneaut, Ohio and Soros Associates of New York City have entered



Oakland, Calif., February 11 (Port of Oakland):—**FLEET REVAMP AT OAKLAND**—The 675-foot containership *Oriental Educator*, the first of eight big vessels newly assigned by Oriental Overseas Container Line to its California-Far East service, made the inaugural voyage into San Francisco Bay recently. *Oriental Educator*, with a container capacity of 1114 TEU, and her sisters will significantly expand OOCL cargo-carrying capabilities on the line's eight-day schedule in and out of the Port of Oakland.

into a joint venture to market the unique and highly successful computerized preventive maintenance system now in use at the Dock Company's Conneaut operations. A new company, **PREVENTIVE & COMPUTERIZED MAINTENANCE COMPANY (P & CM COMPANY)**, has been formed for this purpose.

P & C Dock Company operates the most modern storage and transfer facility on the Great Lakes, handling large volumes of coal, iron ore and limestone. Soros Associates is the leading international engineering firm for the planning, design and construction management of port developments, offshore terminals and bulk materials handling systems. The new enterprise is the first of its kind, offering the combined enterprise of the operator and design engineer in the installation of computerized preventive maintenance systems for the bulk materials handling industry.

The operations at Conneaut will be used to provide customer familiarization and on-the-job training in the application of the computerized preventive maintenance system.

The P & CM Company will custom design the system and procedures, in conjunction with the customer's personnel, providing system start-up assistance and follow-up to assure desired results.

The Dock Company's computerized maintenance system has received wide recognition throughout the bulk materials handling industry, with recent articles appearing in *Iron & Steel Engineer*, *Skilling's Mining Review* and *Industry Week* magazines.

Preventive & Computerized Maintenance Company will have offices at Conneaut, Ohio (P.O. Box 90, Conneaut,



San Francisco, Calif. (Marine Exchange of the San Francisco Bay Region):—**GIFTS GALORE** met the M/S *LLOYD SANTAREM* on her recent maiden voyage to the Golden Gate. Captain Iran Alves Vieira, master of the newest CN Lloyd Brasileiro vessel in the line's Pacific Coast/Brazil service, received plaques, bells and trays—all commemorating the event—from (left) Don Burke, Lloyd manager for the company's agents, Kerr Steamship Co., Don Taggart, Port of San Francisco public relations director, Joe Armin, past president, Dona Ewald and Steve Weicker of the San Francisco Junior Chamber of Commerce, and Captain Paul Mead, San Francisco Marine Exchange director and States Steamship Co. vice president.

Ohio 44030) and at New York City (575 Lexington Avenue, New York, New York 10022).

Committee to coordinate ports

Seattle, Washington, January (Port of Seattle Reporter):—A port development committee is being formed to coordinate ocean port facilities development throughout the region. Included in the cooperative committee, formed through the Washington Public Ports Authority (WPPA), are ports in Washington, Oregon and Idaho. The committee's purpose is to coordinate progress and discourage wasteful competition.

As proposed by the WPPA, the development committee will have three sub-committees: one for Washington Ports outside the Columbia River area, one for Columbia River ports below Interstate 5's highway bridge and one for Columbia and Snake River Ports above the I-5 bridge. The proposal calls for all members of the port development



San Francisco, Calif., (National Committee on International Trade Documentation):—**LEADERS LINED UP** at a recent sessions of the National Committee on International Trade Documentation to hear reports on substantial progress being made in the joint industry-government program to slash still further major barriers of "red tape" afflicting U.S. world trade and shipping. Attending meetings in Houston, Texas, were (from left) Eugene M. Reder, Dow Chemical International, Midland, Michigan; Robert E. Schellberg, NCITD chairman, and vice president, Eastman Kodak Co., Rochester, New York; John J. Greene, vice president, General Steamship Corp., San Francisco; Robert A. Kelly, IBM, Paris, and George F. Begnal, Jr., General Electric Co., New York. More than 70 national and regional officials participated in the meetings, including NCITD's board of directors, carrier and executive committees.

committee to submit plans for ocean cargo capital improvements for review by regional sub-committees. Sub-committee recommendations will be turned over to the development committee to determine whether projects will receive indorsements.

Indorsements would be turned over to affected ports and federal and state regulatory agencies for consideration in the issuance of construction permits.

3rd generation container vessel

Antwerp, October/November 1975 (Bimonthly review of the port of Antwerp):—On 26th October last the Seven Seas Bridge, the first 3rd generation container vessel ever to enter a Belgian port, called at Antwerp. The vessel, which is put into service on the Europe-Far Eastern route by the K-Line, this within the framework of the ACE-group to which also Q.O.C.L., N.O.L. and F.B.S. (the Belgo-French combination consisting of the Belgian shipping companies CMB and Ahlers Lines as well of the French Chargeurs Réunis) belong, thus inaugurated the first fully cellular container service between Antwerp and the Far East. She has a deadweight of 35,332 t and a carrying capacity of 2,068 containers (T.E.U.). By her length of 264.5 m she also was the largest vessel that ever entered the Scheldt port.

In Antwerp the vessel made berth at the Gylsen Stevedoring container terminal where 547 containers were handled, 211 of which discharged and 336 loaded. The handling operations were performed at the rhythm of 30 containers per gang/hour, thus representing an average record cycle of about two minutes per container.

The Seven Seas Bridge, which is represented in Antwerp by Mssrs Best & Osterrieth, will call at the port every 64 days.

Port activities

Antwerp, October/November 1975 (Bimonthly review of the port Antwerp):—The downward trend of the trade cycle makes itself felt by reduced activity in most sectors. Also the port of Antwerp recorded lower figures in the shipping and goods traffics, compared to last year. Provisional statistics namely show that, during the first seven months of 1975, 11,405 sea-going vessels entered the port, whilst the figure corresponding to cargo loaded and discharged was 37 million tons, which means about 17% less goods than in the first seven months of 1974. Most sectors felt the recession, mainly the iron and steel traffic (−20%), ores (−16.5%), petroleum (−16.7%).

On the other side, the grain traffic made further progress (+6.5%), also fertilizers (+10.2%) and coals (+5.3%).

Obviously, the percentages are largely influenced by the high figures reached in 1974. To take an example, general cargo went down by 20.6%, as compared to the 1974 record figure, which on its turn lay 16.3% above the 1973 figures. It strikes anyhow that container traffic lost 10%.

As a resumption of the economic activities is likely to become translated into the shipping and port sectors only until after some time has elapsed, it is hardly to be expected that improved conditions in the ports will show much better at short notice.

Administration changes

Belfast, 5 February (Belfast Harbour Office):—The Belfast Harbour Commissioners have announced the following forthcoming changes in their top administration, consequent upon the retirement of Mr. Norman Lockhart, General Manager, on 30 April, 1976.

Mr. Cecil Nimmons has been appointed General Manager with effect from 1 May, 1976. Mr. Nimmons is at present Assistant General Manager with special responsibility for finance and administration. He is a graduate in economics at Queen's University, Belfast.

Mr. Gordon Hutchison has been appointed Port Development Manager from the same date. Mr. Hutchison, also a graduate of Queen's University, has had special responsibility in recent years for Port planning matters. In his new position he will concentrate on trade promotion and Port development.

