

PORTS *and* HARBORS

November, 1977 Vol. 22, No. 11



Southampton
Container Port

The Publisher: The International Association of Ports and Harbors

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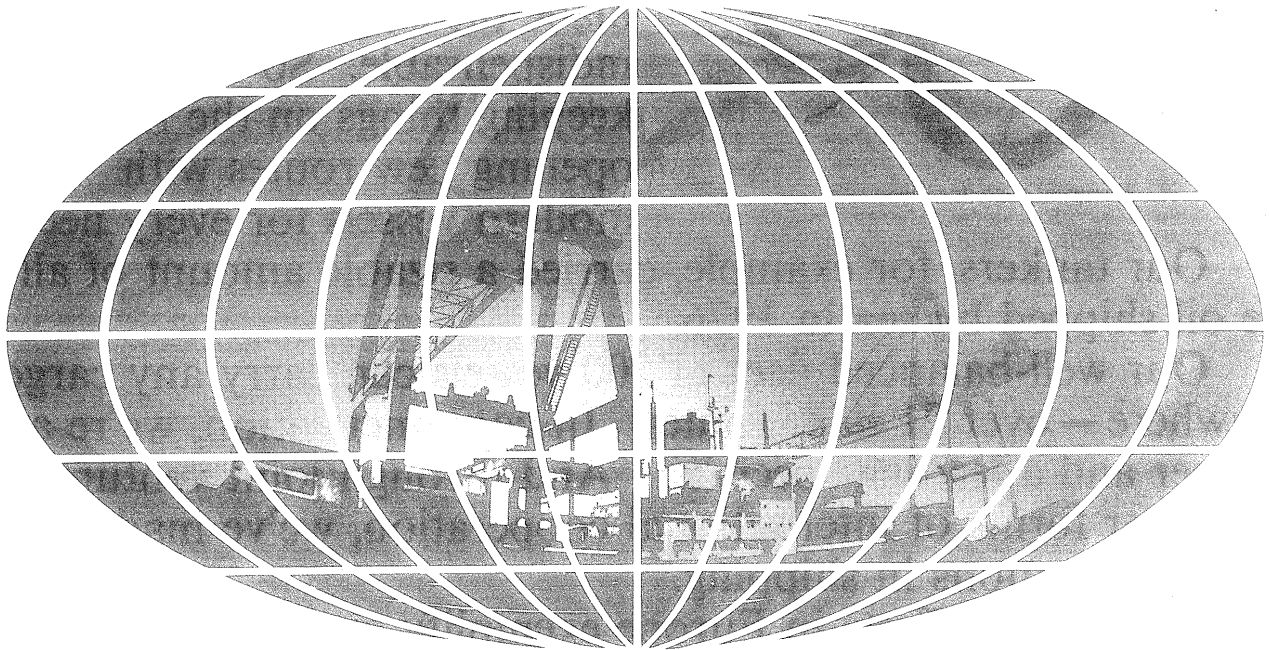
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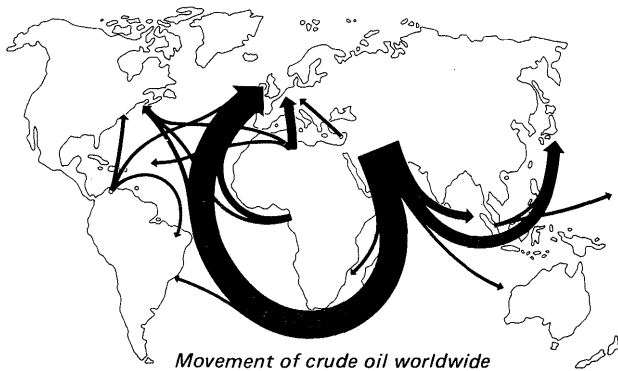
