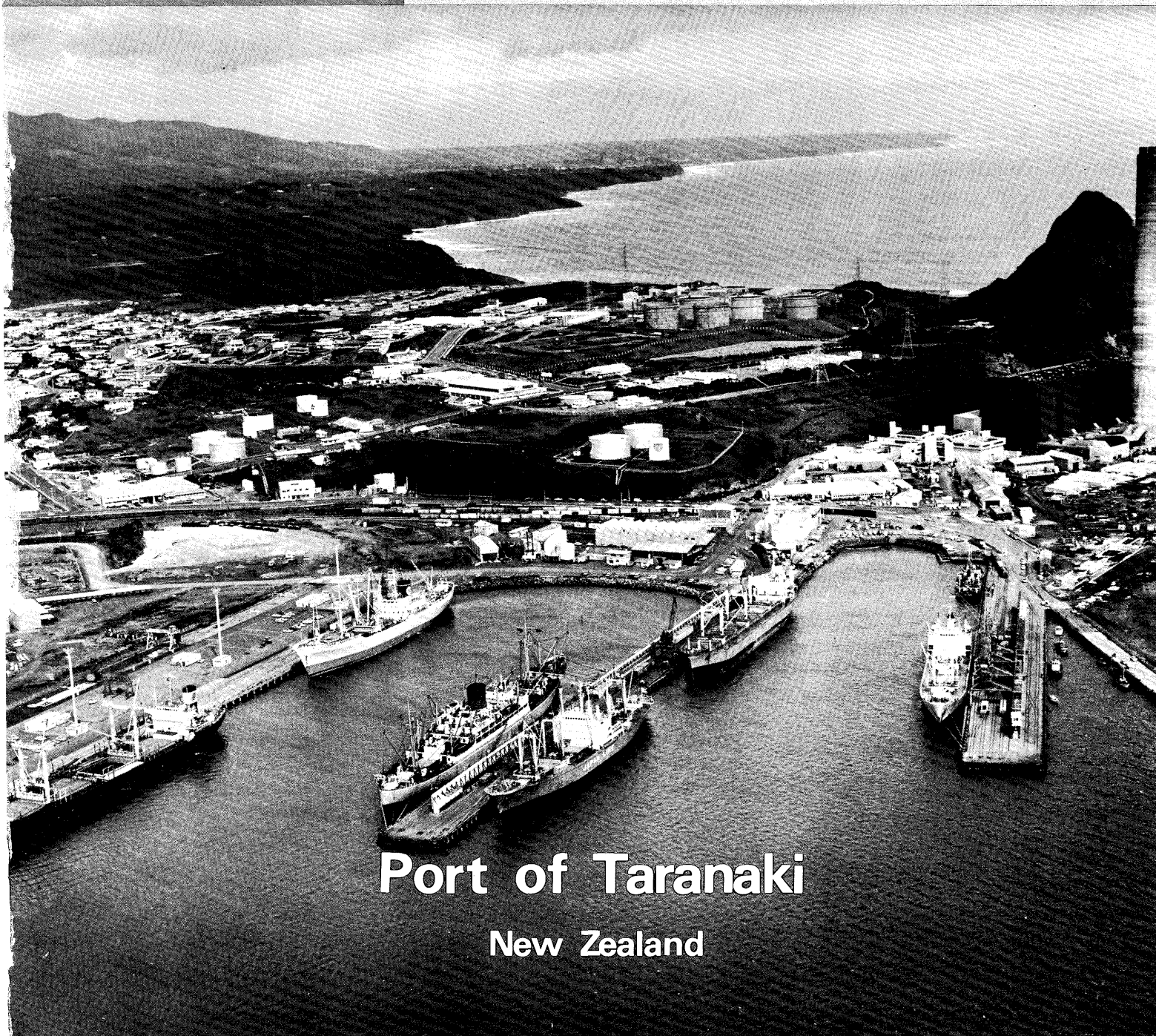


PORTS *and* HARBORS

July, 1976 Vol. 21, No. 7



Port of Taranaki

New Zealand

IAPH Conference Houston April 1977

The Publisher: The International Association of Ports and Harbors

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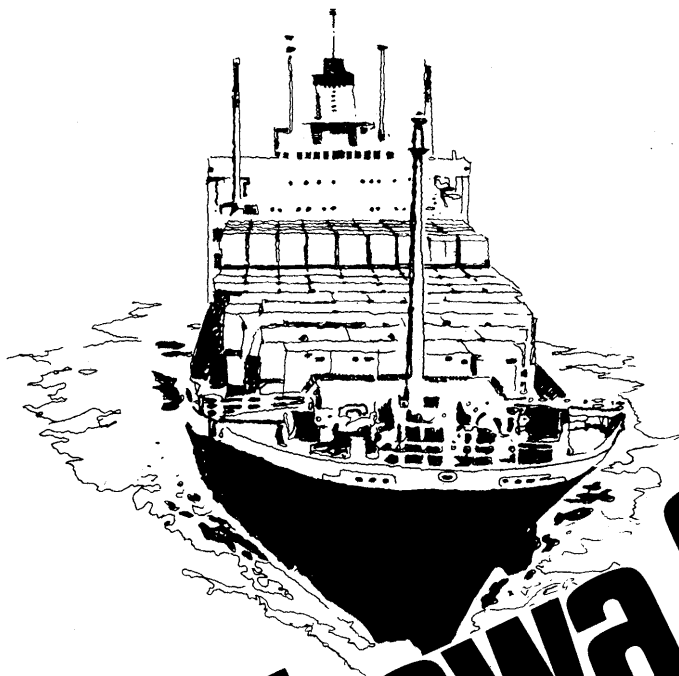


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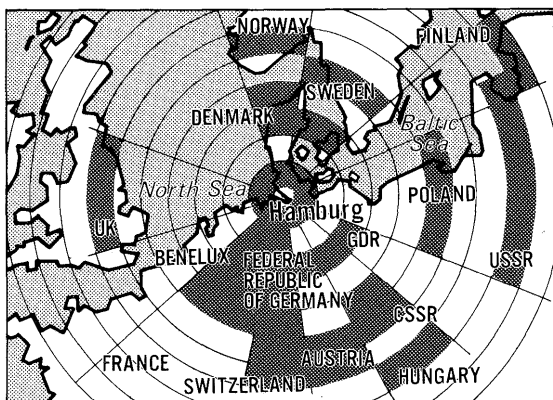


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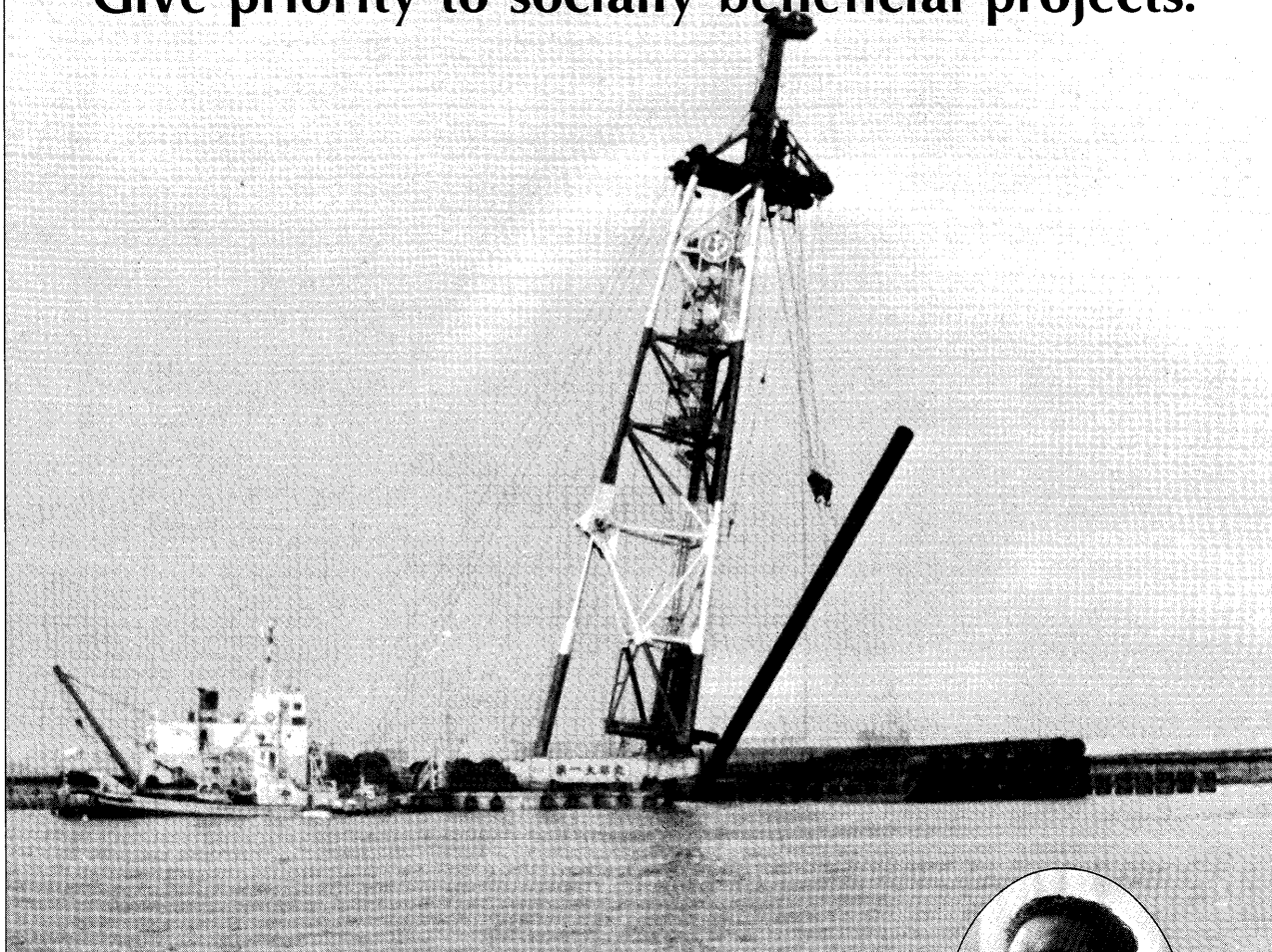
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Chairman/General Manager
The Port of Singapore Authority

Executive Committee:

Chairman:

Howe Yoon Chong
President, IAPH
Chairman/General Manager
The Port of Singapore Authority

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Executive Director
Port of Houston

Stanley Johnson
2nd Vice President, IAPH
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Blyde 2	"Fortunstar" 10,962 gross tons
N.K. 2	"Cedric" 10,902 gross tons
N.K. 3	"Argos" 10,006 gross tons
N.K. 4	"Japan Rimu" 7,001 gross tons
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PORTS *and* HARBORS

IAPH Head Office Announcements: Pages 7 ~ 16

THE CURACAO MEETINGS

Curacao—the island of Curazon (Heart)—was the choice for the meeting place for the Executive Committee and the Joint Meeting of Finance Committee, Constitution and By-Laws Special Review Committee and Membership Committee, to discuss various points of importance for the future of this Association, under the chairmanship of Mr. Howe Yoon Chong, President of IAPH. Also held immediately after the Executive Committee Meeting was the Meeting of the Special Committee on Containerization and Barge Carriers, under the chairmanship of Mr. Ben E. Nutter.

Joint session of Special Committees which deal with Association's house-hold matters was the first experiment for everyone, but it worked so efficiently and effectively, let alone the fact that it was time-saving.

Attended to the meetings at this tiny but pleasant island in the Caribbean Sea totalled 33 and 9 accompanying ladies.

All members were so grateful for and felt very much owed to Lt. Governor, The Honorable Mr. A.E. Kibbelaar, Government of Curacao, Captain Jan Oenes, General Manager of Dienst Haven—en Loodswezen (Curacao Harbour Office), the host of the Curacao Meeting and his staff, for their warm hospitality and devotion in support of the IAPH Meetings.

The Secretariat is so grateful for the enthusiasm and cooperation proved by those members who attended the Curacao Meeting and made it so fruitful and successful. (Head Office)

The Time Table of the Curacao Meetings and other functions

1. April 22, 1976 (Thursday)
Secretary-General's Cocktail Reception
18:00—20:00, at Pent House B Room, Hotel Inter-Continental Curacao
2. April 23, 1976 (Friday)
Joint Committee Meeting
09:30—12:00/14:00—17:00, at Stuyvesant Room of the Hotel
3. April 24, 1976 (Saturday)
Joint Committee Meeting
09:30—12:00/14:00—17:00, at Stuyvesant Room of the Hotel
4. April 25, 1976 (Sunday)
Visit to Port of Willemstad, Curacao, by Ferry
16:00—18:00
Welcome Reception by the Government of Curacao

20:30—22:30, at Pent House of the Hotel

5. April 26, 1976 (Monday)
Executive Committee Meeting
09:00—12:00, at Stuyvesant Room of the Hotel
Visit to Curacao Oil Terminal
14:15—17:00
Dinner in Old Land-House "Brakkeput Mei Mei"
Hosted by the Curacao Oil Terminal Company
6. April 27, 1976 (Tuesday)
Executive Committee Meeting
09:00—12:00, at Stuyvesant Room of the Hotel
Visit to Curacao Drydock Company
14:15—17:00
Dinner at Latin Restaurant "Le Parrillada"
Hosted by the Curacao Drydock Company
7. April 28, 1976 (Wednesday)
Meeting of the Special Committee on Containerization and Barge Carriers
09:00—12:15, at Stuyvesant Room of the Hotel
Visit to SHELL Curacao N.V.
14:15—17:00
Dinner at Dam Negropont
Hosted by SHELL Curacao

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

— April 23-24, 1976 —

- I. Finance Committee matters
 1. Report on the Settlement of Account for 1975—For Approval
 2. New Due Scheme
 - a. Present situation (Report)
 - (a) Drop-outs
 - (b) Members no trouble
 - (c) Members in trouble
 3. Points to be cleared
 - a. Purely governmental members (for endorsement)
 - b. Members in trouble
 - (a) Members claiming to be purely governmental
 - (b) Members asking for exemption of tonnage raised at private facilities
 - (c) Members asking for some financial relief
 - (d) Non replying members
 - c. Frequency of due assessment
 - d. Recommendations to the Executive Committee

4. Schedule to achieve the self-supporting status
 - a. Report by Secretariat
 - (a) Mr. Akiyama's study
 - (b) Mr. Boeuf's study
 - (c) Mr. Akiyama's reply based upon the latest figures
 - b. Directors' reaction to the Questionnaire
 - c. Secretary-General's recommendation
 - (a) Explanation
 - (b) Discussions
 - (c) Recommendation to the Executive Committee
5. Funding of the Special Port Development Technical Assistance Fund
 - a. Report by the Secretariat
 - b. Discussion and recommendations to the Executive Committee

6. Others

II. Review Committee matters

1. Creation of a new kind of member status to give special recognition to those individuals who have attended a certain number of times to IAPH conferences
 - Number of attendance: 7 time or more
 - Naming: Life Member
 - Privilege: Due free/Entitles to receive all IAPH publication
 - Treatment at Conference: Same as Honorary Member
2. Revision of By-Laws (See. 5 and others) as the result of the foregoing discussions
 - a. Revision of due scheme
 - b. Minimum unit number of "Purely Governmental Regular Member"
 - c. Exemption of "tonnage handled" at purely private facilities and or tonnage through river
 - d. Grace Period for certain members
3. Future Programme
4. Others

III. Membership Committee matters

1. Membership campaign
 - a. Measures to pacify disputing members
 - b. Measures to prevent withdrawals
 - c. IAPH Brochure

Agenda for the Executive Committee Meeting

— April 26-27, 1976 —

(First Day)

I. General

1. Condolences on deaths of IAPH individuals
2. Report on personnel changes by President
3. Secretary-General's report for 1975 (including terms of reference of Special Committees and IAPH Bursary)

II. Reports and recommendations by the Chairman of Finance Committee

1. Settlement of Account for 1975 (For Approval)
2. Members' Reaction to the new due scheme (Report)

The Government of Curacao Welcomed IAPH

Lt. Governor, the Honorable Mr. A.E. Kibbelaar, delivered an address of welcome at the reception party held by the Curacao Government in the evening of April 25,

(Continued on next page bottom)

3. Points to be cleared (Discussion and approval)
4. Schedule to achieve self-supporting status
 - a. Report by Secretariat
 - b. Directors' reaction to the questionnaire
 - c. Recommendation (For Approval)
5. New Funding of Special Port Development Technical Assistance Fund

III. Reports and recommendations by the Chairman of Review Committee

1. Creation of a new kind of membership status to give special recognition to those individuals who have attended certain number of IAPH conferences
2. Revision of the By-Laws as the result of the new decisions

IV. Reports by the Chairman of Membership Committee

1. Membership Campaign
 - a. Measures to pacify disputing members
 - b. Measures to prevent withdrawals
 - c. IAPH Brochure

V. Proposals to the Executive Committee (For approval and endorsement)

1. IAPH participation in the simplification of trade documents
2. IAPH cooperation with the Transportation Committee of the Pacific Basin Economic Council
3. Furtherance of study on legal aspects of incidents by sabotage and terrorism
4. Establishment of a special committee for coordination with PIANC/IALA/IAPH
5. Consideration on the number of copies of publication to members
6. Study on Standardisation of RO/RO ramps by IAPH with PIANC

VI. Others

(Second Day)

I. On the 10th Conference

1. General explanations Mr. Altwater
 - a. Conference theme and selection of Panel topics
 - b. Programme and time table
 - c. Registration fees
 - d. Simultaneous translation
 - e. Schedules of seminars during the 10th Conference
 - f. Others

II. On the 11th Conference

1. Report by the Secretariat
2. Decision on the site selection
3. Others

III. Others

President's Report on Executive Committee Meeting at Curacao

The Executive Committee of the International Association of Ports & Harbors was held at the Hotel Intercontinental, Curacao, in Netherlands Antilles, from April 26 to 27, 1976. Fifteen out of eighteen members of the Executive Committee attended the meeting during which

(Continued from page 8)

1976 at the Pent House of the Hotel Inter-continental Curacao. (rin)

"Mr. President, ladies and gentlemen: It is a distinct honor for me, as Governor of Curacao, to welcome you all to our island. We are pleased that you have chosen to hold your biennial Executive Committee and Special Committees meeting here.

The IAPH is recognized as an organization of international importance in our world today. Since its formation in 1955, with as its principle purpose to increase efficiency of ports and harbours universally, it has grown so that at the present time there are 187 members represented from 61 different nations. Incidentally this, in itself, connects the Association with Curacao as our tiny island has people of 61 different nationalities living here.

We are fortunate in our port as it is strategically essential to shipping in the Caribbean area. It acts as a doorway to South America, for Europe, the United States and the Far East.

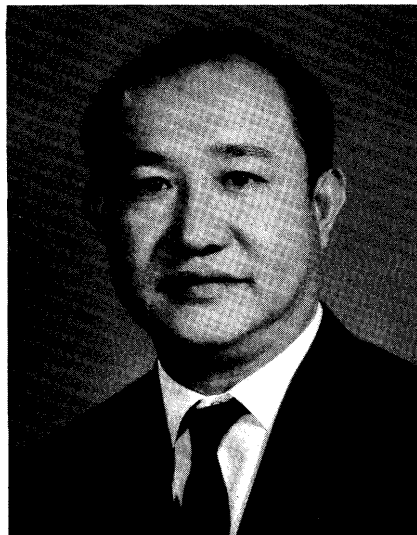
While here you will be visiting several companies closely connected to our port. The Curacao Oil Terminal, located at Bullen Bay, opened in 1974 and is one of the largest oil terminals in the world. It can berth tankers over 500,000 tons. The Curacao Drydock Company is the largest commercial drydock in the Western Hemisphere and has the most modern facilities and equipment. SHELL Curacao is one of the most extensive oil refineries in the world.

We know that these, plus our famous natural harbour, will all be of great interest to you.

I sincerely hope that your meetings here will be fruitful and will strengthen the bonds of friendship between our country and yours, between our port and yours. May you learn from each other and exchange ideas that will be of great value to you all.

In closing, in the name of the people of Curacao, I wish to present to President Howe Yoon Chong—and through you to all members of our organization, the International Association of Ports and Harbors, the KEY to our island. As you may know, to some the word Curacao comes from Curazon which means "heart",—so in giving you this key to Curacao, I am giving you the key to our heart.

To this hearty expression of welcome, President Howe, representing all IAPH delegates stated that he was impressed by the warm and generous hospitality of people of Curacao and presented to Lt. Governor Mr. Kibbelaar and Captain Jan Oenes a cloisone plate respectively, as the expression of the IAPH delegates' thanks.



Mr. Howe Yoon Chong

extensive discussion took place on various matters and important issues during the past one year since the Singapore Conference and the forthcoming months till the 10th Conference to be held in Houston, 1977.

First and foremost, we must express our sincere appreciation and profound gratitude to Capt Jan Oenes, General Manager of Dienst Haven-en Loodswezen and also the Government of Curacao for the warm hospitality and excellent facilities extended to the Executive Committee during our stay in Curacao. As a result, the Executive Committee had a very successful and fruitful meeting as well as a memorable stay in Curacao.