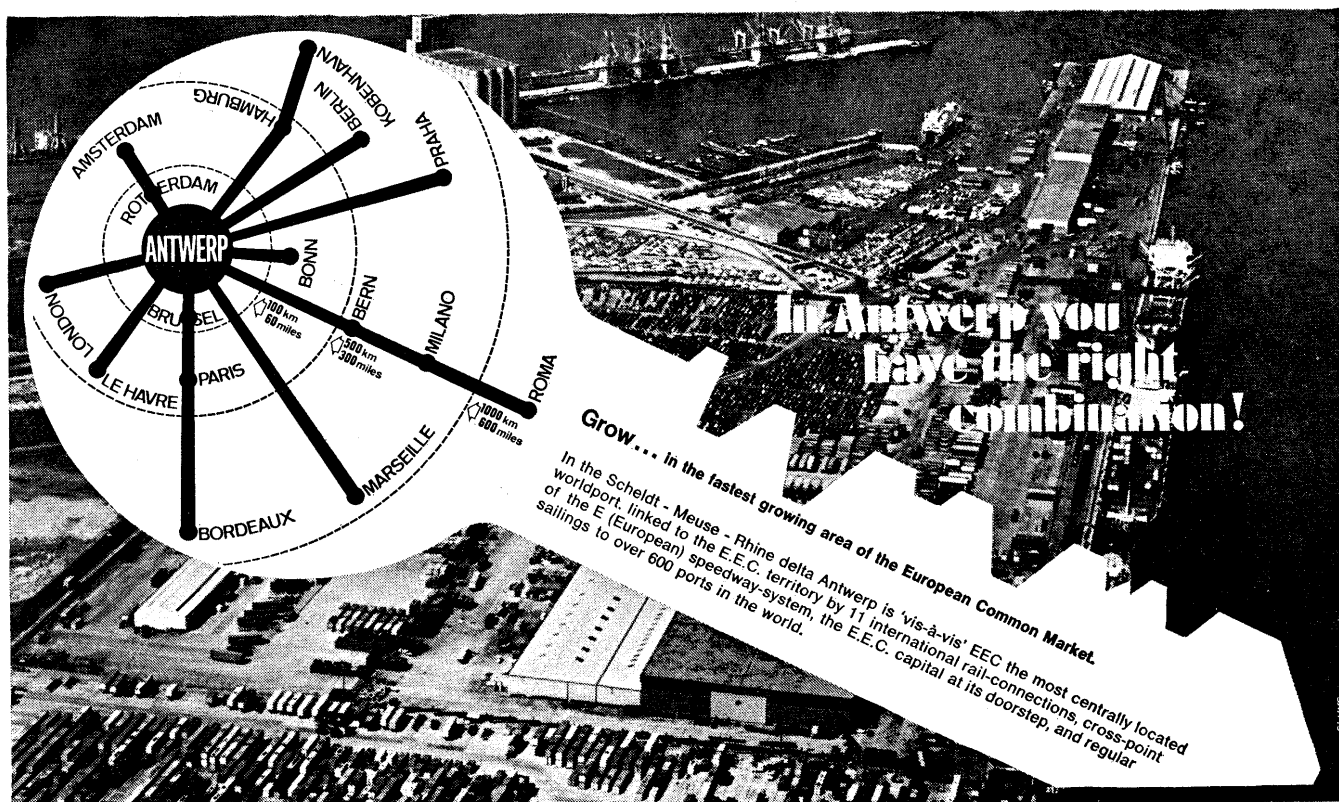
Overseas Trade Missions

Bristol, December 3rd, 1975 (Portfolio, A newspaper for the Port of Bristol):—The Port Authority is formulating plans for a number of overseas trade missions and the first one began at the end of November.

The missions will be concerned both with improving trade for the existing docks and seeking new trade in connection with the West Dock, due to open in the late summer of next year.

On November 29th the P.B.A.'s Commercial Manager, Mr. Cyril Jones, and the Docks Manager, Mr. David Taylor, departed for India and Sri Lanka on a three-week tour.

In Calcutta they will be concerned with increasing Avonmouth's share of the Indian tea trade to the U.K., currently running at just over a third. Talks with stevedores, tea shippers and the Port Authority will also seek to improve documentation and stowage of the chests with a



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

view to minimising the sorting procedure at Avonmouth.

The mission will be contacting shipowners, agents and the Port Authority in Bombay, and also shippers of animal feeding stuffs.

In Madras they will be particularly concerned with the hides and skins trade, in which the Port of Bristol serves the Midlands.

The Port's share of Sri Lanka tea for the U.K. is less than in the case of India and Mr. Taylor and Mr. Jones will visit Colombo in an effort to improve it. Coir is another commodity from the island in which the Port has an interest.

The principal initial traffic at the West Dock will be forest products, arising from North America, and it is proposed to send a team in the early months of the New Year to cover the ground previously explored by the General Manager, Mr. Gordon Lowery, and the Assistant General Manager (Marketing), Mr. Stanley Whittington. They will also look at other potential sources of trade.

The tour will not take place until operational plans have been completed, and details of working arrangements on the berth together with rates and charges for handling forest products at the new terminal are available for customers' information.

Other areas of possible trade are being carefully evaluated with the object of further visits to market the whole port facilities.

Management Team for West Dock

Bristol, December 3rd, 1975 (Portfolio, A newspaper for the Port of Bristol):—At a recent meeting of the Personnel Committee of Bristol City Council, formal approval was given to proposed management changes in relation to port marketing policy and initial staffing at West Dock.

Mr. S.P. Whittington, Assistant General Manager, Marketing will, in future, concentrate on the planning, development and research aspect of marketing, being re-designated Assistant General Manager (Planning and Development). The General Manager, Mr. G.L. Lowery, will become increasingly involved in marketing the port and will be assisted by two Marketing Managers. Mr. C.F. Jones (Commercial Manager) will become Marketing Manager, Avonmouth and Portishead, whilst the post of Marketing Manager, West Dock, is being advertised.

Operations Manager

A new post of Operations Manager, Gordano Quay, is also being advertised. The person appointed will be responsible to the Docks Manager for the operation of the Quay, the first to come into service at the new dock. He will be assisted by a Berth Manager, a post to be advertised, who will be responsible for the supervision of ship working and cargo handling at the Forest Products Berth. An Engineering Superintendent is also to be appointed for West Dock, responsible through the Assistant Docks Engineer to the

Docks Engineer.

To assist in the more complex movement of shipping when the new dock becomes operational, the Haven Master will become responsible for the planning and co-ordination of all shipping movement from sea to berth and vice versa.

The Nautical Section, under the Dockmaster, will become responsible to the Haven Master, who, in turn, will be responsible to the Assistant General Manager (Operational Services), except for pilotage.

Surcharge down

Bristol, January 7th (Portfolio, A newspaper for the Port of Bristol):—Excellent tonnage outputs have been achieved in the Port during the past month including the setting of a new Port record for the discharge of Grain Screenings and Rape Seed pellets.

The German vessel "Stadt Wolfsburg" sailed two days ahead of schedule after port workers had staggered their breaks to speed discharge of the ships' 13,254 tonne cargo.

The new working arrangement meant that machinery worked non-stop throughout the day to complete the discharge in three days instead of five.

Overall Commodity Performance was fifty per cent above normal and Overall Ship Performance, including lost time, was over seventy per cent above normal.

Congratulations

In a letter of congratulation on behalf of the Principals, Messrs. Wolfsburg Transportgesellschaft M.B.H. and Powell Union Produce Ltd., John Parsons, a director of Hodder, Whitwill Ltd., the ship's agents, commented that they were delighted with the rapidity of discharge, and asked for the congratulations to be passed on to all those involved.

Ray Sharp, Operations Manager (Grain and Feeding Stuffs), added that the success of the discharge was a direct result of a very good team effort on all sides.

"A lot of the initial difficulties were solved by the men themselves," he added, "and this is a very encouraging sign for the future."

Good discharges are not only confined to Avonmouth, however. At Portishead the "Scol Spirit" had a cargo of 2,400 tonnes of woodpulp discharged in just over twenty hours in appalling weather conditions on December 1st.

Surcharge Reduced

These good discharges, which highlight greatly improved performances throughout the port in recent months, were rewarded with the news that the conference covering the trade between the United Kingdom and India, Pakistan and Bangladesh had reduced the surcharge on vessels using Avonmouth from fifteen per cent to five per cent from January 1st.

In addition the Ceylon U.K. and Eire Conference have reduced their Avonmouth surcharge to five per cent, applicable to vessels loading in Sri Lanka, on and after 7th January, 1976.

The Port Authority is naturally pleased to see these surcharges reduced and is looking forward to their total elimination in the near future.

Grain trade boost for Port

Bristol, January 7th (Portfolio, A newspaper for the Port of Bristol):—Henry W. Peabody (Grain) Limited, an international company and major shipper of grain, based in the U.K. is trading through the Port using Charles E. Ford Limited's organisation for marketing and distribution.

The lease of Ford's old premises in the Old Dock, which comprise grain discharging facilities, a silo block and a flat store warehouse, has been assigned to Peabody's.

Mr. David Cavender, Chairman and Managing Director of Charles E. Ford Holdings Ltd. commented that this move will lead to a great increase of shipping to the port. At present Ford's premises can handle the smaller grain vessels but the presence of Peabody's organisation would mean not only an increase in this type of ship but also the attraction of more ocean-going vessels to the Port's own granary system.

Changes in dues and rates

Glasgow, 28th January (Clyde Port Authority):—The dues paid by shipowners whose vessels trade through Clydeport will, from 1st April, be based on the ships' gross registered tonnage instead of net registered tonnage.