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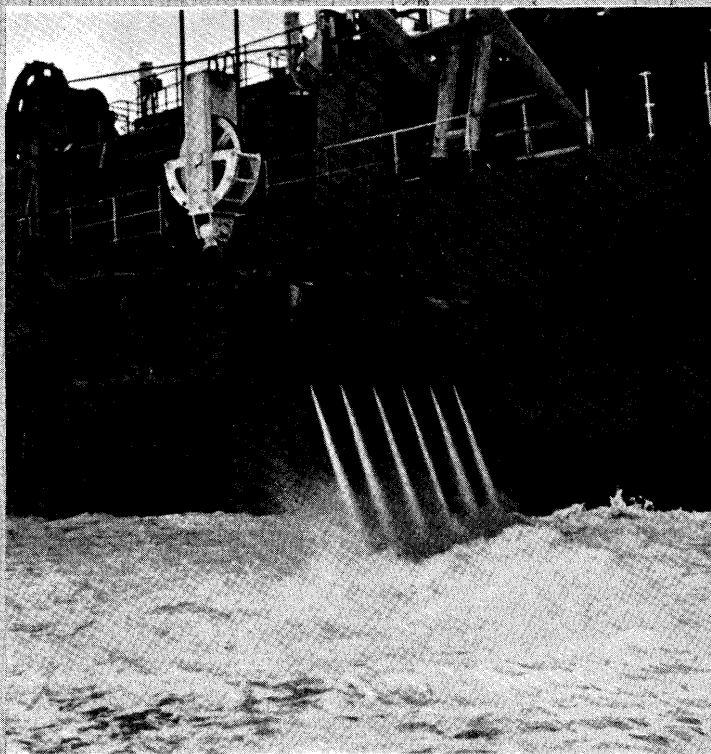
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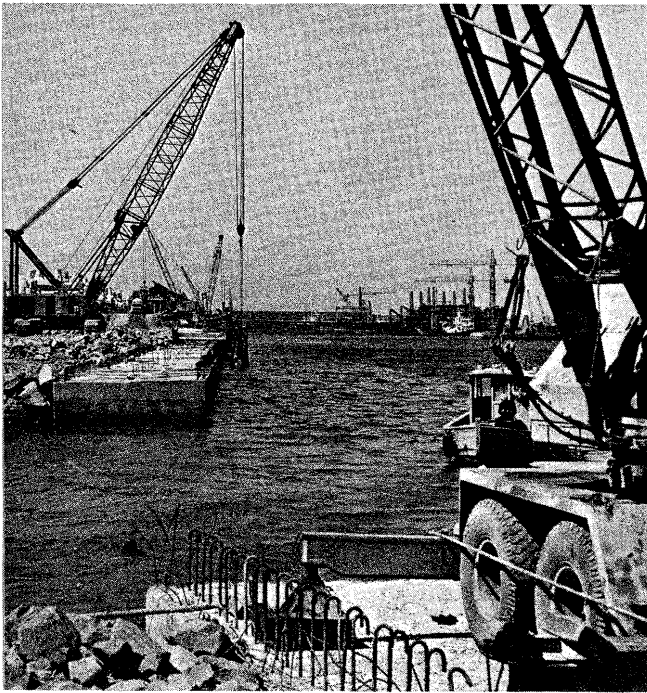
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PORTS *and* HARBORS

