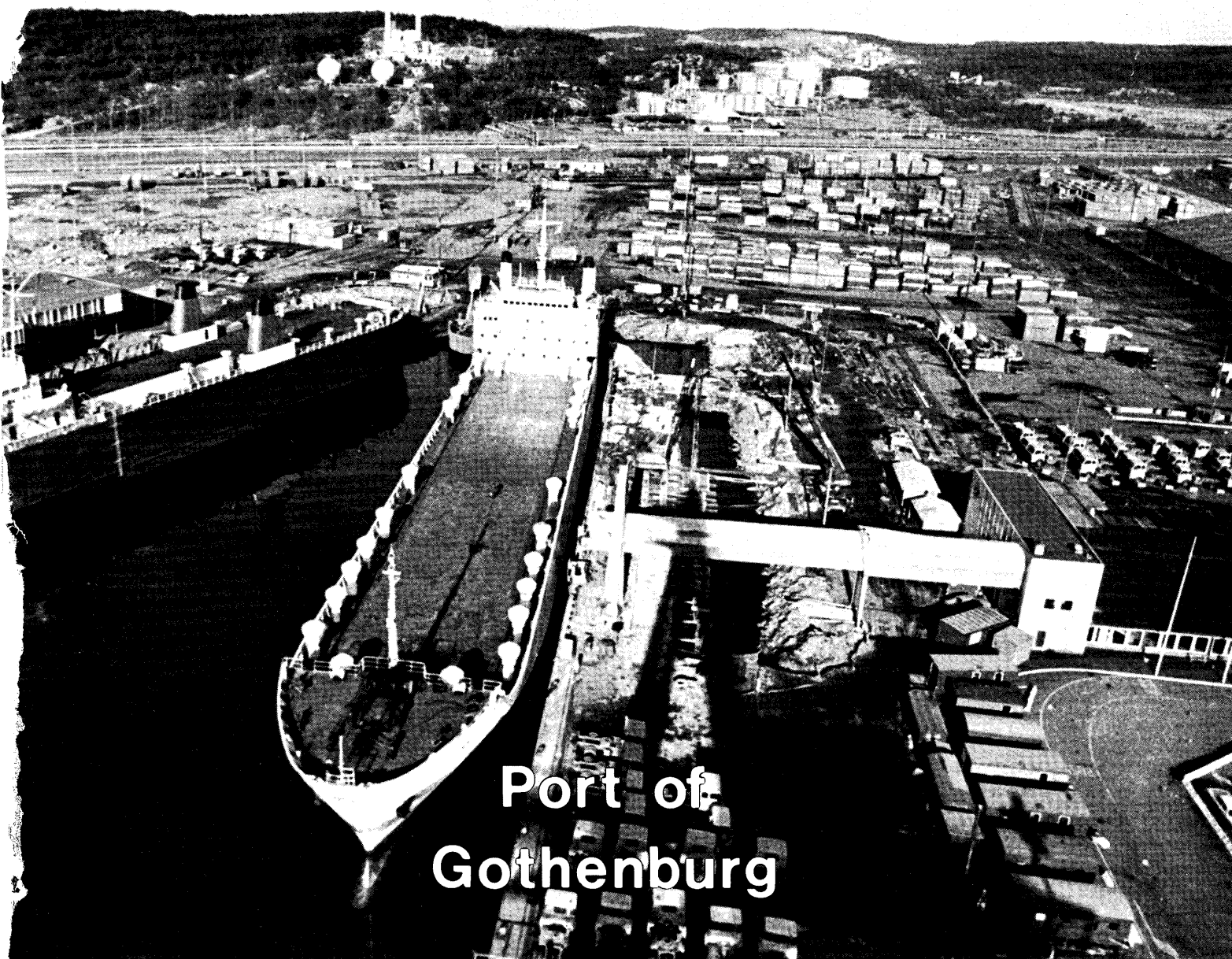


PORTS *and* HARBORS

June, 1976 Vol. 21, No. 6



IAPH Conference Houston April 1977

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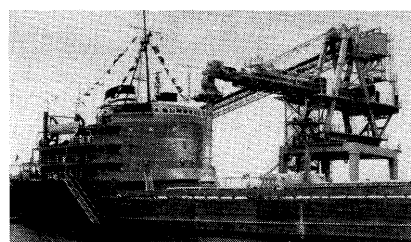
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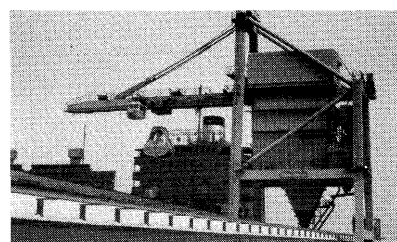
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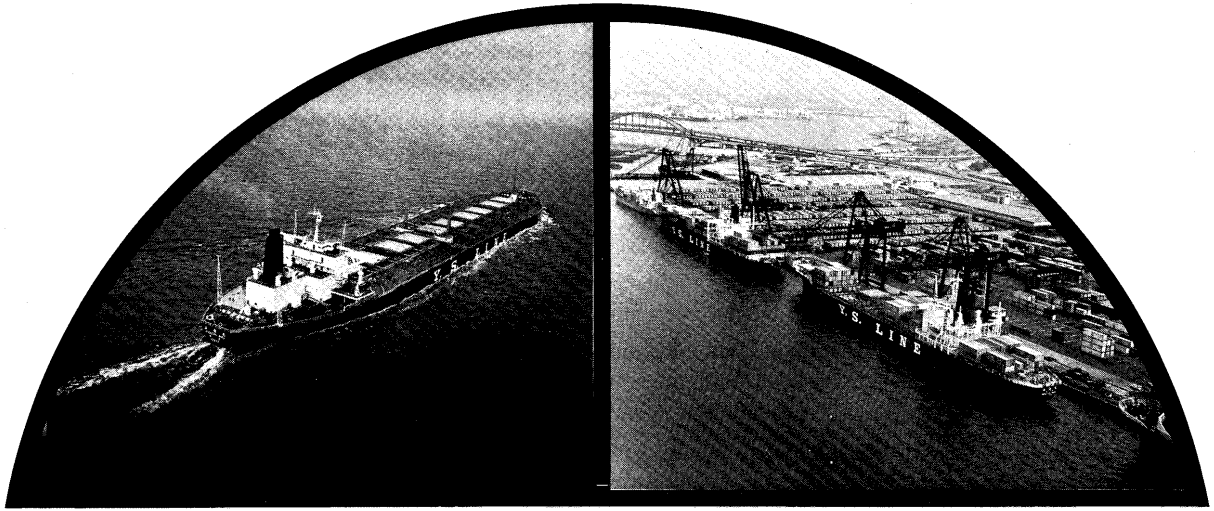
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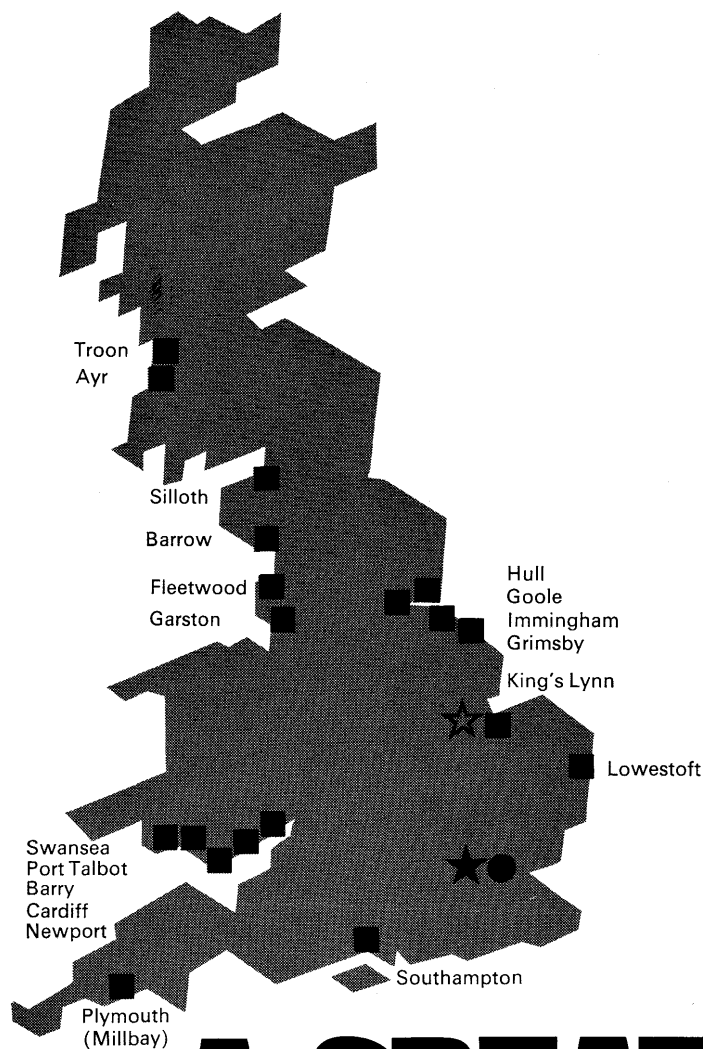
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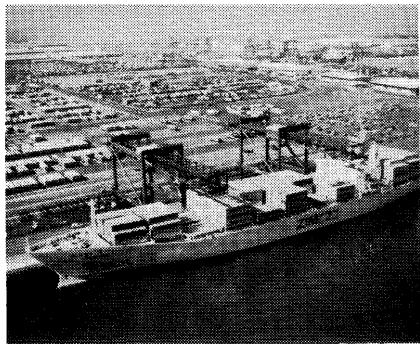
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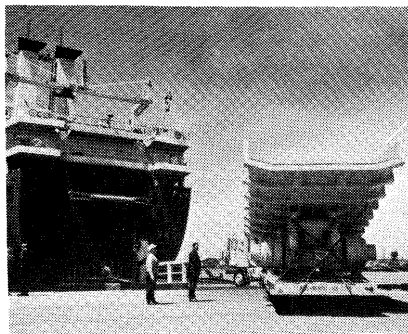
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PORTS *and* HARBORS

Editor: Yoshio Hayashi

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Port and Harbor Bureau, Kobe City Government

PORTS *and* HARBORS

IAPH Head Office Announcements: Pages 7 ~ 11

Stay Wakeful Over Next IMCO Conf. IAPH Former President Warns

Mr. Robert L.M. Vleugels, immediate past President and Honorary Member of IAPH, contributed the following article for this journal on the Limitation of the Liability of Seagoing-ships Owners, demanding a vigilant guard over the move of the new convention being processed now.

"The forthcoming diplomatic conference of IMCO," says Mr. Vleugels in his accompanying letter to Secretary General Dr. Sato, "will be decisive with respect to the new convention concerning the limitation of the liability of owners of sea-going ships.

He also said that he was glad to see "Ports and Harbors" publish the text of Mr. Smith together with the ample information on that subject. (DSG)

CAVEANT CONSULES NE QUID DETRIMENTI RES PUBLICA

Those familiar with the roman classics will readily recognise in the above phrase the exhortation, extended in times of danger to the officials charged with the care of public affairs to display extreme caution in order to circumvene threats endangering the welfare of public interests.

And, though of ancient origin, the saying might rightly be repeated today to all members of IAPH.

The evolution of the revision of the 1957 treaty on limitation of the liability of shipowners is such, that all those responsible for the exploitation of ports cannot but feel severe apprehensions as to what future will bring.

It is well known that this revision has repeatedly been discussed in meetings of the Legal Committee of IMCO, most recently in November-December 1975, and that two draft texts, a "mini" and a "maxi" issue, prepared by the C.M.I. (Comité Maritime International), formed the sub-strata for the new system considered.

Also, that our Association submitted several resolutions expressing the point of view of the parties concerned with port exploitation, as a counterbalance to the stands taken by those related with management and gestation of the ships.

And, I must regretfully state, the voice of the ports has been, up to now, quite insufficiently heard and reckoned with.

This is not meant as a blame to the members of our Committee on Legal Protection of Navigable Waterways. I dare say, on the contrary: they did all that was humanly possible to make the rightful aspirations of world ports known first and respected thereafter.

But their meritory efforts did not have the echo that might reasonably be expected. This, mainly owing to the fact that our Association, a non-governmental one, can only claim "consultative status" within IMCO and that the parties representing the ship are overwhelmingly represented in CMI, which—by far—cannot be said of the ports.

It might not always be as clearly known, but is a fact that in the final draft, resulting from the IMCO meeting mentioned above, are contained a.o.:

1—provisions to render the limitation rule "unbreakable", i.e. to obtain a situation in which, whatever the origin of damage inflicted by a ship, the owner can always limit his liability. True: theoretically a narrow way of barring this is left open to the party claiming compensation for the harm done, inasmuch as the text says that limitation cannot be invoked when the "ship" party has acted "with the intent to cause such loss or recklessly and with the knowledge that loss would probably occur".

I judge it an understatement to say that the chances of the other party in successfully proving this are rather limited.

2—provisions to entitle the shipowner to claims on the limitation fund—restricted as it is—for the expenses or losses related to measures taken by him in order to avoid or minimize the losses or damages foreseeable.

3—a proposal to give absolute priority to claims for "personal damage", which automatically includes that all other parties will have the doubtful joy of distributing among them the crumbs remaining.

Let me add here that a suggestion to create a priority for port damages within the claims for material damage, has simply been rejected.

4—general considerations on the level to which compensation by shipowners could be raised, in order to give it a somewhat more realistic importance, and bring it closer to true repayment of the actual amount of expenses involved with repair of the harm inflicted.

Whereas IAPH has suggested to multiply the amounts now in force by five, the meeting came to the conclusion that, considering figures advanced by the maritime insuring industry, doubling of the amounts is the absolute maximum economically acceptable.

Even more is to be said on this point: whereas the minimum tonnage for calculation of the limitation sum could be increased from 300 tons to "somewhere between 500 and 1500 tons" . . . "in order to cope with the problem of very large ships, the amount per ton should be decreased by 50% for tonnage exceeding a certain figure". And this

(Continued on next page bottom)

UNCTAD Invites IAPH Representatives to Expert Meeting on Port Congestion

Dr. M.B. Taiwo of the Nigerian Ports Authority and Mr. F.L.H. Suykens of the Port of Antwerp attended the meeting of Expert Group on Port Congestion called by UNCTAD from 26 through 29 April in Geneva, representing IAPH.

The official invitation from UNCTAD was addressed to President Mr. Howe Yoon Chong and the Immediate Past President Mr. Robert L.M. Vleugels. But the dates clashing with those of IAPH Executive Committee meeting in Curacao unfortunately, the two representatives were nominated to take their places respectively.

The provisional agenda for the meeting and a list of the background documents that were provided for our attendants by UNCTAD are as follows. (DSG)

Expert Group on Port Congestion Geneva, 26–29 April 1976

PROVISIONAL AGENDA

1. Opening of the meeting
2. Election of chairman
3. Adoption of agenda and organisation of work
4. Port congestion
 - a) Extent of existing port congestion
 - b) Consequences of port congestion

(Continued from page 7)

figure is to lie between 30.000 and 70.000 tons. (CMI News Letter, January-February 1976 issue).

5—on the other hand, the wish to require financial responsibility of vessels by compulsory insurance, forwarded a.o. by IAPH was—as a representative on the spot noted “received in utter silence”.

I deem it essential to stress that all these points of view are found back unrestricted in the working papers and/or final redaction of a text on which a diplomatic convention, in November 1976 will have to pass a verdict.

The day—if ever—has come to repeat the title phrase to all the national representatives who will have to decide on this matter and to duly convince them of the necessity of careful study on the texts proposed, so that the attention required is given to the interests of ports, and their rights safeguarded.

Should they fail to do so, then the time is not far away where the situation of ports will be even worse than it is already.

I close this short message by reference to another adagium, heading the News Letter of CMI itself:

VIGILANDUM EST SEMPER; MULTAE INSIDIAE SUNT BONIS which, freely translated, means: vigilance is always necessary; many are the ambushes to the righteous.

I can fully endorse this opinion, but feel compelled to add that, more than to any other party on this forum, this applies to ports.

Robert L.M. VLEUGELS,
Immediate Past President IAPH

- c) Causes of port congestion
- d) Measures to avoid, reduce or eliminate congestion
- e) Action programme
5. Other business
6. Adoption of report

List of documents distributed to experts before the meeting

Papers submitted by competent organisations and other interested parties

1. Port congestion and the developing countries, **Battelle Institute**
2. The concept of the “Instant Harbour and Cargo Transport System” as a possible solution to port congestion, **Netherlands Consortium “INSTANT HARBOUR”**
3. Formalities and procedures contributing to port congestion, **The UNCTAD Special Programme on Trade Facilitation**
4. Port congestion and international trade facilitation, **The International Chamber of Commerce**
5. Submission concerning port congestion, **Baltic and International Maritime Conference**
6. Port congestion, the **International Cargo Handling Co-ordination Association**

Selection of information on port congestion supplied by governments

7. Ethiopia
 8. Kuwait
 9. Malaysia
 10. New Zealand
 11. Qatar
 12. Thailand
 13. United Republic of Tanzania
- Press articles on approaches to congestion
14. Middle East Shipping and Ports, from **The Financial Times**
 15. Port Congestion, from **MacGregor News**
 16. Marship Corporation Blazing the big ro/ro ship trail, from **Seatrade**
 17. DAL looks at Africa, from **Containerisation International**
 18. Ports on air cushions, translated from **Science et Vie**
 19. Port developments in the Middle East, from **The Dock and Harbour Authority**
 20. Port projects face delays as Iran throttles back, from **Seatrade**

Revised UNCTAD Meetings for 1976; Warmest "Thank You" to Mr. Taylor

Mr. A.N. Taylor, London Port Authority, informed the Head Office, as in the following table, of the revised calendar of UNCTAD meetings for 1976, beginning in May.

Mr. Taylor said in his accompanying letter that this information would be his last as Assistant to IAPH Liaison Officer with UNCTAD. He contributed in no small degree, to the covering of UNCTAD news for IAPH, assisting former IAPH Liaison Officer Mr. John Lunch through many years past, and now his service comes automatically to an end with the resigning of Mr. Lunch.

The Head Office, taking this opportunity, wishes to express its appreciation and sincere thanks to him for his outstanding cooperation in the past, without which the Association could not have kept itself so close in touch with the world organization. (DSG)

UNCTAD Meetings in 1976

At its 447th plenary meeting, on 20 March 1976, the Trade and Development Board approved the following revised calendar of UNCTAD meetings for the remainder of 1976:

United Nations Conference on Trade and Development, fourth session	3-28 May (including pre-Conference meeting on 3 and 4 May)	4 weeks	Nairobi
Working Group on International Shipping Legislation, fifth session, second part	26-30 July	1 week	Geneva
Trade and Development Board, sixteenth session, first part	5-22 October	3 weeks	Geneva
Ad hoc Intergovernmental Group on Container Standards	1-12 November	2 weeks	Geneva
Committee on Tungsten, tenth session	15-19 November	1 week	Geneva
Permanent Group on Synthetics and Substitutes, seventh session	6-10 December	1 week	Geneva

Note:—The calendar of meetings following the fourth session of the Conference may have to be adjusted in the light of the recommendations and decisions of the Conference.

HABITAT Conference Will Be Observed by IAPH Canadian Member

In response to the invitation from the "HABITAT" of United Nations Conference on Human Settlements, IAPH will send Mr. D. Steel of Port of Vancouver as an observer to its coming Vancouver Conference to be convened from 31 May to 11 June.

Mr. Steel, Administrative Officer of the Port, is expected to make a full report on the outcome of this important world conference for later publication in the "Ports and Harbors".

"HABITAT" is expected to be the largest conference ever held by the United Nations, and the range of issues under the umbrella of human settlements should be interest and concern to every citizen and every organization, private or public, throughout the world", the first edition of "HABITAT Secretariat News" issued in April, 1975, says. It further says, "the challenge of the future is awesome." "Towns and cities everywhere are failing to provide basic facilities and services and the quality of human life is deteriorating." "Problems of unemployment, pollution, congestion, slums and squatter settlements, inadequate transport, crime and social alienation of the world will double again in about 30 years." "Past solutions to these problems have not worked." "We need new techniques, new ideas and new forms of social organization."

"The Conference will help create a global understanding that new efforts and initiatives are needed, and a primary purpose of the conference," according to the invitation letter from the HABITAT Secretary-General, "is to engage the public interest in taking part in the building of this new consensus, and further more, should be to serve as a practical means to exchange information about solutions to problems of human settlements against a broad background of environmental and other concerns which may lead to the formation of policies and action by governments and international organizations." (TKD)

More Condolences Are Arriving Over Dr. Haraguchi's Demise

Letters and telexes of condolences on the deceased Dr. Haraguchi, the 7th IAPH President are still arriving at the Head Office, from oversea members of the Association. The following are the names of the recent mourners. (TKD)

1. Rt. Hon. Viscount Simon (The 5th President of IAPH), U.K.
2. Dr. F.A.F. Scheurleer, Managing Director, Port of Rotterdam
3. R.E. Dawson, Chief Executive, The Harbours Association of New Zealand
4. Julius Tiranda, Port Administrator, Palembang Port Administration, Indonesia
5. Lorenzo Colautti, General Director, Ente Autonome del Porto di Trieste, Italy
6. Y.M. Raja Azam, Chairman, The Kelang Port Authority, Malaysia
7. Belawan Port Administration, Indonesia
8. Ali Bin Khalfan Aldahry, Chairman, Emirate of Abu Dhabi, Mina Zayed

9. Edward Halwenge, General Manager, East African Cargo Handling Services Ltd., Mombasa
10. Board of Harbours Commissioners of City of Los Angeles, U.S.A. (accompanied by the Resolution on page 11)
11. Director General, Port of Aden Authority, People's Democratic Rep. of Yemen
12. Castillo, Assistant Director, Ports and Harbours, Bureau Public Works, Philippines
13. John E.G. Palmer, Rendel Palmer & Tritton, U.K.
14. H.A. Mann, Vice, President—International, Swan Wooster Engineering Co., Ltd., Canada
15. R. Boeuf, General Manager, Port of Dunkirk Authority, France
16. J. Dubois, Director General, Port Autonome du Havre, France
17. J.M. Wallace, President, The Maritime Services Board of N.S.W., Sydney
18. Australian Dredging and General Works Pty. Ltd.
19. Pierre A.H. Franche, Chairman, National Harbours Board, Canada
20. Anthony J. Tozzoli, Director, Marine Terminals, The Port Authority of New York and New Jersey, U.S.A.
21. J. Morris Gifford, Director General, National Ports Council, U.K.
22. Alfredo Huberto de O. Stoffel, Acting President Administracao dos Portos do Douro e Leixoes, Portugal
23. J.C. Oliga, Financial Controller, East African Harbours Corp., Tanzania
24. Northland Harbour Board, New Zealand
25. R. Brokenshire, The Association of Australian Port and Marine Authorities
26. W.A. Cullen, Chief Executive Officer, New Zealand Ports Authority
27. J.E. Beaton, General Manager, Southland Harbor Board, New Zealand
28. E.R. Spriggs, Chairman, Hawke's Bay Harbour Board, New Zealand
29. Ir. J. den Toom, Managing Director, Port Management of Amsterdam
30. William Walters, President, Pacific Coast Association of Port Authorities, Calif., U.S.A.
31. Board of Port Commissioners, City of Oakland (accompanied by the Resolution on page 11)
(Names in order of their arrival)

Mr. Cheng of Singapore in Tokyo

Mr. Cheng Tong Seng, Assistant Director, General Services of Port of Singapore Authority, who concurrently is IAPH Director, visited the Head Office on April 9, on behalf of President Howe for preliminary business talks prior to the Curacao meetings.