A similar changeover is being made this year throughout the U.K. ports industry on the recommendation of the British Ports' Association and the National Ports Council, in anticipation of changes in the internationally agreed method of measuring ships' tonnage.

Clydeport's rates per ton will be adjusted downwards where appropriate to take account of the difference between g.r.t. and n.r.t.—net tonnage is approximately two fifths of gross tonnage.

The effect of changeover will vary from vessel to vessel: for the majority, charges will be virtually unaltered though in a few instances they may be ten per cent up or down.

Coinciding with the change, Clydeport is increasing dues on ships and goods by 15 per cent from 1st April.

"Rates must go up in the face of continuing inflation, but the Authority are controlling expenditure wherever possible and hope to hold charges at the new level till the end of the year," explains Clydeport's Director—Finance & Marketing Mr. John Mather.

Clydeport last increased rates in October 1975.

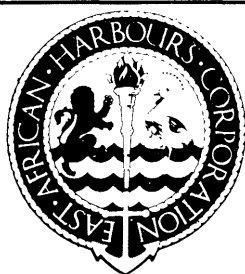
Dock closing temporarily

Glasgow, 28th January (Clyde Port Authority):—Essential maintenance work will begin soon on the entrance caisson at James Watt Dock, Greenock, where raw sugar is unloaded for the sugar refineries in Greenock.

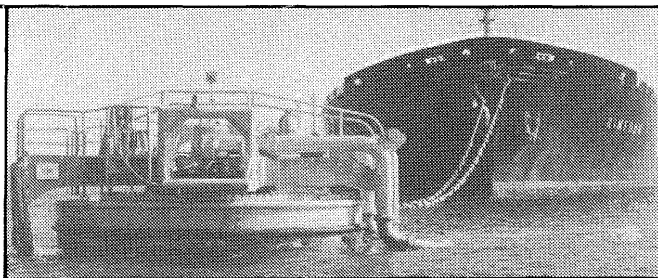
Glyde Port Authority engineers will be replating part of the seaward face of the entrance caisson, installing new machinery for operating the caisson and also undertaking other repairs to the dock entrance—work costing in total an estimated £50,000.

The caisson will be retained at the entrance while the work is being undertaken. This will necessitate the closure of the dock to shipping for approximately six weeks during the months of April and May this year.

In the meantime, raw sugar and molasses will be stock-piled to keep local works supplied whilst the dock is closed to shipping.



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During the closure period, ships which would normally berth in James Watt Dock will be accommodated elsewhere.

A spokesman for the Clyde Port Authority explained: "To ensure it's operation, the shell of the entrance caisson must be kept water-tight. The present condition of the steel plating on the seaward side is such that repairs must be carried out at an early date."

"If the dock was not impounded it could still accommodate new ships fitting out and weather ships, but a caisson is necessary to maintain sufficient depth for the vessels which presently bring raw sugar into Greenock."

"The maintenance work which is now to be undertaken will enable the dock to continue to cope with the present size of vessels handling the sugar traffic."

James Watt Dock, which has an annual throughput of about 300,000 tonnes of raw sugar can accommodate vessels with a maximum laden draft of 27'9" and a maximum beam of 70'9".

Mr. Lunch as consultant

London (Peter Fraenkel & Partners):—Peter Fraenkel & Partners, Planning and Design Consultants, of 39 Victoria Street, London, SW1., announce that Mr. John Lunch, CBE, VRD, FCA, FCIT, will be joining the firm as a part-time consultant from 1st April 1976, following his retirement as Director General of the Port of London Authority. Mr. Lunch will take a particular interest in the firm's activities concerned with all aspects of port organisa-

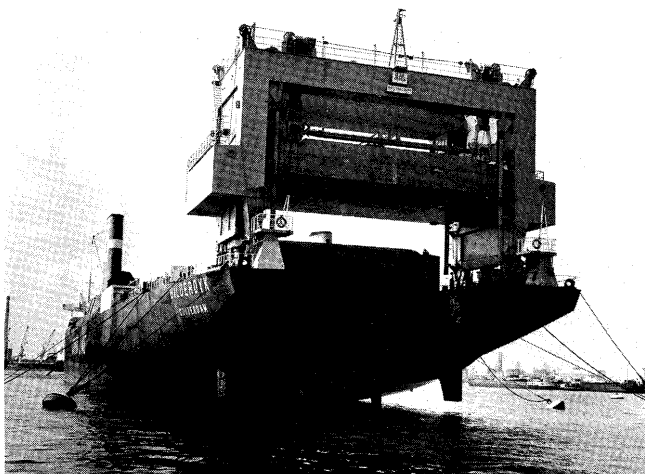
tion and management.

Container port for S. Africa

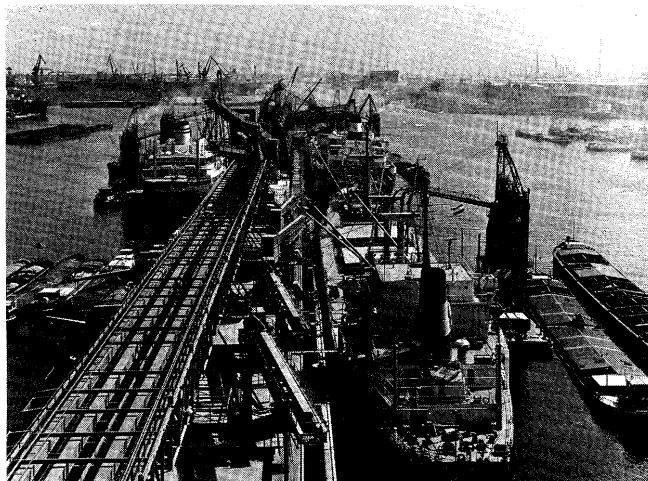
Le Havre, 6th January (Communique de Presse, Port Autonome du Havre):—In March 1974, the decision to containerise the maritime traffic between Europe and South Africa from 1977 in the frame of the South African Conference was made. This conference is made up of 21 shipping companies including 2 French ones; La Compagnie Maritime des Chargeurs Reunis and La Compagnie des Messageries Maritimes. A commission comprised of the companies' representatives was constituted in order to find the best equipped ports in Europe for this type of traffic, the service between Northern Europe and South Africa being assured by 10 container carriers of various nationalities. On Thursday the 18th December, the members of the conference chose Le Havre as French port for their containers which will enable the leading French container port to complete its network of regular lines and use the container equipment to its maximum in order that the considerable investments be covered.

Therefore, in 1977, the Port of Le Havre will offer loaders containerised services to the East Coast of the United States, Canada and the Great Lakes, the West Coast of the United States and Canada, West Africa, the Far East and South Africa.

The various destinations situates the high competitiveness level of the 3rd European port.



One of the Port of Rotterdam's large grain terminals in operation. Rotterdam handles about 12 million tons of grains annually a large proportion of which is distributed to a great number of countries in Europe and abroad.



Lash, Seabee and Bacat type transport have Rotterdam as one of their main distribution centers in Europe. From Rotterdam Lash and Seabee barges are transported over the European river system to their destination.

Grain season 74/75

Rouen, France, November 4th 1975 (Rouen Port International Issue, Information bulletin of the Port Authority of Rouen):—The 1974/75 season for exporting grain has produced figures below last season's, which was a record. This is due to the attitude of the E.E.C. The season has been better than we could have been hoping for. The Port of Rouen has, in fact, exported 2,033,176 t. of grain between the 1st August 1974 and the 31st July 1975 (compared with the figure of 2,454,195 t. the season before).

Thirty client countries used our port in 73/74; there were five more in number in 1974/75. Great Britain stays at the top with 344,200 tons, which shows a considerable drop (–205,000 tons).

The almost complete absence of the Eastern countries is noticeable, and Italy has reverted to her more usual figure (103,300 t. as against 758,600). Four big new clients have shown up: Morocco, Algeria, India and Bangladesh.

Exports of wheat have improved to 1,724,400 t. from the previous figure of 1,588,800 t. In contrast, the drop in barley figures is considerable (301,300 compared with 845,100 t.). Finally, maize has dropped from 20,300 on only 7,500 t.

New Transport Routes and Systems

Bremen, 30.1.76 (Bremen International):—Shipbuilders face three tasks: Further development of current ship-types; development of new transportation systems; the opening-up of new transport routes. Due to the shipbuilding marketing crisis, ship construction research is ever more important. So said certificated-engineer Leopold Nitzki, research and development head of Krupp's Bremen 'AG WESER', one of the three large German shipyards.