Editor: Yoshio Hayashi

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N.G.O. Consultative Status, United Nations (ECOSOC, UNCTAD, IMCO)

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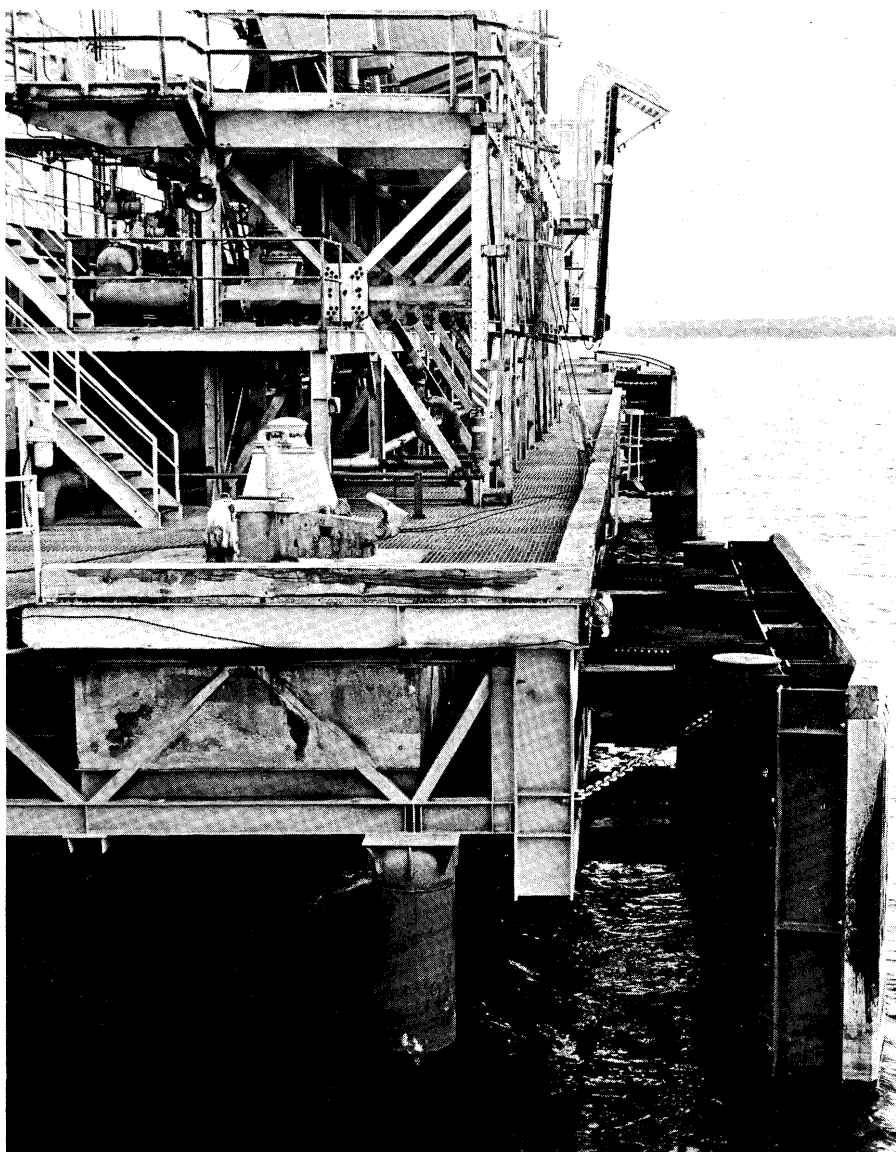
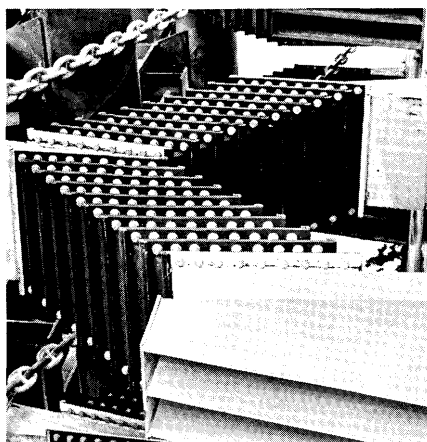
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The Cover: SOUTHAMPTON CONTAINER PORT

A recent aerial view of the Southampton Container Port showing three giant container ships working at the container terminals, with the Western Docks beyond and, in the foreground, work nearing completion on the construction of the port's fifth container berth.

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IAPH Head Office Announcements: Pages 7~10

UNCTAD-IAPH Ties Strengthened

Mr. Gamani Corea, Secretary-General of UNCTAD notified that IAPH would be entitled to participate in the appropriate meetings of the Board from now on.

Since its official approval of IAPH as a non-governmental organization with consultative status at the Thirteenth Session of Trade and Development Board of UNCTAD, held on 21 August 1973 in Geneva, the two organizations have been in close cooperation on the aid-program towards the developing countries, through the good offices of our Liaison Officer with UNCTAD, Mr. Sven Ullman and his predecessor, Mr. John Lunch. This latest step taken by UNCTAD indicates further close relations between the two world organizations.