Present at the Curacao meeting were:

Executive Committee:

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

Members: Mr. George W. Altvater, 1st Vice-President, IAPH, Executive Director, Port of Houston
Mr. Stanley Johnson, 2nd Vice-President, IAPH, British Transport Docks Board
Mr. A.S. Mayne, 3rd Vice-President, IAPH, Chairman, Melbourne Harbor Trust Commissioners
Mr. Robert L.M. Vleugels, Director-General, Port of Antwerp
Mr. R.O. Ajayi, Deputy General Manager, Nigerian Ports Authority
Raja Azam, Chairman, Kelang Port Authority
Mr. Robert Boeuf, Ingenieur General des Ponts et Chaussées, Ministry of Equipment, France
Mr. R.W. Carr, Chairman, Auckland Harbour Board, New Zealand

Ir. J. den Toom, Managing Director
Port Management of Amsterdam
Mr. P.K. Kinyanjui, Chairman, East
African Harbours Corporation
Mr. Fumio Kohmura, Vice-President
Nagoya Port Authority
Mr. Ben E. Nutter, Executive Director
Port of Oakland
Mr. Thomas T. Soules, Port Director
San Francisco Port Commission
Mr. Anthony J. Tozzoli, Director of
Marine Terminals, The Port Authority
of New York and New Jersey

(The following Executive Committee Members who
were unable to attend had cabled their apologies:)

Mr. Bruce Procope, Chairman, Port
Authority of Trinidad and Tobago
Mr. J.H.W. Cavey, Chief, Harbours &
Ports Department of Transport, Minis-
try of Transportation, Canada
Mr. Gengo Tsuboi, Vice-President, The
Japanese Shipowners' Association

Finance Committee:

Chairman: Mr. Thomas J. Thorley, General Man-
ager, Port of Long Beach, USA
Members: Mr. Paul Bastard, Directeur des Ports
Maritimes, Ministry of Equipment,
France
Mr. Howe Yoon Chong
Capt Jan Oenes, General Manager, Dienst
Haven-en Loodswezen, Curacao, NA
Mr. Thomas T. Soules
Ir. J. den Toom
Mr. A.J. Peel, Director, Department of
Harbours and Marine, Brisbane, Aus-
tralia

Constitution & By-Laws Special Review Committee:

Ag. Chairman: Mr. Anthony J. Tozzoli
Members: Mr. Howe Yoon Chong
Mr. Stanley Johnson
Mr. P.K. Kinyanjui
Mr. A.S. Mayne
Mr. J. Kerwin Rooney, Port Attorney
Port of Oakland, USA
Mr. Sven Ullman, General Manager, Port
of Gothenburg
Mr. Toru Akiyama, Secretary-General
Emeritus, IAPH and President of the
IAPH Foundation

Membership Committee:

Chairman: Mr. A.S. Mayne
Members: Mr. Anthony J. Tozzoli
Mr. Stanley Johnson
Mr. P.K. Kinyanjui
Ir. J. den Toom
Mr. Fumio Kohmura

Legal Counselors: Mr. J. Kerwin Rooney
Mr. Leslie E. Still, Jr., Deputy City
Attorney, Port of Long Beach

Head Office Secretariat:

Dr. Hajime Sato, Secretary-General,
IAPH
Mr. Rinnosuke Kondoh, Under Secre-
tary, IAPH

Mrs. Kazuko Tatsuta, Secretary to Mr.
Akiyama

IAPH Foundation: Mr. Toru Akiyama

Prior to the meeting of the Executive Committee, a joint
meeting of the three Special Committees namely Finance
Committee, Constitution & By-Laws Special Review Com-
mittee and Membership Committee was convened at the
same place for two days on April 23 and 24, 1976. This
Joint Meeting was a new feature introduced in view of the
fact that there were considerable duplication and over-
lapping in most issues to be dealt with by the three Special
Committees. This new system of meeting jointly had
enabled members of the three Special Committees to
discuss extensively from various angles and had proved to
be successful and time-saving. In view of this, similar system
would be adopted in future meetings.

Some of the more important issues discussed and
deliberated at the Executive Committee meeting as well as
the Joint Meeting of the Special Committees are reported
below:

I. The Association had suffered the loss of two of its very
staunch and dedicated individuals who had rendered
meritorious services to the growth of the Association. They
were Mr. W.H. Brotherson, 3rd Vice-President of IAPH and
President of the Maritime Services Board of NSW, Australia,
and Dr. Chujiro Haraguchi, 7th President of IAPH,
1967-1969, Honorary President of the Japan Port and
Harbour Association and ex-Mayor of the City of Kobe.

The Executive Committee observed a two-minute prayer
in silence to pay respect to these two great individuals of
IAPH.

II. Personnel Changes

- (1) Mr. A.S. Mayne, Chairman of Melbourne Harbor Trust
Commissioners, with the unanimous consent by the
Members of the Executive Committee and the Board of
Directors at its meeting by correspondence on April 10,
1976, was appointed to succeed the late Mr.
Brotherson as 3rd Vice-President of IAPH.
- (2) Mr. J.H.W. Cavey, Chief, Harbours & Ports, Depart-
ment of Transport, Canada, with the unanimous
consent by Members of the Executive Committee and
Board of Directors at its meeting by correspondence on
April 10, 1976, was appointed a Member of the
Executive Committee. He is to succeed Mr. Del Taylor,
Chairman, National Harbours Board, Canada, who had
retired from the Executive Committee in view of his
new position with the Canadian Government.
- (3) Mr. Sven Ullman, General Manager, Port of
Gothenburg, with the unanimous consent by Members
of the Executive Committee was appointed Chairman
of the Special Committee on International Port Develop-
ment as well as IAPH Liaison Officer with UNCTAD.
He is to succeed Mr. John Lunch due to the latter's
retirement as Director General of the Port of London
Authority.
- (4) Mr. A.J. Peel, Director of the Department of Harbours
and Marine, Brisbane, Australia and Ir. J. den Toom,
Managing Director of the Port Management of Amster-
dam had been appointed to be Members of the Finance
Committee.
- (5) Due to the retirement of Mr. G.A. Rose, Member of the
Special Committee on International Port Development
and Assistant Director, World Trade Division of

Delaware River Port Authority, Mr. James R. Kelly, Director of World Trade Division, Delaware River Port Authority, was appointed to serve the Committee.

III. Report and Recommendations by the Chairman of Finance Committee

(1) Settlement of Accounts

The Finance Committee reported that thorough study and discussion were given to this matter by the joint committee meeting and recommended to the Executive Committee that the Settlement of Account for 1975 be approved, and the Meeting so approved.

(2) Members' Reaction to the New Due Scheme and Financial Matters

It was reported that the reaction to the new due scheme which was enacted from January 1, 1976, was on the whole favourable and accepted by the Members. However, there were some members who could not comply with the scheme because of some reasons including financial difficulties. In addition, it was pointed out that there were some difficulties in the interpretation of the terminology in the by-laws relating to "purely governmental" members. The Meeting felt that the Association should make every effort to retain as many members as possible. It was therefore necessary to straighten up the interpretation of the by-laws in respect of the phrase "purely governmental" so that members who had some doubt over the interpretation of the provision of the by-laws could comply with the principle enshrined in the by-laws. The Meeting, after extensive discussion, adopted the resolution to amend Sec. 5 of the by-laws.

The Meeting then discussed in great length the schedule to achieve self-supporting status for the Association. It was noted that the Board of Directors had earlier been asked to reply to the questionnaire concerning this matter whether the Association should proceed as scheduled and achieve the self-supporting status effective 1978 by raising some 60% to 80% of the present dues or postpone the target date to a later date. It was reported that the majority of the Directors had replied that the Association should take the latter step, namely the Association should give some more time to achieve the self-supporting status. The Executive Committee gave extensive discussion on the matter and then approved the recommendation of the Finance Committee that the Association should raise the dues by 20% effective January 1, 1978 and adopted the resolution to the effect.

For the future guideline of the IAPH's financial policy, the following five points were recommended to the Executive Committee by the Finance Committee and were approved after extensive discussion:

- (a) The compensation for Secretary-General should be omitted.
- (b) The salary for Deputy Secretary-General should be enumerated in full, because it is essential for the Association to have a full-time dedicated Deputy Secretary-General for its sound development.
- (c) Expenses for the Liaison Officers to UNCTAD, IMCO and UN should be enumerated.
- (d) Assistance to Special Committees (except house hold committees) should be continued.
- (e) Simultaneous interpretation services at Conference should be provided by the visiting delegates, while the technical facilities should be prepared by the hosting port.

IV. Report and Recommendation by the Chairman of Review Committee

Mr. Anthony J. Tozzoli, Acting Chairman of the Committee, reported to the Executive Committee that as reflected in the recommendations submitted to the Meeting, proper amendments should be made to the by-laws. Mr. Tozzoli, among others, emphasized the need to activate members' attention toward the Association and to encourage participation by smaller ports. He felt, however, that this subject might be too broad to discuss in a limited time. His views and recommendations were keenly supported by members of the Executive Committee and it was decided that the matter should be further studied and be reported at the 10th Conference.

V. Report and Recommendations by the Chairman of Membership Committee

Mr. A.S. Mayne reported that the campaign to attract more members to join the Association was being carried out. However, greater effort would be required. This could be done by strengthening the activities of the Committee. He suggested some form of envoy mission be created to intervene those members who had some troubles in complying with the new due scheme as well as to achieve more membership from every corner of the world. In addition, it was agreed that a promotional brochure be produced by the Secretariat for membership drive.

VI. Proposals to the Executive Committee

The following six proposals were submitted by the chairmen of Special Committees and the Secretariat:

- (a) IAPH Participation in the simplification of trade documents.
- (b) IAPH cooperation with the Transportation Committee of the Pacific Basin Economic Council.
- (c) Furtherance of study on legal aspects of incidents by sabotage and terrorism.
- (d) Establishment of a special committee for coordination with PIANC/IALA/IAPH.
- (e) Consideration on the number of copies of publication to members.
- (f) Study on Standardisation of RO/RO ramps by IAPH with PIANC.

The Executive Committee, after extensive discussion, concluded that these proposals be endorsed accordingly.

VII. 10th Conference in Houston

Mr. G.W. Altvater reported the detailed information about the preparation works of the forthcoming 10th Conference in Houston in April 1977. Among other things, the Meeting decided that the panel themes and panel chairmen be as follows:

Panel Themes	Panel Chairman
(a) The Problems of Port Congestion	Mr. Alhaji Bamanga Tukur General Manager Nigerian Ports Authority
(b) Port of the Future—New Technology, Facilities and Problems	Dr. F.A.F. Scheurleer General Manager Rotterdam Port Management
(c) The Port Contribution to International Trade and Development	Mr. Robert Boeuf Ingenieur General des Ponts et Chaussees, Ministry of Equipment, France



Meetings were held at the Stuyvesant Room of the Hotel Inter-continental Curacao. Left to Right: Mr. Kohmura, Mr. Scorcio, Mr. Still, Mr. Tozzoli, Mr. Peel, Raja Azam, Mr. Oliga, Mr. Kinyanjui, Mr. Thorley, Mr. Mayne, Mr. Altvater,

Mr. Howe, Dr. Sato, Mr. Johnson, Mr. Kondoh, (Mr. Cheng, Mr. Soules, Mr. Rooney, Mr. Ullman: unseen or partially seen) Captain Oenes (Photo: Courtesy of Capt. Oenes).

RESOLUTION OF THE EXECUTIVE COMMITTEE RECOMMENDING AN AMENDMENT OF SECTION 5 OF THE BY-LAWS RELATING TO MEMBERSHIP DUES

RESOLVED by the Executive Committee of the International Association of Ports and Harbors that Section 5 of the By-Laws be amended by adding a new sub-paragraph, at the end of the fifth sub-paragraph, reading as follows:

"The Secretary General shall determine whether a member is subject to membership dues based upon tonnage handled, and in the event a member disagrees with such determination, the member may appeal the decision to the Executive Committee, which shall have the power to affirm, reverse or modify such determination."

and be it

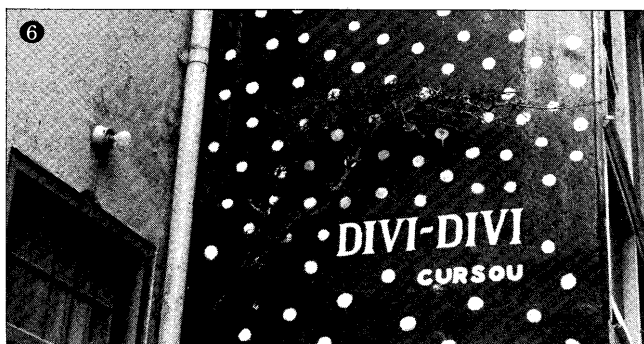
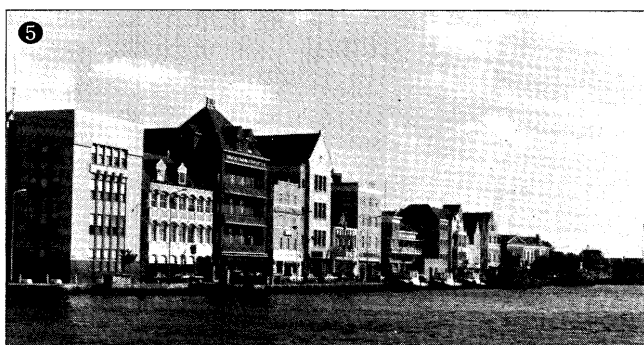
FURTHER RESOLVED that the Board of Directors of the Association be and it is hereby requested to approve said amendment and to submit it to the members of the Association for approval.



Officers at Session. Left to Right: Mr. A.S. Mayne, Mr. G.W. Altvater, Mr. Howe Yoon Chong, Dr. Sato and Mr. S. Johnson.

**Congratulations to U.S. Members
on the 200th Anniversary.
I. A. P. H.**

Snapshots at Curaçao (Photos 1-7 taken by R.Kondoh.)



Cutlines

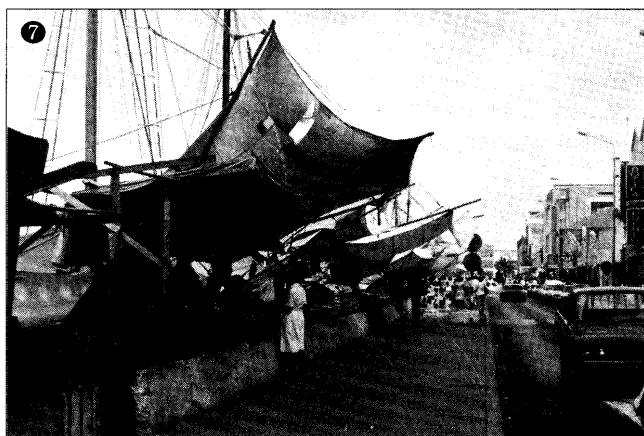
Photos 1, 2, 3—Delegates and their ladies at ease on a ferry boat for the port observation tour.

Photo 4—Town of Willemstad, Curacao. Big tankers, cruisers glide through the narrow channel just in front of the Hotel and causeway street. The channel is sufficient enough to pass 125,000 tonners.

Photo 5—Peaceful look of the water front shopping street.

Photo 6—Caribbean sunshine and trade-winds create the symbolic tree of Divi-Divi Tree of the Netherlands Antilles.

Photo 7—Floating Market along the canal. Fruits and vegetables are shipped from Venezuela.



**Message from
New Third Vice-President
Mr. A.S. Mayne
Chairman
Melbourne Harbor Trust
Commissioners**



Mr. A.S. Mayne

As the newly appointed Third Vice-President of IAPH, may I take this opportunity of conveying my appreciation to the Board of Directors for the confidence shown in electing me to fill the vacancy caused by the sad and untimely death of my colleague, Bill Brotherson.

I will endeavor to carry out my new responsibilities to the same high standard achieved by my predecessor and look forward to a continuing close association with members, Directors and the Executive Committee in furthering the aims of IAPH.

La Legion d'Honneur; Mr. Robert Boeuf

The French Official Bulletin dated April 18, 1976 announced that Mr. Robert Boeuf, Ingenieur General des Ponts et Chaussees—Ministry of Equipment—and member of the Executive Committee of IAPH, has been awarded by the President of the French Republic with the Order of Officier de la Legion d'Honneur.

Prior to his taking the office of Ingenieur General on January 1st 1976, Mr. Boeuf was the General manager of the Dunkirk Port Authority where he directed, eight years long, the big expansion of the port including among others, the construction of the Western Harbour which was opened to the traffic in 1975 to accommodate the biggest ships till 73' draught (tankers, bulk-carriers, container ships, ro-ro ships, ferry-boats and all general cargo ships). The new port industrial zone starting from the outer harbour extends over 20,000 acres.

**Message from Mr. J.H.W. Cavey
Chief, Ports and Harbours
Canadian Marine Transportation
Administration, Department of
Transport
New Executive Member and Chairman
of Constitution and By-Laws Special
Review Committee**



Mr. J.H.W. Cavey

Dear Fellow Members,

I am writing at this time to express my humble appreciation for the high honor accorded to me in being appointed to the Executive Committee of our Association. Through the past twelve years in varying capacities particularly with the Directors, the Finance Committee, and the biennial conventions, I have greatly enjoyed the opportunities to serve you and to help promote the interests of the ports of the world.

Our Association is still moving through a process of development and identification but as we work together in our common interest I believe we shall in turn enhance the position of all individual members in their own port communities.

I look forward to the opportunity of meeting you again at Houston in 1977 for a profitable and enjoyable conference.

Mr. Rene Genin

According to the same news source, Mr. Rene Genin, Exploitation Commerciale Director, Port Autonome du Havre has been awarded with the Order of Chevalier de la Legion d'Honneur.

Since he entered the Port Authority in 1946, he has been active in charge of the various projects of importance, contributing to the growth of the Port of Le Havre as it is today.

**Message from Mr. Sven Ullman
General Manager, Port of Gothenburg
New Chairman of Committee on
International Port Development and
Liaison with UNCTAD**



Mr. Sven Ullman

It is a great honor for me to be the successor to Mr. John Lunch as Chairman of the Special Committee on International Port Development.

During his chairmanship, a working plan for the nearest future was elaborated and a profile for the Committee has thoroughly been established. Consequently, I regard it as my primary task to follow up those aims already set up. However, I also try to widen the working field and find some new targets for the Committee. I am quite sure that many interesting tasks are waiting for us.

I am also convinced that a close collaboration with UNCTAD, which job I will conduct as Liaison Officer of the IAPH, will lead to even better conditions in the ports and harbors of the world, especially as the matters discussed at present within the framework of this U.N. organ are of the utmost importance for the future.

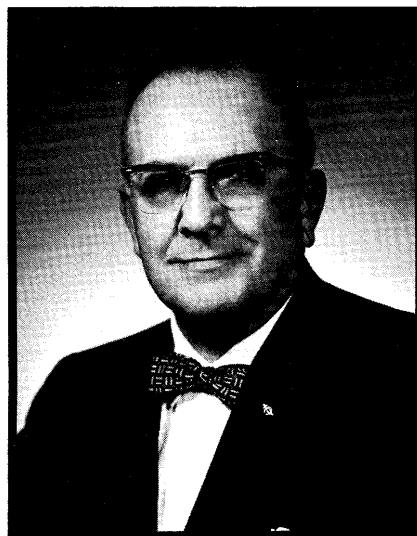
Finally, I would like to state that I consider the work in this Committee is a teamwork. I hope you will all help me by raising questions and positively supplying me with necessary material to make the work of the Committee worthwhile.

Mr. Louis C. Purdey Passes Away

The Head Office was informed of the death of Mr. Louis C. Purdey, former Executive Director of Toledo Lucas County Port Authority.

The newspaper clipping of the "Daily Press" Newport News-Hampton Va., dated April 18, 1976 reached the Secretariat from the bereaved family of Mr. Purdey containing the sad news that Mr. Purdey, 73, died on April 17, in Riverside Hospital, Hampton, Va., U.S.A.

Mr. Purdey was past president and life honorary member of the American Association of Port Authorities



The late Mr. Louis C. Purdey

and was one of the most enthusiastic members of IAPH having attended 7 out of the 9 past conferences of the Association.

Through this journal, on behalf of all those who knew him in IAPH, Secretary General expresses his sincere condolences.

Mr. Gengo Tsuboi, an IAPH Executive Member, sent a letter of condolence to Mrs. Purdey, which is reproduced hereunder. (TKD)

Mr. Tsuboi's Letter

May 31, 1976

Mrs. Louis C. Purdey
Hodges Cove Road
Yorktown, VA 23692

Dear Mrs. Purdey:

I was shocked to learn of Mr. Purdey's death from you and wish to express my deepest condolence to you on the untimely passing of your husband.

I have met Mr. Purdey many times at the IAPH meetings and he and I have had many pictures taken together. Of the many IAPH members, I have had a feeling that Mr. Purdey was very close to me. I met Mr. Purdey in Singapore last year and now I feel very sad to think that this was to be the last time.

I am sure the sorrow of you and your family members has been beyond words. I do hope you are all in good health.

Sincerely yours,

G. Tsuboi

Disaster or Opportunity?

**Arthur McKenzie, Director
Tanker Advisory Center
315 West 70th Street
New York, N.Y.**

Speech to Association of Water Transportation Accounting Officers at the Downtown Athletic Club., New York City, March 17, 1976

Good afternoon, ladies and gentlemen.

Two ailing giants, both needed by man, are showing signs of advanced stages of debilitation. One giant, the world-wide tanker industry, suffers from an insufficiency of oil. The other ponderous patient, the seven seas, gasps from the burden of too much oil. Fortunately for both victims, and for all the rest of us, there lies at hand a medicine, a miracle drug if you please, that will restore the health and welfare of these giants. The sickness of one can be used to cure the other. The surplus tanker capacity now besetting the tanker industry is just what the doctor ordered to remove the burden of too much oil from the oceans. All that is required to initiate the cure is resolve by nations and agreement by concerned interests.

How sick are these entities? Let's take a look at the tanker industry first. Nearly 1/3rd of all tanker capacity in the world is being wasted because of insufficient oil cargoes. Over 500 tankers lie idle. Many of these vessels are the newest and largest tankers constructed in the past few years. Practically every tanker fortunate enough to have cargoes is running at slow, uneconomical speeds because there is insufficient business. Freight rates have fallen precipitously. Many tankers are operating at a loss. Half of all the very large crude carriers will soon be surplus. Forty-three percent of the Norwegian tanker fleet and over fifty percent of the Swedish tanker fleet is now idle. Tanker building shipyards have prospects that utilize only about 30% of their building capacity over the next decade. Banks are holding mortgages worth an estimated \$35 billion dollars of existing and projected new building tankers. More and more tanker owners are unable to meet their mortgage commitments. About 1/2 of the \$35 billion dollars in mortgages is essentially government risks. And the outlook for the next 10 years for the tanker industry is equally gloomy. The surplus of tankers will continue to increase as tankers now under construction are delivered. Some of the more pessimistic oracles insist that ten years from today significant surpluses will be haunting the industry unless something is done now to prevent it.

Like any concerned bystander, we ask, "How did this deplorable situation come about? Who goofed?". The answer may be as simple or complex as asking the identical question of the world-wide recession. Last year the supply of tankers increased 14% at the same time as the demand dropped 11%. With lead times often of 5 to 7 years between the decision to build and the time of delivery the mistakes of guessing the market are not unknown. Let's

look for a moment at the situation existing in 1969 and 1970. The respected Oil & Gas Journal in November 1969 stated, quote "The period until 1980 will be characterised by an exploding world-wide demand for oil, natural gases and petroleum derived chemicals." unquote. And the same magazine predicted the consumption of crude oil for 1975 at over 62 million barrels per day. In reality, last year the world consumed only 51 million barrels per day, 20% under predictions! The prediction for 1980 was a consumption of 83 million barrels per day. However, the most recent estimate I have seen estimates the world will only be consuming 70 million barrels per day in 1985, ten years from now. It would be an understatement to say that times have changed.