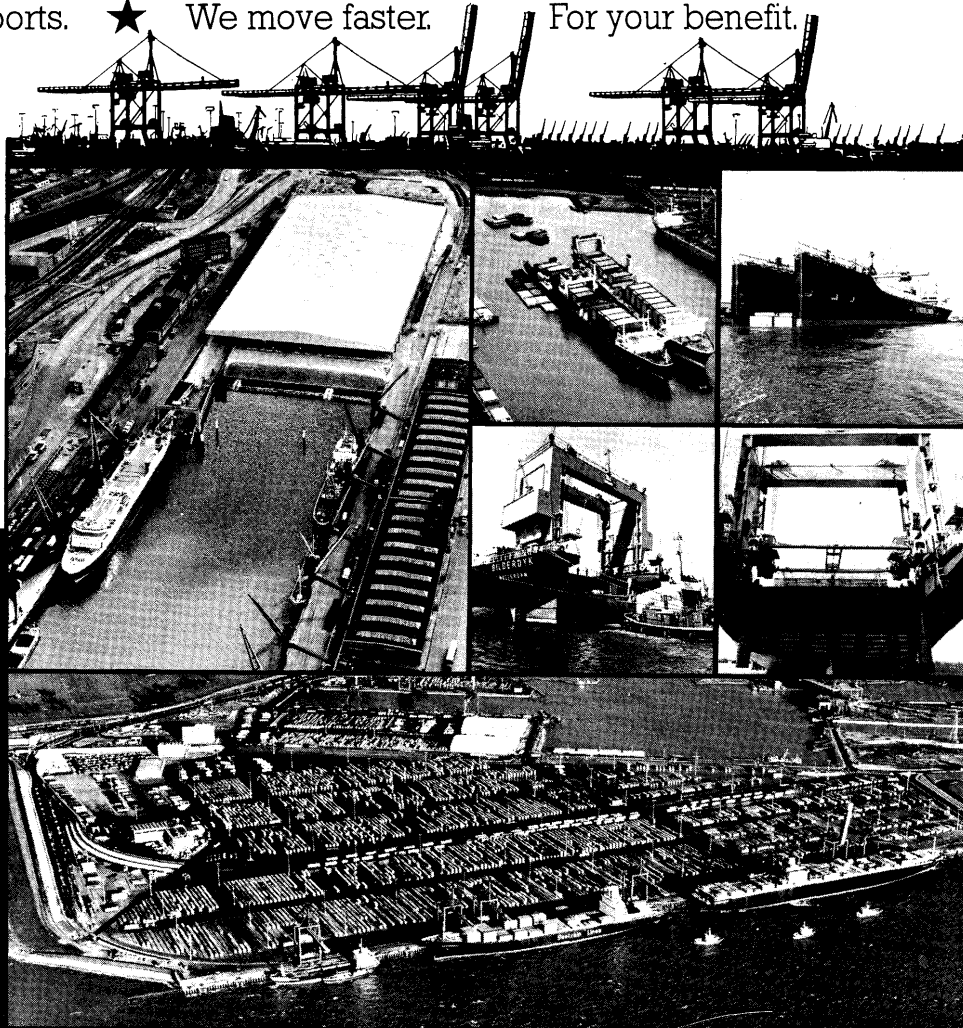
An example of 'further development' is the bulbous-stern, invented and patented by Nitzki as a result of his

research in the field of hydrodynamics. An example of a 'new transportation system development', is the giant catamaran freighter which he, the competent directorate board and his colleagues constructed conjointly. The barges—along the lines of the lash system—are allowed to float in the flooded deck over the ship's lifting gear, whereby only an eighth of the present discharging and loading lash system time is necessary. Other than in the conventional ship, where the engines and cargo are contained together in the hull, the Nitzki-Catamaran separates the cargo and the propulsion units. The nuclear-energy plant is accommodated on the enormous deck, protected between the two ship-hulls. As an example of the opening-up of 'new transport routes', Nitzki referred to the ice-breaking bulk carriers, constructed in the main with his co-operation, which can ply the Perry Straights, through Northern Canada—so rich in mineral deposits—and which are also able to take the considerably shorter northwest-passage between Europe and East-Asia. EOS is the name given to a perfected AG WESER system.

The importance being attached to transport routes can also be seen, for instance, in the Arabian plans for enlarging the Suez Canal, enabling the passage of 250,000-ton tankers. An excellent example for the importance of transport system is the container, which—ten years after being introduced on an international scale—is still continuously emitting new transportation impulses. Nitzki: "The tasks facing ocean traffic economy resulting from a trebling of humanity within a few decades will certainly be insoluble with conventional methods—and time is short. Very soon it will be imperative to produce the efficient types of ships, plus transportation routes and systems, required for an earth populated by some 8 to 9 milliards"

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Amsterdam Newsletter — December 1975

The harbor of Amsterdam is gaining in significance as an international harbor in respect to Western Europe. Expansion of existing enterprises in the western harbor area and the establishing of new enterprises, give a trust-inspiring perspective to commerce and industry throughout the Amsterdam agglomeration. The growing interest for the Amsterdam harbor justifies dedicating a large portion of the Amsterdam-Newsletter to Holland's second harbor.—The Editor, Amsterdam Newsletter.

AMSTERDAM'S WESTERN HARBOR AREA BECOMING FULL

Expansions and new establishments

In spite of pessimistic expectations concerning the future of the extensive western harbor area, it is evident by the influx of new enterprises and by the expansion of existing ones, that the area is developing favorably. The Municipality has only about 100 hectares terrain in the harbor area left to offer, which means that the capacity limit has almost been reached. A strong accent on foreign activities has been noted as concerns the extending of harbor sites south of the North Sea Canal. International circles deem this modernly equipped harbor area to be an attractive point for establishment, thanks to deep water reaching to the North Sea, a still to be completed road network connecting with the international airport, Schiphol, and the availability of a connection to the German Rhine, via the Amsterdam-Rhine Canal.

And further optimism can be gained from the fact that Amsterdam remains a leading international financial center—banking is, in fact, increasing. Then too, international tourism, in the form of Western European ferries, is a continuously growing activity in the economic life of Greater Amsterdam.

It is understandable that Holland's second harbor cannot escape the effects of the economic recession, but if one compares the Amsterdam harbor activities with those of other West European harbors from Bordeaux to Hamburg, then the position of Amsterdam is relatively not unfavorable. The drop of approximately 10 percent has been stopped, and considering the coming new year, a gain is being realized. Amsterdam, the municipality, industry and the trade unions have all braced themselves these last months for a twofold strengthening of the western harbor potential.

This embraces a renewed plea, aimed at provincial management and above all at the government, to hasten the completion of studies concerning a new outer harbor at IJmuiden. It has been pointed out once again the distinct, economic importance that Amsterdam as center of this region could gain through this outer harbor. This in connection with the growth in size of tankers, resulting in reduced accessibility to the western harbor area. The outer harbor—yes or no—has for years been an urgent question of

national importance.

The fact that the harbor area northwest of Sloterdijk is practically full has again raised the question of further expansion. Amsterdam is claiming territory bordering the western harbor area which is in hands of the neighboring communities of Haarlemmerliede and Spaarnwoude (both names referring to this area's history). Amsterdam would like to realize new harbor accommodations in this expansion area, mindful of its point that harbor development requires a long-term policy.

Last November was especially, a period in which the harbor was central in all aspects of management fronts, led by the stimulating figure of Harbor Alderman Lammers. Of immediate importance as far as the western harbor area is concerned, is an offer to a Swiss company of ground approximately 50 hectares (for oil storage), and an expansion of Amatex terrain (also for oil storage). As concerns the proposed expansion of Oil Tanking (subsidiary of Macquard and Bahns, Hamburg), of which Euromin is also part, there is talk of relegating the question of the establishment of an oil refinery to some future date.

Strong expansion of Scandia Terminal

For the immediate future, the proposed significant expansion of the new Scandia Terminal west of the Hembrug, is of interest. The Verenigd Cargadoors Kantoor deems it a plausible necessity to expand as a result of the growing commerce with the Scandinavian countries. It is going to construct the Forest Products Terminal, an accommodation of 8,000 m², for sheds, on a terrain encompassing some 24,000 m². This second terminal will be for the receiving of mixed goods such as paper, wood and cellulose. This new North Sea Canal harbor is expected to be functioning in 1977.