After a brief courtesy call in the morning to Mr. Yoshio Takeuchi, Director of the Bureau of Ports and Harbors, Ministry of Transport, Mr. Cheng spent the whole afternoon discussing all the matters involved with Dr. Sato, Secretary General and Mr. Akiyama, Secretary General Emeritus.

Mr. Howe and Mr. Cheng are expected to visit Port of Houston after the Curacao meetings to inspect the 10th Conference site.

Following the heavily scheduled meeting at the Head Office, Mr. Cheng with his wife enjoyed one day tour to the

ancient capital-city of Kyoto in the cherry-blossom season, accompanied by a Head Office staff before flying back to Singapore. (TKD)

Cherry Blossom Queen from Hamburg



Mr. Kohmura, Executive Vice President of Nagoya Port Authority and IAPH Executive Committee member in smile sandwiched by Miss K. Semrau, the 8th Cherry Blossom Queen of Hamburg City (right) and Miss M. Ullrich, the City of Hamburg's Tokyo Office staff (left) upon their visit on April 1st.

Miss Kirsten Semrau, 23 years old, the 8th Cherry Blossom Queen of the City of Hamburg has visited the following Japanese Port Authorities and has had the Port cruise at the respective Port.

She also discussed with the respective high officials of the Port & Harbour Bureau on various aspects of the port matters, the extensive facilities and capabilities of the Port of Hamburg exchanging views on matters concerning port & harbour activities in Japan and the Port of Hamburg.

Her official stay in Japan was from 26th March till 11th April, 1976. Her courtesy visits to the Japanese Port Authorities during this period were conducted as follows:

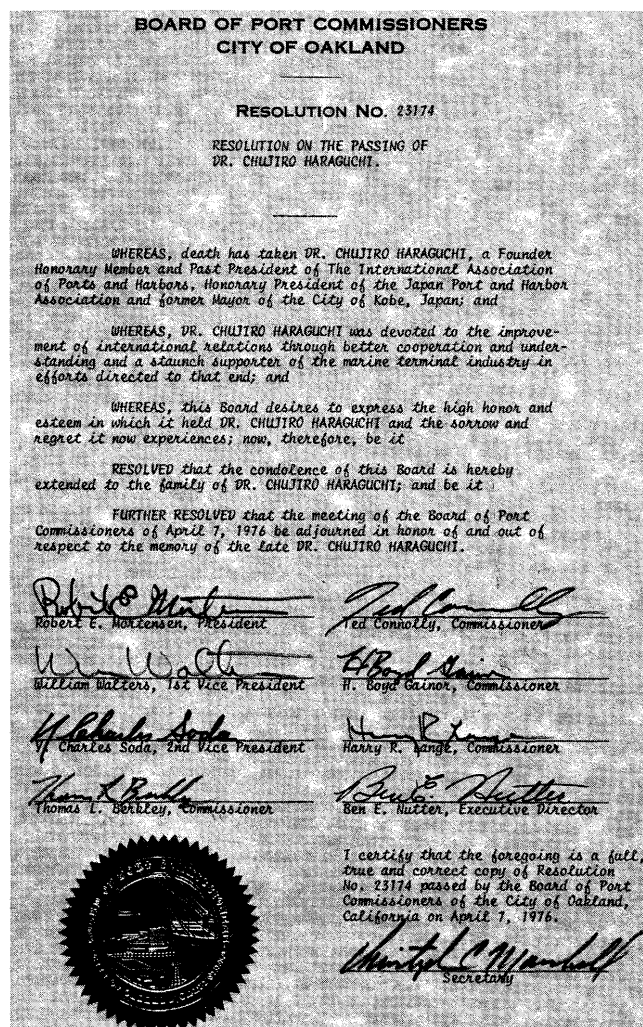
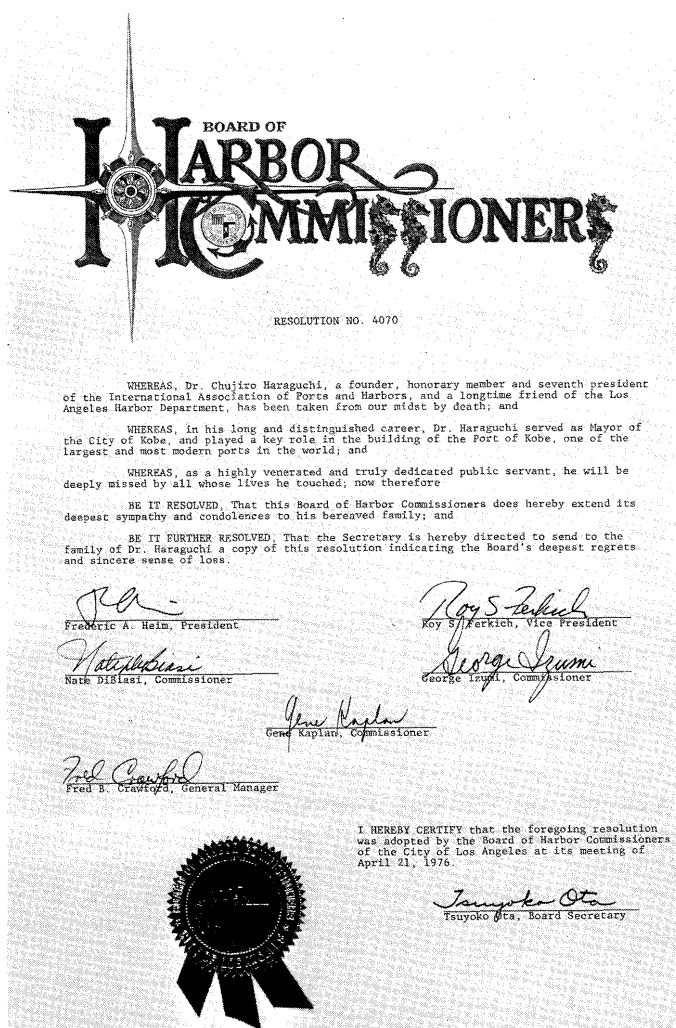
- | | |
|------------------|--|
| Mon. 29th March: | Kobe Port Authority
Port cruise only due to the schedule of the Authority. |
| Wed. 31st March: | Fukuoka (Hakata) Port Authority
Met Mr. Kazuo Sugimoto, Dir.-Gen., Port & Harbour Bureau & Port cruise. |
| Thu. 1st April: | Nagoya Port Authority
Met Mr. Fumio Kohmura, Exec. Vice President & Port cruise. |
| Fri. 2nd April: | Yokohama Port Authority
Met Mr. Toshikatsu Tsurumi, Dir.-Gen., Port & Harbour Bureau & Port cruise. |

(The Free and Hanseatic City of Hamburg, Office of the Representative, Tokyo, Japan)

LA and Oakland Resolve to Pay Tributes to the Memory of Dr. Haraguchi

The Board of Harbor Commissioners of the City of Los Angeles and Port Commissioners of the City of Oakland passed resolution respectively to pay a tribute of gratitude and respect to the memory of Dr. Haraguchi.

Mr. George Izumi, Commissioner, the City of Los Angeles handed the resolution to the bereaved family of Dr. Haraguchi at his memorial lancheon held on May 12 in Tokyo, while Oakland delivered the resolution likewise through Dr. Sato, IAPH Secretary General.



Membership Notes

New Members

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 (Mr. J.R.D. Sandison, General Manager)

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Review of 1975 Shows Houston Is Port of Progress

**Port of Houston Magazine
February, 1976**



As most of the nation faced economic problems in 1975, The Port of Houston sailed along with steady growth and provided economic leadership for the greater Houston area.

Perhaps the most dramatic accomplishment of the year at the Port of Houston was the progress made at the Port's LASH/container facility at Barbours Cut. This new terminal for intermodal carriers, 25 miles downstream from the Port's Turning Basin area and two-and-a-half hours from the Gulf, already features two berths for the huge barge-carrying LASH and LASH/container ships. Two 1,000-foot container wharves are now under construction with expected completion in early 1977.

During 1975, contracts were let for construction of the wharves and for erection of two container cranes, as well as for site grading, road construction and amenities buildings. When completed, this \$53 million terminal will offer the finest intermodal facilities in the Gulf.

One of the world's biggest single LASH loadings was made at Barbours Cut during the year when seven enormous ammonia plant modules were loaded aboard a LASH ship for transport to Indonesia.

The Port's Bayport Division, a new channel and turning basin serving the \$700 million Bayport Industrial complex, completed its first full year of operation in 1975. Thirty-eight companies own land on the 5,204 acres of the complex with 24 plants in operation, six under construction and three more scheduled to break ground this year. More than 250 barges and 74 ships were handled at Bayport during 1975.

Although preliminary figures show that general cargo tonnage for 1975 was down slightly as compared to 1974 tonnage, an increase in bulk movements may well make up the difference. When final figures are compiled, it is probable that the total tonnage moved through the Port of Houston in 1975 will approach or better the stunning 1974 total of 89 million tons.

Port of Houston statistics often reflect world trends, and Houston's increased trade with the Middle Eastern countries shows the effect the petro-dollar is having on the world economy. During 1975, 11 new shipping lines offering service to the Persian/Arabian Gulf began making regular calls at the Port of Houston. Also as a result of the expanded traffic to the Middle East, four new export packing firms established facilities in Houston.

Houston's trade with the Middle East more than doubled from 1972 to 1974, jumping from 7.08 percent of the total foreign trade in 1972 to 14.83 percent in 1974. When final figures are out for 1975, Middle Eastern trade is sure to show an even greater increase.

Houston also welcomed two new Russian flag lines to regular service in 1975. Ships of the Baltic Shipping Company and Far East Steamship Company lines began calling at Houston during the year. With the previously established service of the Black Sea Shipping Company, there now are three Soviet lines coming into Houston.

Because of its steady growth in a year of economic crisis, the Port of Houston attracted many national and international dignitaries as well as numerous trade missions during 1975. The Ambassadors to the United States from Japan, Greece, Indonesia and New Zealand all were visitors at the Port during the year, as were the Mayors of Nice, France, and three Soviet cities, Moscow, Minsk and Reyazan.

Other foreign visitors included Cabinet-level ministers from Iran, Romania, Venezuela, and the Republic of China, as well as the Counselor for Economic Affairs from the Soviet Embassy and the Economic Minister from the Belgian Embassy in Washington D.C. Representatives from the Ports of Amsterdam, Rotterdam, Hamburg, Ghent, London, Rio de Janeiro and Panama also toured the Port.

National officials who visited the Port during 1975 included Texas Senator John Tower, The U.S. Secretary of Commerce, the U.S. Assistant Secretary of the Army for

Civil Works, and the Chairman of the Interstate Commerce Commission.

Port of Houston representatives also traveled extensively during the year. For the first time, two Port executives visited the Soviet Union to discuss trade through Houston with steamship and port officials in Moscow and Leningrad. They also made trade development calls in Finland, Germany, The Netherlands and Great Britain on the same trip.

Delegates from the Port also made a trade trip to Brazil and several Port of Houston executives visited the Port of Liverpool to inspect computerized movement of containers in that port.

Port representatives attended the biennial convention of the International Association of Ports and Harbors in Singapore where Port Executive Director George W. Altvater was named First Vice President of IAHP. Houston will be the host port for the next IAPH convention to be held here in 1977. Also during the year, Mr. Altvater was elected President of the Gulf Ports Association for 1975-76.

The Port of Houston sponsored receptions for shipping executives in many cities during the year including Dallas, Kansas City, Tulsa, Oklahoma City, Minneapolis-St. Paul, San Francisco, Los Angeles and Mexico City. The Port also began sponsoring a series of luncheons honoring various Houston industries using the Port.

In November, Port executives, the Port Commission Chairman, two Port Commissioners and representatives of the Houston City Council and Harris County Commissioners Court attended the National Foreign Trade Convention in New York where the Port held a series of luncheons and a reception for shipping officials in the New York area.

There were several personnel changes at the Port in 1975. John H. Garrett, Sr., President of the Richmond Road and Engineering Company, was appointed to the Port Commission early in the year, replacing attorney Warner Brock. Long-time employees Wallace J. Stagner, Manager of Storage Warehouses; Hume A. Henderson, Southwestern Sales Manager, and Vaughan M. Byrant, Director of International Relations, all retired during the year.

The Department of Trade Development was reorganized with C.A. Rousser, former General Sales Manager, being named Director of Trade Development. Armando S. Waterland was promoted to Midwestern Sales Manager and International Sales Manager, and two local Sales Representatives were hired.

For the third year, the Port participated in a training program for two Coast Guard officers. The two men were trained for postings as Executive Officers in the Houston and Galveston Coast Guard stations.

The Coast Guard's Houston-Galveston Vessel Traffic System, which uses radio, closed-circuit television and radar to regulate traffic on the Houston Ship Channel, was commissioned during the year. The system is only the third to be installed at a U.S. port and is the first to use television for Channel safety regulation.

In honor of the nation's approaching 200th birthday, the Port of Houston Authority commissioned Houston artist Judy Saks to paint a series of scenes from the Port's history. By year's end, two of the paintings had been finished and were featured on the cover of the Port of Houston Magazine. When the series of six scenes is completed in the summer of 1976, lithographs of all the paintings will be made available to the public as the Port's

Bicentennial contribution.

Also in honor of the Bicentennial, the Port inaugurated a beautification project at the docks where shrubs and trees were planted around the entrances to the Port Turning Basin area.

The Port's inspection vessel *SAM HOUSTON* made 435 trips up and down the Channel in 1975, carrying more than 40,000 passengers and logging 7,575 miles. In addition to the thousands of school children, tourists and local citizens, the boat carried many of the visiting dignitaries and was used for special trips to honor the Houston Consular Corps, the Houston Chamber of Commerce Board of Directors, and members of the city governments of many Channel-side communities.

The boat also was used for shorter trips during a Pasadena Day open house at the docks during the year.

During the year, the U.S. Army Corps of Engineers dredged 20 miles of the Houston Ship Channel to project depth. The Port Authority itself provided maintenance dredging at the public wharves surrounding the Turning Basin.

The Houston International Seamen's Center, located on eight acres of land on the Port's north side, was a home away from home for more than 63,000 seamen during 1975. The Center offers recreational facilities for seamen from ships docked at the Port and is known as one of the finest such facilities in the world. Two International Sports Weeks held at the Center attracted more than 2,000 seamen who competed for trophies and to gain points for their ships.

More than 30 new vessels on their maiden voyages entered the Port in 1975, and the Port Authority presented framed color photographs of the Port to their captains to commemorate the event.

The Port of Houston welcomed some out-of-the-ordinary vessels as well in 1975. The Swedish Naval Training ship *ALVSNABBEN* made a courtesy call at the Port, and the school ship *TEXAS CLIPPER* of the Texas A & M Maritime Academy brought cadets home to Houston following a training cruise. A Soviet hydrofoil, the *KOMETA-M* also stopped at the Port for a few days, and the first luxury cruise ship to call at Houston in many years, the Sun Line's *STELLA SOLARIS*, docked at the Port for a two-day stay in December.



Plymouth-Spain Ferry Link Forecast

By Gerald Farmer
British Transport Docks Board
London

London, 30th March, 1976:—Holidaymakers and freight firms may well benefit from the opening-up of a new sea link between the West of England and Spain in the foreseeable future. And such a route, it is claimed, would give sufficient savings in steaming times to make a daily service a practicable proposition.

This is the view of port officials at the British Transport Docks Board's Millbay Docks at Plymouth. They are now convinced that it is only a matter of time before operations at the Plymouth Ferryport are extended to add a passenger/freight ferry link with Spain to the existing highly-successful services between the West Country port and Brittany.

Plymouth has just had a boom year in 1975 dealing with more passengers and cargo than at any time this century.

Roll-on/roll-off operations which began on New Year's Day 1973, just as Britain became a member of the Common Market, have exceeded all expectations with a 75 per cent growth in passenger trade last year, as 145,000 tourists with 26,000 cars made the Channel crossing.

Mr. Marcus Watt, docks manager at Millbay, wants to build on this success and sees Spain and Portugal as providing a natural extension of the business of the Ferryport, in which the Docks Board has invested almost £1 million.

"Situated where we are, here in the South West corner of England, we have the best location in the UK for trade with the Iberian Peninsula now that our inland road connections have been vastly improved," he said.

"This holds good for all kinds of trade that we can deal with here, but doubly so for roll-on/roll-off business now that we have a modern ferry terminal.

"From the outskirts of Exeter, with which we have a good dual-carriageway link, drivers can now take advantage of the motorway network, through the Midlands and North



A total of 26,000 private cars made the Channel crossing between Plymouth and Brittany last year. In this picture motorists are seen embarking at the Plymouth Ferryport.



Freight comes ashore at Plymouth Ferryport from Brittany Ferries' Penn-ar-Bed.

of England and into Scotland—not forgetting Wales and the South East,” Mr. Watt added.

The case for a Plymouth–Spain connection is impressive, to say the least. Consider a ferry service from Bilbao, San Sebastian, or Santander. With a steaming time to Plymouth of about 20 hours, this will represent a saving of more than a third on existing routes and made it possible for the tourist trade to offer a voyage involving only one night on the vessel; an extra day’s holiday ashore; and the prospect of a cheaper passage, or at least a stabilisation of fare levels. The economies to be made by a ferry operator in fuel, crew wages, and allied expenses on each round voyage must surely provide another forceful argument.

GREATER FREQUENCY

A greater frequency of service would become a strong possibility by using Plymouth. “At present there is no daily service between Spain and the UK, but our discussions with tour operators and travel agents indicate that the holiday trade would like to see one,” Mr. Peter Stewart, Millbay’s commercial officer, told me.

“Holiday demand would probably not sustain a daily frequency throughout the year,” he continued, “but bearing in mind the favourable climate in Spain, and here in Devon and Cornwall too, the holiday traffic could easily extend over seven or eight months, particularly as passengers could take their cars on what should prove to be a cheaper route.

“On the other side of the coin we foresee a regular and growing freight business for a vehicle ferry throughout the year. We are already seeing an increasing number of consignments from Northern Spain coming through Plymouth on the Roscoff service,” Mr. Stewart said.

“We expect that a direct service would open up new



Passengers relaxing in the lounge of Plymouth Ferryport’s modern passenger terminal building.

markets, whether or not Spain joins the EEC, and traffic would be drawn from all over the Iberian Peninsula. There is even the distinct possibility of a land-bridge operation across Spain linking up with services from Spain to North Africa.

“In the commercial world of freight transport time is important, and efficient use of vehicles and drivers’ time is paramount. We are suggesting a means of saving up to 29 hours by using England’s most westerly roll-on/roll-off port, and giving customers delivery a whole day earlier.

“It is just a matter of time.”

Acceleration of Waterfront Cleanup Project Is Urged

News from The Port Authority of NY & NJ

Washington, Apr. 1:—The Port Authority of New York and New Jersey today urged Congress to appropriate \$5,000,000 for the United States Army Corps of Engineers to progress the important task of cleaning up the waterfront of the bi-state Port of New York in fiscal Year 1977. This was an increase of \$4,210,000 over the "meager sum" of \$790,000 contained in the Federal Budget for the Army Engineers' Waterfront Cleanup Project, which the Port Authority termed "obviously inadequate" to enable waterfront cleanup to move forward on schedule.

Edward S. Olcott, Director of Planning and Development for the Port Authority, spoke also on behalf of 23 other maritime, port, civic and governmental organizations in the New Jersey-New York metropolitan area, at separate hearings of the Public Works Subcommittee on Appropriations of the House and the Senate.

New York Harbor Collection and Removal of Drift Project

"The Port Authority and other New York and New Jersey Port interests are completely at a loss to comprehend why only the meager sum of \$790,000 was recommended for the New York Harbor Collection and Removal of Drift Project in the Federal Budget for Fiscal Year 1977," Mr. Olcott declared. "In its first construction year, Transitional Fiscal Year 1976, the project received \$1,400,000—almost twice the recommended Fiscal Year 1977 amount. This is an eight-year program with an estimated Federal cost of \$28,700,000. That means an average annual funding rate of more than \$3,500,000. Thus, we have important ground to make up if this project is to move forward on schedule. The Budget recommendation of \$790,000 is obviously inadequate."

The Port Authority Planning Director suggested that those responsible for preparing the Federal Budget were "totally unaware of what has taken place to progress this project in the Port of New York." He noted the creation in the Fall of 1974 of a Port of New York Waterfront Cleanup Project Coordinating Committee, of which he is Chairman. In addition to the Port Authority, the Committee has representatives of the Corps of Engineers, the States of New York and New Jersey, the City of New York and the New Jersey municipalities of Newark, Hoboken, Jersey City and Bayonne, which must work closely together to fulfill complex legal and economic conditions of local cooperation required in the project.

"As more waterfront municipalities show serious interest in participating in the project," he added, "Committee membership is extended to them." Already the Committee has accomplished the following:

- A major project start is planned this Spring on the Upper New York Bay shoreline of Jersey City in connection with development of Liberty State Park by the State of New Jersey.
- On the New York side of the Harbor, the City and State of New York are actively reviewing the priority

needs for a start on the program within New York City.

- The City of Bayonne has been engaged in discussions with the Corps of Engineers for a start along the Kill van Kull in an area where the City plans to build a waterfront park.
- A cleanup work inventory was completed by the Corps for the lower Passaic River, and the City of Newark is evaluating its financial resources required for participation, and the feasibility of organizing an intermunicipal and regional coalition for cleanup of the shores of the entire Passaic River.
- The City of Hoboken is reviewing its ability to participate.

Mr. Olcott also reported that, working with the Corps, the Port Authority in 1974 developed a public information film depicting deplorable harbor conditions in the New York-New Jersey Port, and describing the remedies available in the Waterfront Cleanup Project.

"We are also currently working with the Corps, the two States, and industry," the Port Authority representative said, "to explore ways of recycling the wood and timber that will be produced by the cleanup work, as a disposal process to supplement controlled burning at sea."

Recognizing the scarcity of public funds in the urban sector, Mr. Olcott cautioned that to keep the Waterfront Cleanup Project moving, "we need a significantly increased level of Federal funding."

Significance of Waterfront Cleanup

"The Drift Project was authorized two years ago," Mr. Olcott said, "and I do not need to stress the navigation, land use, environmental, safety and healthy benefits of cleaning up the Port of New York's waterfront debris. We live in times in which recycling, renewal and reuse are not only popular, but economically inescapable concepts. The Drift Project fits this concept in an ideal fashion, for it holds the key to the recycling, renewal and reuse of the Port's waterfront."

Concluding that the budgeted sum of \$790,000 "simply will not do the job," the Port Authority Planning Director warned that current plans, "particularly those for the Liberty State Park waterfront, which, in itself, accounts for one-fifth of the Port's rubble, will grind to a halt."

"We cannot accept this," he concluded, "after having fought long and hard since 1963 to get such a project authorized. We thus would strongly urge this distinguished Subcommittee to recommend an appropriation of \$5,000,000 for the next Fiscal Year."

Port Authority Agrees with Remaining Budget Allocations

In summarizing the Port Authority and other local port interests recommendations for Fiscal Year 1977 Civil Works Program appropriations, Mr. Olcott emphasized that the New York Harbor Collection and Removal of Drift Project was the only one in which an increase was urged in the allotment made in the Federal Budget. The Federal Budget provided \$3,395,000 for four other navigation projects in

(Continued on next page bottom)

Room to Grow

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The Port of Bristol Authority)

The South West of Britain is an area with as mixed a role to play in the future of the country as can be found anywhere in the British Isles.