But what about the other patient? The seven seas are fighting to resist the onslaught of millions of tons of oil dumped on its billowing bosom each year by factories, oil wells, pleasure boats, ships, tankers and by you and me. Yes, we make our contribution each time there is an improper disposal of spent lube oil when we have an oil change in our car. We can tell the condition of the patient with our own eyes. You only have to go to the beach. Go to those magnificent beaches in Florida, in Bermuda, in the Mediterranean, in Long Island, on the Jersey shore. You'll find oil and tar lumps becoming an unwanted integral part of our summer scenes. The National Academy of Sciences recently had this to say, quote "Tar lumps are appearing in increasing quantities in formerly unpolluted areas such as the East Coast of Africa, the beaches of southern France and many islands in both the Indian and Atlantic Oceans," unquote. The report goes on to add, quote "Unless steps are taken to reduce the amount of oily wastes dumped into the oceans we will all have to reconcile ourselves to oil contaminated beaches." unquote. Thor Hyderhahl reported that he floated for days on end in his staunch reed raft, the Re, while crossing the South Atlantic, in water so polluted with oil and tar lumps it was difficult to use the water for washing. Jacques Costeau, the French ocean scientist, concludes from his studies and observations that 50% of the sea life has disappeared in the past 50 years. If the momentum does not change life in the seas will be extinguished within two or three decades warns Jacques Picard, the Swiss oceanographer.

Perhaps this recital of possible impending doom of our oceans strikes you as being alarmist talk, if not downright exaggerated. It may be well to reiterate an observation concerning ocean pollution made by an arm of the United Nations studying the problem. IMCO, the U.N. body charged with the job of providing machinery for co-operation among governments in matters affecting shipping concluded a convention on ocean pollution 1 1/2 years ago. The member nations resolved that the discharge of oil from ships into the seas must be eliminated as soon as possible, but not later than the end of the present decade. There is general agreement among nations that the pollution damage threat from vessels to the oceans is serious and substantial and oil spills must be reduced from their present levels. The estimates of the quantities of oil discharged to the oceans each years range between 5 and 10 million tons. One to

three million tons comes from tankers while carrying out routine shipboard operations at sea.

Routinely water is pumped into some empty cargo tanks to ballast the tanker properly for the trip to the next loading port. This water mixes with the oil residues remaining in the tank and consequently is called dirty ballast. Likewise, water is sprayed into many of the cargo tanks to clean them. Naturally the tank washings contain considerable quantities of oily water mixtures. Before loading the next oil cargo it is necessary to discharge the dirty ballast and tank washings out of the cargo tanks. Prior to the world-wide concern about ocean pollution tankers would discharge all this dirty oil polluted water overboard far out to sea. When volumes of oil were relatively small this could be done with little apparent harm to the oceans and the marine environment. But now over 1½ billion tons of petroleum move by sea each year and if the practice were still followed over 6 million tons of oily mixtures would be dumped into the seas from tankers.

Today tankers try to separate the oil from the dirty ballast and tank washings. The oily mixtures are retained aboard the tanker and the relatively clean water is discharged into the sea. This results in only spewing 1 to 3 million tons of oil into the oceans from tankers depending on the effectiveness of the separation process. This method is called Load-On-Top. The name derives from the system of letting the dirty water settle for a few days and then discharging the relatively clean water overboard, retaining most of the oily mixtures in the cargo tanks. At the next loading port the incoming cargo is loaded on top of the oily mixture, hence the name, Load-On-Top. Some tankers do not use the method at all, and with those that do there are significant differences in effectiveness. The problem arises from the difficulty in separating all the oil from the water before the water is discharged overboard.

Obviously, the best way to prevent oil being discharged overboard from this operation is to eliminate or drastically minimize the amount of water that is put into cargo tanks. Here, then, is the opportunity to employ productively surplus tanker capacity. The proposal is to install segregated ballast tanks on existing tankers, which tanks are set aside to be used only for water ballast. Oil is never put in these tanks. The situation is like that facing a restaurant owner that must enlarge his kitchen at the expense of unused dining-room facilities. It cuts into the potential revenue earning capacity of the dining room. But, with the massive surplus tanker capacity now facing the tanker industry, the choice is really one of either using the surplus capacity productively to reduce pollution of the oceans, or letting the tanker capacity idle and rust away. One can say the surplus capacity represents a huge pre-investment in pollution reduction facilities. If only we can put it to use.

The essential advantages of segregated ballast tanks are well known to the tanker owning nations. At the IMCO convention held in London in 1973 to reduce oil pollution from ships, nations agreed to install segregated ballast tanks in all new tankers over 70,000 deadweight tons in size ordered after December 1975. Unfortunately, because of the surplus tanker tonnage swamping the industry now and for the next decade, it is inconceivable that anyone will order a tanker larger than 70,000 deadweight tons for many, many years. In the meantime, tankers will continue to disgorge several million tons of oil into the oceans each year.

About 3/4 of the world's tanker capacity today is in

vessels over 70,000 dwt and it is estimated that if all these existing tankers were fitted with complete segregated ballast tanks it would reduce the present tanker surplus by 50 or 60 million tons, or nearly ½ the present tanker surplus bedeviling the tanker industry. To convert an existing tanker to carry segregated ballast would cost from 100 thousand to 3 million dollars per tanker, depending on the extent of alterations. The 23% percent reduction in carrying capacity of tankers so equipped would increase the transportation cost of such vessels about 30%. That's a gross figure before subtracting the cost of the other alternatives such as early scrapping, tie up, etc. At the gasoline pump the increase would average about ½ cent per gallon. The cost to society of making this improvement in ocean pollution is more desirable than allowing this marvelous opportunity to be dissipated by permitting market forces to dry up all surplus capacity by idleness, rust, pre-mature scrappings and bankruptcies.

The United Nations is fully cognizant of the great opportunity that exists for using the surplus tanker capacity to reduce the pollution of the seas. Three member nations of IMCO have been requested to study and report back to the full committee in April of this year the possibilities of installing segregated ballast on existing tankers.

In the private sector a group has been formed in Europe composed of representatives of banks, shipyards, independent tanker owners and oil companies with the objective of expediting action to reduce the tanker surpluses. Known as the International Marine Industry Forum, they will try to get action by governments and their represented industries on many different fronts. One of their major objectives is to get agreement to install segregated ballast on existing tankers. United States companies are not represented presently on this forum because of the anti-trust considerations. While this is a formidable problem, the interests of the U.S. government may offer a way around this legal obstacle. Our government would like the opportunity to reduce the pollution of the seas with oil, as they also would like to avoid the potentially catastrophic effects of tanker owners failing to meet their bank commitments.

Not often are we privileged to see so clearly the joining of self-interest between tankers and the environment. We have the opportunity to cure two sick entities with the same medicine. May 1976 witness the start of maritime nations installing segregated ballast tanks on their existing tankers.



Comprehensive Master Plan gives picture of Los Angeles in 1990

Port of Los Angeles News

Los Angeles, Calif., 042176:—Los Angeles Harbor as it may appear in 1990 is the subject of a Comprehensive Master Plan submitted today (Wednesday, 4/21) to the Los Angeles Board of Harbor Commissioners. Final adoption will be considered at a later date after a public hearing is held.

Prepared by the Los Angeles Harbor Department, with the assistance of VTN Consolidated, Inc., an independent consulting firm, the CMP totals 11 separate volumes, including eight geographical land-use studies, an environmental assessment overview, a land transport overview, and the Master Plan document.

"This Master Plan," explained Frederic A. Heim, Commission president, on receiving the study for examination and approval, "is not only a set of coordinated goals and guidelines for Port developers and environmentalists, but also a set of physical and fiscal controls."

The most ambitious land-use study undertaken in the 67-year history of the Harbor, the Comprehensive Master Plan presents a view of the Port as it will both look and function in the last decade of this century. It also provides some recommendations on how to avert serious obstacles to the Port's future continued growth, such as the shortage of land and shallow depth of water.

In preparation for some 35 months, the study reaches eight major conclusions regarding the future of Los Angeles Harbor. Foremost among these is the need for immediate and extensive dredging, due to the greater drafts of new ships. "One of the significant changes in maritime technology . . ." the study explains, " . . . concerns increases in ship size. A primary reason for larger ships is to reduce shipping costs by increasing carrying capacity . . . New ships and those on order tend to be larger . . . in draft than most existing vessels.

"For example," continues the study, "it is anticipated that by 1990 the average size tanker will approach 250,000 deadweight tons (DWT) with a fully loaded draft of 70-75 feet, and new bulk carriers will reach 100,000 DWT with fully loaded drafts of 45 or more feet."

Los Angeles Harbor has an entrance channel depth of 40-51 feet and a Main Channel only 35 feet deep. Therefore, as the report states, " . . . over one-third of the world's bulk carrier fleet, which represents over two-thirds of the bulk carrier deadweight tonnage, cannot enter the Inner Harbor. Also, the majority of the oil tanker fleet . . . will be in the 165,000 DWT class, or larger, and will require initial water depth of 65 feet. In the long range, 82-foot water depth would be needed, if the Port expects to handle tankers up to 250,000 DWT."

Additionally, " . . . approximately one-half of the world's existing container fleet, which carries 70% of the deep sea container traffic, cannot enter Los Angeles Harbor."

"The Port of Los Angeles," concludes the Master Plan, "is rapidly becoming an obsolete facility in terms of

accommodating not only the present but also future generations of containerships."

The second greatest need confronting the Port, according to the study, is a growing requirement for additional land to accommodate expanding cargo, energy and other demands.

"At present," the study relates, "approximately 44% (or 1,121 acres) of all Los Angeles Harbor Department-controlled land (2,546 acres) is leased to cargo-handling activities. By the year 1990, almost twice as much land would be needed to fully accommodate projected commodity flows.

"During the same 1976-1990 time period, land uses not related to commercial shipping (i.e., industrial, commercial, recreational and institutional) have (increasing) land requirements and would compete for locations within the Port."

"By 1990, the aggregate use demand for land would exceed the total land area in the present configuration of the Port."

The study suggests two solutions to the problem of inadequate Port property. The first, a land acquisition program, would both increase LAHD-controlled acreage by a maximum of 200 acres, and relieve fragmented land use patterns by consolidating LAHD properties. The land acquired would consist of various smaller parcels adjoining the Harbor Department property. However, this solution by itself would not fulfill the total demand for land. Cargo-handling activities alone would require over 1,000 acres of additional land.

A landfill project is the second suggested solution. Over 1,000 acres of valuable waterfront land would be created as an addition to Terminal Island. According to the study, this would be made possible with the 66 million cubic yards of spoils materials from the dredging projects by the Harbor Department and the U.S. Army Corps of Engineers, as outlined in the Plan.

Other recommendations of the CMP reveal the need for improved railroad facilities, including a new automated railhead and fewer yards and tracks; close cooperation with Harbor communities in the development and improvement of recreational facilities; and coordination between the dredging and fill projects and a proposed liquefied natural gas (LNG) facility on currently non-existing Terminal Island property.

"The Plan presents some rather ominous warnings that must be heeded if the Port of Los Angeles is to remain a leading West Coast harbor," Heim said. "If dredging is not accomplished, or if land acquisition is stymied, then the local communities and the entire Southland will feel the effects along with the Port. Decreased Port business will most certainly result in decreased employment. And this, in turn, will mean less revenue entering the local economy and less tax support.

"Also, and this is emphasized by the CMP, without a major landfill and newly acquired land to make up the

(Continued on next page bottom)

Containerization Comes To Latin America

New and Established Ports in Latin America Are Developing Terminals to Accommodate Containerships

Reprinted from "Via Port of New York"
January 1976

International shippers would be less than prudent to overlook the growing potential for containerizing their exports or imports moving to or from Latin America. In almost every country south of the United States, containerization is growing at an increasing rate. Several countries in the Caribbean, of course, entered the era of containerization early and have become leaders. Nations in Central and South America, although somewhat reluctant to make similar commitments, are now beginning to equip their ports and gear their inland transport systems in accordance with the container era. Since the Port of New York and New Jersey serves as a major gateway between the United States and all of Latin America, the increasing momentum in Latin American containerization can be seen through shipping companies that call at the bi-state port.

To take advantage of recent developments in Mexico, for instance, Mexican Line has recently announced the start of a new full containership service between the New York-New Jersey Port and the Mexican ports of Tampico and Coatzacoalcos. Smith and Johnson, managers for Mexican Line, reported that *Tuluca* and *Monterrey*, two chartered vessels with a capacity of 450 twenty-foot containers or equivalents each, have been assigned to the new service that will provide monthly sailings from Port Newark.

The move by Mexican Line to begin expanded container service to the two Mexican ports via New York was based on changing conditions, namely a more positive attitude toward containers in Mexico. In Tampico a multi-million dollar construction project is under way to make that port more competitive for exports and imports. A new 30-ton container crane is being built at Tampico and smaller cranes, fork lifts and other automated equipment are already in operation, enabling ships to be turned around faster than ever before. According to the port's internal auditor, Hector Fernandez. "We are handling a few containers right now and we are acquiring the equipment to move more of them because we know that from now on containerization of cargoes will become more and more evident in Mexico." At Laguana de Ostion, a few miles west

anticipated 1000-acre deficit, the Port will have to seriously consider the displacement of many existing non-shipping activities in favor of accommodations for commercial shipping operations."

"Of course," he added, "the proposals, as with the Plan itself, are flexible. The Plan was designed from the beginning to be adaptable, to reflect developments in the economy, the community, and the entire field of maritime commerce."

of Coatzacoalcos, the government is planning a three-year project to build another container facility.

From Brazil there comes word of similar development. Brazil's move to provide container capacity at its ports was manifested in New York recently as Moore-McCormack Lines' freighter *Mormacdraco* arrived at her berth in Brooklyn after completion of a mid-body expansion project that increased her container-carrying capacity from 199 twenty-foot equivalents to 521. The *Mormacaltair* has undergone the same modification. The increased capacity for each ship was achieved by adding three cellular container holds and three 18-ton-capacity cranes on a 115-foot mid-body section.

Mormacdraco and *Mormacaltair* are important containerships for the Brazilian trade because their onboard cranes are ideal for loading and discharging containers for use during the interim period when shoreside cranes are currently being erected at four of Brazil's major ports—Santos, Rio Grande, Paranagua and Rio de Janeiro. The \$120 million improvement of Santos includes a completely new container terminal with rail access, while a container terminal at Rio Grande is scheduled to be completed in 1979. The facility at Rio Grande will be used to eventually feed containers to the rest of the eastern seaboard from Northern Brazil to Paraguay, Uruguay and parts of Argentina. At Paranagua expanded storage facilities and improved loading operations are planned. The port agency of Rio de Janeiro recently began a similar program to update its facilities and has ordered two Karricon straddle carriers to handle containers.

In Buenos Aires there also is a move to improve the container handling equipment. Although Argentina's recurrent political and economic crises have delayed financing and construction, there are plans to build a highly mechanized container facility in proximity to the existing marine terminals of Buenos Aires. In a collateral move to containerization, Argentine Lines, or ELMA (Empresa Lineas Maritimas Argentinas S.A.), recently announced plans to convert its current break-bulk cargo service to one more concentrated on container and unit loads. Calling at the New York-New Jersey Port at Pier 2, Brooklyn-Port Authority Marine Terminal, ELMA plans to add a total of 29 new semi-containerships to its fleet by 1978. The ships, which will be built in Argentina and Europe, will give the line an additional capacity of 6,500 twenty-foot equivalents.

The line has also signed a long-term rental agreement naming Flexi-Van Corporation of New York as the exclusive supplier of cargo containers for its world-wide operation. The lease arrangement, which confirms ELMA's decisive move to container operations, will enable the Argentine carrier to pick up and redeliver containers at strategic transportation centers throughout the world without costly absences of such equipment. Rafael Jornet, president of ELMA, expressed confidence that the new vessels and container service would provide the means for Argentinian exporters to remain competitive in world markets. He said that the line would first containerize cargo moving between the United States and Argentina, and then, as additional ships are added, expand its containerization

program to Europe and the Far East.

In other ports of Central and South America, the move to containerization of waterborne freight is advancing but at a somewhat slower rate. Through Valparaiso, Chile, in 1974 (the last year that figures are available) almost 25,000 tons of cargo moved in containers; in Buenaventura, Colombia, 58,000 tons were handled. During the same year, Callao, Peru, handled over 7,000 containers (T.E.U.) and Paramaribo, Surinam, processed about 1,000. Even the inland port city of Asuncion, Paraguay, moved 3,800 tons of cargo in containers during 1974. Container traffic is expected to begin sometime this year in Corinto, Nicaragua, and Panama is planning to build two new container ports (one on each coast) as part of its plan to become a key distribution center for Latin America.

As the economies of countries served by these smaller ports improve, growth in containerization will gain momentum as it has in other countries. Railroads and highways, too, must be developed in these countries to maximize the intermodal benefits of containerization. Some Latin American countries boast short stretches of highway (for example, Chile's Santiago-Valparaiso Highway) but most are severely lacking enough adequate roadway for container traffic.

No article on Latin American containerization can be complete without mentioning the tremendous achievements

that have taken place in the Caribbean. Among the island countries there are few major ports that have not containerized their cargo handling operations and probably all have felt the effects of the container movement.

Puerto Rico made history in the early 1950's when the first container ships of TMT, Inc., and Pan Atlantic Steamship Corporation (later Sea-Land Service, Inc.) arrived at San Juan. Containerized cargo through San Juan last year reached well over 5 million tons and Puerto Rico has some of the most modern container facilities anywhere.

In 1974, the Commonwealth Government of Puerto Rico purchased or leased properties in Puerto Rico of Sea-Land Service, Seatrain and Transamerican Trailer Transport and placed them under the control of the Puerto Rico Maritime Shipping Authority (PRMSA). Puerto Rico Marine Management, Inc., which operates the new ocean service under a contract with PRMSA, presently offers three sailings a week (2 container ships and 1 ro-ro vessel) from the bi-state port to the Commonwealth. Vessels in this service and depart from Berths 52 through 60 at the Elizabeth-Port Authority Marine Terminal, the original Sea-Land terminal at Elizabeth.

As this issue went to press Seatrain announced its plans to resume containership service between the New York-

(Continued on next page bottom)

Guide to Latin American container shipping services

Carrier & Address	Latin American Ports of Call	Sailing Frequency	Container Sizes Carried	Reefer Containers Carried	Insulated Containers Carried	Inland Transportation Arranged by Carrier	
						In U.S.	Outside U.S.
Argentine Lines Peralta Shipping Corporation (Agent) 25 Broadway New York, NY 10004 (212) 952-4440	Buenos Aires	Monthly	Dravo 8'x8'x20' 8'x8'x40'	Yes	Yes	No	No
Grancolombiana (NY) Inc. One World Trade Center New York, NY 10048 (212) 432-1500	Balboa/Cristobal Barranquilla Buenaventura Cartagena Guayaquil Santa Marta	Weekly	8'x8'x20' 8'x8'x40'	No	No	No	No
Ivan Lines U.S. Navigation, Inc. (Agent) 17 Battery Place New York, NY 10004 (212) 269-6000	Buenos Aires Montevideo Rio De Janeiro Santos	3 Vessels per Month	8'x8'x20' 8'x8'x40'	No	No	Yes	Yes
Lloyd Brasileiro Tiston Roberts Corp. (Agents) 17 Battery Place New York, NY 10004 (212) 747-3200	Paranaguá Rio De Janeiro Santos	3 Vessels per Month	8'x8'x20' 8'x8'x40'	Yes	No	No	No
Moore-McCormack Lines Inc. (Brazil Line) 2 Broadway New York, NY 10004 (212) 363-6600	Asuncion Buenos Aires Fortaleza Ilheus Montevideo Paranaguá Port of Alegre Via Port of Spain Recife Rio De Janeiro Rio Grande Salvador Santos Vitória	Weekly	8'x8'x20' 8'x8'x40' 8'x8'6'x40'	Yes	No	Yes	Yes
Netumar Line 67 Broad Street New York, NY 10004 (212) 344-4020	Asuncion Belem Buenos Aires Fortaleza Montevideo Paranaguá Recife Rio De Janeiro Salvador Santos	3 Vessels per Month	8'x8'x20'	No	No	No	No
Prudential Lines One World Trade Center New York, NY 10048 (212) 775-0550	Antofagasta Arica Balboa/Cristobal Barranquilla Buenaventura Callao Cartagena Curacao Guayaquil Santa Marta Santo Domingo	Weekly	8'x8'x20' 8'x8'x40'	Yes	None	Yes	Yes
Puerto Rico Marine Management, Inc. P.O. Box 1900 Elizabeth, NJ 07207 (212) 349-4500 (201) 352-2700	Ponce Mayaguez San Juan St. Croix St. Thomas	3 Vessels per Week	8'x8'x20' 8'x8'x25' 8'x8'x35' 8'x8'x40' 8'x8'6'x40' 8'x9'6'x40' 8'x8'x45'	Yes	Yes	No	Yes
Royal Netherlands Steamship Co. (Antilles) 5 World Trade Center New York, NY 10048 (212) 344-7961	Aruba Barbados Curacao Georgetown Guanta Kingston La Guaira Maracaibo Orinoco Paramaribo Port au Prince Port of Spain Puerto Limon	2 Vessels per Month	8'x8'x8' 8'x8'x10' 8'x8'x20' 8'x8'x40'	No	No	Yes	Yes
Sea-Land Service, Inc. P.O. Box 900 Edison, NJ 08817 (201) 289-6000	Antigua Balboa Kingston Nassau Port au Prince Port of Spain Portola Rio Haina St. Croix St. Kitts St. Maarten St. Thomas San Juan Willemstad	Weekly	8'x8'x35' 8'x8'x40'	Yes	Yes	Yes	Yes
Seatrain Lines, Inc. Container Division Port Seatrain Weehawken, NJ 07087 (212) 564-5500 (201) 866-5300	Port au Prince San Juan Santo Domingo	2 Vessels per Month	8'x8'x40'	No	No	Yes	No
Venezuelan Line 21 West Street New York, NY 10006 (212) 952-7370	Aruba Curacao Guanta La Guaira Maracaibo Puerto Cabello	2 Vessels per Month	Dravo 8'x8'x20'	No	No	No	No

The Port of Antwerp in 1975

Port of Antwerp Promotion Association

Antwerp, 18/2/1976:—One of the most striking events for the port of Antwerp in 1975 was undoubtedly the opening of the new Scheldt-Rhine link. This inauguration was naturally one of the highlights in a year which has been characterized by a cyclical low in all European ports.