UNCTAD Secretary-General's letter follows. (TKD)

Dear Sir,

I have pleasure in informing you that, at the first part of its seventeenth session, the Trade and Development Board, on the recommendation of its Bureau, decided, at its 473rd plenary meeting on 30 August 1977, to classify the International Association of Ports and Harbors as having a special interest in the work of the Committee on Economic Co-operation among Developing Countries which was established by the Board in its decision 142 (XVI) of 23 October 1976.

You will recall that, at its thirteenth session, the Board, under rule 79 of its rules of procedure and in accordance with the terms of paragraph 12(b) of its decision 43 (VII), classified your organization in the "Special" category to follow the work of the Committee on Shipping and meetings of the Board itself when the Board has before it consideration of specific matters falling within the terms of reference of that Committee.

As a result of the action taken by the Board at the first part of its seventeenth session, the International Association of Ports and Harbors is henceforward entitled, under the terms of paragraph 12(b) of decision 43 (VII), to participate in the appropriate meetings of the Board under rule 79 of the Board's rules of procedures and in meetings of both Committees under the relevant rule of their rules of procedure.

The notifications of sessions of those Committees, as well as of sessions of the Board, will be sent to your organization in future. The Documents Distribution Service of the United Nations Office at Geneva has been asked to amend its mailing list so that your organization will receive two copies in English of all General documents issued for the sessions of the Trade and Development Board and of

the above-mentioned two Committees and their subsidiary organs.

Yours truly,

Gamani Corea
Secretary-General of UNCTAD

IAPH Observes Its 22nd Birthday

November the 7th being day and the month on which IAPH was formally established 22 years ago in Los Angeles (Hollywood-Roosevelt Hotel) U.S.A., Ports and Harbors wishes to call attention of the readers to what a big stride it has taken in the space of time.

At this first conference the IAPH Constitution and By-Laws was adopted and the following officers were elected;

President – Mr. Bennet J. Robert, Chairman, National Harbours Board, Canada

1st Vice-President – Mr. John-Iwar Dahlin, Director, Port of Helsingborg, Sweden

2nd Vice-President – Mr. C.W. Chen, Advisor, Ministry of Communication, Taiwan, Republic of China

Chief of the Central Secretariat – Mr. Gaku Matsumoto, President of Japan Port and Harbor Association.

Board of Directors was established with members elected from 14 countries (70 countries in 1977), as follows;

Brazil, Canada, China, Germany, Japan, Korea, Liberia, Mexico, Peru, Sweden, Thailand, USA, Venezuela, Viet Nam.

Members of IAPH as of November, 1956, one year later, totalled to: Regular Member 44, Supporting Member 30 in 15 countries (the numbers of August 1, 1977, 22 years later, are Regular 190, Associate 141 in 70 countries) (TKD)

New Ideas Wanted for Future IAPH Conferences

Secretary General Sato circulated a letter to the Association's members on September 21 requesting cooperation in filling in and returning the enclosed questionnaire to the Head Office not later than November 30, 1977. The latest members' views expressed in the responses, according to his letter, are planned to be reflected to the utmost upon the Executive Committee meeting scheduled to be called at

Mombasa, Kenya in the first week of April, 1978 to discuss and finalize details of the 11th Conference in Le Havre, France in May 12-18, 1979.

Those who did not attend the 10th Conference are also invited to contribute their views on the subject for up-dating and enriching future IAPH Conferences.

Questionnaire form follows. (TKD)

IAPH Questionnaire for participants to the 10th Conf.

It will be highly appreciated if you could kindly fill-in the items and return to the undermentioned address by **November 30, 1977:**

IAPH Head Office
Kotohira-Kaikan Building
2-8, Toranomom 1-chome, Minato-ku
Tokyo 105, Japan

Filled by: _____

(Name of Organization)

(Country)

Taking the Houston Conference as a whole:

1. Was it:

satisfactory

about right

not satisfactory

2. Conference lasted 5 days. Was this:

too long

about right

too short

3. There were 4 panel sessions. Was this:

too many

about right

too few

4. There were 4 open symposia by special committees. Was this:

too many

about right

too few

5. The amount of free time for delegates' own use. Was this:

too long

about right

insufficient

6. Do you think there should have been more, the same, or less emphasis on:

Social events

more

same

less

Panel discussions

more

same

less

Open Symposium

more

same

less

7. There were exhibits. Was this:

very informative

informative

not informative

8. Do you consider the overall organization of the conference to be satisfactory?

Yes

No

If no, in what way could it be improved?