A look at a map will reveal that the hypothetical title of "Capital" of the South West has three main contenders these being Plymouth, Exeter and Bristol.

Of these Plymouth and Exeter could be said to be too off centre to form the basis of a capital in their respective hinterlands. On the same grounds however Bristol could be discounted for the very same reasons.

The major advantage that Bristol does enjoy over its "competitors" is the very important one of communica-

tion. Although situated in the north eastern extremities of the area, which could be an anomaly in itself, Bristol's geographical position, situated at the crossroads of the country's motorway system, does give it unrivalled advantages over other towns in the South West.

Its proximity to London in particular, less than two hours by car or train, has meant that the planning restrictions enforced in the South East particularly in relation to office accommodation, has involved Bristol in a decentralisation exercise. For example in 1939, 2 million square feet of office accommodation existed in Bristol. To date this has mushroomed with unrestricted freedom except from local pressure groups to 8 million square feet with planning consents for another 2 million square feet at rents of £3.50 to £4.00 per square foot.

If this is so of the north eastern part of the South West of England then the rest of the region takes on an interesting patchwork appearance on account of the many functions it is expected to perform. The tourist industry in the South West is worth approximately £300 million a year with 122 million visitor-nights spent in the area every year. This combined with the fact that half of the region is covered by statutory restraints on planning such as national parks, green belts and areas of outstanding natural beauty makes planning difficult. Add the fact that over 270 miles of the South West's coastline is classified as 'Heritage coast' by the Countryside Commission (well over a third of the total for the whole country) and also that over 32,000 buildings are listed as being of historic or architectural merit (about one fifth of the total for England) and even the layman will see the sort of problem in respect of planning new developments and trying to maintain full employment that exists in the region.

The fact of the matter is that although the population growth rate in Great Britain is static at present there has been a great population drift into the South West. From 1954 to 1971 the population in the region rose from 3,257,000 to 3,850,000 and the planners estimate that an extra half a million people will move in to the area in the next 20-30 years.

If schemes like the Severn Barrage providing hydro electric power using the dramatic rise and fall of the River Severn arrive at fruition or the discovery of Celtic sea oil, then that number could be even greater.

The Government have sought to try and solve the problems of unemployment and utilising spare capacities by the creation of a series of areas designated for aid both in terms of grants and specialised information.

A glance at the map will show where these areas are and it is equally obvious that development is being tightly controlled from the Midlands through to the South East and across to take in half of the South West.

Statutory provisions under various Town and Country Planning Acts have established differing forms and degrees of control designating certain areas where Government grants are available to assist development. In others Industrial Development Certificates (I.D.C.'s) are necessary before any new development can be undertaken.

Differing degrees of control exist encouraging the establishment of new industry and the expansion of existing industry in the Assisted Areas (A.A.'s) ranging from Special Development Areas (S.D.A.'s), Development Areas (D.A.'s) to Intermediate Areas (I.A.'s).

Industrial Development Certificates are not required in
(Continued on next page bottom)

the New York-New Jersey Harbor, which the local port interests consider adequate.

These navigation projects, endorsed by the Port Authority and 23 other local interests, include Corps of Engineers studies involving the Kill van Kull and Newark Bay Channel, and the Gowanus Creek Channel; as well as construction in the New York Harbor Anchorages, and on the Newark Bay, Passaic and Hackensack Rivers project. (Please see the following list of supporting organizations.)

Maritime & Port Organizations

Board of Commissioners of Pilots of the State of New Jersey

Maritime Association of the Port of New York

New York Port Promotion Association

New York Towboat and Harbor Carriers Association

United New Jersey Sandy Hook Pilots Benevolent Association

United New York Sandy Hook Pilots Benevolent Association

Civic Organizations

Bergen County Chamber of Commerce

Brooklyn Chamber of Commerce

Chamber of Commerce of the Borough of Queens

Eastern Union County Chamber of Commerce (N.J.)

Greater Newark Chamber of Commerce

Hoboken-North Hudson Area Chamber of Commerce

Jersey City Chamber of Commerce

Jersey City Division of Planning

Metropolitan Regional Council

Newark Transportation Council

New Jersey Citizen Transportation Council

New Jersey State Chamber of Commerce

New York Board of Trade

New York Chamber of Commerce and Industry

Staten Island Chamber of Commerce

Union County Planning Board (N.J.)

West Side Association of Commerce in the City of New York

Great Lakes Ports See A Better Year in 1976

**John Jursa, Chairman
Public Relations Committee
International Association of
Great Lakes Ports
Toronto, Ontario, Canada**

The quickening pace of the U.S. economic recovery and an expected five to six per cent gain in Canada's gross national product this year have prompted ports in the Great Lakes system to view the 1976 shipping season with restrained optimism. Despite what was described as a sluggish world economy last year, some Great Lakes ports moved against the trend and scored cargo gains.

"While the general world economy is still in a state of flux," says Harold Millen, a member of the Board of the Oshawa Harbour Commission and president of the Interna-

D.A.'s (including S.D.A.'s) or in Northern Ireland. An application for planning permission for an industrial development in England and Wales must be supported by an I.D.C. if the industrial floor space to be created by that development (together with any related development) exceeds 5,000 sq.ft. in South Eastern England, 15,000 sq.ft. in the I.A.'s and 10,000 sq.ft. elsewhere—(the area of 'S' Shed, Avonmouth Docks, not subject to these regulations, is 164,000 sq.ft.).

The decision to give planning permission for the development rests with the local planning authority and the issue of an I.D.C. does not necessarily imply that planning permission will be granted.

As can be seen from the map Bristol does not qualify under any of the Government's development classifications so that any applications for I.D.C.'s would have to be made to the Regional Offices of the Department of Industry. This would be forwarded together with labour demand (both numbers and skills) expected, the reasons for the proposed location of industry, and lastly, the likely projected performance, both in terms of output and efficiency of both approval and refusal of the application.

Although there is room for expansion in the Severnside area particularly around Bristol, Avonmouth and Portbury the Government consider that industry in the area is varied enough and are at pains to point out that between 1970 and 1974 a total of 146 I.D.C.'s were issued in the Bristol area accounting for nearly four million square feet of factory space yielding some 2,700 jobs. The department further states that no I.D.C.'s have been directly refused.

It would appear from all this that Bristol both geographically and functionally has little in common with the rest of the area it serves and certainly with recent unemployment figures reaching 5.1 per cent against 5.2 nationally there is a very strong case for easing the I.D.C. policy so that more diversification can be attained in an effort to sustain yet control natural growth in the region which is admitted to be potentially a growth area.

tional Association of Great Lakes Ports (IAGLP), "there are positive economic indicators for trade in the coming months."

Mr. Millen points out that a number of lines serving Great Lakes ports have said that their level of service will increase. He feels that the brightening economic picture in both the United States and Canada should result in a greater flow of cargo for lines serving the lakes.

"The movement of steel will have a definite bearing on general cargo tonnage this year," says Sherwood Hamilton, of Oswego, chairman of the U.S. section of the IAGLP which represents 21 ports.

He explains that the effect of the recession on international steel trade reduced ocean ship traffic in the system for much of the 1975 season.

The Independent IFO Institute for Economic Research predicts that Canada's increased growth rate will rank her among the world's 16 largest non-communist industrialized countries. The institute says that the global recession is now making way for an economic expansion in most countries.

It predicts that Norway will boast the largest real GNP gain with a growth rate of five to seven per cent. In third spot is the United States with a growth rate of four to six per cent.

While some economists differ with the rate of growth, most agree that world economic conditions should improve in 1976.

Earlier this year, R.E. Hatch, chairman of the Canadian Export Association, said there were signs of economic recovery in the United States and to some extent in Japan and the European Economic Community.

The St. Lawrence Seaway Authority expects a strong surge of traffic when it opens. Last year Seaway traffic amounted to 47 million tons. This year the figure is expected to rise to more than 50 million tons. The optimistic outlook is again tied into the apparent economic recovery of the United States, raising demands for the raw materials transported through the Seaway as winter stocks dwindle.

"Let's hope that the Canadian economy is pulled along; that is generally the case," Seaway Authority president Paul Normandeau said in a recent interview.

In his annual report to the Board of Toronto Harbour Commissioners, general manager Ernest Griffith notes that towards the end of the 1975 shipping season, several lines had stated that they were planning to increase service to the Port of Toronto in 1976.

"This improved service is especially significant," says Mr. Griffith, "because it pertains to the roll-on, roll-off and container trade between Toronto and European ports."

Overseas cargo shipped through the port last year rose by almost 12 per cent. There was only a marginal increase in domestic tonnage so that overall tonnage went up from 2.8 million tons to more than 3 million tons or 4.7 per cent.

The number of containers handled by the port improved by 19 per cent from 12,651 boxes in 1974 to 15,051 (total equivalent units) in 1975.

Some ports, such as Toledo, Milwaukee, Thunder Bay,

Hamilton and Erie recorded tonnage boosts in 1975. The ports of Chicago and Cleveland experienced a drop in overseas cargo.

"Our port had an overall 11 per cent decrease in overseas tonnage," says Michael J. Moran, managing director of international transportation for the Seaport of Chicago.

"We expect that 1976 will be an improved year as we anticipate new container services—Great Lakes and European Line and Federal Commerce and Navigation Company; in addition, Ernst Russ contemplates weekly service from the Port of Chicago handling break-bulk cargo as well as containers," he adds.

While more ships called at the Port of Cleveland in 1975 than in 1974, the average tonnage per vessel did not meet expectations and as a result overseas tonnage was off 29 per cent from the previous year. Domestic bulk cargoes were also down by 15 per cent. However, Cleveland's container traffic continued to grow.

For the Port of Hamilton, 1975 was an historic year, one in which it achieved a record total tonnage of 14,347,244 tons compared with 1974's figure of 11,810,244 tons. The number of domestic vessels calling at Hamilton Harbour was up by almost 12 per cent while the number of overseas ships rose by 19 per cent.

"It is anticipated that there will be an increase in the number of services coming into our port this season along with more frequent offerings by some of the lines that already call here," says Hamilton port director Earl Perkins.

He adds that trade is expected to show an increase as world inflationary trends subside.

Erie, which constructed a new 300 ton stiff leg heavy lift crane at a cost of \$1 million, increased its overall tonnage by some 20 per cent.

In the Port of Toledo, tonnage was up 8.8 per cent from 1974 at 23,213,284 tons. In addition, the port recorded a 23 per cent rise in general and miscellaneous overseas cargo as 415,462 tons moved across Toledo docks.

Highlighting Toledo's season was a record-breaking 100,484,000 bushels of grain loaded for Canadian and overseas markets. The figure topped the previous record export grain shipping season of 91.2 million bushels in 1971 and represented a solid 95 per cent increase over 1974's export figure.

"While shipping tonnage was down in most world ports, Toledo was able to show significant tonnage increases," according to Frank E. Miller, Toledo-Lucas County Port Authority's seaport director.

Viewing the future with some optimism, the Toledo port authority is developing 25 acres of additional land at its 150-acre general cargo centre which will increase the facility's storage capacity when completed sometime this year.

"The world economy is apparently on the mend, and tonnage through the port hit very encouraging levels in 1975," Mr. Miller notes. "We expect these trends to continue and look for a strong season in 1976."

Milwaukee's municipal port director, John Seefeldt, stresses that 1975 saw the beginning of his port's recovery from the economic doldrums of 1974.

"In spite of a lagging economy at home and abroad, the port showed important gains in several areas," Mr. Seefeldt says. "General cargo increased more than 22 per cent; heavy lift and machinery gained about 33 per cent; and domestic and Canadian cargoes rose by 17 per cent."

From a poor season in 1974, the Port of Milwaukee did

an about-face in 1975. Aside from a 24 per cent increase in overseas sailings, the port had several more cargoes of steel over the 1974 season, a number of machinery projects such as locomotives and pelletizing machinery, and a substantial 59 per cent upswing in agricultural products.

Two ports on Lake Superior, Thunder Bay and Duluth, also had good seasons. John Andrews, chairman of the Lakehead Harbour Commission, reports that Thunder Bay handled 20,607,995 tons of cargo in 1975.

"This tonnage was well above the past 10-year average, and would have been a record had it not been for the loss of tonnage due to work stoppages and strikes affecting the shipment of iron ore and newsprint," he explains.

"A total of 954,498 tons of cargo was carried by foreign registered ships," he says. "This cargo consisted mainly of farm machinery, structural steel, bagged grain and mill products and bulk grain."

An important new development now underway at Thunder Bay is the site preparation for a coal-handling facility. Thunder Bay Terminals Ltd. is building a bulk-handling complex capable of initially trans-shipping 5 million tons of coal. The first coal cargoes are scheduled to arrive at the facility in late 1977 and the first shipments are expected to go out in 1978.

William Parsons, secretary-treasurer of the Lakehead Harbour Commission, believes the outlook for 1976 is favourable.

"We are anticipating a good year," he says. "Barring strikes in the transportation industry, continuing demands for western resources such as coal and iron ore and expected grain shipments, indicate above-average tonnages this season."

In Duluth-Superior, total overseas tonnage for 1975, including grain that was trans-shipped from Canada overseas, amounted to 4,531,723 tons, an increase of 362,209 tons over 1974. Direct overseas tonnage, including both imports and exports, was up by 37 per cent for the year with total tonnage reading 2,454,464 tons, an increase of 787,461 tons over 1974.

Total cargo traffic through Duluth-Superior was 33,543,345 tons, down 6,600,186 tons from 1974 because of a 7,585,896 ton decrease in shipments of iron ore.

In reviewing the last year's developments, Duluth port director C. Thomas Burke, says his port took a big step forward when it opened its \$2.5 million container facility which features a specialized 30-ton capacity Paceco container crane.

Mr. Burke is optimistic about the new facility's success. He cites a recent survey by the Minnesota Department of Economic Development which shows that between 12,000 and 15,000 containers move in Duluth's market area and that they enter or exit through ports other than Duluth.

During its 1975 session, the Minnesota Legislature gave the Port of Duluth the authority to buy, lease or charter a cargo ship to provide a regularly scheduled service between Duluth and other world ports. Mr. Burke reveals that a similar domestic service has been in existence in the Port of Sacramento for some time and has proved to be quite successful.

The Port of Duluth is also looking into the possibility of becoming designated a Free Trade Zone, the modern equivalent of the Free Ports of the Medieval Hanseatic League. Port officials believe that such a designation would help generate increased cargo movements and would serve

(Continued on next page bottom)

Port and Transport Consulting Bremen GmbH

by Hans-Joachim Weil
Public Relations
Bremer Lagerhaus-Gesellschaft
9th March, 1976

Presentation

The scope of PORT AND TRANSPORT CONSULTING BREMEN GMBH, PTC in short, is to advise transport companies, port authorities and organizations in the field of port and transport concerns.

Being a subsidiary of Bremer Lagerhaus-Gesellschaft, PTC owns the know-how of this important port operating company (approx. 4,200 employees). The latter provides to PTC the expert personnel for the projects in question, thus ensuring that for each project the respective experts will be chosen who have gained their experience in their daily work.

Bremer Lagerhaus-Gesellschaft—the majority of the shares belongs to the City of Bremen—is operating the duty free ports of Bremen and Bremerhaven. The company is responsible for the planning, financing, construction and maintenance of all fixed assets in the ports (buildings, facilities, equipment). An amount exceeding 450 million Deutschmark has been invested in the super-structure of the

ports of Bremen from 1963 to 1975. There are now most up-to-date facilities for the handling of conventional general cargo, roll-on/roll-off terminals, special facilities for fruits, grain and heavy lifts as well as the container terminals in Bremen and Bremerhaven.

The Container Terminal Bremerhaven with an area of 850,000 m² is one of the largest facilities of its kind. All these facilities have been built according to the latest available technical, organization and operational know-how and achieve a handling and turn-over figure of more than 12 million tons p.a.

The experience gained represents the basis for the activities of PTC. The PTC staff have acquired their knowledge in the course of the construction, the expansion and the operation of company-own port facilities, which is an advantage to be estimated very high. Whether there are operational, technical, administrative or organization problems, PTC will always have an experienced expert. Therefore, the contractor may always rest assured that only well-founded, experience-based solutions will be offered and introduced.

Consulting Activities

We advise

- companies and institutions in the field of port and transportation concerns,
- port administration,

as an additional lure in Duluth's industrial development efforts.

The most important factor in the new season is the level of service being provided by shipping lines serving Great Lakes ports.

A new line making its appearance in the Great Lakes this season is the Great Lakes and European Line which has announced a weekly container service to and from ports in the United Kingdom and Northern Europe. Initially, this line listed Toronto as a port of call. However, unexpected problems in setting up a local office have forced the company to delay its plans.

"There is sufficient container business here," states Port of Toronto's traffic chief Ken Closs. "We have been assured by company officials that the line is attempting to consolidate its Toronto position."

Great Lakes and European Line will serve Detroit and Chicago, although other ports may be included if there is a sufficient volume of cargo.

Ernst Russ, a West German shipping line based in Hamburg, is maintaining the Europe-Canada Lakes Line after its partner, Hapag-Lloyd AG, decided to stop participating in the lakes trade. The service will include a minimum of four, if not five, ships giving fortnightly sailings. Indications are that if the cargo is there, the service may go weekly.

Federal Atlantic Lakes Line is another shipping concern which has indicated it will increase service to and from the continent. Operated by Federal Commerce and Navigation

(1974) of Montreal, Falline specializes in steel and break-bulk cargo. This season, Falline is introducing a container service from Antwerp to Toronto and Chicago using two ships with a seasonal capacity of 6,000 20-foot containers. The service will have feeder connections in Portugal and Scandinavia.

Care Line (Canada Roll-On Roll-Off Express Line), which had five sailings to the Port of Toronto last year, expects to triple these in 1976. The line—made up of Wallenius Line of Sweden, the French Line and the Swedish American Line—handles ro-ro and container traffic between Scandinavia, the Continent and Toronto and Montreal.

Yugoslav Great Lakes Line, serving the Mediterranean for many years, had a reasonably good year in 1975 and will be back. The carrier has purchased 400 containers to be used in its operation this year and expects to add another 200 by mid-season. It plans to have at least 50 containers per ship to supplement its fortnightly service to ports in Yugoslavia, Greece, Italy, Spain and Portugal.

One of the big developments in the Great Lakes last year was the return of U.S. flag overseas liner service. Both U.S. lines—Lykes Great Lakes Line and Farrell Line—will be back. Lykes serves ports in the Mediterranean while New York-based Farrell serves ports in South and East Africa.

The Poles, the Soviets, the Brazilians and the Indian lines will all be back. Almost 30 ocean lines, linking ports in the Great Lakes with the world's major trading areas, will be using the St. Lawrence Seaway this year.

- authorities.

We provide

- assessment of port and transportation problems,
- feasibility studies,
- comments on existing plans for ports,
- technical, operational, commercial and organization planning of port facilities, equipment, sequences of operation, communication systems etc.,
- development of finance and accounting systems for ports and port operation,
- development of documentation and information systems (including data processing) for port operating companies,
- profitability studies,
- putting out to tender port facilities and equipment,
- evaluation of bids in response to tenders,
- supervision of construction and final acceptance,
- education and training on the spot and in the Bremen ports for port personnel of client companies,
- port management,
- consultancy services for port and transportation companies and organizations by experts on the spot.

This brief presentation gives you only a survey. If you need further information and efficiency data about PTC, please contact.

PORT AND TRANSPORT CONSULTING BREMEN GMBH

Attn.: Mr. Peter Hoffmann

Überseehafen/Hafenhochhaus Telephone: 0421-38961

D 2800 Bremen Telex: 0244840 blgr

References

I. Projects of Bremer Lagerhaus-Gesellschaft

1. Container Terminal Bremerhaven

This project was carried out in the years 1968 to 1973 and involved the complete planning and the construction of facilities and equipment, the development of the operational organization, the setting up of information, documentation and data processing systems and sequences of operation. Today the Container Terminal Bremerhaven is one of the largest and most efficient in Europe.

2. Neustädter Hafen Bremen

Since 1965, when construction began, this port section has been continuously expanded and improved so that today it represents the most up-to-date port for handling general cargo. It consists of modern sheds and quay facilities for the handling of conventional general cargo and breakbulk cargo, and it also comprises the Bremen Container Terminal. In 1975, approximately 1.85 million tons have been handled via a quay of about 1,500 metres. A substantial part of the PTC know-how is based on the development and the operation of this port.

3. Grain Handling Facilities, Bremen

Expansion of the facilities in Bremen, involving the planning, development and implementation of new handling systems and organization. Annually about one million tons of grain and fodder are unloaded, stored and distributed.

4. General Cargo Facilities, Columbuskaje Bremerhaven

Planning, development and construction of the new

NPC BOOK:

Complex port equipment needs better servicing data

National Ports Council study of maintenance problems

London, 25th March, 1976:—Port maintenance men working on the complex modern equipment, such as straddle carriers and gantry cranes, widely used in the port industry, are strongly critical of the inadequacies of the service manuals and training courses provided by equipment manufacturers.

This emerges from a study carried out at eight British ports by the Manpower Research Unit of the National Ports Council. A report on the study is published in the latest issue of the **NPC Bulletin**.*

The study was undertaken to determine the nature of any problems which port maintenance departments might be facing as a consequence of the recent growth in the use of technologically advanced handling equipment. It was found that the real problems appeared to stem chiefly from heavy plant usage and a shortage of comprehensive servicing information.

During the study some eighty maintenance men were interviewed: the strongest complaints at all levels related to service manuals and training, on which the report comments:

"The skilled worker feels frustrated by service handbooks for complex equipment which are often no more comprehensive than those supplied to the purchaser of a typical domestic car (in one instance a manufacturer refused even to supply circuit information on grounds of commercial security)."

Men who had been sent on manufacturers' courses felt that although these had been well presented, their content failed to satisfy the needs of the experienced maintenance man. In particular, courses did not pay sufficient attention to fault finding and repair techniques.

(Continued on next page bottom)

modern General Cargo Terminal in Bremerhaven, including a reorganization of sequences of operation.

II. Projects for Third Parties

e.g. Kreditanstalt für Wiederaufbau, Deutsche Gesellschaft für Technische Zusammenarbeit GmbH (on behalf of the Federal Ministry of Economical Co-operation), large German industrial companies.

1. Customs Center Bagdad

Consultancy services for the planning of a new duty-free warehouse in Bagdad.

2. Phosphate Handling Facilities in the Port of Aqaba, Jordan

Assessment for the phosphate warehouses and the conveying-facilities in the Port of Aqaba.

3. Organization Study Aqaba, Jordan

Study for all institutions of the Port of Aqaba.

1975 traffic at The Port of Hampton Roads

Virginia Port Authority Norfolk, Virginia, U.S.A.

Norfolk, Virginia, March 10, 1976:—The Port of Hampton Roads, Virginia, at almost the exact center of the U.S. Atlantic Coast, is a huge natural harbor formed by the confluence of three rivers as they meet the sea, and named by the English over 300 years ago when such waterways were called "roads" by sailors.

On this body of water are situated the three historic cities of Norfolk, Newport News and Portsmouth where are located the major ocean terminals of the Virginia Port Authority: Norfolk International Terminals, Newport News Terminal and the Portsmouth Marine Terminals, all of which are newly constructed and configured to meet the challenges of the container, roll-on/roll-off and LASH ships age, but providing facilities for the conventional ship which will be around for a long time, too. Two breakbulk facilities at Lambert's Point and Sewell's Point in Norfolk handle conventional and special category vessels. The coal piers of the Norfolk & Western Railroad in Norfolk and Chessie Line in Newport News handle the largest volumes of export coal in the world.