Ships' movement and goods traffic

In the past year 17,376 seagoing vessels with a total tonnage of 60,986,000 BNT have called at the port of Antwerp against 18,755 units totalling 63,861,000 BNT in 1974. Based on figures from the National Statistics Bureau for the first 8 months of 1975, the total goods traffic can be estimated at 61 million tons, which represents a decrease of some 20% compared with 1974. Besides the arrivals in seagoing vessels, there have also been arrivals by pipeline of about 18 million tons of crude oil (16.7 million tons in 1974). The decrease has been felt in most of the categories of goods with one main exception, however, being the cereals sector (after a period of 8 months, the grain traffic increased by some 50% compared with 1974). The traffic of petroleum products and bunker oils has also shown a progress. Other product groups such as ores, fertilizers, chemical products, iron and steel, have declined. The general cargo went down by approximately 20 to 25% compared with 1974, which must, however, be considered as an exceptional record year.

Container traffic

It is striking that the container movement declined by less than 14%. The total container traffic in 1975 aggre-

gated 222,506 units, corresponding to a goods tonnage of 3.3 million tons, against 247,850 units (3,825,000 t) in 1974. The most remarkable event in the container traffic was the maiden call of the third generation container vessel, the "Seven Seas Bridge", this in the frame of the ACE service between Europe and the Far East. On the other hand, the group CAROL which started a container service to the Caribbean, has also chosen Antwerp as port of call.

Establishment of industries

Notwithstanding the cyclical low and the reduced port activities resulting therefrom, port industries continued to grow in 1975. In the shiprepairing sector, a new drydock has been put into operation by Mercantile where ships of 150,000 tdw can be handled. Bayer started the construction of a glass fibre factory, on the left bank, in which 1,000 million BF are being invested. The unit has a capacity of 12,000 tons per annum and is scheduled to start operating by the midst of 1976. BASF commenced the building of a factory for the production of insulating materials (THEIC), with a 3,000 tons capacity and which operation is also foreseen for mid-1976. BASF and Ugine Kuhlmann have set up a MDI factory (named Eurane) with an annual capacity of 24,000 tons. Furthermore, BASF constructed a terminal for the production of phosphoric acid comprising 2 tanks of 10,000 tons each, whilst Bayer announced the building of an aniline factory (capacity 72,000 tons; investments 390 million BF). Polyolefins commenced in March 1975 increasing the production capacity of polyethylene from 60,000 to 100,000 tons. Esso continued building the new refinery with a capacity of 12.8 million tons a year; Albatros increased its refining capacity to 5.5 million tons. At the Doel nuclear power station, the second reactor, having a power capacity of 390 megawatt, was put into service (the first unit being already operative as from August 1974), whilst the construction of a third unit is being examined. In other concerns, such as SIBP (refinery), SIPA (treatment of fats), modernization and expansion work is being done. Henkel announced they are going to build a factory on the left bank for the production of water glass. Henkel secured an option on a site of 30 hectares plus an additional 20 hectares. The first stage of the construction is said to require capital investments of about 130 million DM and about 160 new jobs will be created by this new construction. (It is expected to provide employment for 700 men in total). Also Union Carbide contemplate further investments of about 1,200 million BF on the left bank for an artificial rubber factory.

Handling of goods

Further investments were also made in the sector of the handling of goods and the physical distribution of same. This applies to the recently inaugurated transshipment undertaking for Russian ores and fertilizers along Canal-Dock (Ferchimex). A new warehouse for distribution has been erected by Intercontinental Distribution Centre (5,700 m² as an initial stage on a site of 50,000 m²),

(Continued on next page bottom)

(Continued from page 21)

New Jersey Port and San Juan. The fortnightly service, scheduled to begin this month, calls for a sailing from Port Seatrain, Weehawken, New Jersey, every other Friday.

As an increasing number of ocean carriers develop new intermodal services and vessels for the Latin American trade that area is certain to respond with commensurate facilities for the efficient handling of containerized shipments. Admittedly, many ports in Central and South America have not as yet undertaken the necessary development. However, it should be remembered that less than a decade ago, containerization still faced strong opposition in Europe as well as in some quarters of North America. So, it is encouraging that there are many signs indicating that South America is getting in step with the thriving network of container ports of other continents. The level of transportation services between the New York-New Jersey Port and its many good neighbors to the south, always at relatively good level for the times, will truly be improved and in keeping with the tempo of the container era when the many impending container terminals throughout Latin America materialize in the next decade.

The Australian National Line

Annual Report 1975 (Extracts)

The ANL

Trading as The Australian National Line, the Australian Shipping Commission is wholly owned by the Australian Government, having been established by Act of the Australian Parliament on 1st October, 1956, as the Australian Coastal Shipping Commission. In recognition of the international nature of its present activities the official name was changed by the Australian Shipping Commission Act 1974 on 18th October, 1974.

Members of the Commission are appointed by the Governor-General and the Commission is required to furnish to the Australian Minister for Transport annually a report of its activities for presentation to the Parliament.

The ANL is required by the Act to function as a commercial enterprise and must strive to achieve reasonable dividends from its operations after taxes have been paid. Since its inception the Commission has paid a total of over \$23 million in dividends to the Treasury.

ANL is Australia's major shipowner, operating container/ro-ro ships in the world liner services to ports in three continents.

Its fleet of modern vehicle deck ships pioneered in the Australian coastal trades operate through fourteen specially designed terminals in Australia, while bulk carriers, including two of over 100,000 tonnes, transport Australia's essential raw materials and bulk commodities between Australian ports.

The Line is the sole Australian operator of interstate sea passenger services and since 1956 has carried more than 1,738,000 passengers. Cargo carried has exceeded 131,678,000 tonnes in the 19 years of trading.

(Continued from page 22)

Zuidnatie has put new warehouses into use covering a surface area of 10,200 m², Société Générale des Minerais developed its terminal for non-ferrous ores and other bulk commodities by erecting a third loading bridge with a 25 t hoisting power. Manuport announced investments of 400 million BF for a transshipment plant for fertilizers. Nafta B will build 9 new tanks and increase herewith its storage capacity for liquid products to 1 million m³.

The Municipality has further granted several concessions for sites specially intended for the construction of warehouses for the distribution of general cargo (Rhenus Antverpia, Intrawa, Belgian Pakhoed, Herfurth & Boutmy, Europa Express, Tabaknatie, and others), i.e. more than 100,000 m² in total. Hessenatie also obtained 20,000 m² for a new distribution centre.

Infrastructure and port development

The construction works to the Kallo-lock (360 m x 50 m) on the left bank could be pursued at the forecasted rhythm. This lock together with the Baalhoek canal must open the port and industrial area of the left bank. The administration of the left bank was one of the problems that did not come to a solution in 1975. With regard to

On the night of January 5, 1975, the bulk carrier "Lake Illawarra" struck the Tasman Bridge and foundered. Five crew members and eight people died as a result. On behalf of the Commissioners, the Management and the Staff of the Line, I wish to express our deepest sympathy to the bereaved of those killed in the accident. To all those people and organisations who rendered such prompt assistance following the accident, I offer our gratitude.

The total deadweight tonnage of the ANL fleet has doubled since 1970 and will double again by 1977 when vessels currently on order are delivered.

Chairman's Review

The Australian National Line lost \$9.95 million in the financial year ending 30th June, 1975. This is by far the largest annual loss yet recorded in the history of the Line.

Major factors contributing to this result were the failure of coastal general cargo freight rates to keep pace with increasing costs, the impact of industrial stoppages and a downturn in general cargo volumes on both coastal and overseas trades. Additionally, the Line's expansion of recent years has been entirely financed by loan funds, and the interest payable on these loans is now a significant drain on profitability.

The overall result in the coastal sector, after taking into account the passenger and freight subsidies applicable in the Tasmanian trade, was a loss of \$9.27 million. This result would have been more adverse but for the fact that the bulk cargo trades continued to show a margin of profit. As a result of applications made in previous years, coastal general cargo freight rates were increased by 25% in

Baalhoek and the negotiations in connection with the cutting of the Bath bend, a Belgian-Dutch agreement could be initialed and has still to be ratified by both Parliaments.

As far as the works on the right bank are concerned, the construction of the new harbour dock has started and it was decided to pursue work on the second stage of the Bonded Warehouses (it concerns two warehouses having a total roofed-in surface of more than 60,000 m²). Other works, either foreseen or just started have suffered from a lack of credits from the authorities.

Conclusion

The cyclical low had an unmistakable repercussion on the ships' movement and the goods traffic. On the other hand, the structural and industrial expansion continued. It was gratifying to note remarkable successes in the field of physical distribution, which proves that Antwerp consolidates its position as a distribution centre for European and overseas products.

September, 1974. Subsequently, the Commission received a direction under Section 17 of the Australian Shipping Commission Act from the Minister for Transport in relation to the Northbound trade out of Tasmania. This direction appears later in this Report. Consequent upon this direction, Northbound freight rates out of Tasmania, with the exception of bulk cargoes, paper and paper pulp, were reduced by \$2.40 per cubic metre/tonne. Pursuant also to this Act, the Commission will be reimbursed \$2.2 million for the loss incurred in these trades.

In the third quarter of the year, approval was sought for a further increase to coastal general cargo freight rates. Approval was not forthcoming, but in July, 1975, the Minister for Transport announced an increase of 40% applicable from 1 August to all coastal general cargo trades with the exception of those cargoes out of Tasmania that were subject to the November, 1974 direction.

The marine engineers dispute, reported last year, continued into July, 1974, causing a further loss of \$1.5 million. In the last quarter of this financial year stoppages associated with Maritime Industry Award negotiations cost a further \$1.8 million. A stoppage by the Line's terminal staff in connection with a claim for increased salaries which took place in May caused delays during the year and cost the Line \$0.7 million. In all, industrial disputes, causing delays of 24 hours or more, cost the Line a total of \$6.0 million.

Interest charges borne by the Line during the past year amounted to \$7.85 million. Where possible ship builders' finance has been secured as it is normally offered at competitive rates of interest. In other circumstances, loans are obtained from the Australian Treasury at current rates of interest. It will be seen from the body of this Report that borrowings now stand at \$132.4 million, which, against shareholders' funds of \$31.0 million, gives the Line a gearing ratio of 4.3:1 at 30th June, 1975, which is of concern to the Commission as it is considered too high.

A new vessel, the 5,500 dwt "Melbourne Trader" built in Norway, entered the coastal general cargo trade in March, 1975. The acquisition of this vehicle deck roll-on/roll-off vessel allowed both the "Bass Trader" and the "Echuca" to be withdrawn. The "Bass Trader" having reached the end of her economic life, was sold and the "Echuca", an imported ship, was laid up pending sale.

The Line's two passenger vessels, "Empress of Australia" and "Australian Trader" established new passenger record loadings during the year carrying 133,591 passengers to and from Tasmania and the Mainland. Despite this record and the subsidy of \$1 million from the Australian Government, both vessels incurred substantial losses during the year.

Overseas liner results varied considerably, as between services, reflecting the greater or lesser downturn in economic activity occurring during the year in particular trades. Whilst the overall result for the year must be regarded as less than satisfactory, it should be noted that Australian flag operations overseas are of necessity finely tuned, and are therefore particularly sensitive to movements in the level of trade. Long term prospects remain good for the continued operation and expansion of these activities.

The Pacific America Container Express (PACE) trade to the East coast and the Pacific Australia Direct Line (PAD) Service to the West coast of North America again operated profitably due mainly to buoyant Southbound cargoes in the first half of the financial year. Since the close of the

year, PAD ships have begun calling at Noumea Northbound under a slot chartering arrangement with Sofrana Lines. This arrangement should provide improved utilisation on Northbound voyages.

In the Australia/Europe service operated by ANL/ACTA, the unprecedented Southbound cargo growth which commenced in 1973/74 continued, but, at the same time, port congestion caused deterioration in schedules and round voyages extended from 70 to 96 days.

The 23,000 dwt "Australian Emblem" joined the eastern Searoad Service in January, releasing the "Australian Enterprise" to inaugurate the ANLINE Service in the same month.

A second vessel, the "Australian Explorer" (ex "Matthew Flinders"), joined the service in April enabling ANLINE to provide a fortnightly service between Australian ports and the Philippines, South Korea and Hong Kong.

ANLINE is the first overseas service ANL has operated entirely on its own, and with the inauguration of ANLINE, ANL moved into the agency field establishing its own agencies in Sydney, Melbourne and Brisbane. It is planned that the ANL agencies in Brisbane and Sydney will cater for the ESS requirements from October of this year.

The Line is currently pushing entry into new trades and expects to be represented in the Singapore/Malaysia trade during 1977. Plans are also progressing for an ANL slab carrying vessel to be employed in the John Lysaght (Australia) Limited steel trade.

The Australian Coastal Shipping Commission Act was amended in October, 1974. Among other things, the title of the Commission has been altered to the Australian Shipping Commission and provision has been made for the Commission to consist of a Chairman, who shall be a full-time Commissioner, and six other part-time Commissioners. Provision has also been made for the Commission to be reimbursed for any losses sustained in operating a service at the direction of the Minister.

Mr. E.R. Beattie, who had made a notable contribution to the Commission, retired as a Commissioner in 1974 and Mr. R. Taylor was appointed to the Commission. He is the Deputy Secretary of the Surface Transport Group, Department of Transport. The appointment of a full-time Chairman of the Commission was made on 18th April, 1975.

Commissioners recognise the efforts of Management and Staff during a difficult year but realise that 1975/76 will also be a year needing intensive efforts from all if the Line is to return to a viable position.

N.G. JENNER,
Chairman.

Efficiency in Major Port Operations of India

Problems and Major Areas of Improvement

by H. M. Trivedi*

(Reprinted from "Indian Shipping",
Journal of Indian National Shipowners'
Association, Bombay, Vol. 27, No. 12/1975)

I am grateful to the Institute of Public Enterprise for inviting me to inaugurate the Seminar on "Working of Major Ports in India". Many of you present here are directly connected with operations at some of the major ports in India. I am sure, therefore, you would not be interested in hearing from me either about the achievements, deficiencies or the present setting of operations at major ports in India. I would take this opportunity only to place before you some thoughts on the problems of major ports in recent years.

Even at the risk of detracting from the pride which some of you may feel in belonging to the major port organisations, I would like to say at once that the nomenclature 'major' does not by itself make a port major in trade and commerce or confer the hallmark of efficiency. A port is major only by statutory definition. It is development of the infrastructure of berthing facilities, equipment, etc. that converts a selected point on the sea into a major port. The availability of facilities including facilities in the hinterland connected with a port, which in time lead to an aggregation of movement of trade and shipping services at the site. In the preliminary site selection, perhaps, and element of natural advantage plays a part, but so do many other considerations. Bombay happens to be a natural harbour. But Madras and Cochin are artificial harbours created at selected sites. Calcutta historically became a major port wholly through political considerations. Bombay, Calcutta and Madras were Presidency ports, the entreports of the East India Company's Trading penetration. The layout of the entire system of railways from mid-19th century, backed up the trade and development of major ports. Since Independence, the compulsions of exports and the commodities available for export have determined the location, the nature of the facilities and the infrastructure at newer ports like Mangalore, Tuticorin, Haldia and the outer harbours at Visakhapatnam and Madras. Facilities, at major ports which were mainly geared and limited to the export of primary commodities for over a century and a half have been overshadowed by the need for facilities for import and export of bulk commodities like fertilizers, foodgrains and

ores. The nature of the trade which requires to be handled at our ports now has undergone a radical change. The development of heavy industry with economic development necessitated the import of plant machinery, equipment and heavy cargoes. At the same time, exports now include manufactured and semi-manufactured articles.

The operation of the major ports have, thus, to be viewed in the context of a vast coast-line, the economic needs of a sub-continent, our share in world trade and shipping, the revolutionary changes in the types of ships which have come into use, the push for a radical transformation in the mode of carriage of our general cargoes and last but not the least, the costs of port development on the one hand and the impact of port charges on trade and shipping on the other. We must not lose sight of the fact that some of the intermediate ports such as those in Gujarat or Kakinada can and do serve the needs of trade. A major port by its name does not necessarily imply either youthful vigour or adult efficiency. It is only to the extent to which a major port serves a major need at economic cost that the appellation would be well deserved. A minor or intermediate port is by definition no less important.

Ports are complex organisations. There are diverse facets of operations at major ports. The nature of the operations not only change over time but in some respects may even change from day to day. The administrative set up, the statutory rights and responsibilities of port administrations, the statutory immunities granted to the administrations are all but outer garments of the main body which must be maintained in health. Port operations are almost as complex as the human body. Each one of its limbs or systems has to be organically integrated with every other in order to avoid sickness. As the artery between the economy of the country and its trade and shipping, it cannot be allowed to be clogged by inefficiency or failure of any part of its total mechanism. The responses to remedy the defects or shortcomings must be instantaneous like the thought process to detect and heal an ailment. It is in this consciousness that I would like to draw your particular attention to some aspects relating to operations at major ports.

1. Dredging:

It is obvious that primarily a port must remain useable by the type of ships for which it is intended. This immediately calls for maintenance of the approach channels, the fairways, the turning circles and the berths to designed draughts. In most cases this involves dredging. The most intensive use of and maximum output by the dredging equipment available in the country or at the port is, therefore, called for. Well-conceived schemes for bringing about such intensive use have now become imperative. International shipping proceeds on the assumption without question, that the draughts which are claimed to be available are in fact available. It must be remembered that vast financial stakes get involved in the grounding of a vessel or the inability of a vessel to lift full loads or the delay to a vessel in being able to proceed to and from a port

*Minister of State in the Ministry of Shipping and Transport, Government of India.

This is the text of the Speech of the Minister at the inauguration of the Seminar on "Working of Major Ports in India" held at Madras on 30th November, 1975.

at all hours through limitations imposed by the inability to maintain the designed conditions of draughts. There is little point in maintaining that ships of a certain size and deadweight can call at Madras or Visakhapatnam Outer Harbour or at Haldia when commissioned, if in fact the conditions necessary are not continuously maintained. As a limited operation of an equipment in a port, dredging may seem like one of the many port activities. But the cumulative effect of a failure on this front has massive economic implications.

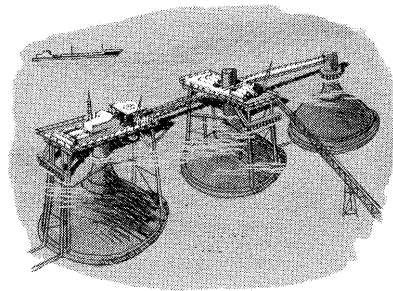
2. Port Charges:

The level of rates and charges levied by the ports should leave the port organisations economically viable. The determination of the principles on which the capital and interest on port development should be recouped and its apportionment as between trade on the one hand and shipping on the other, requires to be determined carefully. It may seem like an easy exercise to balance port budgets by a progressive increase in port rates. But the incidence of port charges on trade and shipping must not be overlooked. It is obvious that they affect the economic operation not only of Indian tonnage but also the levels of freight in international trade for Indian exports and imports. The most rigid control of costs on the one hand and the most determined improvement in services on the other are the only obvious answer. A full fledged management accounting system to determine the cost of each service and fix responsibility for its control must be part of port management. On the other hand, I am convinced that it is not so much the level of rates and charges as the nature and quality of service rendered by the port organisations which is of consequence to trade and shipping. It is this service which directly affects the international competitive cost of Indian exports. The paradox of rising freights and diminishing service particularly in relation to liner trades cannot be resolved except by an all-out effort at improvement in service. The per unit cost of handling bulk commodities can be reduced only by increased efficiency of port services. Port operations are not to be conceived of as a complex of so many services which a port is capable of rendering. It is the aggressive and pin-pointed direction of the services needed by each ship which calls at the port as a unit. The incidence of port charges diminishes directly in proportion to the increase in efficiency of service.

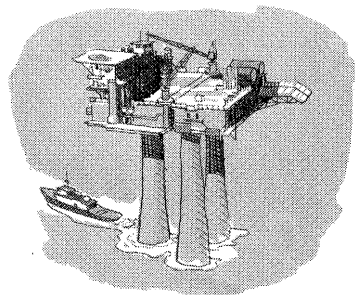
3. Handling of Cargoes:

Over the years, cargo handling methods were necessarily limited to the nature of cargoes which had to be handled. The bag, the bale, the case of tea, the basket of coal were the units for handling. The handling gear was also suited to the unit to be handled. By and large, the volume of cargoes per ship were limited. The overall number of ships to be handled at a port in relation to the available berths was also limited. The basic link of the shipowner with trade or the commodity interest bypassing the port authority brought into being system of handling cargoes known as stevedoring and dock labour categorised distinctly from shore labour.

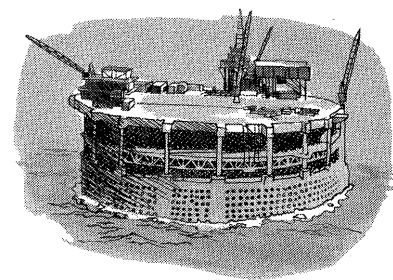
(Continued on page 28)



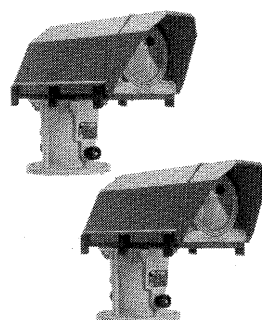
Tideland MaxLumina marine lanterns flash in unison to protect a group of three gigantic underwater petroleum storage structures shaped like "inverted funnels" in the Fateh field off the coast of Dubai. "Bridges" connect the above-surface portions of the storage units, and the synchronized flashing presents the installation as a "single structure" to avoid invasion by ships navigating in the vicinity at night.



Tideland MaxLumina lanterns and AudioBeam® fog signals have been selected by a major oil producer to protect a series of tall, reinforced concrete production platforms like this in the Norwegian North Sea. The high standards of design and the required levels of performance for navigation aids—as required by various national regulatory authorities—narrowed the choice to Tideland.