9. Please add briefly any other remarks you may wish to make relating to the conference, its procedures, programming. (Attach a separate sheet if necessary.)

Thank you very much.

14th Group Training Course in Port and Harbour Engineering in Japan

Thirteen participants from eleven countries are participating in the 14th Group Training Course in Port and Harbour Engineering which is being organized by the Japan International Cooperation Agency (JICA) jointly with the Bureau of Ports and Harbours, Ministry of Transport from August to December this year.

This course is one of government supported seminars and training course organized by the Agency under the Colombo Plan, and there is one advanced seminar on port engineering and one advanced course of port management.

During four months stay in this country, participants are scheduled to visit various ports and harbours for the field inspection and study.

The names of the participants are as follows:

- Argentina: Mr. Cesar Alejandro Nicolas Eboli
Civil Engineer assigned to the project and design of coastal facilities for the Argentine Navy
- Bangladesh: Mr. Md. Shafaat Hosain Khan
Executive Engineer, Planning & Development, Chittangong Port Authority
- Costa Rica: Mr. Alfredo Wessn A.
Civil Engineering II, Structural Design and Planning of the Coast of Port of Caldera (M.P.W.T.)
- Egypt: Mr. Mustafa El-Sayed Mohamed Ibrahim
Assistant Director of Works at Red-Sea Area
Mr. Moustafa Mohamed Ibrahim Hussein
First Engineer, Suez Canal Authority
- India: Mr. Mohammad Abdul Bahim Ansari
Executive Engineer, Civil Engineering Dept., Visakhapatnam Port Trust
- Indonesia: Mr. M. Soedrajat
Head of Technical Division, Potianak Port
- Iraq: Mr. Norair Varastad Garabet Vartanian
Resident Engineer for Khor Al Zubair Combined Facilities (S.O.I.P.)
- Korea: Mr. Ho Young Hwang
Assistant Chief, Port Planning Div., Korea Maritime and Port Authority
Mr. Won-Gi Moon
Senior Engineer, Kyungbuk District Bureau, Ministry of Construction
- Philippines: Mr. Ruben M. Musni
Supervising Port Engineer, Philippine Ports Authority
- Sri Lanka: Mr. Mahinda Ramanyake
Superintending Civil Engineer, Colombo Port Commission
- Thailand: Mr. Chalermchai Meekun-Iam
Engineer, Planning Section, Civil Engineering Division, Port Authority of Thailand

(rin)

16th Int'l Conference on Coastal Engineering

According to the information from Dr. Ing. Vollmers, Secretary of the Organizing Committee of the 16th

International Conference on Coastal Engineering, the conference will be held at Congress Center of Hamburg (CCH) August 28 to September 1, 1978, for the purpose of providing an opportunity for the presentation and discussion of progress in the field of coastal engineering by specialists from all part of the world.

Among many items of the subjects, the following items will be expected to be discussed:

- Wind, current and wave action
- Tidal, storm surge and tsunami analysis and effects
- Sedimentation problems in coastal areas
- Design criteria of coastal structures
- Aspects for designing of recreational facilities

More detailed information will be available by writing to:

16th International Conference on Coastal Engineering
Congress Bureau, German Convention Service
Kongressorganisation Walter E. Stöhrer OHG, Hohe Bleichen 13
D-2000 Hamburg 36, Federal Republic of Germany.
(rin)

SMM Hamburg '78

IAPH is invited to participate in the Exhibition and Congress SHIP, MACHINERY, MARINE TECHNOLOGY INTERNATIONAL taking place from 26-30 September, 1978 in Hamburg, Germany by Hamburg Messe und Congress GmbH, the organizer. (TKD)

Further information on the event will be available by writing to:

Hamburg Messe und Congress GmbH
JungiusstraBe 18, Messehaus
Postfach 302360
D-2000 Hamburg 36
Tel. (040) 35691
Telex 0212609

Transport '78 to be convened in Munich

IAPH is requested to support TRANSPORT'78 which is scheduled to be held from 17 to 21 October, 1978, in Munich, focusing on Goods and Passenger Transport Systems—today and tomorrow—in combination with Meetings and Discussions, by Mr. G. vom Hovel, Executive Director of Munchener Messe-und Ausstellungsgesellschaft mbH.