Factors in the speedy and safe handling of shipments at the Hampton Roads ocean terminals are the excellent working relations between employers and waterfront workers, resulting in a high tonnage-per-man production rate, and the five major railroads and over one hundred interstate truck lines with terminals in Hampton Roads which race shipments to and from vessels and all inland points in the eastern United States.

The diversification of Hampton Roads ports came to the fore during last year's world-wide economic recession. The ports wide spectrum of cargo-handling capabilities enabled the state-owned terminals and the privately-owned bulk

The report acknowledges that a comprehensive set of maintenance manuals for a machine such as a straddle carrier is a difficult and costly item to produce because the basic design is continually being modified and improved, but it adds: "it is nonetheless absolutely vital".

This latest issue of the Bulletin concentrates on the Council's manpower research work. In a foreword Mr. Philip Chappell, Chairman of the Council, writes: "In this issue we have concentrated on the Council's concern for the people who work in the ports in such areas as safety, the effects of technological change or the kind of job to be done, and staff development schemes. In publishing this issue we hope that the importance of the individual and his reactions to his working environment and working systems has been suitably emphasised".

The issue contains three articles on manpower research: "Maintenance of mechanical and electrical equipment—coping with change", "Shipboard safety at a container terminal", and "Building a viable staff development policy at a British Port Authority". Bulletin No. 8 also contains a short article describing trials of prototype equipment for the visual display of messages between control staff and operators of container handling equipment.

* National Ports Council Bulletin No. 8. Published by the National Ports Council, Commonwealth House, 1-19, New Oxford Street, London, WC1A 1DZ. Price £3.00

cargo and coal facilities to hold their own in difficult times.

The recession "bottomed-out" at Virginia ports in July 1975 when the terminals handled 190,000 tons of general cargo. Since that time, the trend has been slowly moving upward to where the state-owned terminals are now handling 250,000 tons a month. This is the same monthly total that enabled Virginia ports to have a record-setting general cargo year in 1974.

Cargo statistics are not yet available for the network of Virginia's river ports. The five state-owned marine terminals in Hampton Roads report 1975 breakbulk cargo as 1,045,559 tons; container cargo as 1,645,256 tons; and a total general cargo tonnage of 2,690,815 tons. The general cargo terminals handled 173,840 containers.

Coal exports for 1975 amounted to 37,217,415 tons. Reports from the grain facilities in Hampton Roads indicate a 1975 total of 4,500,000 tons handled. These figures—general cargo, coal and grains give Hampton Roads the 1975 tonnage figure of 44,408,230 tons of cargo handled. No other figures are available at this time. John H. Hunter, Virginia Port Authority Director of Research says these other commodities, i.e., imported petroleum, petroleum by-products, cement, etc., and such major export commodities as chemicals and fertilizers should total about nine to 9.5 million tons for 1975. These totals, along with the cargo known to be handled at Virginia ports, and that handled at the river ports, will very likely bring the total tonnage handled at all Virginia ports to slightly more than 54-million tons.

The five state-owned marine terminals in Hampton Roads have proven their ability to handle upwards of 3-million tons of general cargo and more than 200,000 containers with existing equipment. However, the upward trend in cargo movements will require additions and improvements at the various terminals. Funds for these projects have been requested from the State Legislature, and terminal revenues have already been ear-marked for priority projects.

Current projects include completion of the third container berth at Norfolk International Terminals. This includes construction of about 670 feet of marginal wharf and completion of the berth's supporting facilities. At Portsmouth Marine Terminal, the VPA proposes to extend the existing marginal wharf 418 feet.

The Virginia Port Authority has also requested funds for property acquisition. Among these projects are the acquisition of about 40 acres of land at Portsmouth Marine Terminal, and the purchase of additional land at Newport News, i.e., about 48 acres of waterfront and backup land.

The Authority has also requested funds for a new stuffing and stripping shed, paving and upgrading of various terminal areas at Norfolk International Terminals; more paving and upgrading at Portsmouth Marine Terminal; and various capital maintenance items at several terminals.

Generally speaking, the ports' ability to handle all commodities, liquid and dry bulk, breakbulk, container, roll-on/roll-off and heavy lift, allowed Virginia ports to "ride-out" what otherwise could have been a real "off-year." With the current general cargo trend being upward, Virginia ports are looking forward to 1976 as approaching or exceeding the 1974 totals.

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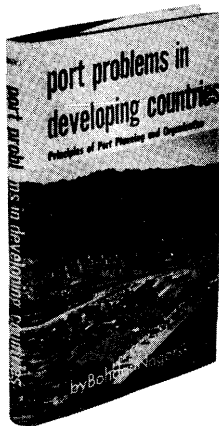
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Orbiter Probe

“Portos e Navios” December ‘75 1st ocean-going vessel

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

Ports and Waterways

- Sao Sebastiao may become a Container Terminal.
- Port of Manaus receives modern equipment for the handling of cargo and installs an electric station for the transformation and transmission of electric current.
- Ilha de Barnabé has already its road access: Companhia Docas de Santos builds Salt Terminal.
- The Sepetiba Project is to be enlarged due to the saturation of the Avenida Rodrigues Alves.
- The Salt Terminal of the Port of Rio de Janeiro starts operation with a 250t crane, silo and transportation band for the ultra fast receiving of the product.
- DNPVN (Departamento Nacional de Portos e Vias Navegáveis) builds in Estrela, State of Rio Grande do Sul, a Soja Terminal for exportation, with facilities by road, rail and water.
- Standardizing of port equipment: new federal policy.
- Paranaguá is going to build a 100 ton silo, integrating the Export Corridors Program.
- DNPVN supplies 226 new fork-lift trucks to 14 ports to improve operational facilities.

Other Articles

- Outlook of the overseas and coastal trades.
- Oil Terminal of Ilha Grande Bay (TEBIG).
- The Bureau Veritas and the ships with nuclear propulsion.
- New plannings for the building of ports.

Opening Dates 1976, Navigation Season

Cornwall, Ontario, March 30, 1976 (Seaway Notice No. 5 of 1976, The St. Lawrence Seaway Authority):—Ice conditions in the Montreal-Lake Ontario section have improved considerably and, as a result, the opening of navigation is now scheduled for 0800 hours EST, April 3rd.

Vessel movements may be hampered by ice, particularly in Lake St. Francis, during the first few days; however, icebreaker assistance will be available.

Daylight navigation only will be permitted until floating aids sufficient to permit night navigation have been installed.

The Welland Canal will open as scheduled on April 1st. An ice field extends for approximately 5 miles beyond Port Colborne and icebreaker assistance will be available in that area.

Hamilton, Ontario, April 8 (Port of Hamilton Information Release):—The Hamilton Harbour Commissioners’ Centennial Dock will be over-run by tractors, Friday, April 9th, when the 1st ocean-going vessel of the 1976 shipping season arrives at the Port of Hamilton.

Aboard the 4,000 ton “Northern Frost” from Pyrus, Greece, are 133 tractors bound for Hamilton’s International Harvester Company on Burlington Street East. Estimated time of arrival is 9:30 Friday morning.

The Commissioners will attend a welcoming reception Friday afternoon at 4 p.m. aboard the “Northern Frost”, which will dock at Berth 87 at Centennial Terminal at the foot of Catherine Street. Captain Athanasios Christopoulos will be presented with a plaque commemorating the occasion as well as a pair of gold cuff-links by the Commissioners.

Winters controlled

Montreal, Quebec, Canada (Port of Montreal Bulletin, Winter 1975/76):—When the red hulled Lauritzen Lines ship Helga Dan tied up at a berth in the Port of Montreal on March 12, 1962, it heralded a new era in shipping to the port.

Montreal is located on the St. Lawrence River, 1,000 miles from the Atlantic Ocean. Winters are severe and all through its history as a port, winter navigation on the St. Lawrence was impossible due to ice. The last ship of the season cast off its lines from its Montreal berth and sailed down river in mid-December, ending navigation to this port until early April.

Ice related problems in the river appeared to be insurmountable and for decades the prospect of winter navigation to Montreal appeared to most people to be no more than a wild fantasy.

These problems included heavy concentrations of ice in the Gulf of St. Lawrence. Just above the City of Québec, the river narrows considerably for a few miles, sometimes resulting in the creation of huge ice jams. About 50 miles downstream from Montreal, the river widens to form Lake St. Peter, a shallow body of water through which the current moves very sluggishly, which makes it very difficult for the icebreakers to keep ice moving through it. The Lachine Rapids are located a few miles above Montreal and immediately above and below the rapids are two large basins where huge sheets of ice form each year. In earlier years, when this ice moved out, it was dumped into Montreal Harbour where it formed ice jams which blocked the ship channel and caused heavy flooding. There were also locations along the river where great masses of ice would, on occasion break loose from shore and cause jams at some point down river.

The Canadian Government operated several icebreakers in the river but their purpose was not related to winter navigation. Their object was to open a channel in mid-winter to prevent later flooding of Montreal and other communities on the St. Lawrence.

The Helga Dan, a new breed of ship, reinforced and equipped for operation under severe ice conditions, changed all that. Its March call at Montreal made it abundantly evident that winter navigation was no longer a dream. In subsequent years, ships of other flags followed the example of the Helga Dan and carried cargo to and from Montreal during the winter months.

It is almost unbelievable, but nonetheless a reality, that Montreal has emerged in little more than a decade from an ice locked collection of piers and sheds during the winter to a well established year-round port. During the winter of 1961-62, one lone ocean ship, the Helga Dan, carried a few hundred tons of cargo to this port. In the winter season of 1974-75, between December 15th and March 31st, 345 ships called here and a total of 2.4 million tons of cargo was handled through the port. There is every reason to expect that both the number of ships and the tonnage of cargo will increase in the years ahead.

Overcoming the problems which blocked winter navigation has not been easy. Additional, and more powerful ice-breakers were built and put into operation. An elaborate system of radio communication, radar, radio beacons, lights, landmarks and other aids to navigation was installed from the mouth of the river to Montreal. A number of major ice control works were constructed. These included:

- a) A bridge-like structure three miles upstream from Montreal Harbour consisting of piers, floating booms and stop logs, designed to hold back the ice that forms in the upstream basins;
- b) Artificial islands at strategic locations in Lake St. Peter to anchor shore ice;
- c) System of booms in appropriate locations to prevent large sheets of ice from breaking away from shore.

Little more than a decade ago, the sheds and wharves at the Port of Montreal vibrated with activity for nine months of the year, then fell silent like great animals in hibernation during the winter. That era has faded into history. Now cranes move containers from ship to shore and winches raise slingloads of cargo from the holds of freighters the year-long.

Harbour Commission moving

Toronto, Ontario, April 5 (Toronto Harbour Commissioners):—After 58 years at the same location, the Toronto Harbour Commission is moving so that the interior of its building can be renovated. For some members of the staff the move will be permanent.

Work, expected to start early this summer, is scheduled for completion by mid-1977 at which time the building will house the World Trade Centre facilities.

The move will take place in the first week of July, 1976. The general manager, assistant general manager, secretary to the board and the public information, planning, property, legal and personnel departments will be relocated temporarily in the Toronto Star Building at One Yonge Street. These particular departments will eventually return to the original building.

Finance, engineering, the harbour master's office, terminal operations and archives will be shifted to a new permanent location at Marine Terminal 27 on the waterfront.

Chicago office assistant

Charleston, S.C. (Trade News from South Carolina State Ports Authority):—In a move to expand its services in the Midwestern United States, the South Carolina State Ports Authority's Trade Development Division has named Stephen R. Smith to the new post of assistant regional manager of its Chicago office.

The appointment, effective March 22, was announced by Ports Authority Trade Development Director Charles A. Marsh.

Smith will assist Chicago-Midwest Regional Manager Walter H. Swanson.

The Chicago establishment is one of six out-of-town offices of the Charleston-headquartered South Carolina State Ports Authority operated by the Trade Development Division. Others are located in Greer, S.C. (at the Greenville-Spartanburg Airport); New York, N.Y.; Tokyo, Japan; Brussels, Belgium and New South Wales, Australia.

Annual trade conference

Charleston, South Carolina (News Release from South Carolina State Ports Authority):—A host of top-level business and government experts world trade and transportation will focus their attention on three oil-rich countries of the Middle East during the May 19-21 South Carolina International Trade Conference in Charleston.

The Mills Hyatt House Hotel will serve as conference headquarters for the third consecutive year of the annual world trade event.

At least eight panelists will cover a variety of subjects related to trade with Iran, Kuwait and Saudi Arabia. The three countries were selected for emphasis because they are all newly-developing major oil producers that are rapidly entering world trade markets on a large scale.

Keynote addresses will be delivered Thursday, May 20, at the opening business session and luncheon. South Carolina Governor James B. Edwards will address the assemblage at the Governor's Luncheon in Hibernian Hall, adjacent to the hotel. Former Governor John C. West will address the business session Thursday morning, covering the April, 1976, state-sponsored trade mission to the Middle East in which he participated.

Conference panelists Thursday will discuss various aspects of doing business in the Middle East countries, then answer conferees' written questions during the Friday morning shirt-sleeve workshop.

The trade conference general chairman is Don H. Brown, president of Rogers & Brown Custom Brokers, Inc., Charleston. Buck Mickel, chairman of Daniel International Corp., Greenville, will serve as honorary chairman and panel moderator.

Other conference activities, in keeping with the nation's Bicentennial celebration, will include a buffet dinner and dance aboard the U.S.S. Yorktown, now retired in Charleston Harbor; a fashion show featuring yesteryear's attire, to be held at Charleston's famous Dock Street

Theater, and a boat tour of historic Charleston Harbor. Recreational activities include an 18-hole golf tournament and arrangements for those interested in playing tennis.

The Bicentennial finale, the evening of Friday, May 21, will feature a banquet followed by humorist/philosopher W. Stanley Finch, director of sales training, Texize Chemical Co., Greenville, who combines humor with a sound business message. Two specialty groups will entertain, and a dance will conclude the World Trade Week event.

Houston Trade Conference Is Drawing Top Speakers

Houston, Texas (Port of Houston Magazine, February, 1976):—Speakers from the Far and Middle East, Western Europe, and Latin America will join U.S. trade experts at the Second Annual Houston World Trade Conference, at the World Trade Center, Houston, Texas, in March. The conference theme is "Trade Opportunities 1976: The Road to Recovery" and it will be presented by Houston World Trade Association at the World Trade Club on March 24 and 25, with a full day on March 26 devoted to workshops dealing with the practical detail work.

Two Ambassadors to the United States, the envoys of Argentina and Egypt will be among those addressing the conference. His Excellency Rafael M. Vazquez, the Argentine Ambassador, will speak on March 24 when Latin American trade opportunities will be discussed and Dr. Ashraf Ghorbal, Ambassador of the Arab Republic of Egypt will be the speaker at a luncheon on March 25 preceding the program on trade with the Middle East.

Others addressing the conference will be Monroe E. Spaght, Director Royal Dutch Shell and a former President and Chairman of the Board of Shell Oil Company; Dr. James C. Abegglen, President of the Boston Consulting Group, KK, Tokyo; William J. Casey, President and Chairman, Export-Import Bank of the United States, 1974-75, who will be principal speaker at the luncheon on March 24; Dr. Hiroya Ichikawa, U.S.-Japan Trade Council; Jiro Murase, a partner in the law firm of Wender, Murase and White, New York and a member of the U.S. State Department Advisory Committee on Transnational Enterprises; James A. Finneran, vice president products and systems marketing, Pullman Kellogg Inc.; Hon. Williams H. Luers, Deputy Assistant Secretary of State for Latin American Affairs; Robert R. Bachman, Vice President foreign consumer products, Anderson Clayton Co.; Alvaro Franco, Editor/Publisher "Petroleo Internacional;" Claude P. Medard, President, Paribas Associates, Inc.; Werner Walbroel, Executive Director, German American Chamber of Commerce, N.Y.; George A. Helland, Jr., executive vice president, operations, Cameron Iron Works; Robert Scott, Editor "World Oil;" Teymour Alireza, President of the Saudi Arabian companies of the Alireza Group; Gene M. Woodfin, Chairman and President, Marathon Manufacturing Company, and Mont Hoyt, partner, Baker & Botts.

The conference will discuss trade opportunities in four major economic areas, Japan, the Middle East, Latin America and Western Europe.

Chairman of the Planning Committee is Alan I. Newhouse, President of Behring International, Inc., and it has been declared an official Bicentennial event.

Co Sponsors of the conference are: The American Arab



Houston, Texas (Port of Houston Authority):—The U.S. Gulf Ports Association recently sponsored a luncheon in the Rayburn Building in Washington D.C. for legislative representatives from all of the States along the Gulf of Mexico. George W. Altwater, Executive Director of the Port of Houston, who also is President of the Gulf Ports Association and Senior Vice President of the International Association of Ports and Harbors, was the main host for the event. More than 60 guests attended the luncheon which was designed to emphasize the importance of the Gulf region as a major center of shipping commerce in the United States. Shown examining a new brochure outlining the importance of the Gulf Ports are, from left, F.W. Colburn, Secretary-Treasurer of the Gulf Ports Association and Counsel for the Port of Houston; Bob Casey, former U.S. Congressman from the Houston area and newly-appointed Federal Maritime Commissioner; Bill Archer, U.S. Congressman from Houston; and Altwater.

Chamber of Commerce, the District Export Council, the City of Houston, Houston Chamber of Commerce, Houston Committee on Foreign Relations, Institute of International Education, Port of Houston, Rice University, Southwestern Foundation for International Business Education & Research, Texas Industrial Commission, Texas International Trade Association, Texas Manufacturers Association, University of Houston, U.S. Department of Commerce.

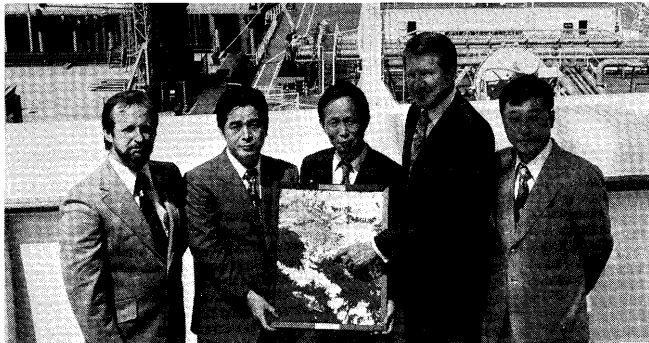
Port Warden appointed

Los Angeles, Calif., 032676 (Port of Los Angeles):—Fred B. Crawford, general manager of the Los Angeles Harbor Department, today (3/26) announced the appointment of Capt. Edward C. Henry, commanding officer of the Northeast Division of the Los Angeles Police Department, as Port Warden for the Port of Los Angeles, effective April 19, 1976.

Henry, 55, joined the LAPD in September 1943, and after graduation from the Police Academy, was assigned to patrol duty. In 1944-46, Capt. Henry left the Police Department to enter service with the United States Navy, then returned as a patrol officer. Over the years, he moved



Long Beach, Calif. (Port of Long Beach News):—JAPAN LINE TANKER IN MAIDEN VOYAGE CALL AT LONG BEACH: The 101,231 DWT tanker Panstar I made its maiden voyage call at the Atlantic Richfield terminal in Port of Long Beach recently, where it was greeted by traditional presentation of satellite photo of Southern California and Long Beach Harbor. Pictured in front of the 847 foot long, 128 foot wide vessel is Lee Sellers, Director of Commerce for the Port.

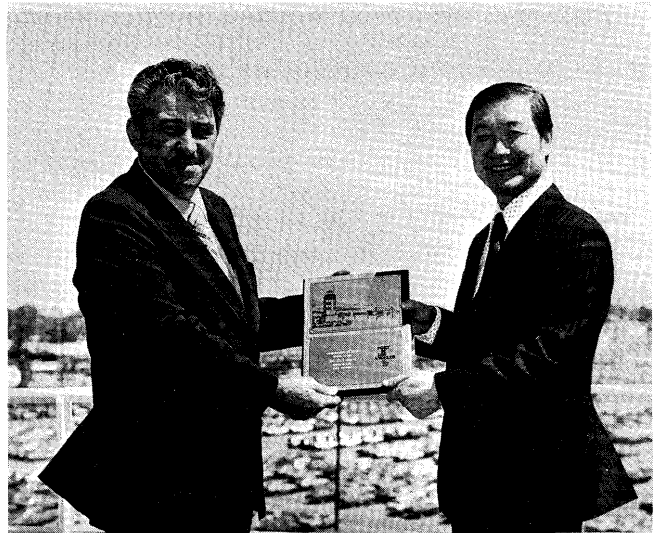


From left on bridge of the 847 foot long, 128 foot wide vessel are Japan Lines operations official G.M. Hubbard, owner's representative Akihiro Miyazaki, Captain Kim-Bae Jo, Lee Sellers, Director of Commerce for the Port, and Chief Engineer Hwoang Byung-Teak.

up through the ranks, assuming his first command position as commanding officer of the Northeast Division in October 1970. In April 1972, he assumed command of the 77th Street Division, the largest patrol division in the LAPD with 345 uniformed and 50 civilian personnel.

In January 1973, Capt. Henry was loaned by the LAPD to re-develop the police system of the Virgin Islands, where he completely reorganized the police force and implemented a number of new programs and modern management techniques for the continued development of that force.

In his new position as Port Warden, Capt. Henry will command a force of 34 Deputy Port Wardens and 14 clerical and support personnel, whose responsibility it is to maintain the security and safety of the Harbor, as well as the enforcement of all rules and regulations in these critical



Los Angeles, Calif., 041676 (Port of Los Angeles):—A "first arrival" plaque is presented by Los Angeles Harbor Commissioner Nate DiBiasi to Capt. Yin Kung of the MV Laurel commemorating that vessel's initial call at the Port of Los Angeles. The Universal Car Carrier, with a capacity of 3,000 autos, recently delivered 1,615 cars and trucks to agent Williams-Diamond at berth 134, unloading in only 16 hours. Traveling with the ship's 26-man crew were three Taiwan cadets and one guarantee engineer who inspected the newly-launched vessel during her maiden voyage.

areas.

"We are confident," Crawford said, "that, because of his long experience and successful 32-year career with the Los Angeles Police Department, Capt. Henry will fulfill the duties and obligations of the new position very well."

Container Berth 131 for Sea-Train

Los Angeles, Calif., 04776 (Port of Los Angeles News):—Los Angeles Mayor Tom Bradley announced today (Wednesday, 4/7) that Sea-Train Lines, a Long Beach Harbor tenant since 1972, will shift its operations to Los Angeles Harbor early in May.

Speaking at a Maritime Luncheon in the Port community of San Pedro, Mayor Bradley said the move will increase the revenues of Los Angeles Harbor by nearly \$750,000 a year.

Operator of the terminal will be Crescent Wharf and Warehouse. The firm, which currently has several facilities in both Long Beach and Los Angeles Harbors, has announced that it is actively seeking other lines, in addition to Sea-Train, at its Los Angeles Harbor location at Berth 131.

Sea-Train will operate three container ships serving Taiwan, Korea and Japan. Two of the ships, the PLUTOS and the PLUVIUS, can carry 804 20-foot containers each, while the third vessel, the MEDELENA, can accommodate 780 containers. Altogether, Los Angeles Harbor Department officials estimate the new line will bring 12,000 containers to the Port each year.