The well-known Ekofisk storage tank and surrounding production structures are another multi-million-dollar investment in the Norwegian North Sea protected by synchronized Tideland MaxLumina lanterns. Although they flash in unison, each MaxLumina lantern is independent. They are equipped with Syncrostat® flasher/lampchangers. Should any one or more fail, all remaining lanterns continue the precise flash code in synchronization.



RL-125
Tideland RL-125 MaxLumina range lights can be synchronized to flash in unison for maximum visibility by marine pilots in navigating to mid-channel alignment. These lights also can be programmed to flash any preselected simple or complex code. Tideland has designed the RL-125 so that one person can focus it on location.



Sonic System Synchronizes Suez.

Tideland's new SonicSync controls navigation lights.

More readable, more visible, more dependable aids to navigation for the re-opened Suez Canal keep the ships to the center of the channel. Pilots see Tideland Signal's MaxLumina® buoy lights flash in unison instead of at random. SonicSync synchronizes the lights' paired flashing with certainty. Background lights on shore or on other ships are diminished by comparison.

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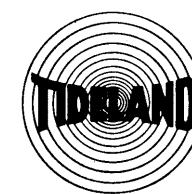
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Aids to Navigation

(Continued from page 26)

The inclusion of the charge for the service of loading and unloading cargoes in the quoted freight established the link between the shipowner and the stevedore. The service in relation to shipment rendered by the port to the trade established the relationship for shore handling between the port and the commodity interests. So long as the entire chain of operations from ship to shore and *vice versa* had not begun to have a direct effect on turn-round of ships, freights and competitive cost, this dichotomy remained unnoticed. But it has now surfaced in the most acute form. The continued line up at an efficient pitch of the services to be rendered by the port, the port worker, the shipper and the shipowner directed towards minimising the cost, both to the shipper and the shipowner, can be achieved only in the context of an organic link from the port gate to the ships' hold and *vice versa*. Well-intentioned schemes of decasualisation of port workers, spasmodic incentive schemes conceived under trade union pressures and an unrestricted unilateral effort by the shipowner to save time while maintaining an aloofness from responsibility for cargo except after it is on the hook for loading and not after it is off the hook when unloaded, has led to the adoption of practices which have built in inhibitions against the quick loading and discharge of cargoes. As I said at the outset, when one considers the system of handling of cargoes, one becomes immediately conscious of the organic whole of port operations. The multiplicity of agencies and the multiplicity of segregated categories of port workers has been one of the more important causes for poor working of ships. This multiplicity has led to costs being higher than what they ought to be. A basic rationalisation of handling methods aimed at through movement of cargo and a functioning scheme of incentives in which the entire chain of workers participates is now overdue. Improvement in output and reduction in cost would then follow. The rationalisation of cargo handling systems is not only the concern of Government or the port authority. It is the responsibility of all agencies connected directly or indirectly with port working. Everyone connected with servicing or handling of cargo has to play a part in this transformation. This cannot be long delayed because it may, in some way, affect some interests. It is for this reason that Government is now examining the functioning of the Dock Labour Boards, methods of handling cargoes from ship to shore and on shore, the costs involved and the functions performed by the agencies involved in this whole process. Without wanting to anticipate the results of the study, *prima facie* it seems to me that a basic rationalisation of cargo handling methods at our ports is called for.

4. Bulk Cargoes:

The growing importance of bulk cargoes in our trade also calls for newer methods of handling. It is obvious that if mechanical equipment is installed at some of our major ports for the handling of ores to ensure certain rates of loading such equipment must be maintained and operated as nearly as possible to its rated capacity. Here again, the failure to do so, has a massive impact on costs and international competitiveness. Similarly, we cannot remain years behind the world in the handling of foodgrains, fertilizers, etc. The issue is not whether the import of foodgrains will continue. The economy in cost by modern methods of handling foodgrains and fertilizers at the ports is not intimately related only with the volume of these

cargoes. It is also not related only to the fact that for the present they are being imported. In the long term the facilities are needed *per se* and they will pay for themselves.

5. Berth Use:

Traditionally it has not been uncommon to justify the need for additional berths at a port or even the development of a satellite port on a high percentage of berth occupancy. But what does berth occupancy mean? In effect, it only means that a ship is working alongside a berth for almost as many berth days in the year as are available. But it does not take account of the rate of loading or unloading per hook per shift on the ship which is alongside the berth. The greater the per hook per shift rates of loading or discharge, the lesser is the intensity of berth occupancy per ship and larger the number of ships which can be handled. I am not sure that the time has not arrived for re-defining our concepts of queueing, intensity of berth use, the concept of berth through-put, all aligned with more modern methods of handling cargoes and greater efficiency of labour and equipment. We must get away from the past hangover of the berth as the haven for the ship while in port irrespective of what it is doing while on berth. Recent experience after setting up of the Task Forces at the ports and the rates of loading and unloading per hook per shift achieved in relation to certain commodities justifies the doubts I have expressed. In terms of berth use, again the organic nature of port operations becomes obvious. The shipper must bring in the cargo in time. The consignee must clear the cargo as soon as possible. Customs clearance must be achieved continuously. Suitable gear must be readily available. Break-down of equipment must be avoided. Labour must be aware of direct benefit in earnings resulting from increased rates of output. It is only then that the berth can be said to have been used for the purpose for which it is meant. In a recent study by the UNCTAD, it has been pointed out that congestion at the ports around the world is increasing. From an average delay of 2 to 4 days in obtaining a berth, average at some ports in the world has gone up to 14 days. It is only if the berth is put to intensive use in the manner just described that congestion can be avoided. It is not sufficient for any port authority to explain the causes of congestion. Congestion surcharges are direct imposts on trade. In so far as Indian ports are concerned, I hope, I am expressing the determination of all of us present here, when I say, that congestion at our ports will be avoided and the proclivity of the conferences to levy congestion surcharges will be resisted.

I have attempted to place before you some thoughts which occurred to me in relation to operations of major ports. Obviously these thoughts are not necessarily exhaustive in relation to port operations. Many of you are perhaps more intimately aware of many other improvements which are necessary. But in conclusion what I would most humbly urge all of you to consider is the fact that ports are the gateways of our commerce and gateways must never be cluttered. Ports are not merely regulatory authorities. They are not revenue collecting authorities. They are, as I have had occasion to say repeatedly, essentially service organisations. They must operate with commercial efficiency. They must remain acutely conscious of the fact that their operations have a cumulative link chain effect on a whole series of aspects touching the economy of the country. It is not my intention to decry our achievements.

(Continued on next page bottom)

B.T.D.B. Annual Report 1975

Probability maintained despite adverse conditions

British Transport Docks Board

London, 13 May, 1976:—The British Transport Docks Board has slightly improved its profit in 1975 with a surplus of £12.5 million and a return on capital of 8 per cent, despite adverse economic conditions. Traffic dealt with at the Board's ports reflected the decline in world trade and decreased by 8.9 per cent to 77.3 million tonnes, but the Board were successful in maintaining their improved share of United Kingdom seaborne traffics, and gained some important new services during the year.

The Docks Board's annual report for 1975, published today (Thursday, 13 May) reveals that the surplus after historic cost depreciation and before interest was £374,000 more than in 1974.

After interest payments of £6.7 million (1974—£7.0 million), and transferring to reserve £4.4 million (1974—£2.9 million) to cover replacement cost depreciation, a net surplus (before deferred tax) of £1.7 million remained (1974—£1.5 million).

In his statement the Docks Board's chairman, Sir Humphrey Browne, points out that the net surplus would have been higher but for the increase in additional depreciation geared to the Retail Price Index, and the burden of additional rates of over £0.5 million.

The overall situation at the Humber ports remained stable and the port of Southampton maintained profitability. The South Wales ports collectively incurred a deficit of £0.3 million, mainly because of sharply reduced steel traffics arising from the current recession in the steel industry, and reduced activity in the timber trades. Some of the smaller ports made significant improvements on their results in the previous two years, especially Garston, which turned a deficit of £137,000 in 1974 into a profit of £285,000 in 1975.

Sir Humphrey goes on to say that determined efforts have been made by the Board to contain expenditure by changes in cargo handling methods, improvements in operational efficiency and a reduction in the number of employees. However, increases in costs outside the Board's control have inevitably meant that charges had to be raised.

Trade

Traffic dealt with by the Board's 19 ports during 1975 totalled 77.3 million tonnes, 7.5 million tonnes lower than 1974. The decline was mainly accounted for by a fall of 2.3 million tonnes in ores, of 3.8 million tonnes in petroleum, and of nearly one million tonnes in manufactured goods and other commodities.

Coal traffic rose from 5.7 million to 6.0 million tonnes.

Given the continuous constraint on resources in a developing economy, Indian ports have performed creditably in an uneven race. Port workers have not failed to measure up to the demands made on them. But we are now at a stage when some of the traditional constraints are slowly disappearing. What is now required is a conscious effort to transform port services into a smooth and functioning operation.

The number of units handled on container and roll-on/roll-off services also rose, by over 3 per cent, to 774,000 units, and the number of passengers using Docks Board ports increased by 10 per cent to over 3 million.

Port Development

Capital expenditure by the Docks Board on port developments during 1975 amounted to almost £10.0 million. This was entirely financed from the Board's internal resources.

On the Humber, the scheme to transfer the Hull fishing industry from St. Andrew's Dock to the redeveloped Albert and Wm. Wright Docks was completed, and work proceeded on the modernisation of the fish docks at Grimsby.

At Southampton, work commenced on a new terminal at the Southampton Container Port for the South African container trade due to start in 1977, and on the port's sixth roll-on/roll-off terminal.

In South Wales, a new storage area for Far Eastern hardwood was provided at Cardiff and a new transit shed for the expanding Far Eastern general cargo trade constructed. At Fleetwood the modernisation of the fish docks was practically completed.

Felixstowe

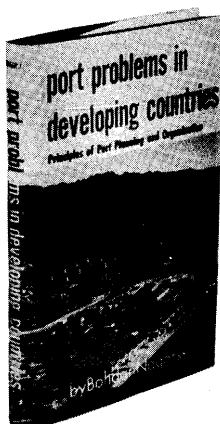
Commenting on the Board's proposed acquisition of the port of Felixstowe, Sir Humphrey points out that negotiations between the Felixstowe Dock and Railway Company and the Docks Board were carried out on a willing buyer, willing seller basis. The Board sees in the port of Felixstowe an asset which has already proved itself, and which at the same time offers scope for expansion on a profitable basis.

The Docks Board are promoting the necessary Private Bill through Parliament. The progress of the Bill has been affected by the late intervention of European Ferries Limited who made a counter bid for the ordinary stock, which has been accepted by the majority of the stockholders. However, the agreement entered into by the Company with the Board remains binding and the Company must continue to aid and assist the Board in promoting the Bill. If the Bill is approved by Parliament, and the Royal Assent is received not later than 15 November 1976, the Board will purchase the Company for the agreed price totalling £5¼ million, and the port of Felixstowe will become part of the Docks Board's enterprise. The Bill was given its Second Reading in the House of Commons on 24 March 1976. The purchase of Felixstowe would be met entirely from the Board's own resources.

Future Prospects

Of the future, Sir Humphrey says that it seems unlikely that the current level of seaborne traffics will show any major recovery during 1976, and the Board's financial results for this year are likely to reflect the continuing trading difficulties. He goes on to say: "However, we are determined to maintain profitability in our operations which means, in particular, continuing exertions to contain costs. When an upturn in world trade does occur, the Board's ports will be well placed to handle an increased volume of trade and to resume an upward trend in financial return."

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—Assistant Secretary General, ICHCA

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Orbiter Probe

ICHCA International Study Group Report

Transportation and Handling of Meat and Meat Products

London (Press Information from ICHCA = International Cargo Handling Co-ordination Association):—A major part of the report deals with the aspects of handling between various modes of transport. Highlighting the problems and pointing to possible solutions.

The report as a whole tries to cover the actual situation throughout the entire transport links for meat in cold chains of different character.

Technical experts from eleven countries have co-operated for two years in collecting information covering refrigeration equipment, transport methods, packaging and cargo forms, unit load methods, handling facilities, trade statistics and development trends.

Primarily intended to be of value to operations managers the report will undoubtedly be of interest to many other people engaged in the distribution of meat. Professor Stuart Thorne of Queen Elizabeth College, University of London writes:—

"I am delighted with the report, it is exactly what is needed and will be a Godsend both to academics like myself who have to give advice and to the cargo handlers at whom it is principally directed."

A comprehensive bibliography is included.
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Price £25.00 to non-members of ICHCA
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"Portos e Navios" January '76

Rio de Janeiro, Brazil (Selected titles from the January issue of "Portos e Navios"):

Ports and Waterways

- Banco Nacional de Desenvolvimento Economico lends 200 million cruzeiros to the Government of Bahia State for the Aratu works
- Portobrás: Integrated system
- Aratu to be transformed in stock-company

Other Articles

- Transportation policy
- Coordination of transports and intermodal transportation.
- Who gets the benefits of the "Container Law"?
- Submarine drilling platforms—VIII
- Brazil and China discuss agreement for maritime trans-

portation.

- Transportation contract between Petrobrás and Docenave.

Wintario Sailing Classes

Hamilton, Ontario, April 15 (Port of Hamilton Information Release):—"Come sail with us." That's the theme of the Hamilton Harbour Commissioners' Sailing School for young and old alike. And, The Ministry of Culture and Recreation through it's Wintario grant, has decided to sail along with the Hamilton Harbour Commissioners' Sailing Program.

Ian Robertson, the Sailing School Director has just received word from Wintario of its support in the way of a \$1,000. grant for the operation of the School.

The Hamilton Harbour Commissioners founded the school in 1975 providing \$70,000 to get the program underway.

The first year was "enthusiastically received" according to Robertson. "In fact we ended up scheduling more courses than anticipated."

"This year we decided to experiment with an adult sailing program in May—and it's already full, with the June course, for 30 students, almost completely booked". The adult courses continue until the end of September, at a cost of \$60. each course.

The junior courses operate during July and August, and says Robertson, "we have a full commitment for those classes as well."

The basic course for juniors is \$25. per month, while the adult course is \$60.

Both the adult and junior courses are divided into basic, intermediate, advanced and refresher classes.

Robertson is extremely happy Wintario has provided the \$1,000 grant for the Sailing School. "It's nice to know they appreciate the idea of making sailing a public resource. Sailing is relatively restricted and this program goes a long way in making sailing available to just about everybody."

"Operation Bay Run"

Hamilton, Ontario (Hamilton Harbour Commissioners):—A state of emergency will be declared Thursday, May 27th by the Hamilton Harbour Commissioners.

On that date, for the first time, a major oil spill involving 6 clean-up teams from all over Ontario, will occur in the Harbour. The spill will be fabricated by Captain Chris Beckett of the Canadian Coast Guard. The exercise will be termed "Operation Bay-Run".

To make the clean-up perhaps more challenging, no oil, or for that matter, no material of any kind will be dumped into Hamilton Harbour. However, the clean-up will be carried out as if 50,000 gallons of Bunker C oil were actually loose in the Harbour.

The reason for the "non-spill" according to Captain Beckett is because of the risk of damage to the environment.

However, he stresses, that will not make the exercise any less meaningful. The spill will provide a contingency plan for years to come for all involved, and those who will eventually fight future spills.

Reasons Captain Beckett, "If you don't serve an apprenticeship, how can you become a leader of a similar operation?"

The spill will occur in the west end of the Harbour (exact locations will be specified at a later date). The 6 team clean-up crew will consist of:

- | | |
|---|--|
| 1) Refinery Group—Gulf, Shell, Texaco and BP. | } Port of Hamilton Spill Control Group |
| 2) Marketing Group—Gulf, Shell, Texaco | |
| 3) Pipeline Group—Interprovincial, Trans-Northern, Sun Canadian, Imperial Products Pipeline | |
| 4) Harbour Industries—Stelco, Dofasco, Liquifuels, Cities Service Chemicals, Ford Motor Company | |
| 5) L.I.S.—Lambton Industrial Society, Sarnia | |
| 6) Canadian Coast Guard | |

The Refinery, Marketing, Pipeline and Harbour Industries Groups are part of the Port of Hamilton Spill Control Group. They have been divided into separate entities because of the magnitude of this spill.

The Port of Hamilton Spill Control Group would normally clean up a Harbour spill on its own. This exercise is designed to develop a contingency plan in the event a spill of such complexity would require the expertise and equipment of the Canadian Coast Guard, the Lambton Industrial Society, the Ontario Ministry of the Environment, Transport Canada and Environment Canada.

The two day operation will be outlined at a news conference in the Marine Terminal No. 6 (foot of Catharine Street) in the 2nd floor Boardroom Tuesday, May 25th at 2 p.m. At that time, detailed information will be provided outlining the materials and equipment to be used for the clean-up, the crews involved, locations of the spills as well as facilities for the news media. Captain Beckett will also be on hand to answer any questions you may have concerning the operation.

Indonesian Line starts Toronto service

Toronto, Ontario, May 11 (Toronto Harbour Commission):—The arrival of a P.T. Djakarta Lloyd Line Vessel (Djatipura) early in May marked the first time that a ship of Indonesian registry has called at the Port of Toronto. The initial Canadian service by Djakarta Lloyd was based on a large consignment of cargo for an industrial and mining development near Malili, Indonesia.

A spokesman for the line said that initial market surveys and the anticipated growth of trade between Canada and Indonesia and Singapore show there is a need for a continuing direct service from Toronto and eastern Canadian ports.

Djakarta Lloyd is a national flag service on the North

American route. Its ships call at U.S. East Coast and Gulf ports via the Panama or Suez routes. The distance from Indonesian ports—about 13,000 miles—is the same by either route.

Higher Tolls Needed, Governor Testifies

Balboa Heights, C.Z., Panama, March 12 (The Panama Canal Spillway):—At the hearings on the Company's budget program for 1977 before the Appropriations Committees of the House and Senate, Gov. H.R. Parfitt pointed out that the estimated results of operation for 1976 and the projections of revenue and expense for 1977 require an increase in toll rates.

The Governor told the Committees that the rate adjustment will be necessary even if tolls revenues are increased by changes in the measurement rules now pending before the President of the United States for approval.

At a meeting on March 4, the Board of Directors considered the need for an early increase in the rates of tolls and directed that the necessary steps to initiate a formal proposal be expedited.

Admeasurement Rules Changes Are Approved

Balboa Heights, C.Z., Panama, April 2 (The Panama Canal Spillway):—President Gerald R. Ford has approved a number of changes in the rules of measurement of vessels that transit the Panama Canal.

The changes, effective for all ships entering Canal waters on March 23 or thereafter, were recommended by the Board of Directors following public hearings. The Panama Canal Company first announced the proposed changes by formal notice in the Federal Register in July 1975.

President Ford approved a total of eight changes but took no action on one significant proposed rule modification relating to assessment for deck cargoes.

The main reason for the changes was to make tolls more equitable for all transiting vessels in view of changes in the design of ships and the composition of traffic through the Canal since the rules were initially established in 1913 and modified in 1937.

Changes approved by the President will increase tolls an average of 4 percent for all vessels using the waterway. The new rules will generate an estimated \$5.5 million per year in revenue for the Panama Canal Company.

To prepare for implementation of the rules changes, three additional personnel were hired in 1975, and in the fall the Canal began gathering data to provide for the contingency of Presidential approval. Considerable information was received also from foreign tonnage authorities. As a result, about 1,500 ships have been measured, or almost one-half of the approximate 3,500 vessels using the Canal. In a period of 1 year these vessels make approximately 14,000 transits.

New heavy lift derrick

Baltimore, Md., May 6 (News from Maryland Port Administration):—The already significant heavy-lift capability of the port of Baltimore will further improve with the

addition of a new shore-based derrick in the near future.

Apparent low bid for this piece of equipment, to be located at the new South Locust Point Marine Terminal, was announced today by the Maryland Port Administration.

Apparent low bidder was the American Hoist and Derrick Company of St. Paul, Minnesota, with a figure of \$1,794,250. Apparent second low bidder was Kocks Crane and Marine Company of Pittsburgh, Pa., whose proposal was \$2,133,600. Three other firms also bid on the crane contract.

This bid opening represents a re-bidding of this project. In December 1975, American Hoist placed an apparent low bid, the only one received at that time, of \$2.44 million for the crane erection. However, this bid was rejected because it exceeded the MPA engineering estimate and available state funds for the project.

The lower cost reflected in the most recent bid is the result of several modifications in the crane project, including the option of the crane manufacturer to furnish either a stiff-leg or revolving crane and the elimination of the elevated platform and supporting structure. The low bid was within MPA engineering estimates for this revised crane project.

The new heavy-lift crane will be an electric drive stiffleg derrick with a maximum capacity of 350-tons at 17 feet from the edge of the wharf and 310 tons at the center-line of a ship. It will be located at the eastern-most berth of the 40-acre, three-berth general cargo terminal and is expected to be operational sometime in the fall of 1977.

At present, the large number of heavy-lift shipments through Baltimore are handled by existing shore-based cranes, none of which exceed 75-tons in lifting capacity, or floating cranes, the largest of which has a 275-ton capacity.

As is the case with all Port Administration construction contracts, the bid for the heavy-lift derrick must be tabulated, reviewed and approved by the MPA's Engineering Department, the Maryland Attorney General's office, the Maryland Department of Transportation and the State Board of Public Works before a contract can be awarded.

The South Locust Point Marine Terminal is still under construction and will be completely operation sometime in 1978. The area is owned by the MPA, an agency of the Maryland Department of Transportation.

Welland Canal—Open Year-Round?

Buffalo, N.Y., February (Niagara Frontier Transportation Authority Newsletter):—Winter's annual closing of the Great Lakes to navigation has prompted renewed talk about the possibility of keeping the Lakes open all year through the use of larger and more powerful icebreakers.

Several studies have been made regarding this possibility which, it is conjectured, could add more than \$382 million to yearly earnings of labor by 1980 in an 11-state region bordering on the Great Lakes.

Malcolm Campbell, director of the western region of the St. Lawrence Seaway, points out that to be fully effective, any program to keep the Lakes open must keep the locks in the Seaway, in the Welland Canal, and at Sault St. Marie open as well.

Mr. Campbell emphasized that the locks present special

problems. It is extremely difficult to clear floating ice from a lock, and in severe weather conditions packed ice could prevent lock gates from closing properly. Blowing snow would present additional problems for ships negotiating the Canal or the Seaway.