Other facets: There is a continuing favorable development as concerns grain supply, whereby commercial relations with Russia and Poland are at stake. Further, the transshipment company Amsterdam and the Container Terminal Amsterdam are showing growing activities. As far as the C.T.A. is concerned, one can refer to the significant transshipment of Japanese products to the European market (automobiles) and the future expansion of container traffic to the Caribbean area. The new establishment of Tradex (raw materials for the foodstuffs industry), an investment of 4 millions guilders, is beginning to experience development problems.

This is but a sample of the activities going on in the western harbor area, which in the coming years can expect a complete integration of the K.N.S.M. concern, so important to Amsterdam. The K.N.S.M. group will eventually quit the eastern harbor area. The future destiny of this area, once the cradle of Amsterdam's harbor, can most likely be brought into relation with the development of the western area of the IJsselmeer polders.

(Continued on next page bottom)

Severe Capital Wastage in Port Development

Westinform Shipping Report No.308 analyses economics of port development

London, February 10, 1976 (Parker PR Associates, News Release):—A severe wastage of investment, caused by the poor allocation of capital resources, will occur in port development projects where insufficient attention is paid by Port Authorities and Engineers to the economic and physical requirements of the ships which they seek to accommodate. Greater consideration must be given to the effect of trends in the changing patterns of seaborne trade, ship operation, design and cargo handling technology, if the situation is to be rectified say Westinform, the International Shipping Consultants, in their report "Increasing Vessel Size: Shoreward Costs, Seaward Savings?" published today.

The most marked and documented of the recent trends in marine transportation, the building of larger and larger vessels in the crude oil and ore trades, has too often been unaccompanied by the parallel development of loading and discharging facilities. Similarly where the development of deep-water terminals has occurred, it has too often been with little regard to the future composition of the fleet of vessels using the port, and the significant effects of lower freight costs on export performance.

Generally, it can be said that Amsterdam has, more so than in the past, gone over to a frontal attack as concerns the interests of its harbor, namely employment, whereby industry, trade unions and local government have come to stand shoulder to shoulder.

MUNICIPAL HARBOR CONCERN—75 YEARS A STIMULANT TO HARBOR DEVELOPMENT

Before 1900 there were few strict controls governing cargo receivers and shippers engaged in the storage and transshipment of goods in the IJ area. When the North Sea Canal came into operation, exerting then as it does now a great influence on the harbor of Amsterdam, this situation changed. Government control was considered desirable, and in the first year of the new century, the municipal Service for Commercial Activities came into being, which much later was also to administer the new airport, Schiphol. The reason for establishing this company was for the administration of the two entrepôts, or bonded warehouses. Amsterdam's bonded warehousing function had always been of great importance, particularly in connection with the former Netherlands Indies trade. The result was several thousand kilometers of docks in the eastern harbor area. This direct relation to Netherlands Indies (regular shipping lines) occasioned further developments of the Mij. Nederland and of the Royal Dutch Lloyd (commercial harbor). As the North Sea Canal (established 100 years in 1976) began fulfilling its objectives, Amsterdam became, in addition to a bulk and shipping harbor, a distribution and industrial harbor.

New for the first time Westinform has put the key factors of berth development cost and freight saving within a framework, which is simple enough to provide a context for development programme decision-making. The elements which comprise port development costs, such as handling equipment, storage, breakwaters, and dredging are detailed and the report also examines the changing dimensions of tankers and bulk carriers, the sources of economies of scale as vessel sizes increase, and the way in which economics of scale vary over different voyage lengths. The analyses contained in the report are developed in relation to the two major bulk commodities, crude oil and iron ore, but can be applied to other bulk trades with suitable modification.

As an illustration of the practical effects of the interaction of these variables, Westinform has brought together some typical costs of port expansion and compared them with the potential freight reductions that could be achieved according to route length. Whilst Westinform stresses that its findings must not be applied indiscriminately, as the economic feasibility will differ with respect to physical conditions at individual ports, the results are nevertheless of interest. For example, in the iron ore trades it can become a false economy to use vessels of greater than 225,000 dwt., even on the long routes where freight savings are maximised, whilst a corresponding size in the crude oil trade is 340,000 dwt. An increasingly critical factor, as larger vessels are introduced, is the throughput of cargo over the berth and therefore co-operation, in the form of multi-user berths or transshipment terminals, is one of the solutions discussed by Westinform to allow the employment of even larger vessel sizes.

The contents of the report are assembled in the following sections:—

- | | |
|------------|---|
| Section 1 | Analysis of Variations in ship dimensions, in relevant fleet sectors. |
| Section 2 | Economies of scale-tankers and dry bulk carriers. |
| Section 3 | Seaward economies and shoreward costs—the model. |
| Appendices | A Notes on the derivation of freight costs and savings.
B Review of the items and costs of installations for loading/discharging large vessels.
C Notes on the derivation of shoreward costs. |

The 67 page report can be obtained from
THE WESTINFORM SERVICE
 9 CORK STREET
 LONDON W1X 1PD
 Telephone 01-734 1178 or 01-734 7335
 Price £20.00 (excluding postage)

Engineers speak in Port of Singapore

1. Speech by Mr. A. Vijiaratnam

Director (Engineering Services), PSA, at the awarding of contract for the Slop & Sludge Treatment Plant on Pulau Sebarok, at the PSA Conference Hall, 11th floor, PSA Towers, on Thursday, 29 Jan. '76.

Distinguished guests, Ladies and Gentlemen,

The Port of Singapore Authority is one of the major ports of call for ships from all countries around the world and as such the PSA has an important role in the promotion and the growth of world shipping and trade.

In 1975 alone, nearly 20,000 vessels of more than 75 Gross Registered Tonnes used the Port of Singapore's facilities. With such a large number of ships moving in and out of our Port waters oil pollution becomes a constant threat unless effective measures are taken to prevent this, especially when large investments are being made to develop seaward recreational facilities.

As a deterrent against the indiscriminate discharge of oil and refuse into our waters, the Prevention of Pollution of the Sea Act, 1971 was promulgated in February, 1972, specifying fines and other penalties for those convicted of contravening this Act. In order to give meaning to this Act, the Port of Singapore Authority inaugurated deslopping facilities on Pulau Sebarok, an island some 6 km from the main wharves and shipyards in the same year, so that tankers and other vessels calling at Singapore would be able to discharge their slops or waste oil before proceeding to the repair yards. Such facilities and services also enhanced and promoted the ship repair industry.

The initial set up of the Slop Reception and Treatment Centre on Pulau Sebarok with its limited facilities is restricted in its operational capabilities. Lack of heating and other facilities make it difficult to receive waxy slops and other wastes from tank cleaning operations of tankers.

The absence of an efficient oily water separation system makes treatment difficult and slow and the inability to receive, treat and dispose other materials like oil sludge restricts the utilisation of the Centre. Marine facilities are also inadequate to handle the new generation of VLCCs.

Nevertheless, the existence of the slop reception and treatment facilities which provide an essential service in the ship repair industry have in some way contributed to the growth of this industry in the Republic.

Recognising this and its other responsibilities to ensure a safe and clean marine environment, the Port of Singapore Authority has contracted with the Mitsubishi Corporation

2. Speech by Mr. Jiro Ishigaki

General Manager, Overseas Development & Construction Department, Mitsubishi Corporation, Tokyo Head Office, at the Slop & Sludge Treatment Plant contract signing ceremony on 29 Jan. '76.

Mr. Vijiaratnam, Honorable Members of the Authority, Ladies and Gentlemen,

First of all, I am sure my colleagues would wish me to say how grateful we are to Mr. Vijiaratnam and the other members of the Port of Singapore Authority for the excellent arrangements made for the signing of the Slop and Sludge and Treatment contract.

It is a great privilege and honour for me to have an opportunity to express, on behalf of Mitsubishi Corporation, the heartiest thanks to the members of the Authority and to the personnel concerned as the awarded contractor of the said project on this occasion.

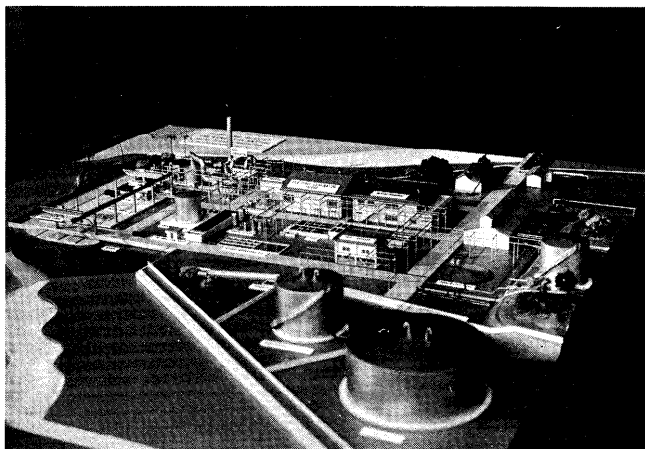
I recall with pleasure that several years I spent from

for the redevelopment and upgrading of its present facilities at Pulau Sebarok into a modern and sophisticated slop and sludge treatment facility.