Sea-Train ships will sail every 10 days from Berth 131,



Oakland, Calif., April 6, 1976 (Port of Oakland):—NEW OAKLAND TERMINAL IN MAKING—Bare earth marks progress on 51 acres of new container terminal facilities taking shape at the Port of Oakland. Demolition of buildings, relocation of railroad tracks, quay-front dredging and installation of test piles for the 1,700-foot Outer Harbor wharf are underway as the \$18.8 million construction project advances toward January, 1977 completion. When in operation, the Outer Harbor Container Terminal will offer two berths and nearly 32 acres of open storage to serve a consortium of four Japanese steamship lines—Japan Line, K Line, Mitsui-O.S.K. Lines and Y.S. Lines—and a third berth with almost 19 acres of yard designated as a Public Container Terminal. Two 40-ton Paceco container cranes are on order for the facility.

recently made available when the Los Angeles Container Terminal moved to new facilities at Berth 127-129. Berth 131 features 935 feet of concrete wharf and is striped for 600 40-foot chassis.

Initially, Sea-Train ships calling at the terminal will have secondary use of a 40-ton Paceco container crane when that equipment is not needed at Berth 127-129. However, a new \$2.5 million crane is expected to be installed and ready for use by Sea-Train by mid- or late-summer of this year. The Los Angeles Container Terminal will then have secondary use of that crane.

Los Angeles/Long Beach area getting \$16.6 billion benefits through port activities

Los Angeles, Calif., 042176 (Port of Los Angeles News):—Southern California communities are receiving benefits equal to \$16.6 billion as the result of activities at the ports of Los Angeles and Long Beach, based on a report submitted today (Wednesday, 4/21) to the Los Angeles Board of Harbor Commissioners.

The study, by Williams-Kuebelbeck and Associates, jointly funded by both harbors, disclosed that nearly



Oakland, Calif., April 20 (Port of Oakland):—CONTAINER LIONS ROAR THROUGH OAKLAND—The Port of Oakland became a temporary zoo recently while 120 wild animals were assembled and loaded into open containers bound for a Japanese "safari park." These lions, content in their cages just before sailing aboard the NYK Lion—oops, Line—motorship Haruna Maru, will be released to a natural setting upon arrival in Beppu, Japan. Along with lions, the shipment—largest of its kind ever booked to the Far East—includes brown bears, antelope, greater Kudu, Cape buffalo, eland, gemsbok, sable, wildebeestes, waterbucks, scimitar horned oryx, black bucks and springboks. Skilled animal handlers and veterinarians supervised the touchy operation. All went smoothly for animals and humans.

220,000 jobs in the five counties surrounding the Los Angeles/Long Beach metropolitan area are directly dependent upon world trade moving through both harbors. These jobs represent 5.3 percent of the total work force in Los Angeles, Orange, Riverside, San Bernardino and Ventura counties.

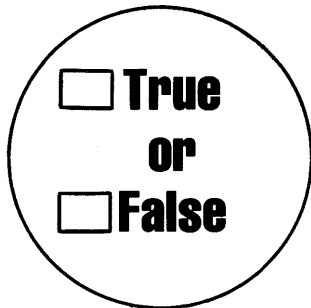
Los Angeles Harbor Commission President Frederic A. Heim and Long Beach Harbor President H.E. Ridings, Jr. stated in their joint announcement that "this study clearly demonstrates the benefits our communities receive in the form of jobs, payrolls, revenues to local businesses and taxes paid to schools and local governments."

According to the study, the dollars generated by the movement of 53.6 million tons of cargo and 944,915 passengers through both ports in 1974 contributed \$2.6 billion into regional payrolls, \$9.8 billion to local business revenues and \$3.9 billion in local business purchases, for a total impact of \$16.6 billion. More than \$260 million in direct tax revenues was paid to federal, state and local governments.

As a result of the \$28,000 study, the ports for the first time can determine the economic impact of each type of waterborne commerce moving through the port. For example, a ton of general cargo which passes through either harbor generates \$535 in wages, local purchases, taxes and other charges. For every 85 tons of cargo handled, one job is created within the region.

Liquid bulk (petroleum products, chemicals, molasses and vegetable oils) generated \$54 of gross revenue and \$14 in wages per ton, while dry bulk (scrap and other metals, grain and feed products and fertilizers) produced \$234 in

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gross revenue, \$61 in wages and \$93 in local purchases.

"These benefits," explained Los Angeles Harbor Department General Manager Fred Crawford, upon submitting the study for Commission acceptance, "were the sum of re-spent, or re-circulated dollars initially generated by the handling of cargo and through the providing of other related port services. As such, these benefits reflect the economic impact, or the 'ripple effect' of our two harbors.

"This impact occurs when those directly involved in the movement of cargo (ship operators, stevedores), or others who are dependent on cargo (truck drivers, warehousemen), receive cargo-handling revenue and in turn pay salaries and taxes and purchase goods and services.

"As an income/spending cycle," Crawford added, "this re-circulation of dollars initially generated at the ports continues beyond the harbor areas and into the Southland."

In order to determine the impact of a unit of cargo, computed in terms of a "multiplier," the consultant firm surveyed over 900 firms in the five-county area within 60 miles of the two harbors. The population of these areas—Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties—totalled 10 million in the 1970 census—about 50 percent of the population of California. The firms were classified according to services in 31 categories, ranging from admiralty attorneys to warehousing and storage.

Compilation of responses to the Williams-Kuebelbeck questionnaire produced a "multiplier" for each type, or

broad commodity class, of cargo. With these multipliers, or figures representing the number of times money is re-spent, the consulting company computed the extent each class of cargo impacted upon both the immediate and the general Southland economy.

Long Beach Harbor General Manager Thomas J. Thorley noted that "the results of this study will be an important tool for management to use in maximizing the economic benefits to our communities, when plans are developed to accommodate increased world trade through our ports."

N.Y. Maritime Association is concerned over demise of port lighterage service

New York, March 30 (The Maritime Association of the Port of New York):—The Joint Steamship and Railroad Committee of The Maritime Association of the Port of New York has voiced its deep concern over the discontinuance of rail lighterage service in New York Harbor resulting from the takeover by CONRAIL, the quasi-governmental railroad organization, of bankrupt carriers in this northeastern section of the country. Conrail does not intend to continue the service.

We are discouraged, "said N. Nick Cretan, executive director of the New York Maritime Association, "by this latest development." He pointed out that for nearly a century railroads have provided lighterage service between

the railheads of long-haul carriers in New Jersey and ships and piers along the Manhattan and Brooklyn waterfronts, and as a link with shippers and points of destination served by the Long Island Railroad.

"The elimination of this service," he said, "which is crucial to the operations of many firms in this area, would be a blow to the port's viability as a great commercial center and could result in the relocation of businesses away from the port with the result of loss of tax revenues and jobs.

"The Association strongly recommends and urges the support of everyone who is concerned with the growth and development of the Port of New York to explore ways and means to insure the continuance of an adequate lighterage service in the Port of New York" he said.

Membership of the Maritime Association of the Port of New York is drawn from every facet of maritime and maritime-related industries in the sprawling Bi-state port region.

Port labor-management leaders attack Minibridge

New York, March 24 (New York Shipping Association):—Two top spokesmen for waterfront management and labor today charged that the controversial minibridge method for handling ocean containers is wrecking the economies of Atlantic and Gulf Coast seaports and threatening relations between union dockworkers and employers.

In separate, sharply worded attacks on the combination railroad-ocean carrier minibridge system, chief industry negotiator James J. Dickman and dock union leader Anthony Scotto urged that it be banned or drastically altered in the national interest.

Mr. Dickman, president of New York Shipping Association and the Council of North Atlantic Shipping Associations, and Mr. Scotto, a vice president of the International Longshoremen's Association and its legislative director, spoke at a seminar on minibridge at the Seamen's Church Institute here.

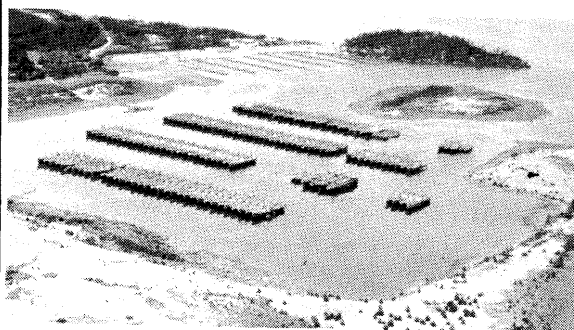
Terming it "an unlawful, a devious, a discriminatory and a destructive system for handling intermodal containerized shipments," Mr. Dickman warned that minibridge cargo diversions have already caused severe economic harm to the ports. He added, moreover, that the problem is getting worse and that minibridge should be halted before it destroys the economic base of the East and Gulf Coast port system.

Mr. Scotto said that the minibridge has drained off cargoes and revenues from Atlantic and Gulf Coast ports to an extent that it has become a matter of economic life or death for longshoremen.

"The ILA wants the issue solved peacefully," said Mr. Scotto, "so that it can retain the stability in labor-management relations that was finally achieved after years and years of trouble." He stressed, however, that the ILA "can't just sit around twiddling thumbs waiting for Washington bureaucrats to decide our future."

Mr. Scotto stressed that minibridge operates under discriminatory rate structures that attract trade to and from the Far East to move by railroad through West Coast ports rather than by direct all-water carriers serving Atlantic and Gulf Coast ports. The result is that longshoremen here and

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San Francisco, Calif., 3/26/76 (Marine Exchange of the San Francisco Bay Region):—**GOLDEN ANNIVERSARY** for a pioneering publication was commemorated in recent San Francisco World Trade Club ceremonies. Celebrating its 50th year of publication, the **PACIFIC SHIPPER** was awarded a Marine Exchange commendation by Director Walter Abernathy, Port of Oakland deputy director, with presentation to Mrs. George Martin, widow of the founder. Participants included E.V. Barges, former president of Transpacific Transportation Co. and a past director of the Exchange—who helped put out the **SHIPPER**'s first edition, and former Exchange president D.N. Lillevand, retired vice president, Pacific Division of Grace Line—who was a frequent fishing companion of the late founding publisher, George Martin.

elsewhere from Maine to Texas lose wages and funds needed to maintain pensions and other fringe benefits under contracts with CONASA and other port employers, he said.

"There is still time to avoid the catastrophe that is building with each minibridge container that is diverted from the Atlantic and Gulf Coasts," he said, but added that time is limited "and I fear for the consequences if labor and management fail to resolve the minibridge problem."

Mr. Dickman also noted that data compiled by NYSA shows the Port of New York losing more than 1 million tons of cargo to minibridge annually and that the other ports are also losing substantial tonnages. "Unfortunately, it is a parallel story with a common theme that we all face disaster if minibridge is permitted to drain away vital cargoes and revenues indefinitely."

He added that the minibridge issue has been in litigation before the Federal Maritime Commission for nearly three years as a result of charges filed by ILA and CONASA and other East and Gulf Coast port groups that it violates two federal maritime laws. It is still uncertain when the commission will render its decision, and further legal delays are likely because of possible appeals in the federal courts, but the fight against minibridge will continue, Mr. Dickman said.

Service brochure issued

New York, March 24 (The Maritime Association of the Port of New York):—A brochure describing in detail the maritime intelligence services provided by Lloyd's of

London and The Maritime Association of the Port of New York, all of them available through the latter organization, has been published.

The theme of the publication is that in today's complex international business world there is no factor more important to the development and successful conduct of maritime and maritime-related business than accurate information promptly received, especially to those personnel engaged in operations and sales. Such information, the brochure points out, is also extremely valuable to steamship agents, ship repair companies, marine insurance underwriters and a long category of marine suppliers.

The brochure lists and describes such services as World-wide Ship Tracking, Ship Casualties, Local, National and International Ship Movements, Voyage Records, Loading Lists, List of Laid-Up Vessels, Telephone Answering & Cable Relay and many others of interest in the marine world. These services, or combinations of them, or special programs tailored to fit any requirement, offer an unequaled maritime intelligence package, the brochure says.

All of the services are available through the Maritime Association of the Port of New York. The brochure may be obtained by writing to the Association, 80 Broad Street, New York, NY, or by calling (212) 944-8360.

Engineering Excellence Award

New York, April 8 (Soros Associates, consulting engineers):—The **SEABERTH** Computer Program developed by Soros Associates won first prize in Civil Engineering in the 1976 Engineering Excellence Award Competition of the New York Association of Consulting Engineers.

The **SEABERTH** Computer Program has the capacity to analyze the interaction and behavior of the marine structures, mooring lines and moored vessel. It calculates all motions of the vessel and forces in the mooring and/or breasting systems including the effects of waves, swells, currents, winds, and coastlines. In addition, the system calculates the probabilities of occurrence of motions and forces in an irregular wave spectrum.

Soros Associates also received Engineering Excellence Awards in 1968, 1969, 1973, 1974, and 1975 for projects that included the world's largest ore port and the first artificial island port.

P & CM President

New York, N.Y. (Soros Associates):—Joseph Halley has been named president of the Preventive & Computerized Maintenance Company, effective March 1, 1976, with headquarters at Conneaut, Ohio.

The recently-formed P & CM Company is a joint venture of The Pittsburgh & Conneaut Dock Company of Conneaut, Ohio, and Soros Associates of New York City. The Dock Company operates the most modern bulk materials storage and transfer facility on the Great Lakes, and Soros is the leading international engineering firm for the planning, design and construction management of port developments, off-shore terminals and bulk materials handling systems.

The new company will market the unique and highly successful computerized preventive maintenance system now in use by P & C Dock Company at Conneaut.

Halley has more than twenty-five years' experience in

the development and application of operating and maintenance practices in the bulk materials handling field. Immediately prior to joining P & CM, he held the position of chief industrial engineer with the Duluth, Missabe and Iron Range Railway, which operates extensive port facilities at Duluth and Two Harbors on Lake Superior.

Big spurt in auto export

Philadelphia, April 7 (News from Philadelphia Port Corporation):—William H. Meyle, Jr., President of Independent Pier Company, today announced a 40% increase in Ford Motor Company products moving through the Port of Philadelphia to Venezuela. Unassembled and packed in crates, Ford trucks and automobiles are loaded aboard Venezuelan Line ships. Venezuelan Line maintains weekly service to Philadelphia.

Meyle described the increase as a tremendous "plus" for the Port of Philadelphia. "We had been exporting 650,000 cubic feet per month," he said, "and this has been increased to 900,000 cubic feet. This provides increased employment on the waterfront and an increase in all the supporting business services such as insurance, banking and land transportation."

Philadelphia leads the Nation in volume of international waterborne commerce. The trade with Venezuela is greater than with any other South American country both in volume and value of the cargo which is approximately \$1 billion annually.

Independent Pier Company operates piers on both the Schuylkill and Delaware Rivers.

Marine impact study

Portland, Oregon, April 1976 (PORTLINER, Port of Portland):—The impact in jobs and dollars of the Port of Portland's marine terminal facilities is the subject of a study by Economics Research Associates of Los Angeles who began conducting interviews and mailing questionnaires this month to several hundred members of the maritime community and users of the Port. The study, to be completed in draft form by late March, will include the effect on the regional economy of possible future expansion by the Port.

Only slight fall in 1975 trade

Tampa, Florida, 3/31/76 (News from the Tampa Port Authority):—The effect of the recession year of 1975 was felt only slightly at the Port of Tampa when cargo tonnage decreased by 1.4 percent from the previous year, Guy N. Verger, port director, reported.

Total cargo handled at the port during the year was 40,945,662 tons which is compared with 41,509,128 during 1974.

Mr. Verger declared the tonnage decrease was no cause for alarm and noted the decline was not as large as many of the ports which have reported 1975 statistics. He said the port economic condition was healthy and pointed out that in the last ten years there had been a 69 percent increase in tonnages and in the last five years a 26.4 percent increase.

"Inquiries from maritime related industries and shippers as to the availability of space and facilities at the Port of



San Francisco, Calif., 4/15/76 (Marine Exchange of the San Francisco Bay Region):—**SKIPPERS HONORED**—Appreciation of the key role of the senior captains who command American merchant ships was expressed at a recent meeting of the San Francisco Port Chapter of the Council of American Master Mariners. On hand to present the group's president, Capt. Ralph G. Wilson, with an engraved ship's bell were representatives of the San Francisco Junior Chamber of Commerce: Greg Miller, representing the Marine Committee, executive secretary Dona Ewald, and JayCee president Steve Weicker. First regional unit formed under national chapter, the chapter by the Golden Gate remains among the most active. Membership is restricted to licensed master mariners.

Tampa are at a record level," he said.

As in 1974, port tonnage suffered from the decline in the construction industry which has persisted for a year and a half. For example, lumber took a severe dip with only 13,672 tons imported as compared with 34,368 tons in 1974. Cement imports, which were heavily swollen during the building boom of the early 1970s, were down to 96,013 tons as compared to 538,741 tons the year before when Florida cement production could not keep pace with the demand.

By the same token aragonite, a limestone product imported from the Bahama Islands for the manufacture of cement, dropped along with local cement production.

Construction steel imports remained somewhat stable with 216,496 tons in 1975 as against 221,761 tons in 1974.

Of particular note was the loss in frozen meat imports, down to 17,270 tons as compared to an 80,000 ton peak in the early part of the decade. Reduction was attributed to government imposed quotas and a larger domestic production of meat.

While the meat import picture was bleak, and probably will continue to be so, there was a bright outlook in the export of Florida citrus products. During the year 136,676 tons of fresh citrus were shipped abroad from the Port of Tampa, with grapefruit to Japan heading the list. Taking

into account all citrus products, including concentrate, canned, bottled and barrelled products, 177,000 tons were shipped.

Phosphate and phosphoric products remained approximately the same despite a softening in the market. A total of 20,380,864 tons were shipped out, close to 50 percent of the overall tonnage of the port. Of this total approximately 11 million tons of phosphate rock were shipped abroad, and approximately 9 million tons were shipped by water in the domestic market.

The demand for bagged phosphate rock and upgraded product took a jump during the year with 297,234 tons as against only 52,362 tons the year before.

Phosphoric acid shipments were up as new plants producing this product came on stream and production rose. A total of 222,720 tons was shipped out as against 127,165 in 1974. The year saw four new phosphoric acid storage tanks put into operation by GATX Corp. and three by Intercontinental Terminal Company, a subsidiary of Mitsui of Japan.

Incoming fertilizer-related chemical products such as sulphur, ammonia and potash also showed sharp increases.

Inbound petroleum products held firm with a slight increase over the previous year of 300,000 tons. The total was 10,813,338 tons. Gasoline shipments were up while heavier oils declined.

Import of bananas remained constant with the year before with a total of 157,236 tons. There was a sharp decline in the import of wines and liquors as well as newsprint and naval stores.

Exports of liner board and waste paper and other paper products showed increases.

The number of vessels of all types entering and clearing the port increased slightly. The total was 4,397 with registries of 48 different nations.

New map of the West European waterways

Antwerp (Publitra Press Release):—Under the auspices of the Port of Antwerp Promotion Association (ASSIPORT), a new map of the West European waterways has been realized by the European Cartographic Institute (Brussels). The publisher is the SPRL Publitra.

The map, which covers practically the whole of Western Europe, answers to a new concept. As a matter of fact the indication of the navigability is no longer based on the tonnage, but on the maximal dimensions of boats (loaded or empty) wishing to make use of the waterway concerned. The limitations which can occur regarding the draught, the height of bridges, the narrowings etc., as well as the important locks and lifts, the planned waterways or those being under construction are each time mentioned likewise. The map also mentions the principal towns classified according to the number of inhabitants as well as the distances in kilometres of the waterways. Furthermore a small detailed map of the Scheldt-Rhine link is inserted. Intended for an international use the legend has been worked out in four languages (English—French—Dutch—German).

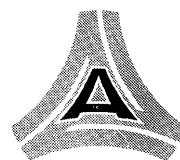
With regard to the presentation, the colour pattern is elaborated in such a manner that a maximum of clearness is obtained. Besides the waterways are shown in several shades

of blue, the limitations on stated dimensions in red, the locks and lifts in black, and all this on a pale yellow background.

The map, which is geographically bounded on the north by Kiel, on the east by Praha, on the south by Basel and on the west by Le Havre, constitutes an excellent working instrument for the specialized inland navigation enterprises. Moreover it is an appropriate aid for shippers and shipping agents, and in a general sense for all those who have regularly to take decisions regarding the transports in Europe and consequently have to keep abreast of the situation concerning the inland waterways.

(New map of the European waterways—Publisher: SPRL Publitra, Brouwersvliet 33, Bus 4, B-2000 Antwerpen—size 86 × 106 cm—Scale 1:1,000,000—Selling price: BF 295; free house folded (28.6 × 17.7 cm): BF 315; free house rolled up in a cardboard cylinder: BF 325. For educational institutions and teachers special conditions are offered.

A bunch of possibilities



Antwerp, December/January 1976 (Antwerps Havennieuws, Bimonthly review of the port of Antwerp):—As a dynamic link between parts of the world forming its continental hinterland or its maritime foreland, Antwerp leans on numerous mainstays for carrying out properly its service rendering role.

Attracting goods of different kinds for moving same by fast and efficient transportation means to their overseas or inland destinations, the port benefits in the first place of an outstanding geographical location which is favoured and consolidated by excellent communication routes.

The up-to-date equipment properly used by diligent and qualified labour, the rules and tariffs adapted to the circumstances in a flexible manner, and a well equipped tertiary sector are the other mainstays upon which rests the fame of Antwerp.

All the functions a multipurpose world port must fulfil can be found there: transport and transshipment, trade and distribution, industry and finances.

So to say, all possibilities are offered which fact has often been the central theme of these last years' initiatives and information campaigns which were jointly arranged by the Provincial and Municipal authorities and by all branches of trade and industry which on the public relations level are consolidated in the Port of Antwerp Promotion Association.

In order to symbolize the abovementioned mainstays and, at the same time, the concerted action with regard to the promotion of the centre of growth which is Antwerp, an emblem has been elaborated which will be used in the future for all the joint public relations activities.

Created by Modern Design Jey Janssens, this emblem represents a letter A incorporated in a smooth network of communication routes radiating towards all directions.

Development assistance

Antwerp, 1975/December/January 1976 (Antwerps Havennieuws, Bimonthly review of the port of Antwerp):—Ms «Amber Islands», owned by the Cuban shipping company Mambisa, called at Antwerp to load some 65 tons of «material» for Havana, Cuba. Said shipment was made in compliance with the «Special Agreement relating to the erection of a technological institute for maritime transport at Havana, Cuba», recently concluded between the Belgian Government and the Government of Cuba. Arrangements were made in 1974 between the Section of Development Co-operation of the Belgian Ministry of Foreign Affairs and the Municipality of Antwerp, for the implementation of the aforesaid agreement, including the purchase and carriage of the teaching material for delivery to the aforesaid institute.

An important step was the shipment from Antwerp of the essential portion of the teaching material which included audio-visual appliances, projection apparatus for films and slides, amplifiers-tuners, tape recorders, scale models of special types of cargo ships, of cranes, containers, a wide range of precision instruments, as well as various heavy equipment parts (drilling machines, lathes, etc.). The total volume of the material shipped aggregated 225 m³.

At a next stage, specialized technicians and professors will be sent to Havana to see to a proper start being given to the technological institute for maritime transport. Said specialists will stay some months in attendance to deal with the suitable training of the personnel.