Mr. Campbell admitted that it was possible to install heating elements in the lock gates at great expense, but said that installing them in the lock walls would be nearly impossible. He added that, even if all-winter lock operation were possible, it would be necessary to discharge water from the locks more slowly, and the maintenance usually performed in the winter would have to be partially rescheduled for the summer, with only a slight gain in operating efficiency resulting.

As long as movement through locks is not at issue, however, there can be no doubt that modern icebreakers are able to keep the Lakes open all year. When President Ford visited Helsinki, Finland in 1975 for the summit talks, he toured the URHO, a Finnish icebreaker considered by many to be the finest in the world. It is 343 feet long, and able to move through ice at nine knots, where older icebreakers can manage only one knot at best. The URHO requires a crew of only 50 men, one-third to one-quarter the number needed by older ships. Its four screws and two rudders let it move sideways, or turn within its own length. A heeling system, capable of shifting 610 tons of water from one side of the ship to the other inside of 45 seconds, prevents the vessel from getting stuck in heavy ice.

Advertising prize won

Charleston, South Carolina (Trade News, South Carolina State Ports Authority):—The South Carolina State Ports Authority has won a national advertising award from Distribution Worldwide magazine of Radnor, Pa.

The award went to the Ports Authority for "achieving the highest competitive readership score in its product classification (seaports)," and was based on a survey of readers from throughout the Continental United States.

The award-winning ad was in competition with 14 other seaports (or port authorities): Port of San Diego, Alabama State Docks, Virginia Port Authority, Port Authority of New York & New Jersey, Rotterdam (the Netherlands) Municipal Port, Tampa (Fla.) Port Authority, Indiana Port Commission, Maryland Port Authority (Port of Baltimore), Halicon (Halifax, N.S.), Port of Los Angeles, Port of Long Beach (California), Port of Seattle, Port Everglades and the Port of Quebec (Canada).

The ad, prepared for the South Carolina State Ports Authority by its agency, Bradham-Hamilton Advertising, Inc. of Charleston, was "the first fractional-page advertisement ever to win the publication's 'Ad Chart' award", according to Distribution Worldwide Publisher Joseph R. Geryk.

Mr. Geryk, of Radnor, Pa. came to Charleston, May 3, to award plaques to the Ports Authority and the advertising agency. Accepting the awards were Charles A. Marsh, the Ports Authority's Director of Trade Development, and William J. Hamilton, Jr., president of Bradham-Hamilton Advertising.



Charleston, South Carolina (South Carolina State Ports Authority, Trade Development Division):—Joseph R. Geryk (center), publisher of "Distribution Worldwide" magazine, an internationally-circulated trade publication, presents national advertising awards to William J. Hamilton, Jr. (left), president of Bradham-Hamilton Advertising, Inc., and Charles A. Marsh, Director of trade development for the South Carolina State Ports Authority.

New grain elevator seen

Galveston, Texas, May 13 (Port of Galveston News Release):—The Galveston Wharves and the Farmers Export Company of Overland Park, Kansas, have announced plans for a multi-million dollar export grain elevator at the Port of Galveston, Texas.

The Farmers Export Company Board of Directors voted at a May 7th meeting in Kansas City, Mo. to proceed immediately with construction which will start as soon as engineering details are completed.

The facility is expected to be in operation in 1978. Cost is estimated at about \$40 million. The facility will provide storage for 5 million bushels of grain, with a handling capacity of 150 million bushels a year. The new terminal will be equipped to receive grain by rail, truck and barge.

Houston tonnage jumps 18% in 1975

Houston, Texas, May 14 (Port of Houston News Release):—Heavy petroleum imports from the Middle East and grain exports to the Soviet Union realigned the Port of Houston's foreign trade picture in 1975, jumping Saudi Arabia and the USSR into third and sixth places among the Port's top ten trading partners.

Japan and West Germany continued to run one and two as they have for the past several years.

Port of Houston figures show that the Port handled 41.5 million tons of cargo in foreign trade in 1975, an 18% jump over the 34.4 million tons handled in 1974. However, statistics from the Bureau of Census, which lists only those tons accounted for by Customs receipts, show that the Port



At ceremonies signaling the start of construction for a new dry bulk storage warehouse close to the Port of Houston's bulk plant, Stephen Miles, President of Intercontinental Bulk Systems, Inc., right, George W. Altwater, Port Executive Director, and Frank Robertson Jr., President of Rohm and Haas, Texas, Inc., dug into red earth with gold-painted shovels to make way for the bulldozers.

handled 36.2 million tons. Total dollar value on the tons listed by the Bureau of Census equaled \$9.06 billion, up from the record-setting \$7.8 billion in foreign trade for 1974.

The Port maintained a favorable balance of trade on foreign cargo with exports valued at \$5.9 billion over imports valuing \$3.2 billion.

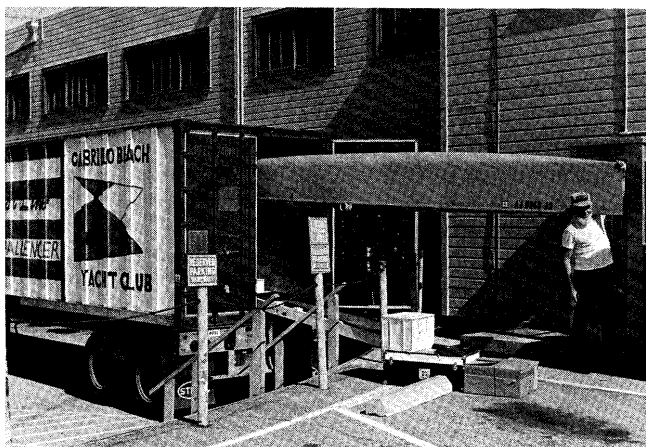
Trade with Japan alone accounted for 11% of the Port's total foreign trade value at \$1.06 billion. West Germany followed with \$571 million, and Saudi Arabia was third at \$491 million.

Other countries in the top ten, listed in order, included Brazil, \$489 million; Venezuela, \$465 million; the Soviet Union, \$422 million; the United Kingdom, \$347 million; Iran, \$319 million; Nigeria, \$305 million; and The Netherlands, \$299 million.

The Soviet Union appears for only the second time on the Port's top ten list. The first time was in 1973 when the original U.S.-Soviet grain deal was in effect. Saudi Arabia moved from fifth to third place and Nigeria shifted from tenth to ninth.

Crude petroleum was the leader in both tonnage and dollar value imports with 13.3 million tons valued at more than \$1 billion imported to Houston in 1975. Iron and steel construction parts were second in imported tonnage and value with 1.3 million tons coming in valued at \$563 million. Iron ore concentrates were third in foreign trade import tonnage at 749,055 tons, while automobiles were third in import value at \$367 million.

In foreign trade exports from Houston, wheat led in both tonnage and value at 7.5 million tons worth \$1.1 billion. Second and third in tonnage exports were corn and maize at 2.3 million tons, and cereals at 1.9 million tons. In dollar value exports, oil field and construction equipment at \$769 million, and iron and steel construction parts at



Los Angeles, Calif., 051776 (Port of Los Angeles):—**INTERESTING INTERMODALISM.** Unusual cargo is often delivered through the Port of Los Angeles. No exception is this hull of the *Aquarius V*, winner of the 1976 Little America's Cup challenge on Port Phillips Bay, Australia, which recently returned to its home port at the Cabrillo Beach Yacht Club, San Pedro, Calif. Removing the disassembled champion "cat" from its specially decorated Pacific Far East Line container, is Alex Kozloff, one-half of the champion crew.

\$348 million were second and third respectively.

A total of 4,591 ships entered the Port of Houston in 1975, 2,787 of them dry cargo vessels and 1,572 tankers.

The 1975 total shows 160 more ships calling in that year than in 1974. American flag ships were predominant with 1,067 calling during the year, 320 of them dry cargo ships and 617 tankers.

Ships registered under the flag of Liberia, often used as a flag of convenience, were the next most numerous with 643 ships.

Norwegian vessels were the third most frequent callers with 438 ships, followed by ships under the British flag at 404, and ships registered under the flag of Greece at 387.

New bulk warehouse

Houston, Texas (Port of Houston):—Official ground-breaking ceremonies were held last month for a new dry bulk storage warehouse at the Port of Houston's Bulk Materials Handling Plant on Green's Bayou.

Executives of the Port, Intercontinental Bulk Systems, Inc., and Rohm and Haas, Texas, Inc., participated in the ceremonies in which George W. Altwater, Port Executive Director, congratulated the companies on choosing the Port of Houston for their new warehouse and stressed the importance of such a facility being built in proximity to the bulk plant.

Intercontinental Bulk Systems will engineer and subcontract the construction of the facility in which Rohm and Haas will store large quantities of ammonium sulfate.

The warehouse, scheduled for completion this summer, will have a storage capacity of 22,500 to 26,000 tons of ammonium sulfate and similar products. The building, similar to the one above, will be 198-feet long, 150-feet wide and 84-feet high. Developed by Domar Industries of Rome, New York, the warehouse will consist of hundreds



Oakland, Calif., May 4 (California Marine Affairs and Navigation Conference, S.F.):—Veteran dredging industry official Joseph E. Duda (center) was honored for his leadership at a Port of Oakland ceremony recently. Frank C. Boerger (left), dredging committee chairman of the California Marine Affairs and Navigation Conference, presented the Great Lakes Dredge & Dock Co. official with C-MANC's commendation certificate for "outstanding service" to the state's navigation needs and port industry. Ben E. Nutter, Oakland port executive director and past president of the American Association of Port Authorities, joined in congratulating Duda, who departs for new duties as vice president and chief engineer at his company's Chicago headquarters. As a member of the dredging task force headed by Boerger, Duda participated in a three-year program sponsored by ports, industry and labor to seek rational guidelines and regulations for dredging to maintain and improve channels and harbors, culminating in recent issuance of a "white paper" documenting unproductive and burdensome paperwork and procedures. The C-MANC body called for early oversight legislation to remedy such administrative excesses to bring agencies' actions into line with Congressional intent.

of pre-engineered plywood panels bolted together and anchored to a 10-foot high foundation.

The panels will be pre-fabricated in New York and shipped to Houston for assembly. There will be no inside supports for the semidome shaped building, allowing for more interior storage space. A special feature is a canopied opening in the front center of the building which provides for rail and truck loading and unloading completely under cover.

A loading system within the building consists of a 42-inch conveyor belt on a wood frame supported by laminated arches. The conveyor belt will hook up to the Port's bulk loading tower and will permit direct loading onto ships at a rate of 1,000 tons per hour.

Intercontinental Bulk Systems is a subsidiary of Intercontinental Terminals Company, a Houston-based company which is primarily a liquid storage service company for chemicals, acids, heavy fuel oil, lubricating oils and other petroleum products.

Stephen Miles, President of Intercontinental Bulk Systems, and Frank Robertson Jr., President of Rohm and Haas, Texas, also participated in the ceremonies and helped



Oakland, Calif., April 7 (Port of Oakland):—**OAKLAND CANAL**—The Port of Oakland's bustling container yards and adjacent railroad intermodal terminals took up the slack for the Panama Canal recently. Nearly 600 containers bound for the U.S. East Coast were offloaded at the Port's Middle Harbor Terminal from the containership T.S. Adrian Maersk. Cross-country rail transshipment of the boxes through Oakland proved a convenient substitute for all-water delivery, when work stoppages closed the Panama Canal temporarily to steamship traffic.

turn the first spades of earth to signal the beginning of this partnership with the Port of Houston.

Decennial survey of port

Los Angeles, Calif., April 28 (Port of Los Angeles News):—The Los Angeles Board of Harbor Commissioners today (Wednesday, April 28) authorized the General Manager to negotiate a contract for preparation of a decennial industrial and administrative survey for the Harbor Department.

The action followed a recommendation by an ad hoc committee of the Board, composed of Commission President Fred A. Heim and Commissioner George Izumi, that the agreement for the work be drawn with the Washington, D.C.—based firm of James R. Leonard and Associates.

Conducted at least once every ten years as required by the Los Angeles City Charter, the survey will analyze the entire operation and physical plant of the Port of Los Angeles.

Among specific areas to be included in the study will be the organization and manpower of the Harbor Department; policies and facilities; efficiency of facilities and equipment; and an overall analysis of the present EDP (electronic data processing) system used by the Department.

World Trade Week

Los Angeles, Calif., May 3 (Port of Los Angeles News):—Free boat tours of the 7,000-acre Port of Los Angeles will be offered to the public Saturday and Sunday, May 15 and 16 to kick off Los Angeles Harbor's observance



Oakland, Calif., May 17 (Port of Oakland):—**HELSINKI VISITS OAKLAND**—The island-studded capital of Finland in miniature spreads before Port of Oakland officials and Helsinki's Mayor Teuvo Aura (third from right) as part of a Finnish Bicentennial exhibit sponsored by the Baltic port at Oakland International Airport. From left, Ben E. Nutter, Executive Director of the Port of Oakland, and Robert E. Mortensen, President of the Oakland Board of Port Commissioners, reminisce with Mayor Aura about the trade mission they made to Helsinki last year that resulted in a formal Sister Port affiliation. The exhibit, which also features extensive photography, Finnish craft works and art objects, will be open to the public through May 20 at the main terminal building, Oakland International Airport.

of World Trade Week.

The Harbor Department tour vessel Angels Gate will depart hourly between 10 a.m. and 4 p.m. from the south float at Berth 84, the old Ferry Building at the foot of Sixth Street, San Pedro.

Frederic A. Heim, Harbor Commission president, explains his Department's interest in joining with the nation's other harbors, airports and truck and railway companies in celebrating World Trade Week.

"President Ford has proclaimed the week of May 16–23 as World Trade Week to draw attention to the importance of international commerce. We would like Southland residents to become more aware of the role Los Angeles Harbor plays in the overall picture of world trade and how the activities of the Harbor affect the Southland's economic health and prosperity."

World Trade Week, celebrating its 50th anniversary this year, will be the subject of many other events, including a week-long display in the World Trade Center, downtown Los Angeles. There, a colorful photographic exhibit will depict many facets of Los Angeles Harbor, from cargo handling to sunsets over the water.



Oakland, Calif., May 21 (Port of Oakland):—COCOA FROM OAKLAND'S AFRICAN SISTER—100 tons of Ghanaian cocoa powder loaded at the Port of Sekondi-Takoradi was discharged at the Port of Oakland recently. City and Port officials took an unusual interest in the cargo, since it represented the first Takoradi product to arrive on Oakland's wharves since the Ghana port sealed Sister City ties with Oakland late last year. Examining the first pallet-load of Takoradi cocoa bales to emerge from the hold of the MV Johannes Maersk were, from left, the ship's master, Captain Knud Hove; Mrs. Wenefrett Watson, President of the Oakland-Africa Sister City Association; Oakland Mayor John H. Reading; and Oakland Board of Port Commissioners President Robert E. Mortensen.

Survey contract announced

Los Angeles, Calif., 05476 (Port of Los Angeles News):—A major portion of the work involved in the forthcoming Industrial and Administrative Survey of the Los Angeles Harbor Department will be done by a firm located in Los Angeles, Fred A. Heim, president of the Los Angeles Board of Harbor Commissioners, pointed out today (Tuesday, May 4).

Heim's comments followed the announcement last week that the contract for the study, required every ten years by the City Charter, will be negotiated with James R. Leonard and Associates, consulting economists and financial planners located in Washington, D.C.

This action by the Harbor Commission followed the recommendation of an ad hoc committee composed of two members of the board: Heim, as president, and Commissioner George Izumi.

"Actually," Heim said, "the survey will be conducted by

a consortium of three firms sharing the work."

"Besides Leonard and Associates, as prime contractor," he said, "the others are Engineering and Management Science Corporation (EMSCO) of Los Angeles, which is active in the port management field, and Economic Resources Corporation (ERC), minority-owned and located in the Watts area of Los Angeles."

The Leonard firm, Heim added, has recently completed a detailed study of port facilities and operations in the Panama Canal Zone, which is an integral part of current negotiations between the United States and Panamanian governments. EMSCO, he said, was responsible for developing a system for regional port planning in the state of Washington.

The Watts firm, Heim explained, is well-acquainted with the affirmative action programs which now must be observed by government and private industry in the hiring of minority personnel. It will analyze the composition of the Harbor Department staff as it relates to the employment of members of the minority, and will study Harbor Department employee recruitment practises.

"A good part of the total study," Heim continued, "will be undertaken by EMSCO."

Heim said the general categories to be studied by EMSCO will include evaluation of management structure and policy; evaluation of Port facilities; assessment of maintenance programs; review of Port planning and development; review of services provided to shippers by the Port; study of the allocation of the investment, revenue and cost of service centers within the Harbor, i.e., warehouses, container terminals, the bulk loader, general cargo sheds, etc.; and a study of the electronic data processing system (EDP) in use by the Harbor Department.

Balance of the study, according to Heim, will be done by the Leonard firm.

It will include study of the financial performance of the Port and its return on investments; review of trade development programs conducted by the Port; and an assessment of the present utilization of the Port's total capacity.

"It is difficult at this time," Heim said, "to allocate actual manhours to each of the two major firms, since various portions of the study will require more time and effort than others to provide the information necessary in order to arrive at judgments and conclusions.

"And in practise," he added, "these study groups will be working together to produce the final, inclusive report."

It is expected that the survey will begin in June, with completion in December, Heim said.

New L.A.-Orient container service

Los Angeles, Calif., May 20 (Port of Los Angeles News):—Evergreen Line, one of the fastest-growing fleets of international cargo carriers, will inaugurate a new container service between the Port of Los Angeles and the Orient, Nate DiBiasi, Los Angeles Harbor Commissioner announced today (Thursday, May 20).

The Taiwan-based shipping company will call at Berth 234 beginning in late October. It will initially offer one 400-container ship. This schedule, however, will expand to four new ships by early 1977, providing shippers with an

FOREIGN WATERBORNE COMMERCE — IMPORTS & EXPORTS — WEST COAST PORTS
(Millions of Short Tons)

1974 Rank	1974 Tonnage	1973 Rank	1973 Tonnage	Change
1 Long Beach, California	18.1	1	17.8	+ 1.1%
2 Los Angeles, California	13.8	2	13.6	+ 1.5%
3 PORTLAND, OREGON	9.1	3	7.9	+ 14.7%
4 Seattle, Washington	5.7	5	6.4	- 12.1%
5 Coos Bay, Oregon	5.5	7	4.8	+ 13.4%
6 Tacoma, Washington	5.3	4	6.5	- 17.7%
7 Longview, Washington	4.3	8	4.3	- 0.0%
8 Richmond, California	4.1	6	5.8	- 30.6%
9 Oakland, California	3.0	9	3.2	- 6.1%
10 San Francisco, California	2.2	10	2.8	- 20.0%
11 Everett, Washington	1.9	13	2.1	- 8.5%
12 Vancouver, Washington	1.9	12	2.4	- 20.6%
13 Anacortes, Washington	1.6	22	.5	+ 182.9%
14 Port Angeles, Washington	1.5	14	1.7	- 8.4%
15 Skagway, Ak	1.5	15	1.3	+ 12.4%
16 San Diego, California	1.2	21	.9	+ 40.1%
17 Astoria, Oregon	1.1	17	1.2	- 4.5%
18 Sacramento, California	1.1	16	1.3	- 15.6%
19 Stockton, California	.9	18	1.0	- 5.3%
20 Kalama, Washington	.7	20	.9	- 14.1%

Source: Waterborne Commerce of the United States, Part IV, 1973 and 1974.

Portland, Oregon, March, 1976 (Portliner, Port of Portland):—**PORTLAND AGAIN 3RD LARGEST** According to recently released statistics, Portland, Oregon maintained its ranking as the third largest tonnage port in Foreign Waterborne Commerce on the U.S. West Coast in 1974. Long Beach and Los Angeles rank one and two respectively. Seattle gained in position from fifth in 1973 to fourth in 1974, and Tacoma slipped from fourth to sixth. Coos Bay,

on the Oregon Coast increased its rank by two places to fifth and Longview, Washington on the Columbia River gained one place to seventh. Richmond, California lost two places to become eighth. Oakland and San Francisco remained ninth and tenth. Only seven of the West Coast's twenty ports gained in tonnage. Portland had the largest gain with 1.2 million short tons which represented the third largest percentage gain.

approximate 10-day sailing frequency.

Current Los Angeles Harbor Department plans call for the installation of a 40-ton \$2.5 million gantry container crane at Berth 234 by late September.

Marine Terminals Corporation will both operate the Berth 234 container terminal and serve as stevedore contractor.

Announcement of the new line's arrival at Los Angeles Harbor followed a meeting between Harbor Department officials and the founder and chairman of the Evergreen Line, Hatsu Y.F. Chang. "Evergreen's chief executive," DiBiasi explained "is a highly experienced naval architect. Mr. Chang has personally designed the four Evergreen ships that will sail from Los Angeles Harbor."

"Under Mr. Chang's direction, Evergreen has grown from only one ship in 1966 to nearly two dozen, with additional vessels under construction."

Earlier in the month, representatives of the Port of Los Angeles, headed by Harbor Commissioner George Izumi, had met with executives at the Evergreen Line headquarters in Taipei to discuss arrangements for their vessels to use Los Angeles Harbor.

The new line is expected to increase Harbor Department annual revenue by over one-half million dollars in wharfage fees alone, through an annual cargo increase of approximately 250,000 tons, DiBiasi added.

New Passenger Terminal

New Orleans, La., March (New Orleans Port Record):—Climaxing a year's study and planning, the new Cruise Ship Passenger Terminal in the Poydras Street Wharf is under

construction, according to Lester E. Kabacoff and James J. Coleman, Jr., co-managing partners of International Rivercenter, the developers of the massive complex at Poydras Street and the Mississippi River.

Four cruise ship lines are already operating from the temporary facilities in the wharf. They are: Carras, Black Sea, Bahama and Royal Viking.

Kabacoff and Coleman said that the remodeling of the wharf should be completed by the end of the year. They praised the government agencies involved, U.S. Immigration and U.S. Customs, for their full cooperation in working out details for the new terminal.

"Without the splendid assistance," Coleman said, "of Troy Adams, District Director of the Immigration & Naturalization Department in New Orleans; Paul Badeaux, District Director of Customs; and Charles Fisher, Regional Commissioner, Customs Bureau, we could not have coordinated the many details of this Terminal so expeditiously."

"The Dock Board officials also cooperated fully in our plans," Kabacoff continued. "We have leased the wharf for 65 years. It was necessary to work closely with Edward S. Reed, Capt. H.J. Joffray, Pierre Cordell Reeh, and others to provide a smooth transition from freight to passenger use on the lower level, and from storage to shipping mall on the upper level."