This development, for a contract price of \$13.86 million is for the design, construction and installation of a plant capable of treating 150,000 tonnes of slops and 10,000 tonnes of sludge. There are sufficient flexibilities built into the design to enable the capacities to be increased to 600,000 tonnes and 14,000 tonnes of slops and sludge respectively within 5 years with minimum investment.

This contract award, is part of a multi-million dollar redevelopment programme to enlarge Pulau Sebarok and to enhance and increase the existing slop reception and treatment facilities at the Centre. Dredging, reclamation and shore protection works at the island were completed late last year and land area has increased four-fold from about 10 ha to 47 ha. Jetties for larger vessels, more storage tanks and other related facilities will be developed on the island.

With this development, the PSA Slop Reception and Treatment Centre on Pulau Sebarok will be able to receive a wide range of tanker slops and sludge for treatment. It will also ensure a pollution free marine environment in Singapore as well as give the necessary impetus to the ship repairing industry.



1966 to 1971 in Singapore when I knew the Authority's keen interest and serious concern about the prevention of oil pollution in Singapore.

Since then, the Authority has developed this project more concretely with its well-organised staff, although, we presume, there were a number of difficulties to be overcome on the way.

Since the tender notice of the project and the invitation to us by the Authority, we have endeavoured to prepare and submitted our best possible tender in compliance with the Authority's strong intention to solve the pollution problem which is in line with the spirit of 'Keep Singapore Clean'.

And also we have felt it would be most significant if we could contribute to your country by materializing this sort of monumental project.

We believe this plant will be the first of its kind to be built in South-East Asia and will be the typical 'Show Case' for the prevention of oil pollution which is now a serious harassment to all the countries in the world.

Today, my prolonged dream has come true and we sign the Formal Contract. I cannot find any suitable words to express my pleasure to attend this ceremony.

At the same time, we feel more conscious than before of our responsibility and role imposed upon us for the complete execution of this project.

On this occasion, we would like to emphasize again that we are convinced of the successful performance and completion of the project to the full satisfaction of the Authority.

Before closing, I, on behalf of Mitsubishi Corporation, would like to offer my best wishes for every success and future prosperity of the Authority and Singapore and I do hope this relationship between your Authority and us will last eternally.

I thank you.

Gray Mackenzie Monthly Bulletin, December 1975

• Abu Dhabi

67 vessels called at Abu Dhabi during the month of December with 105,136 deadweight tons of cargo on board for discharge. Imports consisted of 34,400 tons general, 5,400 tons steel, 15,145 tons pipes, 40,900 tons cement, 5,191 tons timber and 4,100 tons bitumen.

Additionally, 2 tankers called at Mina Zayed and

discharged 17,739 tons of gas oil.

During the month a satisfactory rate of discharge was obtained and no serious delays were experienced. This position is likely to be maintained in the immediate future.

Two of the new port sheds have now become operational.

• Tehran

In an endeavour to expedite Khorramshahr's port clearance, a \$50-million joint venture comprising foreign and local companies has been established, whereby clearance of goods at Khorramshahr port will be increased between 20 and 30 per cent. The joint venture is being participated by 14 leading foreign shipping companies and 10 local transportation firms. According to the plan, handling capacity of the port will be increased to 20,000 tons per day.

• Khorramshahr

41 vessels called at Khorramshahr during December and discharged 235,639 tons of import cargo.

Berthing delays during the month ranged from 145 to 160 days.

• Kuwait

During the month of December a total of 159 ships called at Shuwaikh port and discharged 189,338 tons cargo including 74,139 tons cement ex seven vessels. This compares with December, 1974 when 114 vessels called discharging 203,806 tons cargo of which 57,163 tons was cement ex six vessels.

Owing to Idd al Adha holidays in December from 11th to 15th and three days New Year holidays, the port congestion has increased and commencing from 1st January, 1976, the berthing delays for main berth are 12 to 15 days and for new extension berth 4 to 6 days. This position is likely to continue throughout January, 1976.

Fremantle Chairman's Report

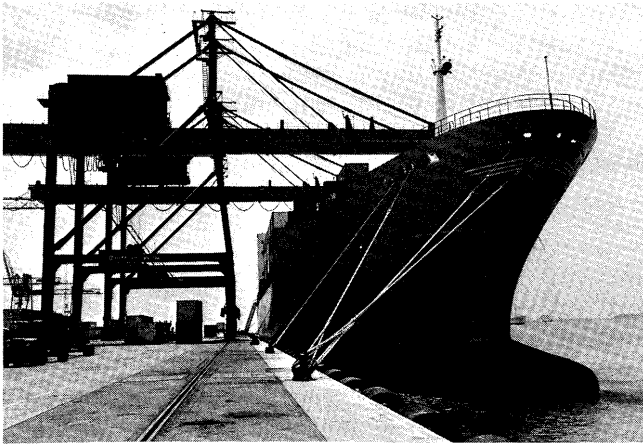
Fremantle, Western Australia (Fremantle Port Authority Annual Report 1974-1975):—In presenting the 76th Annual Report of the Fremantle Port Authority, I am pleased to announce reasonably satisfactory results.

During the year ended 30th June 1975, a record total of 17,859,936 tonnes of cargo were handled in the port, and despite spiralling costs and the general inflationary trends, an unappropriated surplus of \$129,393 was recorded.

Upgrading of existing wharf and cargo handling facilities and development of certain items of capital works have kept pace with the steadily changing requirements of modern ships and sophisticated methods of handling cargo and have contributed to the record tonnages handled and the speedy turnaround of ships.

Of the 1,742 ships which entered the Port during the year, 436 ships berthed in the Outer Harbour and of the 1,306 ships to enter the Inner Harbour, 338 were small foreign fishing vessels.

As a direct reflection of the record tonnages of cargo handled, record gross earnings in excess of \$15.5 million were achieved. Total working expenses in excess of \$11.7 million were recorded, and the unappropriated surplus was incurred after providing for appropriations and other



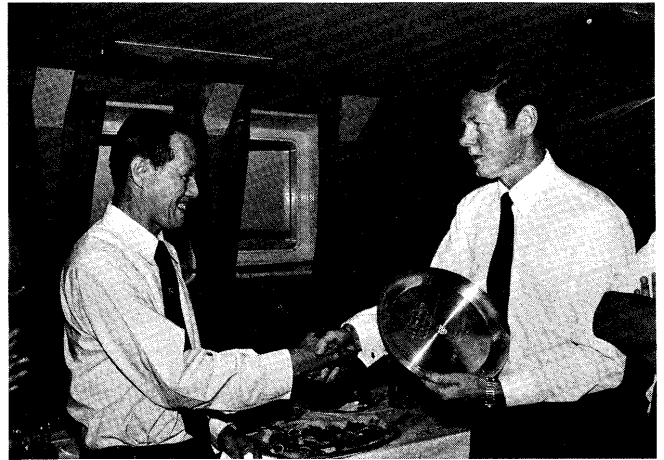
The Port of Singapore Authority welcomed a new container vessel—T.S. "ANNA MAERSK" at its Container Terminal on 7 Feb. 76. The 25,600 DWT vessel, is the fourth of the nine new vessels of Maersk Line for its containerized service between South East Asia and the USA. "Anna Maersk" which is 210.6 m long, has a container capacity of 1200 twenty-foot equivalents. Picture shows Mr. Soong Chok Yean, Deputy director (Management Services) PSA, presenting a commemorative salver to the Master, Capt RODEREK ALF HOJVANG during the maiden voyage ceremony.

statutory obligations, including the 3% levy on earnings imposed by the State Government.

During the year, the Fremantle Port Authority was host to the 24th Biennial Conference of the Association of Australian Port and Marine Authorities held between the 21st and 25th October 1974. This very successful Conference was attended by 112 delegates, twelve of whom were from overseas.

The Authority was also represented at the Fifth Conference of the Western Australian Port Authorities Association held at Albany in September 1974, on various committee meetings of the Association of Australian Port and Marine Authorities, and in addition, Mr. J.G. Manford attended the Ninth Conference of the International Association of Ports and Harbors held in Singapore during March 1975.