West Dock Marketing Manager Appointed

Bristol, April 7th (Portfolio, A Newspaper for the Port of Bristol):—The appointment is announced of Mr. Michael J. Clark as the Marketing Manager for West Dock. This is the third staffing appointment made for West Dock and Mr. Clark will take up his appointment on Monday, April 12th. Initially he will be based at Avonmouth.

Mr. Clark has had considerable experience in commercial marketing and the shipping industry, having been concerned with the shipping and aviation side of the transport industry for all his working career.

He spent ten years with various U.K. shipping companies, working his way up from an apprenticeship to Chief Officer before stepping ashore in 1956 as general manager of the New York Lines Agency in South Thailand.

In 1962 he returned to London as a ship broker with the British and Northern Shipping Agencies for three years before appointment to the position of Regional Manager for Ansett Transport Industries in Australia.

Mr. Clark joined Court Line Limited in 1968 as Charter Sales Manager, a position he held until 1971 when he became Commercial Director of the Leeward Islands Air Transport Services Ltd., Antigua, West Indies, a subsidiary of Court Lines. After the collapse of the parent company he kept the Caribbean operation running whilst negotiating its purchase by the local authority.

Mr. Clark, who is 45, was educated at Raynes Park County Grammar School, London; he holds a Mate's certificate and is an Associate of the Institute of Chartered Shipbrokers. He is married with four children.

Recession hits cargo throughput

Glasgow, March (Clydeport News):—Resulting from the world-wide trade recession and, in particular, a dramatic decline in oil consumption, the throughput of cargo in Clydeport last year hit an all-time low.

Imports and exports together totalled only 12,288,582 tonnes, compared with the record 18,859,773 tonnes of 1974.

Surprisingly, in view of the overall figures, the number of ship arrivals during the year was the highest-ever at 15,540—but coastwise and non-trading vessels accounted for the increase. Those engaged in foreign trade declined sharply and the net register tonnage in all categories was more than three million tonnes down on the previous year's total.

In commodities, foreign imports of oil showed the biggest drop from 9,523,543 tonnes in 1974 to only 5,486,169 last year.

Imports of other bulk cargoes such as ore, grain and coal also fell though not so sharply.

Exports in total were down by almost a million tonnes to 1,499,354.

New developments boost computer bureau service

Glasgow, March (Clydeport News):—Recent developments at Clydeport's computer bureau are speeding the service to customers and increasing capacity to cope with a growing market.

Clydeport Data Management Limited has achieved a substantial build-up in business since it became a wholly-owned subsidiary of the Authority just over a year ago. Today, utilisation of its computer is split about 50/50 on work for the port and for various commercial concerns throughout Scotland.

Now it has introduced new equipment to speed the throughput of customers' data and, at the same time, commissioned an extension to its building at King George V Dock which brings all of its staff under one roof.

"Both developments will enhance our service to existing customers and improve our potential for handling additional business," says the company's General Manager, Mr. Robin Russell.

"The new equipment not only speeds up the process of preparing information for the computer but also minimises the chance of errors which can hold up operations at a later stage.

"The fact that our centre now houses management and programmers, too, improves internal communications and, in turn, the service we provide."

Previously the computer centre, which was purpose-built in 1969, accommodated only the ICL 1902A computer and some of its associated equipment for data preparation. Management and programmers had their offices in separate buildings nearby.

The new equipment, which looks like a small TV screen mounted above a keyboard, is used for putting data on to magnetic tape.

A number of these units—replacing machines which

(Continued on page 39 bottom)

£15 Million Expansion Plan for Port of London

**External Affairs Dept.
Port of London Authority**

(Issued on behalf of: Associated Container
Transportation, Australia, Ltd., Overseas
Containers Ltd., Port of London Authority)

London, 30th March, 1976:—A major new Thameside container complex to serve the planned growth of the container trade between Britain and Australia and New Zealand is to be built at the Port of London Authority's Tilbury container port.

This £16m enterprise, which has received government go-ahead, will be a joint investment by two of Britain's biggest shipping consortia, Overseas Containers Limited and Associated Container Transportation (Australia) Limited, and the PLA and is a vote of confidence in the Port of London by its customers.

The riverside terminal will be able to receive the largest container vessels currently afloat or envisaged and is the biggest single investment in the Port of London since the construction of the present container and forest product berth commenced in 1964.

Construction work on the 64 acre site, which will include the reclamation of 25 acres from the Thames and the creation of a new 1,000 ft. long deep water quay, will begin this summer for completion in mid 1978.

The development will encompass OCL's existing container terminal at No. 39 Berth and will absorb ACT(A)'s operations currently carried out at the PLA's multi user berths.

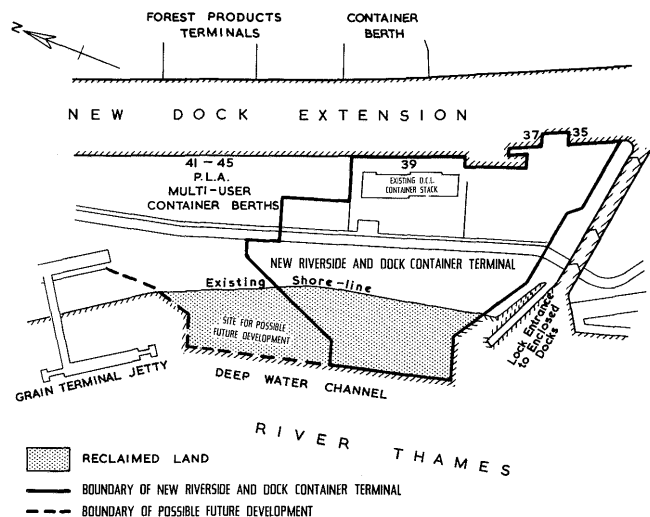
The terminal will have a capacity of between 170,000 and 190,000 containers per annum and will be equipped with the most modern container handling equipment and refrigerated storage arrangements for nearly 1500 containers at any one time. The berthing flexibility which water access on two sides permits, ensures a high level of operational efficiency.

OCL, ACT(A) and the Port of London, have a long standing and close relationship with this nation's trade with Australia and New Zealand. This new joint investment is an example of co-operation between shipping companies and a port authority to produce a highly efficient facility, tailor-made for the trade it is to serve.

Notes for Readers

GENERAL

1. A very important feature of the new terminal will be the construction of the deep water riverside berth outside the present Tilbury entrance lock. This will allow the Port of London to provide facilities for future generations of container vessels which would be too large to pass through the lock.



The total area of the terminal will be some 64 acres, including approximately 25 acres to be reclaimed from the river Thames, and will have a capacity of between 170,000 and 190,000 containers per annum.

The terminal will be able to receive all sizes of container vessels and the extensive berthing flexibility which the novel layout permits, with water access on both sides, will ensure a very high level of operational efficiency.

The 1,000 ft. riverside berth represents approximately 50% of the potential of this particular stretch of riverside frontage leaving room for extension in the future according to the ports trading needs.

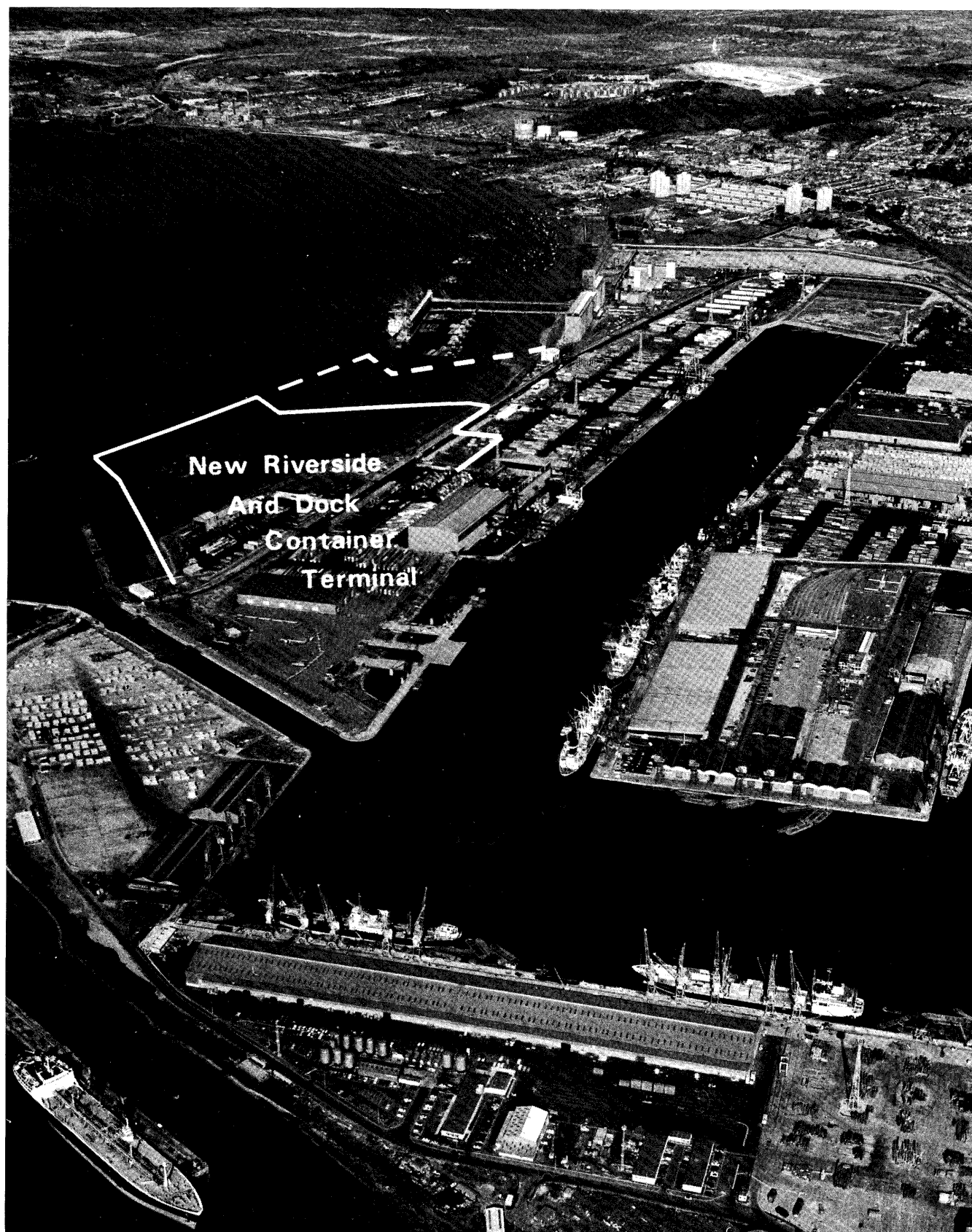
2. The new terminal has been planned to meet the trading and operational needs of the Australian and New Zealand container services of OCL and ACT(A). However, by relocating the ACT(A) service to the new terminal from its present position at the PLA's multi user container berths, spare capacity will be released to the advantage of the PLA's other existing and potential customers.
3. The terminal will be managed by a terminal company "Tilbury Container Services Limited" formed by OCL and ACT(A).
4. Under the terms of the agreement reached between PLA and the terminal company, in broad terms the PLA will be responsible for the provision of the infrastructure to quay level. The terminal company will be responsible for installations above quay level and for the provision of plant and equipment according to their trading needs.

TRADE

1. No. 39 Berth at Tilbury was built for OCL as their UK terminal for the Australian European Container Service. ACT(A) with the Australian National Line (ANL), use the PLA's multi user berths as the southern UK port for their present Australian and New Zealand service.

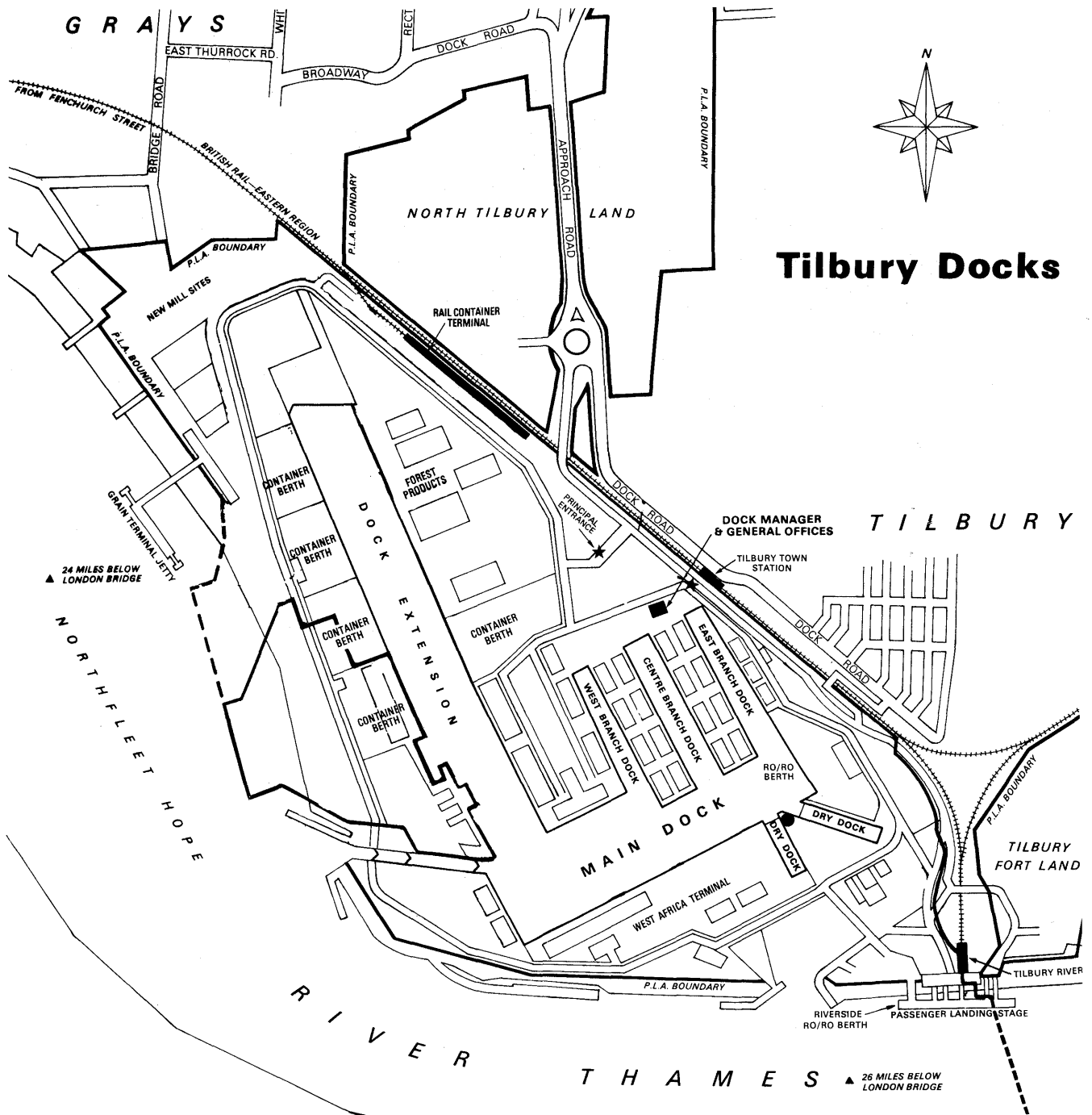
Under the new arrangement OCL and ACT(A) will

(Continued on page 38)



NEW RIVERSIDE AND DOCK CONTAINER TERMINAL AT TILBURY

An aerial view of part of PLA's Tilbury Docks showing the site of the new development in relation to existing container and forest product berths.



(Continued from page 36)

combine their terminal operations but ACT(A) will continue to use Liverpool as its northern port of call.

2. 1977 sees a new phase in the operation of OCL and ACT(A) as the UK/New Zealand trade turns increasingly to the use of the container and the new terminal will provide the necessary facilities to meet the planned growth of these trades.

TECHNICAL

1. A particularly interesting aspect of the construction work is the reclamation of some 25 acres of land from the Thames.

The hydraulic aspects of this reclamation have been

thoroughly researched and the little effect that the work will have on the regime of the river is considered to be, if anything, beneficial.

The first operation in the construction programme will be the dredging of the river area in the approaches and the spoil will provide a large part of the reclamation material.

The nature of the tidal pattern at the site is such that the berth will be self scouring, requiring only a minimum of maintenance dredging.

There will be a certain amount of relocation of existing dock roadways but the additional traffic generated by the terminal will be well within the capacity of the public road systems outside the docks.

The design of the terminal was undertaken by the PLA's own engineers and the PLA's Chief Engineer will supervise the construction programme.

The terminal, in addition to its deepwater riverside berth will also encompass the existing "in dock" berth. Both berths will be equipped with two container cranes.

The movement of containers on the terminal will be by van carriers and the stacking of containers will be to a maximum of three high.

Motor units and trailers will support the operation of the container cranes and van carriers.

The PLA's existing Rail Container Terminal within Tilbury Docks has sufficient capacity to meet the needs of additional traffic destined for Britain's rail network. Australian and New Zealand trade includes a large amount of meat, fruit and dairy products and sufficient refrigeration equipment will be provided to enable up to 1,464 containers to be held at controlled temperatures at any one time.

Maplin not given up

London, 30th March (PLA News):—The Port of London Authority today confirmed its commitment to the development of a seaport on the Maplin Sands.

Commenting on the joint decision by Overseas Container Lines, Associated Container Transportation (Australia) Limited, and the PLA to construct a new deep-water riverside container terminal at Tilbury, PLA Executive Director (Planning & Development), Noel Ordman, said:

(Continued from page 35)

punch holes in paper tapes or cards—are linked to a mini-computer which gives the operators a constant feedback of data as they tap the keys. The mini-computer is programmed to show any errors on the TV-style screen the instant they arise. Corrections can be made at the touch of a key, so that the units feed 'clean' tape to the large computer.

Keyboards of this kind may in future be installed in customers' offices, using ordinary phone lines to tie them in to the system at the bureau.

Clydeport Data Management, which prepares one-off programs for customers and also supplies ready-made program 'packages' to minimise setting-up costs, does much of the port's routine work such as payroll and the management accounting system.

One of the latest time-saving applications of the computer is on the lengthy calculations required for plotting the positioning of buoys in the river and estuary.

Examples of the work the bureau undertakes for businesses outside the port include: sales analysis and invoicing for a food distributor; production control, sales ledger and invoicing for a furniture manufacturer; invoicing for a builder's merchant; invoicing, sales and purchase ledger for a manufacturer of drills and fasteners; stock control and the invoicing of rental for a warehousing company.

"One of the most pleasing features about the growth of our business is the way in which many of our customers add to the number of jobs we do for them," says Mr. Russell. "That, surely, is the best evidence we can get that our service is appreciated."

"The decision to expand our facilities at Tilbury was taken in response to the very specific and urgent needs of our customers in the Australian and New Zealand trades."

"The containerisation of the UK/New Zealand trade by 1977 means that the timing and construction of new facilities is critical. The new terminal will enable the Port of London to receive the largest container vessels. It is evidence of PLA's faith in Tilbury. It is not, in any way, a withdrawal from longer term plans for Maplin. We have always said that Tilbury and Maplin will be complementary to each other and the other port installations on the Thames".

Bordeaux, the Gulf of Mexico & the Caribbean Sea are linked by a new regular line

Bordeaux, France, 29th March, 1976 (Press Release from Port Autonome de Bordeaux):—The COMPANIA TRASATLANTICAL ESPANOLA is to start a new regular line which will run between Bordeaux, the Caribbean and the Gulf of Mexico. Represented in the French port by WORMS SERVICES MARITIMES, the Spanish line will offer a monthly call to Bordeaux from May.

The new line is a perfect example of the successful cooperation which continues between Bordeaux and the Spanish port of Bilbao, both of which are to receive calls from the line. This lead will no doubt be followed by regular lines to other destinations.

The cargo vessel COROMOTO will inaugurate the line when she makes her first call on the 16th May. On the other side of the Atlantic her calls will be in PUERTO RICO, (SAN JUAN), in VENEZUELA, (LA GUAIRA and PUERTO CABELLO), at the Dutch Island CURACAO, in MEXICO (VERACRUZ and TAMPICO), as well as at NEW ORLEANS in THE UNITED STATES. To date, cargo destined for central America has been routed through other French or foreign ports.

BORDEAUX-LE VERDON has a reputation for the diversity of its regular line links and this will once again be increased by the addition of yet another new line, (just over 40 regular lines call in over 60 countries throughout the world), thereby cementing its position as the "leading port" on the French Atlantic Seaboard.

With the opening of the Container and Ro-Ro Terminal at Le Verdon, which will offer ideal conditions for a direct link to the East Coasts of CANADA and THE UNITED STATES, this position will once again be strengthened, providing BORDEAUX-LE VERDON with the prospect of a thriving and exciting future.



Port of Le Havre—Total traffic in 1975: 73.8 m tonnes

Port of Le Havre Flashes

Le Havre, France (Port of Le Havre Flashes, February 1976):—

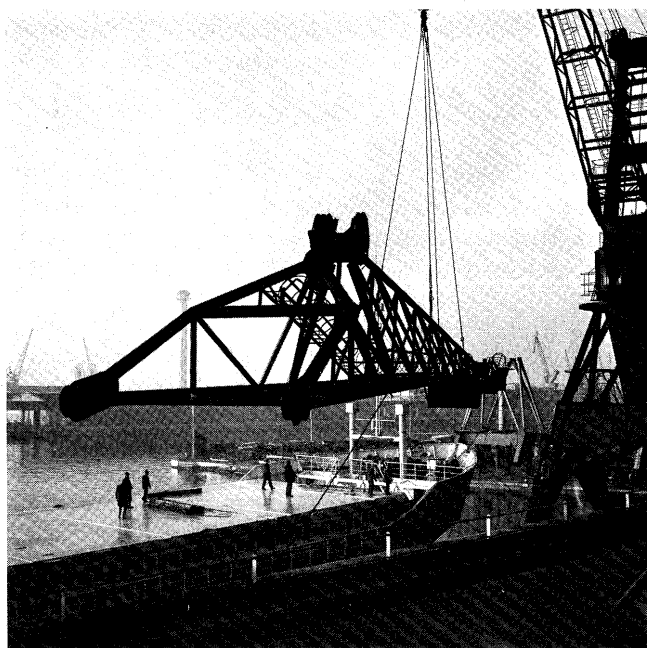
- **Crane Parts for Toulon**

On December 4th two crane jibs for the naval dockyard at Toulon were put aboard the *Chantenay*, which is owned by the *Compagnie Morbihannaise de Navigation*.

The two 138 ft jibs (42 m) were built by Caillard in Le Havre and were hoisted aboard by the ship's own derricks. The remaining parts of the cranes were shipped out on December 10th on the *British Poole Antelope*, which was under charter to the *Compagnie Morbihannaise de Navigation*. Worms Shipping Services were agents for both vessels. The forwarding agents were the *Société Commerciale de Transports Transatlantiques*.

- **"TRIM" Association**

The TRIM Association of Le Havre was founded on December 3rd, mainly for the purpose of setting up an inter-professional data processing system for the treatment of the various kinds of information required in international trade. The founder members are the Havre Chamber of Commerce and Industry, the Union Maritime et



Portuaire and the Port of Le Havre Authority. TRIM will lead to an increase in efficiency by speeding up all the administrative formalities connected with the carriage of goods.

• General Cargo Traffic

Le Havre's matchless facilities for containerised traffic, together with the strategic advantage of its closeness to the Paris market, give us every reason to expect an increase in general cargo over the next few years.