The design of the terminal has five passenger entry positions for Immigration checks, then allowing passengers to move to the Customs area where they will find their color-coded, tagged luggage awaiting them. Five sets of Customs officials are located in the examination sections for expediting the process of checking through the incom-



San Francisco, Calif., 4/28/76 (Marine Exchange of the San Francisco Bay Region):—Time again to focus on Golden Gate Commerce and industry, Carolee Scoortis reminds Marine Exchange President Paul A. O'Leary. The 1976 Golden Gate Atlas published by the San Francisco Bay Region promotional and service agency coincides with both the nation's and The City's bicentennials. Its 100-plus pages will be devoted to Northern California's world trade, shipping and related services and industry, with extensive national and international distribution made. As the region's only comprehensive reference and information source, the Atlas is published biennially by the Exchange. The new edition will feature detailed charts of port facilities, anchorages and other essential data, plus extensive indices of regional resources and services.

ing baggage and other travelers' paraphernalia. Once checked through, passengers will proceed to a cashier's cage for payment of duty where necessary. Then passengers will exit to the automobile entrance where cabs, buses, and private cars will transport them to planes, trains, or hotels.

The facility is geared to handle 500 passengers at one time. Offices of government agencies line the downstream side of the Terminal.

Major Tariff Changes

New Orleans, La., March (New Orleans Port Record):—Two major changes in the tariff of the Port of New Orleans recently were approved by the Board of Commissioners. Both tariff changes deal with free-time provisions.

The more important of the changes will give shippers an extra 15 days free time for the accumulation of cargo.



San Francisco, Calif., 5/17/76 (Marine Exchange of the San Francisco Bay Region):—BULKER AND THE LADIES = On hand to greet the newest arrival to the Golden Gate were three distaff maritime representatives: "Michael" Langner, Maritime Princess Caroline Taylor, and Synthia King. Capt. F.J. Miranda, master of the recently-launched, ultra-modern bulk cargo carrier, received welcome upon arrival at the Port of Oakland. Participants included H. Idaka, president of Toko Kaiun Kaisha, Ltd., owners of the vessel, port officials and those of Fritz Maritime, ship agents.

Capt. H.G. "Jeff" Joffray, Associate Port Director, explained that, normally, for the accumulation of export cargoes the Port has allowed 15 days free time. "If cargoes remained on the wharf in excess of 15 days, the cargo owners paid a penalty called demurrage. Well, we found out that a lot of other ports were giving 30 days free time, putting them in a much better competitive position to attract some large parcels of cargo, such as flour shipments, drilling mud, clay shipments, as well as some of the new project movements going to the Mid-East and African nations.

"With some of these projects moving in international trade, the cargo truly is difficult to accumulate within a 15 days period. Previously our tariff allowed 30 days only for accumulations of shipments of 5,000 tons or more. Smaller consignments received a 15 day allowance. What we have done is to change the tariff to allow 30 days free time for consolidation of 1,500 tons.

Joffray said he expects the change to improve the competitive position of the port.

He pointed out that the shipment must move on one vessel and by one shipper in order to qualify for the new free-time provision.

The second tariff change deals with relief cargoes.

In the future, relief cargoes—cargoes for which the federal government is paying transportation costs—will be given 30 days free time. This tariff change is in compliance with a Federal Maritime Commission order.

Oakland to help Saudi port project

Oakland, Calif., May 5 (Port of Oakland):—The Port of Oakland has been selected by the U.S. Army Corps of Engineers to consult in the design, operation and maintenance of two new ports to be constructed within the next two years for the Saudi Arabian Government. The ports will be part of special multi-billion-dollar public works construction work to be managed by the Corps under government-to-government agreements between the United States and Saudi Arabia.

Announcement of the selection of the Port of Oakland and Marine Terminals Corporation, acting jointly to advise the Corps of Engineers on the Saudi project, was made at the Corps' Mediterranean Division headquarters in Livorno, Italy yesterday.

Under contract to the Saudi Arabian Ministry of Defense and Aviation, the Corps of Engineers will begin construction in August on two ports, one on the Gulf of Arabia and one on the Red Sea to support a public works construction program in Saudi Arabia.

The ports are expected to handle an estimated 5 million metric tons of building materials and equipment to be imported by Saudi Arabia under its Second Five Year National Economic Development Plan between 1977 and 1982.

Existing Saudi ports such as Dammam and Jeddah, where up to 100 ships may be lying at anchor awaiting berth space, are unable to accommodate such massive added tonnages due to congestion and inadequate facilities.

The Port of Oakland and Marine Terminals Corporation, which operates cargo handling facilities at four of the Port of Oakland's six major container and conventional cargo terminal complexes, will work with the Corps of Engineers to review port design and construction. They will also develop detailed operation and maintenance plans for the two ports. These will serve as guidelines for bidding when long-term contractors to operate and maintain the ports are solicited.

As conceived, the new Saudi Arabian facilities will each offer seven general cargo berths for the handling of conventional and containerized shipments—including heavy lifts—and a bulk cement berth.

"It is a distinct credit to the Port of Oakland that we have been chosen," Port Executive Director Ben E. Nutter declared in response to the Corps of Engineers announcement.

"The invitation to submit qualifications," he explained, "went to 15 or 16 U.S. ports. Although this is a role that is not within our usual scope of activities, the Corps of Engineers felt that a working port rather than a consulting engineering or management firm was needed in this case.

"Not only do I feel that we can be of good service to the Corps and to these projects by virtue of our own experience," Nutter added, "but I see it as an opportunity to get acquainted in Saudi Arabia and to realize exceptional trade benefits."

New Board President

Philadelphia, Pa., March 24 (Philadelphia Port Vorpation News):—Robert F. Gilkeson on March 23 was elected Chairman of the Board of the Philadelphia Port Corporation. Mr. Gilkeson succeeds Frederic A. Potts, who has been Chairman of the Board of Directors since the inception of the Philadelphia Port Corporation in 1965. Mr. Potts announced his resignation as Chairman and President but will continue as a member of the Board of Directors.

Mr. Potts praised Mr. Gilkeson's election stating that "Mr. Gilkeson is one of the original members of the Board and its Executive Committee." He added that "Mr. Gilkeson's leadership and experience in business and with the Port Corporation will continue Philadelphia's lead in international waterborne commerce."

Mr. Gilkeson is Chairman of the Board of Philadelphia Electric Company. A native Philadelphian, he was graduated from Cornell University as an electrical engineer and is a member of numerous professional and industry associations. He is a registered professional engineer.

He is a trustee of the Williamson Free School of Mechanical Trades, Northern Home for Children, a director of the Philadelphia Orchestra Association, and the United Fund. He was general chairman of the 1970 United Fund Torch Drive.

Mr. Gilkeson is a trustee of the Penn Mutual Life Insurance Company, a member of the board of managers of Germantown Savings Bank, and a director of the First Pennsylvania Corporation, Greater Philadelphia Chamber of Commerce, Old Philadelphia Development Corporation and Benjamin Franklin Hotel Company.

Other officers elected were Irvin J. Good, President, who has served as the Corporation's Executive Director since 1971; Mayor Frank L. Rizzo, Vice President; Charles A.T. O'Neill, Vice President, who is President of Pennsylvania Refrigerated Terminals, Inc.; Lennox L. Moak, Treasurer; and Harry J. Fisher, Secretary.

Walter Osterrieth: "E.S.P.A.- Maritime Man of the Year 1976"

Antwerp, 19/3/1976 (Port of Antwerp Promotion Association):—E.S.P.A., the European Shipping, Press Association, every year designates a personality as "Maritime Man of the Year".

For the year 1976 this title has been conferred on the President of the Port of Antwerp Promotion Association, Mr. Walter H. Osterrieth.

By so-doing E.S.P.A. wants to stress the outstanding role Mr. Osterrieth fulfils in the defence and promotion of the main Belgian port.

His activities in this field stimulate the national economy, on the one hand by the wide ranging possibilities for maritime export the port is offering to the industry and on the other by the export of port services abroad.

Moreover, E.S.P.A. wanted to stress the close and friendly relations Mr. Osterrieth has with the press in general and with the transport journalists in particular.

Finally E.S.P.A. wanted to express its admiration for the elegant and diplomatic way in which the President of the Port of Antwerp Promotion Association fulfils his mandate.



Mr. Walter H. Osterrieth

Within the framework of the heavy programme this Association performs every year many a task is entrusted to the President. He not merely holds the principal managerial function but he also charges himself with the lion's share of the representative tasks.

In this respect E.S.P.A.—President J. Rom pointed out that since Mr. Osterrieth took up the presidency of the Port of Antwerp Promotion Association, the promotion of Antwerp included six Economic Missions in all, headed either by Governor Kinsbergen or by the Alderman of the port, Mr. Delwaide.

It concerned missions to the United States, Canada, Japan, Sweden, Brasil and Venezuela.

During the same five years' period and in cooperation with the City Authorities the Association arranged 28 important Port of Antwerp Days abroad and 26 great promotion days in Antwerp itself. Moreover visitors' programmes were elaborated for over 150 groups.

Finally under the stimulating lead of President W.H. Osterrieth some thirty functional brochures, periodicals and transport-maps were published, the total circulation of which amounting to many hundreds of thousands of copies.

Antwerp meeting West Africa

Antwerp (Antwerps Havennieuws, Bimonthly review of the port of Antwerp, 1976 February/March):—With the aim of developing the economic and maritime relations with West Africa, a round table conference was organized in Antwerp.

Alderman Delwaide underlined on this occasion that the total traffic between Antwerp and the eight countries of West Africa has increased from 656,000 tons in 1972 to 796,000 tons in 1974. The principal arrivals consisted of hydrocarbon from Gabon and logs from the Ivory Coast. The main products loaded in Antwerp were chemical products and fertilizers, iron and steel, as well as machinery. On the other hand, in 1972 there were 12 calls at the port under the flag of the Ivory Coast or Gabon. The number of these calls increased to 42 during the first eleven months of 1975. Mr. R. Lhonneux, President of the Antwerp Chamber of Commerce and Industry, on his part



Mr. G.L. Lowery

made mention of the two basic principles that must rule the relations between the countries taking part at this round table, namely that the Belgian economic circles fundamentally respect the sovereignty of the countries which have recently conquered their total independence, and on the other hand that the political independence of a country also implies an economical independence.

Finally, the satisfaction of all the interested circles has been expressed with regard to the fact that practically all the countries of West Africa have elaborated a foreign investment code. It is quite clear, however, that if one wants to attract a capital at risk, it can only be done if a fair return can be contemplated for the risk incurred. In this respect, the attention has been drawn on the possibilities Belgium offers with regard to the financing of imports of equipment products in the African countries.

Port Looks For New General Manager

Bristol, May 5th ("Portfolio" A Newspaper for the Port of Bristol):—It was with great regret that the Port Authority had to announce the resignation of General Manager, Mr. Gordon Lowery, on April 12th.

Mr. Lowery is leaving to take up an appointment as Managing Director of James Fisher and Sons Ltd., ship owners and port operators of Barrow-in-Furness, Cumbria.

The decision to leave had been an extremely hard one for Mr. Lowery to take and he explained to the Bristol Docks Committee that he had only accepted the new position "after long and careful consideration".

"I would like to place on record my appreciation for the help and co-operation I have been given by the Committee and the Port of Bristol Staff which has made this decision even harder for me" he added.

Successor

Mr. Lowery is expected to take up his new appointment on October 1st, thus allowing the Committee sufficient time to appoint a successor.

After reluctantly accepting Mr. Lowery's decision and paying tributes to his valuable service to the port the Docks Committee immediately set up a sub-committee to supervise the advertisement for a successor.

Mr. Lowery joined the Port Authority in the new post of Deputy General Manager in 1972. He became General Manager in the autumn, on the retirement of Mr. George Edney.

Formerly a Chief Officer with the New Zealand Shipping Co., Mr. Lowery, a Master Mariner, previously worked in executive posts in Dagenham, London and later in Montreal, Canada.

2nd PPI Symposium

Brussels, Belgium (Refer to "Ports and Harbors" December 1973, page 39, article titled "PPI Symposium"):—The 2nd PPI Symposium (international symposium on transport and handling in the pulp and paper industry) is being organized 18–20 October, 1976 in Rotterdam, Netherlands. (Rotterdam Hilton Hotel).

The first PPI Transport & Handling Symposium, held in Rotterdam in April 1974, drew almost 600 participants from over 25 countries. It provided not only a great deal of valuable information, but an active international forum of discussion and a meeting point for interchange between the pulp and paper industry and the transport and handling sector. Further information may be obtained from:

Pulp & Paper International
Chaussee de Charleroi 123a
Boite 5, B-1060
Brussels
Belgium.

Keep Rabies Out!

Bristol, May 5th ("Portfolio" A Newspaper for the Port of Bristol):—**News that rabies amongst wildlife in France is rapidly approaching the Channel coast highlights the need for all those of us connected with the Port Industry to be on the alert.**

There is increasing risk of this killer disease entering Britain as a result of animal smuggling and a recent report by the pharmaceutical industry's Officer of Health Economics warns of the dangers if quarantine rules are evaded.

"A major ecological disaster" could result, it says, which could lead to human death.

The fox is particularly susceptible to the disease and its change of life style which has made it an urban scavenger heightens the risk to domestic animals and man.

Provided quarantine laws are not ignored or evaded, however, there is a good chance that rabies may still be kept out of this country, the report continues.

THE MESSAGE IS CLEAR, THEREFORE, FOR ALL OF US—KEEP ON THE ALERT, HELP PREVENT ANIMAL SMUGGLING, KEEP RABIES OUT.

VIEWPOINT

Glasgow, March (Clydeport News):—**The Authority's soon-to-be-published accounts for 1975 are confidently expected to show a reasonable trading surplus once again.**

This, in view of the considerable downturn in world trade, will reflect not only the efficiency of the port's day-to-day operations but also the wisdom of earlier moves to broaden the base of its activities and the careful husbanding of its financial resources.

Profitability—that much maligned objective which is, in truth, the only justification for any commercial enterprise—is something which not every port achieves.

Clydeport's record, showing a trading surplus in each of its ten financial years, is all the more creditable for that.

In future years the objective will be the same, for it's a firm belief in Clydeport that profitability is something which the undertaking owes to its investors, to customers who must have continuity of service, and to the many people who rely on the port for their livelihood.

This will demand not only close monitoring of the port's performance, but also important decisions on long-term management strategy and financial planning.

Sadly, the present uncertainty over the future of the ports is not conducive to decision making for the years ahead.

So long as the industry waits to be thrown into the political arena once again, there is a very real danger that ports will suffer by comparison with other businesses who know where they are going.

Tonnage switch for ships' dues

Glasgow, March (Clydeport News):—The dues paid by shipowners whose vessels trade through Clydeport will, from next month, be based on the ships' gross registered tonnage instead of net registered tonnage.

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

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

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

Coinciding with the change, dues on ships and goods are being increased by 15 per cent.

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



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

Docks Board to acquire cargo handling business at Hull

London, 17 May 1976 (British Transport Docks Board):—An agreement has been reached between Ellerman Lines Ltd. and the British Transport Docks Board for the transfer of EWL's cargo handling organisation at Hull to the Docks Board's wholly-owned subsidiary, the Hull & Humber Cargo Handling Co., Ltd.

The transfer will involve Hull & Humber in assuming responsibility for the employment of the registered dock workers currently allocated to EWL. In addition, the maintenance personnel and most of the management and clerical staff within EWL's cargo handling organisation will be offered transfer to the Hull & Humber Cargo Handling Co., Ltd. In the cases where this is not so EWL will absorb those concerned elsewhere within their organisation.

Mr. Keith Stuart, Docks Board general manager explained that it was the Board's policy wherever possible to establish a unified stevedoring service at its ports.

"We believe that a reduction in the number of employers is in the long-term interest of good industrial relations, and that it will benefit the port user by improving the general efficiency of our service overall," he said.

At Hull, Mr. Ken Bantock, port director, Humber who is also chairman of Hull & Humber Cargo Handling Company, welcomed this growth in the business of the Docks Board and the company.

"There will in future be a unified cargo handling service for the increasing number of conventional and unitised

shipping services operating through the port of Hull, with the benefits which this implies for all the parties involved," he said.

"In the next few weeks we shall be busy with the detailed arrangements for the transfer and I am sure that we can rely on the co-operation of all concerned to ensure a smooth transition, which we expect to be effective about the end of June."

The labour force of Hull & Humber, currently numbering 877 registered dockworkers, will rise to 1,559 as a result of the transfer.

Further boost for Hull Middle East service

London, 20 May (British Transport Docks Board):—A new shipping service being introduced by Saudi-Europe Line from the port of Hull to Jeddah early in June will be Hull's eighth service to Middle Eastern destinations and brings the number of shipment opportunities to 36 a month with a total of 16 Middle East countries served.

"We are now offering exporters an unrivalled range of options," Mr. John Hughes, Hull docks manager claimed today, "and this latest addition—the second new service to Jeddah this year—is further evidence of the growing confidence in the port's ability to give the standard of service required."

Hull will be the last loading port outward for the new Saudi-Europe Line service, which will be operated on a monthly frequency, initially by four conventional vessels.

The first sailing from Hull, by the m.v. Al Dahran, is scheduled for Friday, 4 June with arrival in Jeddah on Sunday, 20 June. Special arrangements have been made by the Line for quick discharge in Jeddah. Subsequent sailings from Hull will normally be during the first half of the month and subject to inducement may include other Red Sea ports.

Saudi-Europe Line have appointed Lambert Bros. (Ship Agencies) Ltd. as their UK brokers and agents.

Le Verdon, a container port

Bordeaux, France, 18 March, 1976 (Press Release from Port Autonome de Bordeaux, Département des Relations Extérieures):—The traditional and thriving trade between BORDEAUX and the FRENCH WEST INDIES has been awarded a new line.

The Compagnie de Navigation Mixte has decided to use the terminal at LE VERDON for its new containerships. The first of these vessels, on her maiden voyage called at the ports container facilities at Bassens in the first week of March and will use these quays until LE VERDON becomes operational this summer.

She is the PAGNOL, a containership of 25,000 t.d.w.. 172m. long, the vessel with her capacity of 680 boxes (20ft.), has a cruising speed of 18 knots. The PAGNOL and her sistership RAIMU, which comes into service in July, are cellular vessels provided with very powerful handling gear. The four 25 t. cranes can couple and will be used for loading and unloading containers in the West Indies, where so far, no shore handling gear is available. PAGNOL and RAIMU also have space for reefer containers and for flats (to carry timber in bundles or plywood) and can also accommodate the 200 hecto-litre cistern containers.

Whilst waiting for the RAIMU to be delivered, the Compagnie de Navigation Mixte has chartered POITIERS from the S.N.C.D.V. This containership has a 620 box capacity and is on loan to C.N.M. until the end of the year.

The line offers a call twice monthly at BORDEAUX, using the two vessels, but once RAIMU joins them, calls will be once every 10 days.

The Compagnie Général Transatlantique has a traditional regular line through Bordeaux to the West Indies, using semi-containerships and the new C.N.M. line will re-enforce this and increase the frequency of departures from the port.

When a port such as Bordeaux-Le Verdon is expanding, an increase in the frequency of service goes hand in glove with an increase in Trade. The two shipping lines now provide Bordeaux with a departure every five days and it is hoped that this, together with the new container facilities offered at Le Verdon will incite exporters and importers to bring traffic to its heyday.

Europort South

Extracts from "Marseilles/Fos Europort South" The monthly magazine of the Port of Marseilles Authority, March 1976.

• Editorial

The P.M.A. keeps its dates. In recent months we have written about the new construction work being undertaken in the Marseilles-Fos and Port Saint-Louis harbour areas.

Certain of these sites are already completed, the others

are well advanced and their target dates for coming into service will be kept;

Ro/Ro berth 152 (Mourepiane) is already in service, berths 70 and 74 (Grande Joliette) will be ready by spring, and those in the Arenck Dock by the beginning of 1977.

Work is well advanced on the Ro/Ro berths at Port-Saint-Louis, the first one will be ready by the end of 1976 and two others by the beginning of 1977.

The Northern extension to the container terminal at Fos has just started; dragging is now going on and the extension will come into service in 1977.

Finally, dragging has started in the access channel for the future Dock 3 at Fos.

The opportunities offered to the Marseilles, Fos and Port-Saint-Louis harbour areas by these important construction works are in the process of being confirmed and the heavy loads, new cars, containers and Ro/Ro traffic will be welcomed at these next installations on the due dates.

• 1975: a good year for the P.M.A. in spite of the crisis

In 1974, Marseilles was the second largest port in Europe, after Rotterdam, with a traffic of 109,156,000 tonnes, and the second largest port in the world in terms of international traffic (103,709,500 tonnes).

In 1975, the drop in the GNP of all industrialized countries (except Japan) due to the oil crisis, affected port traffic throughout the world. Nevertheless, with a traffic of 95,782,000 tonnes for 1975, Marseilles maintained its place as the second port in Europe and one of the largest ports in the world.

The figures are as follows:

— General cargo	6,027,000 T.
(+3.4% compared to 1974)	
— Bulk cargo	8,351,000 T.
(−2.3%)	
— Hydrocarbures	81,404,000 T.
(−14.1%)	
TOTAL	95,782,000 T.
(−12.3%)	

Compared with other European ports, Marseilles has done reasonably well: Rotterdam (−3%), Le Havre (−14.4%), Dunkirk (−13.9%), Rouen (−9.9%), Antwerp (−21%), Genoa (−12.1%).

Moreover, Marseilles is the only port in France, and one of the very few ports in Europe, to show an increase in general cargo traffic. Whereas Le Havre lost 8.6% of this traffic, Dunkirk showed no change, Rouen lost 14.3%, Antwerp 26.5%, Genoa 18.1% and Rotterdam 15%. In the first half of the year, Marseilles's increase in this traffic was as high as 23%. The overall result is largely due to the 50% increase in container traffic (96,000 TEU against 66,500 TEU in 1974), which demonstrate that Marseilles is progressively catching up with North European ports as regards containers.

Two important considerations conditioned the activity of the Port of Marseilles in 1975, these were the congestion of the Arab ports and the re-opening of the Suez Canal.

The congestion of the Arab ports is a consequence of the considerable increase in trade with the oil producing countries, and since only Ro/Ro ships were able to berth easily without waiting in these ports, the development of this type of traffic in 1975 was rapid.