I wish to express my thanks to members of the Board for their help and cooperation at all times during the year. I also extend to the General Manager, Executive Officers and



Picture shows Mr. Phang Sing Eng, Chief Port Chemist, Port of Singapore Authority (left) presenting a commemorative salver to Capt Skare, master of M.T. "Bow Fortune" during its recent maiden voyage to Singapore. The 28,000 dwt "Bow Fortune" is the first in a series of 12 sisterships ordered by A/S Rederict Odfjell and Westfal=Larsen & Co., Bergen, Norway. The vessel, the latest and most sophisticated in design, has its entire centre section made of stainless steel. The chemical carrier has 43 cargo tanks, each with separate lines and pumps, to carry 43 different products with complete segregation. The "Bow Fortune" arrived in the Port of Singapore and berthed at GATX terminal, Tanjong Penjuru, on 9 Feb. 76 to discharge some 1,800 tonnes of various chemicals.

all Staff, the Board's appreciation for the loyalty and expertise which has contributed towards a satisfying result for the year.

T.J. LEWIS,
Chairman.

Board Chairman's Report

Mackay, Queensland, Australia (Mackay Harbour Board Annual Report 1974/75):—I am pleased to report important progress with Port Affairs during 1974/75.

Record cargo of 1,153,605 tonnes was handled through the Port.

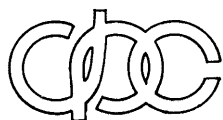
The Mackay Harbour Board District has been expanded to include the Belyando Shire and from July 1976 this Shire will appoint a member to the Board.

The Regional Map at the left depicts the region and its principal resources. In 1974/75 preliminary figures showed that raw materials and goods valued at almost \$401 Million or 20 per cent of the total exports from Queensland left the Mackay region for overseas destinations. This is an increase of nine per cent over the 1973/74 figure.

The Mackay regions relationship to the Australian export figure was also remarkably high at 4.6 per cent compared with the 1973/74 figure of 2.2 per cent.

The main items were minerals valued at \$196 Million, Sugar—696,000 tonnes valued at \$160 Million and Industrial Alcohol—worth \$3.5 Million. The balance of all other commodities, including meat, tallow and hides, was \$5.4 Million.

The Board was delighted that the Member for Mirani in



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the Mackay Region, Mr. T.G. Newbery was appointed Minister for Tourism and Marine Services. Mr. Newbery visited the Port on 9th May soon after receiving his portfolio.

The Port is being upgraded to take 40,000 tonne ships and model studies are proposed to test the Board's plan for extending the harbour to take 100,000 tonne ships.

New Rail Access to Mackay Harbour has been approved in principle by the State Government to provide for large train movements to and from the Port to meet all future requirements. The Board commends the Pioneer Shire Council for the foresight it has displayed in its strategic planning for a transport corridor to the Port.

The Board fully supports the Council's strategic planning for making this a service corridor (of 10 chain width for appropriate environmental treatment), for heavy road and rail traffic to/from the Port besides other services such as power lines, pipelines and possibly conveyors.

We sincerely trust that this multi-modal transport corridor concept will receive the support of the relevant authorities.

A major developmental road programme for the Mackay hinterland worth \$12 million over the next three years has been finalised. This beef road scheme as announced by Dr. Rex Patterson, the then Minister for Northern Australia, will accelerate the development of land for the production of grain for export through the Port of Mackay.

Grain export studies are progressing and the Board has made inspections in the Belyando, Broadsound and Nebo

Shires. The Board is tremendously impressed with the potential for growing grain for export and is pledged to provide the facilities with the support of the relevant authorities.

Industry is required in the Region for further trade diversification. The cover of this report features the Port Industrial Estate. The 1,800 acre estate is being progressively reclaimed.

New tenants are:

Amoco Australia Pty. Ltd.
 (petroleum terminal)
 A.C.F. & Shirleys Fertilizers Ltd.
 (aqua ammonia terminal)
 Mackay Metal Industries
 (scrap shippers)
 A.W. Rasmussen Pty. Ltd. (carriers)
 Boral Basic Industries (Qld.) P/L.
 (asphalt plant & bitumen depot)
 Cruising Yacht Club of Mackay
 Mackay Sea Rescue Squad

The Bowen Basin Study which looks at potential for industrial development, presents distinct prospects for regional trade through Mackay Harbour.

Several important industries are in prospect. A Bagasse Paper Mill for instance, would provide a direct overseas shipping service which could lift containerised meat and by-products.

Mackay Harbour is fully equipped, and handles containers coastwise. With the large number of containers moving

out of the area for overseas, we must look at the opportunities for movement of these containers by sea.

We appeal to Shipping Companies, Shippers and the Government to look at coastal shipping feed and direct call for containerised meat.

We trust the State Government will permit the Australian National Line to trade Intrastate and, in particular, from Brisbane to Mackay with General Cargo, and Mackay to Brisbane with containerised meat.

We appeal to B.H.P. to re-commence steel shipments from Newcastle and Port Kembla as shipping is the most favourable form of transport for steel and the work is much needed by Waterside Workers. Retention of port labour is difficult without a reasonable expectation of work.

The Dry Dock constructed by Utah/Mitsubishi at Mackay Harbour for the construction of a caisson wharf for Hay Point has been a very active area within the Port during the past 3 years. 1,000 men were employed at the dock at the peak of construction.

Further coal exporting development is imminent and the Board is retaining the dry dock in Mackay Harbour should it be required for use in the further construction work.

The Port continues to be an important tourist attraction and place of public recreation. Colourful surf lifesaving titles were held at Harbour Beach in March.

The Board is planning further extensive landscaping in the Port area and we trust that the people of Mackay will support the development of a Port Industrial complex in harmony with the environment.

In conclusion, I would like to thank my fellow Board Members for their assistance and support. I would like to thank the Staff and employees of the Board for their undiminished loyalty and service. I would like to pay tribute to all those agencies in the Port: Harbour Master, Shipping Agents, Tugs, Waterside Workers, Shippers and Terminal Operators, for the excellent spirit of co-operation which prevails. I thank Ministers and Servants of the Crown and in particular, our Member for Tourism and Marine Services (The Hon. T.G. Newbery, M.L.A.), the Director, Department of Harbours & Marine (Mr. A.J. Peel) and his Officers, The Minister for Mines and Energy (The Hon. R.E. Camm M.L.A.), The Member for Mackay (Mr. E.D. Casey M.L.A.), The Minister for Northern Australia (Dr. Rex Patterson M.H.R.), and Senator I.A.C. Wood, for their continued assistance and support in aid of the Port.

E.J. CLIFFE,
Chairman.

Waterfront industry

New company leads New Zealand in cargo handling joint management

Mount Haunganui, New Zealand ("GATEWAY" June 1975, Journal of the Port of Tauranga, published by the Bay of Plenty Harbour Board):—Waterside workers and a large Company at the Port of Tauranga have created what is believed to be a notable "first in New Zealand" by entering the cargo handling business in a joint move hailed by both the Labour Department and the Federation of Labour as a major breakthrough by an industrial union and an undertaking of national significance.

What could well be a model for other ports and industry, the Mount Maunganui and Tauranga Waterside Workers Union and the N.Z. Lumber Company have teamed up on a joint partnership basis, to form a cargo marshalling company called N.Z. Marshalling Ltd.

COMPANY FORMATION

Formed with a nominal capital of \$1000, comprising 1000 shares at \$1.00 each, 500 shares are held by each party in the new Company, whose first Directors are two representatives of the watersiders' union executive, Messrs G.M. Jones, President and G.T.O. Brennan, Secretary, and two N.Z. Lumber Company representatives Messrs A.W.M. Godfrey and S.A. Symon, with Mr. M.B. Dickie as Company Secretary.

The Company's independent Chairman is Mr. D.L. Haszard of Auckland—who was the Government appointed receiver following collapse of the JBL group of companies in 1972, and who is presently Chairman of a number of large Auckland industrial companies. At the new Company's first Board Meeting in April, 1975, he commented that "the approach is simple, straightforward and commercial—this is the basis of a successful enterprise. Marshalling depends on knowhow, labour and machinery and both parties will contribute these elements and share the profits."

PLANT AND EQUIPMENT

Plant and equipment will initially be hired from the N.Z. Lumber Company and perhaps elsewhere, but the new company intends to acquire its own equipment as it progresses, and possessed 3 forklifts when "Gateway" went to press.