The targets fixed under the 7th National Plan lead us to forecast a general cargo traffic of between 9 and 10 million tonnes by 1980. Some very worthwhile results have already been obtained, both with regard to the overall growth in traffic and to the improved ratio of exports to imports.

• Bogies for Thailand

On December 19th the French freighter Bougainville, belonging to the Cie Maritime des Chargeurs Réunis, sailed for Bangkok with 500 tonnes of bogies for railway trucks. The forwarding agents were the Consortium Français de Transit.



• Le Havre chosen for South African container traffic

In accordance with a decision taken back in March 1974, traffic carried between Europe and South Africa by members of the South Africa Conference will be containerised from 1977 onwards. The Conference is made up of 21 companies, two of which are French, the Compagnie Maritime des Chargeurs Réunis and the Compagnie des Messageries Maritimes.

As the service between northern Europe and South Africa is to be operated by ten containerships of various nationalities, the Conference set up a commission, composed of representatives of the member companies, to study the performance and the facilities of the various European ports most suitable for this type of traffic. On December 18th the Conference members chose Le Havre as the French port of call for all their vessels, a decision which will enable Le Havre, already France's leading container

port, to complete its network of scheduled services and bring into productive use the very costly facilities that have been created for the reception of the largest ocean-going containerships.

From 1977 the Port of Le Havre will be able to provide shippers with containerised services to the US East Coast, Canada and the Great Lakes, the US and Canadian Pacific Coasts, West Africa, the Far East, South Africa and the West Indies.

The very variety of the destinations served shows how competitive Europe's No. 3 port now is.

• Transformers for India



A 165-tonne transformer made in France by Alstom was shipped to Calcutta on December 30th aboard the Indian vessel Jalamorari. The agents were United Agencies. The actual loading was carried out with the help of the port's 200-tonne floating crane. The shipment was part of a contract between Alstom and the Government of India for the supply of ten 143-tonne transformers and ten 91-tonne transformers. The first was shipped out in October on the Indian Renown and the rest of this major export order is also being sent through Le Havre, at the rate of roughly one transformer a month.

Europort South

Marseilles (Editorial in the February 1976 issue of Europort South, the monthly magazine of the Port of Marseilles Authority):—Readers, who are you?

EUROPORT SOUTH is distributed to over 20,000 people, all of whom have a point in common: their interest in the activities of the Port of Marseilles Authority and of the Marseilles-Fos region beyond.

But our organization covers so many widely differing activities: commissioning, storage, industrial zones, environment, technical co-operation, town planning, yachting, etc. . . . , that the problem is how to give all the facts and interest all our readers in just eight every month.

This is why we have tried, over the past eleven months, to strike a happy balance of news without neglecting any sector of activity, and why our leading articles have dealt as much with commerce and industry as with ship repairs.

EUROPORT SOUTH therefore continues its course towards providing better general information for all con-

cerned, without becoming a specialized magazine for just the shipper, investor or professional port worker. And naturally our columns are open to all.

So you see, readers, you are so many and varied that your only true common denominator is EUROPORT SOUTH.

A second terminal for the largest tanker port in France

Marseilles, February (Marseilles/Fos; Europort South, The monthly magazine of the Port of Marseilles Authority):—In the present economic situation, it might appear to be good management policy not to anticipate investment in the tanker sector as such. In must be borne in mind, however, that the irreducible requirements of French and European consumption over the next ten years, and the favourable geographic position of Fos, are bound to lead to a slow but steady increase of traffic. Failure to ensure the development of the tanker port would therefore have serious consequences.

Furthermore, it is now certain that an important part of the traffic from the Persian Gulf will continue to be carried in very large ships sailing round the Cape of Good Hope. It is therefore essential to maintain the reception potential of Fos, which has made it unique in Europe up to now.

At present, the port can receive—24 hours a day and in all weathers—ships of up to 400,000 Tdw fully laden, drawing up to 24 m. This is the equivalent of the anticipated capability of Antifer-Le Havre in June 1976. The decision to build a second terminal opens up new perspectives for the largest tanker port in France and the second largest in Europe.

The new terminal will be located on a jetty 1,050 m to the East and at an angle of 7° to the first tanker jetty. The first stage consists in building a jetty about 500 m long, of similar construction to the first one (Crau shale, protected externally by 5-ton tetrapods and internally by a natural rock breakwater). The jetty-head will be built in the same way, so as to allow the jetty to be extended to the South later on.

The first berth (N°4) will run along the West bank of the jetty and is intended mainly as a deballasting, degassing and tank cleaning mooring for tankers of up to 54,000 tons. But will also be capable of discharging tankers of 80,000 to 100,000 Tdw initially. Ships entering the berth will anchor in 15 meters of water, and on leaving will find a manoeuvring basin 800 meters in diameter. (This anchorage can eventually be deepened to 18 meters). The berth itself will be constructed of reinforced concrete columns, standing on foundations 18.5 meters deep, supporting a 150 m-long superstructure raised to 4.5 m above sea-level.

Access to the berth will be through the existing 24 m-deep channel, to the North of which will be dragged another channel 400 m-wide, in the initial phase, giving access to the 800 m dia. manoeuvring basin.

The quay will be equipped with fenders mounted on 12 steel supports, 15 double mooring hooks of 180 tons, eleven 2-ton capstans, and a device for recording berthing speeds. Mounted on the quay will be two 16-inch dia. arms connected to 42-inch dia. oleoducts leading to a distributor with motor-driven valves, and also a boarding tower fitted

with a 1.5-ton crane. This equipment will be completed by deballasting, tank-washing water and service ducts. The quay will be provided with several service buildings and the usual electrical and telephone cables.

The first berth of the new terminal is planned to come into service at the beginning of 1977.

The deballasting and degassing station, which will be installed behind the new terminal, will be dealt in a later issue of "Europort South".

They're talking about. . .

Marseilles, February 1976 (Europort South):—

- New kaolin traffic in barges from the USA to the Alpine region: the barges would be off-loaded at Fos and proceed up the Rhone, the same barges making the return journey loaded with iron and steel products.
- New Rhone traffic: Solmer coils are being shipped by self-propelled barge convoys to Lyons for unwinding.
- A foreign group is hoping to put a new type of small barge into service on the Rhone shortly.
- A new Franco-Egyptian Chamber of Commerce has just been set up in Marseilles.
- Estimated container traffic through the Port of Marseilles in 1975 was 95,000 units (TEU), as against 66,500 units in 1974.

Europort '76

Rotterdam:—15th YEAR OF THE TOP MARITIME MARKET IN THE WORLD. Europort '76 will again continue with the tradition which has been established for this great maritime exhibition and congress. The usual marine engineering and propulsion displays will again be a major part of the presentation, and in addition great emphasis will be made of the technological developments in the maritime industries.

A new international section for underwater technology will be presented, and in addition there will be a new feature for ship repair and maintenance. Another new feature planned for Europort '76 is a display section devoted to marine insurance, brokerage and financing.

The heavy demand for standspace at the Europort '75 resulted in a waitinglist of nearly 100 companies for over 5000 square meters; and of those companies who could not obtain standspace at Europort '75, 80 per cent have now reserved space for Europort '76.

Although the economic situation in shipbuilding prior to Europort '75 was not too favourable, all exhibitors reported excellent results.

Only the Europort can offer:

74,461 visitors
425 standholders
200 rebookings

plus registered visitors from France, Belgium, Greece, Italy, United Kingdom, Norway, Federal Republic of Germany, German Democratic Republic, Japan, USA, South Africa, Canada, Israel, Denmark, Ireland, Iran, Turkey, Spain, Malaysia, India, Saudi Arabia, Portugal, Indonesia, Brasil,

(Continued on next page bottom)

News from Bremen

Bremen International

No Strikes for Decades

Bremen, 15.3.76 (BremIn). According to a review* published by the EEC in Brussels, over work stoppages during the last 10 years in the nine European Community countries, the Germans are way behind the English, Italians, French and Irish and, indeed, even the Danes, Belgians and Dutch—right at the tail of a long table of lost working days. The Germans strike relatively seldom. A Japanese trade-unionist: "In the home of Marx and Engels the economic system is regarded rather as a cow to be milked than a savage monster: the longer it is permitted to graze the more milk it produces. The German workers argue fiercely and tenaciously with the employers—for days, nights and weeks; they demonstrate, rebel, threaten to strike—but they

Peoples Republic of China etc. etc.

The managers of Europort are again planning the popular and proven "International Centre" for the 1976 presentation, and in addition there will be a special United States Maritime Industry Centre. Full details on these two features will be given at a later date. Both features will add to the international character of Europort.

To summarise, Europort '76 will have:

- a. Many international visitors, and many visitors of a good executive level. The attendance at Europort has always been in excess of other similar events.
- b. A full international display of the maritime industries.
- c. Many new features and sections.
- d. Many of the proven features and displays.
- e. A top-class international congress.

Exhibiting at Europort '76 can be of great advantage to your company. It is not too early to start thinking about it—especially in view of the exceptional demand on space for this exhibition. The Europort management will be pleased to:

EUROPORT '76 Congress

In conjunction with the exhibition, an important technical congress will be held. Papers featuring technological and scientific advances in techniques, processes and equipment, as well as the topical subjects and problems within the industry, will be presented by qualified speakers of international repute.

For detailed information write to:
Europort Tentoonstellingen B.V.
Waalhaven Z.Z. 44—Rotterdam 3022
Holland

negotiate and generally secure the obtainable maximum".

* "Industrie und Gesellschaft", No. 31/75 dd. 16.9.75, Att. 2., page 2.

Technical Development without Complications

The most recent, breath-taking, technical developments in international maritime trading (Ro-ro, Container, Lash) have resulted in bitter social-political labour strife in many ports—strikes lasting weeks and even months which have crippled shipping and caused damage to the extent, in part, of threatening economic collapse. Not so in Bremen and Bremerhaven—no complications, no strikes. Bremen's senator for ports, Oswald Brinkmann, gave the reason: "Full participation of the employees in all discussions and decisions, for both the port economy and expedient leadership, has led to timely removal of all possible points of conflict". Thus, for instance, an accepted fact was the inclusion in the first Bremen fact-finding port delegation to the American installations in Newark, in the container-start year of 1966, of the senior spokesman for the Bremen port employees. This was, at that time, Oswald Brinkmann. He rose from the ranks in serving the ports. His participation came as a surprise to the Americans, but it was fully successful. Brinkmann today: "Despite radical changes, particularly in rationalisation with its serious effects on the personnel position, one can retrospectively detect exemplary solutions, arising from painstaking negotiations, having been achieved without tension or friction in Bremen and Bremerhaven. Thus—when introducing the container trade, with its round-the-clock, all-weather activity, weatherhuts were constructed on the quays for the workers; wages were increased to compensate for the additional requirements; extra allowances granted; shift periods reduced without financial sacrifice, etc."

Basis for Co-operation: The Guarantee-Wage

The basis for the loyal cooperation of the total labour force throughout the ports is the guarantee-wage fund—the kernel of all agreements. For 20 years all casual labour in the ports of Bremen and Bremerhaven has received compensation payment for lost shift-work, initially amounting to 90% and, since 1960, to 100%. The guarantee-wage fund, formed in 1955, is comprised 3/5ths from the contributions of the 80 firms of the port economy and 2/5ths from the City of Bremen, which maintains the Bremen and Bremerhaven ports. Some 30 to 40,000 lost shifts are paid annually in this respect—they even numbered over 100,000 shifts in the stagnation year of 1975. The fund currently contains DM 8 millions and ensures full wages to at least the middle of 1977—and possibly up to 1978, when seen in the light of handling increases since 1975. Then it will be regenerated with additional contributions. Brinkmann, whose initiative contributed mainly to the constitution of this fund, admits freely: "That this is no model for other branches of the economy, although certainly for modern port undertakings". At any rate the guarantee-wage fund has certainly brought advantages for all in the Bremen-Bremerhaven port group: the employers, employees and, not least, for the customers of the port:

1. Nothing disturbs the frictionless port operations. Dissension caused by social-political tension and opposition is eliminated.
2. Full availability of highly qualified port personnel. No reason now exists for its dissolution in periods of stagnation, due to full wages being guaranteed.
3. All ships calling at the ports are assured of: immediate discharge and loading, in relevant and spirited manner.

Bremen and Bremerhaven have made good experience with the guarantee-wage found, which contributes considerably to port peace, whilst all port-labour rights remain inviolate, including strike & tariff autonomy. 351-Page Report published: "The Future of Liner Shipping"

351-Page Report published: "The Future of Liner Shipping"

Bremen, 15.3.76 (BremIn). "The Future of Liner Shipping, Report on the International Symposium held at Bremen, September 23rd-25th 1975" is the title of an English-language, 351-page conference-report on the first international shipping symposium which took place in Bremen in September 1975. The report includes the full text of all 20 papers read to the 250 participants from 41 countries. Included also are the discussion contributions of various participants. Apply: 'Institut für Seeverkehrswirtschaft, Holler Allee 32, 2800 Bremen 1'—price DM 120.

Hans Ludwig Beth lectures in Alexandria

Bremen, 15.3.76 (BremIn). During a 10-day stay in Alexandria at the beginning of March, the director of the Bremen Institute of Shipping Economics, Dr. Hans Ludwig Beth, will give six lectures on maritime economics at the Arab Maritime Transport Academy in the North-Egyptian port city—which instructs students from 15 Arabian countries.

22 Pages on Mass Spectrometers and Data Systems

Bremen, 15.3.76 (BremIn). Varian MAT has issued a new 22-page comprehensive general catalogue, describing the entire mass-spectrometer line, as well as the automatic data handling systems. This new colour brochure gives detailed descriptions of the mass spectrometers (GC/MS systems) MAT 111, MAT 112, CH7 A, MAT 311 A, MAT 711 and MAT 731 for analyses in organic chemistry, as well as the MAT 230, MAT 511 and TH5 instruments for isotope ratio measurements. Information on the automatic data handling is also included. Those interested: request copy of No. 1/0452 from Varian MAT GmbH., Dept. HST—attn. H. Raddatz, POB. 144 062, D-2800 Bremen 10 (Telephone 0421/54 00 71).

In the field of mass-spectrometry Varian MAT is one of the leading manufacturers for the international market—and certainly controls, to a large extent, the market in the Federal Republic of Germany.

Bremerhaven: Russians Ahead in Cruise Business

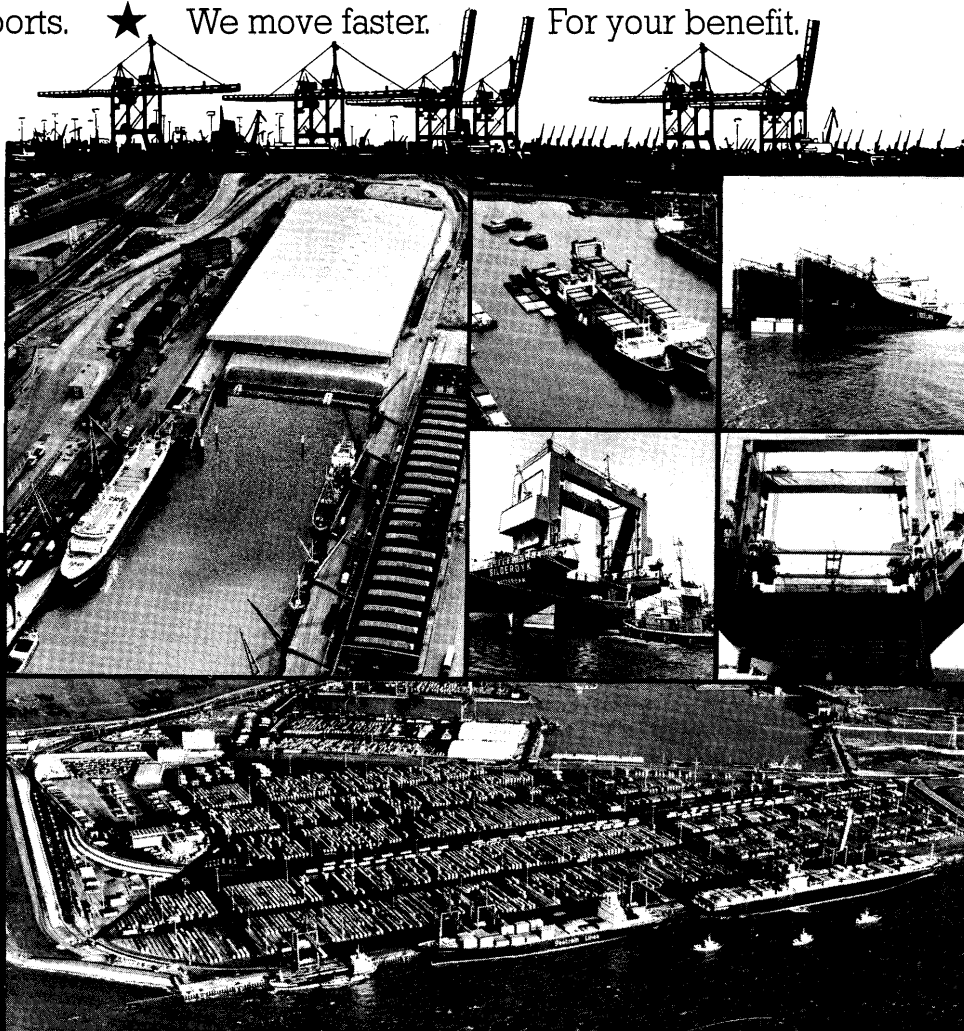
Bremerhaven, 15.3.76 (BremIn). Is deepsea passenger shipping experiencing a comeback in cruising, following the abrupt end of the passenger liner trade three years ago?. According to the noteworthy tourist programme of the international passenger liner companies there will be 27% more ships berthing and unberthing at the Columbus Quay in Bremerhaven in 1976 than in the previous year.

On June 19th 1874, as the first American mail-steamer "Washington" with 180 passengers, berthed in Bremerhaven from the States, a great period began for passenger liner shipping. Right into the 50's of this century, up to 5 luxury liners were jostling simultaneously for berths on the kilometre-long Columbus Quay. A total of 1,027,000 seapassengers were carried across the Atlantic in 1957. That was the peak which was followed by a, then unforeseen, abrupt end. In the same year the one-million mark was exceeded by the airlines, also carrying 1,019,000 passengers. The era of the 'Jumbos' dawned. In 1970 there were still 3 percent of North-Atlantic travellers going by sea—as against 97% (over 8 million) travelling by air. True, the passenger trade in Bremerhaven was at this time also increasing, but by now over 80% of the travellers consisted of ferry-passengers to England. Meanwhile only a few shipowners were succeeding in their efforts to make the expensive floating hotels pay with tourism cruising. The "Hanseatic", bought in 1958, was taken out of service in 1966. The fifth "Bremen", put into service in 1959, was resold in 1972. The same is to be said for the French, Italian and English shipping companies. The only remaining German passenger ship is the "Europa" of Hapag-Lloyd, which has been trading uninterruptedly since 1965.

In 1976 the "Europa" will unberth from the Columbus Quay six times, the Greek "Atlas" five times and—for the first time—the Italian "Frederico" (2x) and "Leonardo da Vinci" (1x). The Russians are the strongest, with their proportion of outward-bound cruises in 1967 from Bremerhaven being over 60%. The Baltic Shipping Co., Leningrad, dispatches the "Mikhail Lermontov" (13x), the "Alexandr Puschkin" (7x) the "Estonia" (4x) and the Black Sea Line, the "Maxim Gorki" 5 times (formerly the "Hamburg"—approx. 25,000 GRT., the 'Beautiful Hamburg Lady' had, under German management, continuously been making a loss since 1969 and has been with the Black Sea Line for two years now.

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Container Port Decision of Key Importance to International Shipping and Trade

(Special to "Ports and Harbors")
Auckland Harbour Board
Auckland, New Zealand
25 March 1976

Auckland, NZ—A Government decision of major importance to the future of international shipping operations and to New Zealand's overseas trade was announced on 24 March by the Minister of Transport, Mr. Colin McLachlan.

After an independent socio-economic study by his Ministry, which confirmed other evidence that the Port of Auckland can handle the container trade more efficiently and more cheaply, Mr. McLachlan refused a Bay of Plenty Harbour Board request for Government assistance to develop Mt Maunganui at the Port of Tauranga as an additional container-handling terminal.

Mr. McLachlan's decision backed an earlier one by the New Zealand Ports Authority. It was against this decision that the Bay of Plenty Harbour Board had appealed to the Minister, the sole appeal authority, for a \$5.5 million loan to proceed with the development of container facilities.

For months the Bay of Plenty Harbour Board and other interests in Tauranga mounted an intensive campaign at national and regional levels for reversal of the Ports Authority decision against Tauranga as a container terminal.

Commenting on claims made for a Tauranga terminal, Mr. McLachlan said he had seen no evidence which persuaded him that the cost of establishing container facilities at Mt Maunganui would be justified by the economic benefits.

"On the contrary there is a need to limit the number of New Zealand ports for handling container ships," said the Minister. "Costs are going up overseas because of the proliferation of container ports.

"Large volumes of export cargo capable of being shipped in containers are being produced in Tauranga's hinterland but my department reports that more than 60 per cent of the container trade envisaged for Mt. Maunganui would come from areas closer to the container port at Auckland.

"When it comes to imports the argument against Mt. Maunganui is even more conclusive. More than 90 per cent of all container imports sought for Mt. Maunganui will be destined initially for the Auckland area."

Mr. McLachlan said departmental studies indicated it would cost the New Zealand taxpayer an extra \$3 million a year to subsidise the diversion of container trade to Mt. Maunganui and then transport it overland to the Auckland area. (Tauranga, for which Mt. Maunganui is the port, is 230 kilometres by rail from Auckland).

"In addition to other factors a straight economic analysis of the cost incurred by the amount of time container ships spend in New Zealand waters weighed against Mt. Maunganui," said the Minister.



Mr. R.W. Carr

In dismissing claims that Auckland alone might not be able to handle all the expected container traffic in northern districts of the North Island, Mr. McLachlan said:

"The Auckland Harbour Board and representatives of the overseas shipping lines serving New Zealand assure me there are no insurmountable problems in this area and that Auckland will be able to keep pace with the northern demands of our expanding container trade."

Commenting briefly on the Government decision Mr. R.W. Carr, Chairman of the Auckland Harbour Board, said:

"The decision was inevitable. The Government had all the facts and re-examination of the whole situation obviously confirmed the earlier view that proliferation of costly container facilities round the New Zealand coast cannot be encouraged.

"It is now more important than ever that every effort should be made for early settlement of problems still preventing progress towards completion of planned and necessary extensions to our Fergusson Wharf container complex."

Outline of Yokohama Port

Port of Yokohama

Yokohama Port has survived many calamities since its opening in 1859, such as Great Kanto Earthquake and devastating war damages, and yet, through continued innovation, maintained its position for 120 years as a principal trading port in the world as well as a front porch to Japan.

This is due to favorable geographical conditions which cut out a best natural port, and its large urban hinterland embracing such big cities as Tokyo and Yokohama.

Such favorable conditions contributed to the formation of so-called Industrial Zone, Picture-1, containing Keihin Industrial Belt and Honmoku-Negishi Industrial Belt as well as Commercial Zone, Picture-2, embracing all public piers including Center Pier, South Pier, Yamashita Pier and Honmoku Pier.

With these two zones, Yokohama Port continued to grow as a large port complex, Diagram-1. As a result of these formation processes, covering great many years, it has come to possess large port facilities handling an enormous volume of cargo.

Current port facilities in operation include 79 public berths, 28 buoy berths and 137 private berths where 130 million tons' cargo are handled and nearly 100 thousand



Picture - 1

vessels enter the port yearly.