The effects of the re-opening of the Suez Canal were

partially over shadowed by the drop in trade with the Far-East and South Africa due to the oil crisis. On the other hand, services to the Red Sea and the Persian Gulf increased considerably. In all, an additional 26,000 tonnes of general cargo were exported to countries East of Suez and there were 150 more sailings to these countries than 1974*. The consequences of the re-opening of the Suez Canal primarily benefitted those services which had been worst hit when it closed (Red Sea and Persian Gulf). Furthermore, the Mediterranean shipping companies were practically the only ones to increase their number of sailings. In this context, another noteworthy factor is the increase of coastal traffic, which increased from 55% of the total Marseilles traffic in 1971 to 65% in 1975, the main increases being in traffic with Algeria 30%, Libya 10%, Egypt 50%, Persian Gulf 25% and Red Sea 45%.

The figures for passenger traffic through Marseilles in 1975 were 713,800—an increase of 6.6%. But the number of cars accompanied by their owners increased by 22%, the increase being accounted for mainly by traffic to Algeria and Tunisia.

1975 was a relatively poor year for ship repairs. The entry into service of Drydock 10 created a certain amount of increased activity from July onwards, but the last quarter of the year was a difficult one due to the continuing effects of the oil crisis and increasing competition from other Mediterranean shipyards. During this trial period, Drydock 10—which can take the largest ships afloat today—was occupied for 97 days out of 180.

*It will be remembered that the Canal was only open for seven months in 1975.

• Desalinization plant for Abu Dhabi

The cargo ship "Ville de Valence" belonging to Navale et Commerciale Havraise Peninsulaire (N.C.H.P.)—Agents: Worms C.M.C.—loaded in the Port of Marseilles, elements of a sea-water desalinization plant for Abu Dhabi in the Persian Gulf.

After loading 869 tons of equipment—for a volume of 1845 m³—"Le Ville de Valence" went on to Toulon where she loaded more equipment for the same plant. This time it was four evaporators weighing 120 to 150 tons, representing a total volume of 2,413 m³, plus a package of 32 tons. This equipment was manufactured by Les Constructions Navales et Industrielles de La Seyne.

The first items of equipment for this desalinization plant in Abu Dhabi were shipped last June, and further shipments are expected to continue for several months.

Two container hoists coming

Rouen, France, January 16th 1976 ("Rouen Port", International Issue, Information bulletin of the Port Authority of Rouen):—During the course of its session of the 6th November, the Board of Directors of the Port of Rouen Authority took the decision to order from the Liebherr Container Cranes Ltd. (Ireland) a second container-hoist, planned for the Rouen-Quevilly Basin.

This container-hoist will come into commission in December 1976; the first should be operational in September 1976.

The specialised equipment of Rouen Port in the handling of containers will then consist of:

— a mobile floating crane (powerdriven) with a 30-ton efficiency, suitable for handling containers in small lots in any part of the port.

— three cranes for handling containers of 25-ton lifting capacity, one of which is in service at the Quai d'Afrique (S.N.C.D.V.'s present position) and two at the Rouen-Quevilly Basin (where N.C.H.P., Messageries Maritimes and the East Asiatic Company operate). The two cranes at the Rouen-Quevilly Basin can be coupled and electronically twin timed to lift loads of up to 43 tonnes.

— two container-hoists (now on order) with a 35-ton lift capable of handling containers of 20 and 40 feet.

Symposium on Marine Traffic Systems

Rotterdam, February 1976 (Netherlands Maritime Institute):—The Symposium on Marine Traffic Systems will be held from 11 through 14 April 1976 in the Congress Centre at The Hague. This symposium is jointly organized by: The Delft University of Technology—The Liverpool Polytechnic—The Netherlands Maritime Institute—The Royal Institute of Navigation—The University of Wales Institute of Science and Technology.

The symposium will highlight developments in a number of problem areas closely related to traffic management, and will endeavour to analyze navigational, economical, legal, social/psychological and scientific consequences from various angles. One of the main intentions of the symposium is to discuss feasible joint approaches in order to define traffic management criteria and procedures which should be harmonized in all ports of the world.

The conclusions and recommendations will be presented to international organizations, e.g. the Joint Advisory Group of the Royal Institute of Navigation, the Directorate-General for Transport of the Commission of the European Communities and the Inter-Governmental Maritime Consultative Organization.

On purpose the symposium has been designed to allow for lengthy discussion sessions, thus ensuring active participation of all attendants. Furthermore, social gatherings such as a cocktail party and a symposium dinner will give the attendants ample opportunity to meet old relations and establish new ones in a pleasant atmosphere.

For further information contact:

Netherlands Maritime Institute
10, Burg. s'Jacobplaan
P.O. Box 25138
Rotterdam
Netherlands.

"Coming of Age" (Editorial)

Lagos, Nigeria (Jan/March 1976 NPA News, Magazine of the Nigerian Ports Authority):—April this year marks the coming of age of NIGERIAN PORTS AUTHORITY. N.P.A. attains its 21st year of existence—a remarkable milestone in her history.

When compared with other ports of the world, although still young, yet the achievements made and the world-wide reputation established within the period is praiseworthy.

As an organ of the Authority, it is not our place to sound our trumpet on this occasion, rather, let us content



Rotterdam rapidly developed into Europe's largest container port. The Port of Rotterdam has several container terminals and handles about 750,000 containers annually.



View of part of the petrochemical complex in the Rotterdam Europoort port area.

ourselves with the little everyone of us has been able to contribute during the period to make it a successful port industry.

Still on this occasion it may not be out of place to pay tribute to those who started the Authority from scratch and by their untiring efforts, loyalty and devotion to duty, made it what it is today. These pioneering expatriate and indigenous officers and staff have left an indelible footprints on the sand of time. Very many of them have retired from the service of the Authority. They read the history of other peoples and nations and have made history themselves. (Their good works live after them!) They have thrown a big challenge to those of us who are now left behind.

It now remains for us to tarry occasionally, looking back and to emulate what they have done so that by the time we pass on the torch to others coming behind we may say in the words of that Roman Emperor who said: "I received a city of bricks, and left it a city of marbles."

The "coming of age" with the appointment of a new



Ro/ro traffic in the Port of Rotterdam is still increasing in importance as Rotterdam's distribution function in Europe keeps expanding.

Chief Executive who rose through the ranks is noteworthy. Let us now rededicate ourselves to face the task that lies ahead with renewed vigour, unadulterated loyalty and sense of responsibility for very little has been achieved and much still has to be done.

Let us all now come to the task, each man and woman to his or her part, pause and remember that if you are at the top of the ladder, very many younger ones are still down holding fast to it to avoid your falling off. Besides, any time we observe a hitch let us sing the song:

"If you fail, look closely,
See the reason why
You have power to conquer
If you only try,
Others went before you
And attained the light"

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News from Port of Gothenburg



The Elfsborg harbour under construction. In the background the Skandia container harbour.

Ferrymasters' new Gothenburg terminal

Ferrymasters, one of the companies in the P & O group, have opened a new terminal at Backa, Gothenburg. The company has been working in Sweden since 1964 and now covers 2.5% of the total trailer and container traffic passing the Port of Gothenburg in addition to many other duties on the landside sector.

The new terminal, which lies near the harbour and has direct connections with the main roads to Sweden's and Norway's inland markets is of 15.000 kvm, 3.000 of which under roof.

The terminal was declared officially open by the general manager of the Port of Gothenburg, Mr. Sven Ullman. In his speech, he emphasized Ferrymasters' role as roll on/roll off pioneers in the Swedish-British trade. He also thanked the company for their assistance in establishing Gothenburg as a Scandinavian container centre.

The trade decline gave lower total cargo figures in 1975 for the Port of Gothenburg

After a 6% increase from 1973 to 1974 the cargo turnover of the Port of Gothenburg 1975 decreased 12% compared with 1974. The total turnover was 23.953.000 tons (1974 27.289.000 tons).

Like many other ports Gothenburg during 1975 had to



Constructing a quay at the Elfsborg harbour.

face the consequences of the trade recession. The oil traffic, which plays a large role for the port, was diminished—mainly depending on the fact that the oil refineries at Gothenburg during 1975 were working with only 65–70% of their full capacity.

Diminishing figures were also shown for the export

goods from Sweden (-19%), while the import figures fell less (-6%). 111,366 containers were handled at the port during the year. A slight rise was noted for the number of containers arriving with goods from abroad.

Port of Gothenburg recommends central handling of Swedish ports' investment plans

Answering a questionnaire from the Swedish Ministry of Transport and Communications the Port of Gothenburg agrees that a central control of all the Swedish harbours' plans for investments in harbour plants, extensions etc is greatly needed.

The port board says that there is a risk for uneconomical investments and a rising overcapacity with the system now in use in Sweden which makes the local municipal authorities responsible for the plans for the harbours. The board recommends the formation of a special department within the National Administration of Shipping and Navigation which should work with the future harbour planning. This would create good possibilities to give a total picture of Swedish harbour plans and to avoid miscalculations.

The port board also says that there is a great need of new financing possibilities for the larger Swedish harbours, when they are planning larger new investments of importance to the whole country. To-day the Swedish harbours have great difficulties to finance such investments as the need for harbour loans has to be included in the municipal council's loan budgets which often does not allow the capital needed for larger harbour investments. As an example the Gothenburg port's Skandia harbour is mentioned. The total sum invested in this harbour is Swedish Kronor 190 m. (£22 m.) and although the Skandia harbour serves the whole country, the Port of Gothenburg and the municipal council of Gothenburg have had to arrange the whole financial background for the construction of the harbour. The port board means that in the future the government for similar investments must help to facilitate the lending possibilities by widening the loan frame above that of the local authorities' limited possibilities.

Mackenzie news, March

• Abu Dhabi

65 vessels called at Abu Dhabi during the month of March with 122,738 deadweight tons of cargo on board for discharge. Imports consisted of 30,915 tons general, 6,000 tons steel, 55,200 tons cement, 4,500 tons pipes, 17,163 tons timber and 8,000 tons bitumen.

Additionally, 3 tankers called at Mina Zayed for discharging petroleum and gas oil products.

During the month 2 to 3 days delays were experienced. With bunched arrival of vessels and large tonnages, improvement in the immediate future is not foreseen and delays in the region of 5 to 6 days may be anticipated during April.

• Khorramshahr

38 vessels called at Khorramshahr during March and discharged 185,613 tons of import cargo.

There was a berthing delay of up to 200/220 days based on vessels at top of berthing turn list.

• Kuwait

A total number of 152 vessels called at Shuwaikh port

during March, 1976, discharging 163,825 tons cargo inclusive of 7 cement carriers which discharged 78,251 tons. This compares with March, 1975, when 108 vessels called discharging 116,034 tons cargo inclusive of 3 cement carriers which discharged 28,850 tons.

Berthing delays at Kuwait varied for main berths and were 10-12 days for desert berths.

Effective 1st April, 1976 two registration systems have been implemented. Berths No. 1-8 have been allotted for Conference Line vessels and Berths No. 9-20 plus two dolphins berths for non-Conference vessels. Berths No. 11/12/13 are inoperative and are under construction.

Berthing delays for Conference Lines vessels are expected to improve and in view of the considerable facilities provided by Port authorities it is anticipated that ship owners will consider a reduction in the congestion surcharge.

Total cargo exported during the month was 199 shipping tons.

Trade Upswing Soars

Hong Kong, May 15 (The Week in Hong Kong):—The surge in Hong Kong trade in March showed a rise of 55.5 per cent in the value of domestic exports, compared with the same month last year.

In a month which is not notably strong for exports, Hong Kong sold \$2,512 million (225 million pounds) worth of locally-made goods, an increase of \$891 million (90.8 million pounds).

The Chairman of the Trade Development Council, Mr. T.K. Ann, said: "I was always optimistic but I was not expecting such a dynamic change, not to this degree."

The upswing spans all product lines. In February, for instance, whereas clothing and textiles exported to all markets rose by 39.4 percent, watches and clocks went up 68.3 per cent, telecommunications equipment 49.8 per cent, travel goods 42.3 per cent and toys 20.4 per cent.

Nor is the increased purchasing solely from the United States, whose purchases in February increased 80.5 per cent. Among the major markets, Canada added to its imports 76.6 per cent, Australia 58 per cent, Japan 54.6 per cent, Singapore 26.8 per cent, West Germany 13 per cent and Britain 5 per cent.

Another U.S. Buying Team Due

Hong Kong, May 15 (The Week in Hong Kong):—A major American buying organisation, the American Imports Merchant Corporation, which recently flew in 60 buyers to Hong Kong for a hard goods display, is stepping up its promotions which could lead to new orders worth \$200 million (20.2 million pounds).

As its second project this year, the organisation is bringing 80 buyers to Hong Kong from the United States, Canada and Mexico for a three-day display of garments, made-up textiles goods, shoes and accessories at the end of this month.

Port Seminar Held by Port of Singapore Authority

Singapore, 3 May (PSA Press Release):—Requests from ports of developing countries in Southeast Asia, Middle East and the Pacific to study Singapore's port facilities and for training attachments in the various aspects of port administration, operations and engineering have frequently been entertained by the Port of Singapore Authority (PSA).

This was disclosed by Mr. Goon Kok Loon, PSA's Deputy Director (Staff & Training) on Thursday evening, 15 April 76 at the certificate-presentation dinner for forty-two overseas port personnel who completed a two-week long 'Port Administration and Operations Course' organised by the PSA recently.

"Such requests were always entertained by us and from discussions with the officers on attachment, there emerged a need for a system of formalised courses whereby the experiences gained by PSA may be shared with officials from other ports," he said.

Mr. Goon said that this was put to the test last year when a number of courses on Conventional Cargo Handling, Containerised Cargo Handling and Anti-Oil Pollution Operations were conducted.

"Port administration being such a wide and complex field, it is expected that no single course can provide all the information pertaining to the myriad activities undertaken by the PSA. Further, due to historical or economic reasons, administrative systems in many ports differ from ours."

"It is with these factors in mind that the objectives of this particular course have been defined as only to provide participants with an overview of port administration and operations."

"Later on this year we will be offering courses on more specialised topics like Port Operations Training, Fire Administration & Prevention, Command Course on Oil Pollution, Dangerous Cargo Handling, Conventional Cargo and Containerised Cargo Handling and Ship Inspection where topics discussed will include the basic chemistry of oils, hazards of petroleum and petroleum products, combustible gas indicators, legislation governing gas-free inspection of vessels. There will also be practical work in the laboratories and a field visit to a shipyard."

Mr. Goon also added that the PSA, through the Government, has offered a number of ASEAN and Colombo Plan Fellowships on Cargo Handling, Port Administration and Operations, Planning and Management of a Container Terminal, Maintenance of Wharf Equipment and Basic Nautical Cartography.

The course was the first the PSA had undertaken to provide a comprehensive course on popular topics for port officials. In the past, courses dealing only on single topics were held.

The PSA course was attended by 42 overseas representatives and 10 PSA staff members. The participants included port officials from Cook Islands, Gambia, Ghana, Indonesia, Malaysia and Thailand.

The popularity of the multiple-topic course has



Picture shows Mr. Arnold B. Atitso, Corporate Secretary of Ghana Cargo Handling Co., Ltd., Tema, Ghana receiving his certificate from PSA's Deputy Director (Staff & Training), Mr. Goon Kok Loon (left) at the certificate-presentation ceremony. Looking on is Mr. Weng Seng Chee, Administrative Officer (Training). (Port of Singapore Authority)



Mr. Arnold B. Atitso, Corporate Secretary of Ghana Cargo Handling Co., Ltd., Tema, Ghana being interviewed by a reporter from Radio & Television Singapore. (Port of Singapore Authority)

prompted the PSA to continue holding such courses throughout the year.

Two more berths for PSA container terminal

Singapore, 8 May 1976 (PSA Press Release):—The PSA is adding two more container berths costing some \$40 million to meet the increasing container traffic through the port of Singapore. A contract worth \$37.1 m was recently awarded to Messrs Toa Harbour Works Co., Ltd. for the construction of the berths at the PSA Container Terminal at East Lagoon.

Construction work on the fourth and fifth berths totalling 640 m in length will begin shortly and is expected to be completed in 26 months. These berths which will be detached from the marshalling yard, will have two access bridges linking them to the back-up land. The fourth berth will also have ramp facilities for ro-ro (roll-on/roll-off) vessels.

The development of these two new berths would create an additional decked area and hardstanding of 24.3 hectares. There will be some 9.5 hectares of marshalling yard and an additional 10.5 hectares will be available as immediate back-up land at the PSA's former Head Office and Scotts Green Road Housing Estate sites.

In the meantime, tenders have been invited for the dredging of the approach channel to and alongside the new berths. They will be awarded later this month.

Present facilities at the Container Terminal, include three main berths totalling 914 m in length for third generation vessels and a 213 m feeder berth. There are four 35-tonne and two 30-tonne quay cranes, 15 van carriers with a large fleet of forklift trucks, tractors and trailers. The terminal has a current handling capacity of 263,000 twenty foot equivalent (TEU) container per annum.

Besides these, \$12.1 m have been approved for the purchase of more equipment including two container quay cranes and three transtainers to enhance the capacity of the present facility. Two transtainers ordered earlier will be delivered by middle of this year.

The reopening of Suez Canal is expected to bring about a new pattern of cargo distribution. This would involve fewer stops for larger container ships and the birth of new feeder services, by conventional and container ships. In addition there has been an increasing diversion of conventional cargo traffic to containers. By 1980, total containerised cargo in Singapore is expected to reach 50% of seaborne freight. The Container Terminal then, could expect some 7.6 m tonnes of cargo and 45,000 TEUs containers per year.

The new berths planned, will be equipped and fully operational by 1979, about the same time the existing facilities would have reached their optimum capacity.

Meanwhile, the traffic at the terminal is increasing significantly. It handled about 66,750 containers (TEUs) with some 860,000 tonnes of containerised cargo for the period January to March 1976. This is an increase of about 73% in the number of containers and 69% in the cargo tonnage compared to the corresponding quarter of 1975. The number of ship calls recorded 106% increase compared to the first three months of last year. There were 209 ship calls in 1976, 107 more than the figure for the same period in 1975.

With the new development at the Terminal, the PSA is



Mr. Or Kum Thong, Operations Manager (Container Yard), presented a salver to Capt N J Westerguard Jensen, Master of the Container Ship t.s. 'Arthur Maersk', during her Maiden Voyage call at PSA Container Terminal on Monday, 10 May 76. (Port of Singapore Authority)

gearing itself to meet the anticipated increase in container traffic in Singapore and the surrounding region.



CONTAINER TERMINAL

Picture shows ship-to-shore container operations at the container terminal with four container vessels alongside the main berth. Container vessels of 60,000 deadweight tonnes can be safely accommodated at the container berths. There are four single-lift container quay cranes in operation and each crane has a maximum lifting capacity of 35 tonnes. In addition, two rail-mounted gantry cranes with 30 tonnes lifting capacity each are used for handling 20 ISO/40 ISO containers and general cargo carried on feeder vessels and conventional break-bulk freighters. Picture also shows one of the two gantry cranes (extreme left) at the Feeder Berth. (Port of Singapore Authority Photo)

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Chain conveyor belt ship calls at port

Penang, January (Berita Pelabuhan):—The first vessel to call at the Port of Penang to discharge cargo by means of a chain conveyor belt, berthed alongside Butterworth Wharves on 16th November 1975 to discharge 500 tons of unitised cargo.

The 'Blue Moon', one of five Roll on-Roll off vessels owned by the Nissei Shipping Limited is equipped with two rams at the stern of the vessel. These can be lowered to rest on the wharf and components of the chain conveyor belt are then assembled for the discharge of cargo.

On its first call, the vessel discharged 675 cases of completely knocked down motor parts in about 12 hours. The method of operation involved the movement of the cases from the cargo hold of the vessel to the chain conveyor belt by means of forklift trucks. These were then carried by conveyor belt onto the wharf where forklift trucks removed them to the godown.

The vessel is also able to convey motor-cars exclusively. The local Agents for the vessel are M/s. Optorg Co. (M) Sdn. Bhd.

6th Interport Sports Meet

Penang, January (Berita Pelabuhan):—At the 6th Interport Sports Meet hosted by Singapore between 22nd November and 29th November 1975, Penang Port was runner-up in four of the nine games it participated in; namely, Sepak Takraw, Badminton, Billiards and Golf.

In the Sepak Takraw final, Penang Port lost to Port Kelang in tense, closely contested matches. In the Badminton final, the Port Authority of Thailand's players proved themselves far superior to our players. The Singapore Port Authority captured the Billiards and Golf trophies.

A total of ten ports consisting of the Port Authority of Singapore, Johore Port Authority, Kelang Port Authority, Penang Port Commission, Rejang Port Authority, Kuching Port Authority, Sabah Ports Authority, Thailand Port Authority, Port Administration of Tanjong Priok and Port Administration of Belawan participated in the 6th Interports Sports Meet. A high standard of performance was displayed in all the games. The 7th Interport Sports Meet will be held in Bangkok in 1977.



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a high-strength steel bridge in Alaska.

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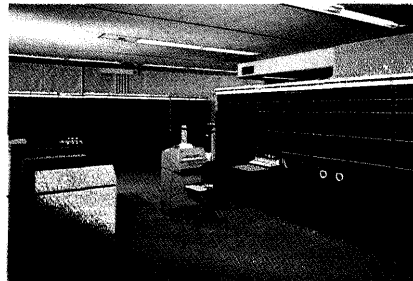
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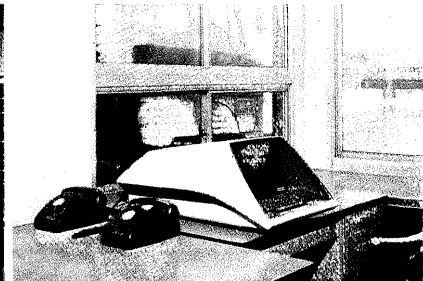
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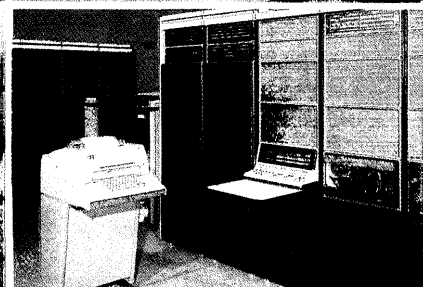
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