IMPROVED INDUSTRIAL RELATIONS

Both the Secretary of Labour, Mr. E.G. Davey, and the General Secretary of the N.Z. Waterside Workers' Federation, Mr. E.G. Thompson, have welcomed the breakthrough by our local waterside workers into management participation of a waterside industry. They believe that it will further develop the sound relationships between management and labour which for many years have contributed in great measure to the internationally recognised efficiency of the Port of Tauranga.

Mr. Jones and Mr. Brennan consider the move will substantially change the whole attitude of waterside

workers at the Port—"They will have job security, a sense of responsibility in the industry, and having a company in which they are actively participating and sharing in the profits must improve industrial relations. Discussions with Government, the national executive of the Watersiders' Federation and with the Federation of Labour have taken many months of negotiation and we are now looking forward to demonstrating in practical form how such an amalgamation of interests in our new Company can be developed to the economic benefit of the country."

There is little doubt that the Federation of Labour, the N.Z. Employers' Federation and many other organisations will be watching the activities and progress of this new Company with the keenest interest.

Whangarei News

Whangarei, New Zealand (End of Year 1975 issue, "Points North", published by the Northland Harbour Board):

● Whangaroa suggested for wood chip export port

Northland could get another deep water port if plans to utilize the quiet harbour of Whangaroa come to fruition.

The Northern Pulp Company, which is investigating the export potential of woodchips from Northland, sees the deep water of Whangaroa as the only site for the export of timber products from the north.

Using a bulk conveying loader, the company believes that within three or four years about three shipments a year could be exported from Whangaroa using wood from farmers' small plantations and thinnings from existing forests.

In about 15 years, when the company's planting programme in Northland begins to yield timber, it believes Whangaroa could become a major outlet. The company would be looking at the possibility of starting a pulp factory in the far north.

A technical consultant for Northern Pulp, Dr. T.J. Sprott, of Auckland, said he saw the future of Northland in forestry. The area was on the threshold of large-scale development in that field.

"But," he added, "it needs co-operation from the people, and faith."

Dr. Sprott said he viewed Whangaroa as the only economic port in the north for wood product exports. Opua was too shallow and Marsden Pt was too far away. No chipping would be done at Whangaroa. It would be done at the forests or at timber mills.

The general manager of the Northland Harbour Board, Mr. A.G. McHugh, has indicated the board would be willing to help in the preparation of a study of the use of Whangaroa Harbour for the new industry.

Dr. Sprott has assured environmentalists that they have no cause for apprehension. Northern Pulp has over 400 ha planted in trees in Hokianga and is negotiating for leases covering 20,000 ha in Northland.

● Patrol boat for Papua-New Guinea

A \$120,000 ferro-concrete patrol vessel for service in

Papua-New Guinea is being built in Whangarei. Designed for fishing patrols and scientific survey work, the vessel will give the authorities in P-NG an opportunity to evaluate ferro-concrete construction.

The hull, 15.2 metres long by 4.8 metres wide, now being built by Cement Ships Ltd, of Whangarei, will be shifted to Alan Orams Marine (the main contractors) yard for completion and fitting out.

Everything, including furnishings and arrangements for delivery to Papua-New Guinea, is in the hands of Orams.

The craft will be powered by a 150kW Gardner motor and the contract is to be completed in 10 months.

● Big 'C' for conservation is the plea to tourists

Conservation is the name of the game for staff at Northland Tourist Promotion Inc. at Whangarei when they deal with tourist inquiries at their Caffer Avenue office this summer. Their "big three" must be:

- ★ Conservation of fuel through properly planned touring.
- ★ Conservation of human life by observing proper water safety procedures—not to mention careful driving.
- ★ Conservation of Northland's lovely land and seascapes by being litter-conscious, careful when lighting fires, and not destructive in the bush.

Copies of a booklet on water safety issued by the Northland Water Safety Council and the Department of Internal Affairs are being freely offered to visitors, as are copies of the Northland Harbour Board by-laws relating to navigation of motor boats and their use in water-skiing.

Northland Travel Promotion is encouraging fund-raising efforts to provide a raft that can be dropped from a light aircraft and is working with the Northland Water Safety Council and the surf clubs to encourage the public to be more conscious of safety procedures in boating.

"We want to make sure they enjoy their vacation without danger," says Major A.J. Voss, chief executive officer of NTP. "The main thing is to use plain common sense, and if in doubt to ask local people about conditions."

In the war against litter, NTP will be handing out several thousand car litter bags this year. Last year demand exceeded supply when tourists flocked to the office to collect the bags, having heard on the local radio station that they were available.

Beach wardens were pleased to note many people emptying the washable bags into the 44-gallon rubbish drums—which filled so quickly last season that they had to be cleared twice daily instead of once as formerly.

As for conservation of fuel, NTP is encouraging people to make round trips, or well-planned trips, in order to avoid aimless driving.

So far the difficulties being experienced by the national economy have not affected the volume of the tourist trade in Northland, although staff have noticed that visitors seem to be budgeting more carefully.

● Japanese oysters move in on Northland beds

Oyster gourmets consider there is no such thing as a poor oyster—but some are better than others. So, unlike the oyster farmers of Northland, they are not worried by the rapid encroachment of the giant Japanese species on the

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local beds.

Faster growing than the native rock oysters, the Japanese oysters are slightly darker and stronger and do not have the same "keeping ability"—a major factor in the successful exporting of oysters in the shell.

The oysters were first reported on the East Coast about three years ago and it is thought they may have come from Japanese fishing vessels when they were permitted closer inshore than at present. They have spread rapidly in Northland harbours.

The MP for Northern Maori, Mr. Rata, gave them full marks for colour, texture and flavour when he tried them at Te Hapua, on Parengarenga Harbour, which is reputed to have the cleanest water in the north and thus ideal for oyster cultivation.

"The objective should be to keep it in that state," he said, "and the Lands Department has recommended to the Te Hapua 42 Incorporation that it plant trees round the shores to prevent run-off when new areas are developed."

Whatever the type of oyster, perhaps we should enjoy them while we can. According to the Australian magazine "Fish Trades Review", some frightening forecasts were made by speakers at Sydney's Catering Trades Fair.

"Unless the brake is applied to wage demands and other spiralling costs in the restaurant industry, oysters will cost \$20 a plate and meat pies \$2 by the year 1989," said the 'Review'.

● N.Z. might control world's fourth largest ocean area

With the next and most important session of the Conference on the Law of the Sea scheduled for New York early in 1976, the chances of New Zealand gaining a 321.9 km economic management zone around its shores appear possible.

The Ministry of Agriculture and Fisheries has recently published copies of the single negotiating text for that part of the conference dealing with establishment of the zone.

The Director of MAF's Fisheries Management Division, Mr. B.T. Cunningham, said that because of the vast benefits accruing to New Zealand if the zone were established, local fishing industry interest was growing.

"It is common knowledge that if New Zealand gets a 321.9 km zone it will control the fourth largest ocean area in the world.

"The New Zealand fishing industry has a vital stake in the outcome of the negotiations and accordingly we have distributed copies of the text to all interested sectors."

Anyone interested in obtaining a copy of the text should write to the Fisheries Management Division, Ministry of Agriculture and Fisheries P.O. Box 2298, Wellington.

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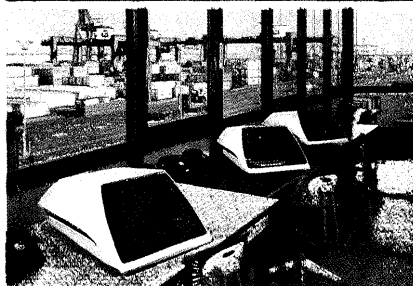
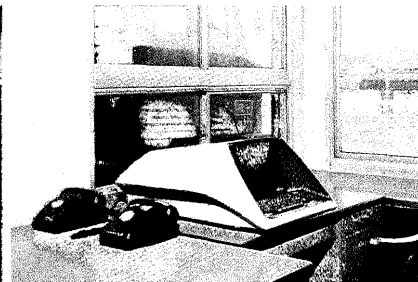
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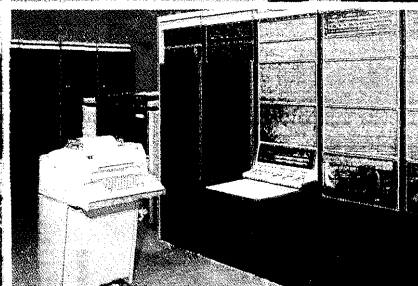
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