Such volume of work pushes it up to the 1st or 2nd rank in Japan and 2nd or 3rd rank in the world. The volume of cargo is so large that even their full-scale operations, they cannot eliminate waiting ships.

Such being the case, more improvements are currently being done on port distribution facilities. Particularly

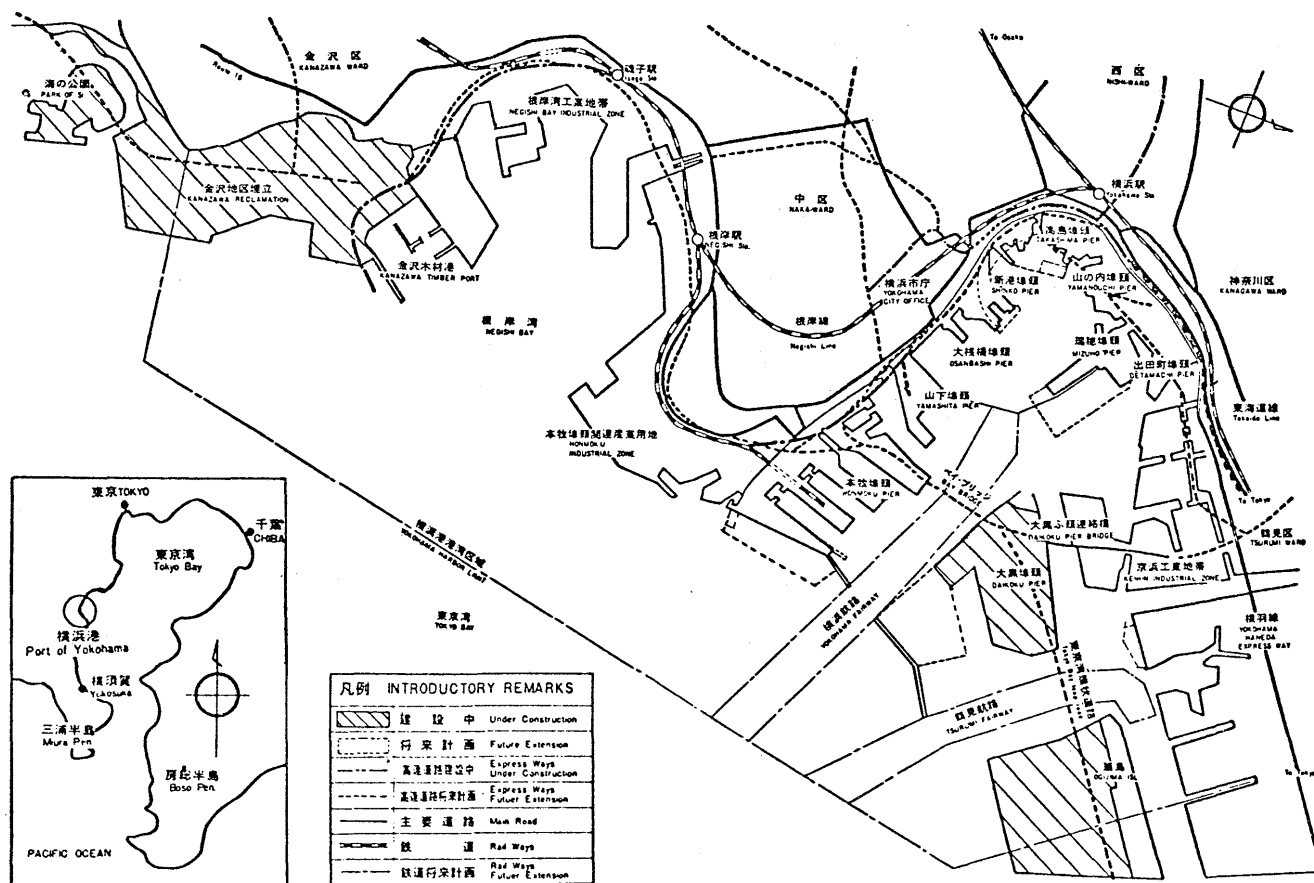


Diagram-1



Picture - 2



Picture - 3



Picture - 4

noteworthy among them is the construction of Daikoku Pier which is expected to play a vital role physically and functionally in the Yokohama port complex in the future.



Picture - 5

The Daikoku Pier, Picture-3, Diagram-1 is designed to meet recent requirements of port facilities for special purpose and large ships.

The first phase of the construction plan includes for international use, 2 berths for 35,000 D/W class container ships, 11 berths for 15,000 D/W class liners, 2 berths for 30,000 D/W class tramps and for domestic use, 4 berths of 7.5 pier for 5,000 D/W class vessels, and 17 berths of 4.5 pier for 700 D/W class vessels.

Further, sufficient hinder space is secured to make effective use of all water's edge line.

The actual construction based on the above plan was started in 1971, and will be completed in 1978 reclaiming 220 hectare of land. Then the second phase of the plan for 100 hectare will be started and completed by 1985 reclaiming 320 hectare of land in total.

The Daikoku Large Bridge in the plan was already completed in 1974 and a part of the completed facilities in the first phase plan, will be put to actual use in 1976.

In addition to the Daikoku Pier, there are Kanazawa Timber pier, Picture-4, and Honmoku Lumber Pier. The former has been in use since 1974 and the latter is scheduled to be made available in 1978.

Another urban facilities construction plan includes establishment of a waste disposal area for Yokohama City of 2,600,000 people and turning it to a green area after use.

With expansion of urbanization year after year, disposition of wastes dialy generated from millions of households became a major problem for Yokohama.

In order to meet this urgent requirement, it was decided that a part of the sea, the only remaining open space, should be utilized for this purpose.

Accordingly, 63 hectare of the sea surface beyond Honmoku Pier of Yokohama Port was secured as suitable site for disposal area.

The filling of the space will continue until 1985, and upon completion, green belts will be constructed as a medium of improving working atomosphere for the citizen.

The newly created beach line will also be made available to the city people for their recreation, thus, practically transfiguring the port into a citizen-oriented public facility.

Another project is the reconstruction of old piers. In the

(Continued on next page bottom)

Port of Nagoya Bounces Back As Recession Bottoms Out

Nagoya Port News March 1976

As the recession showed signs of bottoming out in the latter half of 1975, Port of Nagoya gradually began to perk up. Now the corner seems to have been turned. Cargo handling in '75 may have dropped off slightly from '74 levels, but container cargo shot up immensely, and incoming ship tonnage broke all previous marks in the port's history. Foreign ships of call, in particular, had been tapering off a bit in past years, but 250 more than in '74 dropped anchor in '75, quite in keeping with Nagoya's position as Japan's third ranking port.

America and Australia, the leading destinations for exports in the past, gave way somewhat to countries in the Middle East, the EC and the People's Republic of China, all of which showed sharp increases in imports from Japan. America and Australia also exported less to Japan, and, again, imports from the Middle East and Africa rose.

Thus, 1975 shaped up poorly cargowise in the first half but sprang back in the second. December especially found incoming and outgoing cargo figures far and away over those of '74. Coming into this year, the old bustle was back, with heavy loading of exports such as vehicles (cars, trucks, motor-cycles, etc.) and ceramics. With chief destination country America slated to recover in the near future, the number of ships calling and amount of cargo handling are bound to boom once more this year.

Container Cargo Soars

While 1975 overall cargo handling levelled off due to the recession, container transport took an especially encouraging turn. Full container ships numbered 553, up 103 (22.9%) over '74, as the port retained its position as one of the nation's leading container gateways. Overall container cargo handled came to 1,843,799 tons, 280,000 tons over the '74 mark 1,560,152 tons. Exports amounted to 1,267,363 tons, an increase of 18 percent; imports also rose, totalling 576,436 tons, or 19 percent up from the year previous. Both figures, in other words, reflect balanced growth. 'Transport Equipment' (mostly knock-down cars) led the export container column, followed by 'Ceramics', 'Daily-Use Commodities' and 'Other Machinery', while imports were headed by 'Wool', 'Raw Cotton', 'Animal/

plant Feeds & Fertilizers' and 'Other Nonferrous Ores'.

Last year, in addition to the 3 North American container routes serving Nagoya (PNW, PSW, NY), the Australia and Nakhodka (Europe via Siberia) routes, among others, brought the total lines to ten. The North America and Australia ones are the main routes. This fall container ships are expected to sail the New Zealand line, and we look forward to see them dock at the Port of Nagoya.

Meanwhile, so-called 'feeder' traffic through Port of Nagoya to other ports overland is gradually dropping off. In 1975, feeder export cargo was down 100,000 tons (14 percent) from '74. Which is to say that, with the increase in container ships at Nagoya, there is no need to load elsewhere. This explains the growth of container cargo at the port. And, since the Chubu Region inland from Port of Nagoya is Japan's largest source of containerized cargo, the port's container terminals can only grow in importance.

Container Terminals In Top Shape At Kinjo (Public) And NCB (Private) Terminals—Four Berths In Service

Port of Nagoya has four full container berths in action at terminals of West-4's NCB and Kinjo Pier. Kinjo got going back in 1968 with its first 10-meter-deep berth, just when containerization was taking off. Another public berth was added in the days that followed. Equipped with two gantries, this public facility serves foreign vessels. Handling here came to 444,230 tons in 1975. The NCB terminal, on the other hand, was initiated in 1972. There are three gantries and two berths (water depth: 12m), one of which has a roll-on/roll-off capability. This terminal is run by the Nagoya Container Berth Company (NCB), which was formed by the Port Authority and six Japanese shipping firms. Mainly Japanese ships tie up, and cargo handling totalled 1,305,869 tons in 1975. Besides these two container bases, the semi-container facilities at Inae Pier No. 2 handled some 90,099 tons in all.

Cargo Handling Volume

The 1975 cargo tonnage through the port totalled 86,662,970, showing a slight decline as 1.5% as compared to the previous year. Foreign cargo came in at 41,606,097 tons (exports, 12,363,233 t; imports, 29,242,864 t) and domestic cargo registered 45,056,873 tons (outgoing, 15,273,639 t; incoming, 29,783,234 t). Container cargo, included in the foreign trade figure, was up 18.2 percent, a clear case of growth. However, the ferry cargo, included in the domestic total fell off 8 percent from the previous year's statistic.

Although overall cargo handling in early '75 was 8.9% below the '74 level, it covered the loss handily later on, showing a 6.2% increase over the second half in '74. On balance, this meant a hair's less handling in '75 (1.5%), but within the context of real recovery under way. The following provides at a glance the various figures for export/import items by rank, the number of ships and handling volume.

past, such old piers as Shinko, Picture-5, and Takashima Piers played an important role for the prosperity of port city.

However, insufficient open storage space, narrow aprons, and pier structures all turned out to be totally inadequate for the effective handling of revolutionally large influx of cargo. Therefore, we intend to modify these piers into now ones.

The above-mentioned three basic construction plans will enable Yokohama Port to maintain its position as a principal port in the world and guarantee future prosperity.

Yearbook "Hong Kong 1976"

Hong Kong, April 10 (The Week in Hong Kong):—You will find comprehensive coverage in "Hong Kong 1976", the new official yearbook of the Hong Kong Government. (Contains 70 full colour photographs.)

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Trans-Tasman ro/ro service inaugurated

Mount Maunganui, New Zealand ("GATEWAY" June 1975, Journal of the Port of Tauranga, published by the Bay of Plenty Harbour Board):—More than 120 visiting and resident guests were welcomed to the Port of Tauranga by Mr. J.W. Syme, Deputy Chairman of the Board, at a joint function held on March 19, 1975, to mark the opening of the Port's new roll on/roll off linkspan facility, and to inaugurate the Union Steam Ship Company of New Zealand Ltd's "Tasman seacargo express service" directly between the Port and Sydney/Melbourne.

The 6350 DWT ton "Marama" was berthed at the linkspan for the first time when Mr. A.H. Honeyfield, a member of the Board for 18 years until he retired last year, arrived to officially open the linkspan. In opening the facility he pointed out that the Bay of Plenty and Waikato regions' were "from a farm products, industrial and population viewpoint, the fastest growing areas in N.Z., and it follows", he said "that they must have the cheapest access to world markets through improved road, rail and sea communications." Having been deeply interested in this subject for many years as former Deputy Chairman, and Chairman of the Finance Committee, Mr. Honeyfield expressed pleasure "that the Board is expanding and broadening the scope and capabilities of the Port to handle conventional and unitised cargo, including containers. The linkspan and associated terminal facilities," he said would enable a far greater concentration of unitised cargo to be pre-assembled at shipside and with mechanical loading directly from terminal to ships stow, would provide a very fast ship turnaround at the port."

NEW VESSELS FOR TRADE

Mr. R.H. Pettigrew, a Director of the U.S.S. Company, said the Company was now building five more vessels for trade through the Port of Tauranga, and the two 14,000 DWT ton roll on/roll off vessels being constructed specially for forestry exports were expected to be in service during 1976 and 1977. Mr. Pettigrew expressed pleasure at the cooperation which the Board had shown toward the Company and the speed with which the linkspan had been constructed.

The first two roll on/roll off services directly between the Port of Tauranga and Melbourne (M.V. "Marama") and Sydney (M.V. "Maheno") are now operating on a regular fortnightly basis, on alternate weeks, and ten voyages have so far been made. Many shippers to Australia are evincing

greater interest in this service now that regular calls are being made, not the least of which are Bay of Plenty "Kiwifruit" growers at Te Puke (12-15 miles) who see significant reductions in transportation costs on those incurred through having to rail previously to the Auckland roll on/roll off terminal—193 miles.

Timber exports through the Port have increased since commencement of the roll on/roll off services and were recently loaded at a rate of 500 tonnes/hour.

KIWIFRUIT SHIPMENT

For the first time, a shipment of 60,000 trays of kiwifruit valued at \$250,000 were loaded aboard the vessel "Zaida" at the Port of Tauranga on 22/23 May, and a second shipment will be made when the vessel returns on her next voyage. The vessel loaded the fruit in six 20ft I.S.O. containers, 226 collapsible-type cargo bins, and on special pallets.

Swanson Dock Extensions

Melbourne (Melbourne Harbor Trust Port Gazette, Summer, 1975/6):—The final stage in the saga of Swanson Dock, the Port of Melbourne's four-berth container complex, is well on the way.

The Trust has begun work simultaneously on the construction of a third berth on the west side, as well as a further 76.20 metres (250 foot) extension on the east side.

To date, the Trust Engineering Division has completed 60.9m (200 feet) of the planned 274.32m (900 feet) berth on the west side to allow the lessee, Seatainer Terminals Ltd., to erect a third container wharf crane.

The third berth on the west side of Swanson Dock will cost approximately \$4.5 million, including \$1.8 million for dredging, while the 76.20m (250 feet) extension to the east side will cost a further \$1.4 million.

Since the first container berth was opened in March 1969, the throughput of containerised cargo has increased annually. Last financial year the Swanson Dock four-berth container complex handled a record 5.3 million tonnes, which is 65.04 per cent of the total container trade.

Of the above-mentioned container tonnage throughput, the two berths on the west side handled approximately 3 million tonnes during the last financial year.

The Seatainers Terminal Ltd. Divisional Manager for Melbourne, Mr. R.W. Merry, told the Gazette that assembly of a third container wharf crane, built at a cost of \$2 million by Vickers Hoskins, West Australia, a subsidiary of Vickers Australia, has commenced on the 60.9m (200 feet) extension at No. 2 West.

"The crane, a Paceco designed twin lift 'MACH' Portainer, is higher and has a greater outreach than the two original cranes servicing Nos. 1 and 2 West Swanson Dock, and is fitted with sway stop and high speed modules, which will enable effective use of higher speed operation and faster spotting of containers. The crane has also been designed for future introduction of electronic control modules.

"The coastal container ships *Kanimbla* and *Manoora* transported the new crane from Fremantle to Melbourne in unit form whilst the overseas electrical components were transported to Melbourne by Overseas Container Ltd. and Australia Europe Container Service ships.

"The new Paceco 'MACH' Portainer crane, the most sophisticated container handling crane built in Australia, is expected to be commissioned in April next year."

The "MACH", standing 76.20m (250 feet) high and weighing 565 tonnes, uses electric motors totalling 700 h.p. and can lift 45.9 tonnes (45 tons) at an outreach of 36.57m (120 feet), with a lift height of 25m (81 feet). Two 20 foot containers may be lifted simultaneously or one 40 foot container. As a heavy lift crane, uncontainerised lifts up to 62.2 tonnes (61 tons) can be handled.

Fitted with a Ward-Leonard Electrical Control system, the "MACH" Portainer crane has a hoist speed of 54.8m (180 feet) per minute, cross travel of 152.4m (500 feet) per minute and long travel of 45.7m (150 feet) per minute.

It has the facility to operate with the boom up, while the sway-stop module will reduce the sway of containers in the event of strong winds or any driver misjudgement—innovations which will improve the throughput potential.

Future obsolescence, it is claimed, is no longer a major concern, as the new crane can be updated by modular addition to the basic "MACH" unit incorporated in the design.

Three additional modules can be added to meet future efficiency requirements which increase capacity progressively to 100% more than the basic unit.

Mr. Merry disclosed that the addition of a third container wharf crane is an integral part of Seatainer Terminals' long range plans for total development of the Swanson Dock West area.

STL, formed in 1966 by Australian and U.K. shipping interests to operate container terminals and depots throughout Australia, is equally owned by Overseas Containers Australia Ltd. and Bulkships Ltd., and has first call rights to the berths on the west side of Swanson Dock and has leased from the Commissioners 15.34 hectares (approximately 38 acres) of land behind the berths on the west side and a further 4.8 hectares (11¼ acres) at Dudley Street, West Melbourne, where STL has established its break bulk depot, which packs and unpacks over 50 20-foot containers per day.

The terminal's back-up equipment currently includes 11 Clark straddle carriers, five large fork lift trucks and 14 yard tractors.

The Company's Empty Container Park established on Mackenzie Road 12 months ago has proved highly successful; processing in excess of 500 empty containers per week.

Mr. Merry said that during recent industrial trouble, terminal facilities came under great stress, and when normal work resumed in excess of 2,500 full import containers were stacked in the terminal awaiting delivery.

On 20 November alone, between 0730 and 2230 hours, 1,002 containers were received for export or delivered to importers and consolidation depots.

Improved flow of import cargo through the Penang Port Commission's wharves

Penang, January (Berita Pelabuhan):—MOVEMENT of import cargo through the Commission's wharves has improved considerably as a result of measures taken by the



Singapore, 8 April, 1976 (Port of Singapore Authority):—The 7125 DWT m.v. "BARDOMAR" was accorded a special welcome on 1st April 76 when she arrived on her maiden voyage to Europe from Japan at the Port of Singapore Authority's (PSA) Northern Gateway—Sembawang Port. The vessel built in March 76, is owned by Etablisement Maritime Camilie of Yugoslavia.

The vessel handled some 3,000 tonnes of timber, plywood and rubber at Sembawang before she left for Europe. Picture shows Mr. Chen Meng Sheng, Traffic Manager (Sembawang Port), PSA presenting a commemorative salver to Capt Pilefic Miroslav, Master of the vessel at a ceremony onboard.

Penang Port Commission to eliminate some of the difficulties encountered during the period of congestion in 1973 and early 1974. These improvements were achieved as a result of changes in operational methods and procedures.

Much of the problem of congestion was caused by the indiscriminate discharge of cargo by vessels alongside the wharves. Measures were taken to ensure that cargo was discharged from ships in full consignments. This enabled the Commission's staff to receive them into the transit sheds as full consignments to be stacked in the transit sheds in the same manner for easy location and subsequent delivery. Initially, there were some difficulties in receiving the cargo in full consignments from ships but after some time the procedure became routine. The Port Commission now insists that each consignment be landed separately and ships are complying with this request. However, where ships do have some difficulty in discharging in the manner required, some allowance is made after checking the stow of cargo in the hatches of vessels.

Within the godown, a re-organisation was undertaken to separate import cargo from export cargo. The import cargo received into the transit sheds is now stacked together as consignments and the quantity received are verified and labelled immediately. Consignees are not allowed into the transit sheds and delivery is made at the door of the transit sheds on presentation of the delivery order and other documents by consignees.

To further improve the procedure, godowns are allotted for each ship so that all cargo from that ship will be landed

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and stored in a particular godown. To assist consignees to know the location of the cargo, the godown allocation is prominently displayed on a board, one at Butterworth and the other at Swettenham Pier. Consignees are now able to know the godown allocation by merely looking at these boards.

The result of all these changes has brought about a faster flow of cargo through the godowns. The movement of cargo from Butterworth Wharves on the mainland to Swettenham Pier on the Island has also been accelerated.

Tenders awarded for major projects

Penang, January (Berita Pelabuhan):—THE tenders for the construction of the two major development projects of the Commission, the Sixth Berth at Butterworth wharves and the Bulk Cargo Terminal at Prai, have been awarded to four successful contractors.

Messrs. S.F.E.D.T.P. & Dragages Seado Berhad were awarded the tender for the construction of the Sixth Berth at Butterworth wharves. The construction of the Sixth Berth which will be a container berth with provision for a gantry crane, is in response to the need to provide an efficient and adequately equipped container terminal for the increasing container traffic in the port. In 1974, a total of 2,994 containers were handled while in 1975, a total of 8,612 containers were handled. This increase in container traffic is largely the result of improved facilities provided by the Commission and the introduction of scheduled


container feeder services to the Port of Penang. Conventional vessels also bring in substantial container traffic.

Messrs. Hongkong Malayan Drillers & Engineering Limited of Hongkong were awarded the contract for the reclamation works at the Bulk Cargo Terminal. Messrs. Wing Construction (M) Sdn. Berhad won the contract for the Civil Engineering Works while Messrs. Boustead Engineering Pte Limited were awarded the contract for the mechanical equipment to be installed at the Bulk Cargo Terminal.

The Commission is constructing the Bulk Cargo Terminal with the view to provide an efficient and modern dry and wet cargo bulk handling facility at the Port of Penang. Presently, approximately 200,000 tons of bulk minerals move through the Port annually but there are no facilities where ships can discharge or load these commodities efficiently.

The Bulk Cargo Terminal to be located at Prai will provide shore facilities for storage of both wet and dry bulk cargo together with deep water for ships to directly discharge and load cargo. The wharf frontage will have a draught of 32 feet and will be connected to shore facilities by belt conveyors and pipes.

Construction work on the Sixth Berth and Bulk Cargo Terminal will begin in 1976 and are expected to be operational in late 1977 and mid 1979 respectively. The projects are partly financed by a loan from the Asian Development Bank to cover the estimated foreign exchange component of the cost of construction.



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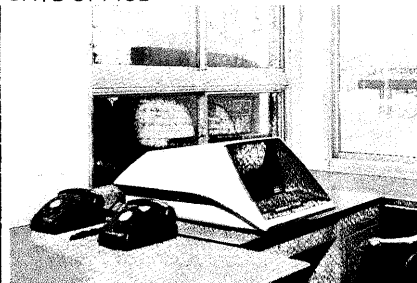
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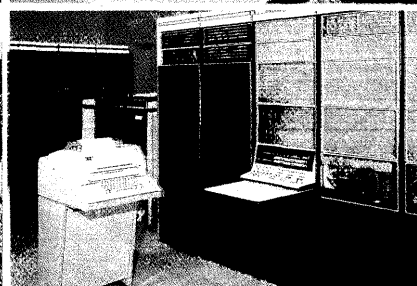
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