Says TRANSPORT'78, the Organizing Committee, will be divided into the following main sectors:

- 1) Transport packaging/Setting up loading units
- 2) Conveyance and storage
- 3) Transfer and transshipment
- 4) Transportation
- 5) Control systems for transports
- 6) Systems of local and long-distance passenger traffic
- 7) Internal transport systems

Comprehensive information to the range of goods and conditions of participants at TRANSPORT'78 can be obtained from: Munchener Messe-und Ausstellungsgesellschaft mbH, Postfach 12 10 09, 8000 Munchen 12.

Mr. Ullman visited Japan

Availing himself of the chance of delivering a paper at a recent FIATA conference in Los Angeles, Mr. Sven Ullman, General Manager of Port of Gothenburg and Chairman of IAPH Special Committee on International Port Development visited Japan for four days, and left for Peking where he was to meet and discuss with port experts there, being invited by the Chinese Maritime Institute.

On September 30, Mr. Ullman visited the Bureau of Ports and Harbours of Ministry of Transport and met Mr. Kiichi Okubo, Director-General, and exchanged the views on the recent trend of the standardization of ro/ro ramps, pointing out the facts that the up-heaving movement of the ro/ro systems in the European ports, whether domestic, coastal or international. He also visited Mitsui O.S.K. Lines, Limited (an Associate Member) and presented the present situation of the port, in connection with the new developments in containerization and ro/ro systems.

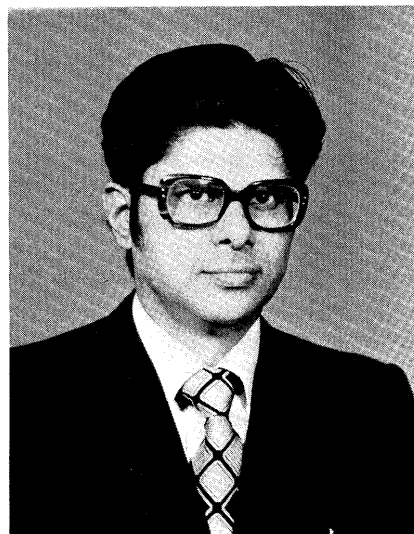
On October 1, he visited the City of Kobe and was received by Mr. Yuichiro Sano, Vice-Mayor of the City, as well as by Mr. Yukio Torii, Director-General of the Bureau of Port and Harbour of the City.

Prior to his departure for Peking on October 2, he expressed that the visit was so informative not only for his acquainting with the port development in Japan but also clarifying numerous important points with the discussion with the head office secretariat about the committee activity. (rin)

Visitor

On October 7, 1977, Mr. V.R. Mehta, Joint Secretary, Ministry of Shipping & Transport of the Government of India (IAPH Regular Member), visited the head-office to meet Dr. Hajime Sato, Secretary-General and exchanged views on the present situation of port development in India and Japan. He was in Tokyo for one week on a governmental mission for the business negotiation with the steel industries of Japan concerning the export of iron ore and other mineral resources into Japan, as in the capacity of Director of Mineral & Metal Trading Corporation of India.

Mr. Mehta is a mechanical engineering graduate and has a varied experience in the field of transport including railways, highways and major port developments in India. He is a member of the IAPH Board of Directors from India and attended the Houston Conference. He was the Chairman of the UNESCAP's Conference on Port Information Systems held in Bangkok in July, 1976. Also, his paper on "Economic appraisal of port projects and tariff structure for port services and facilities" was presented by him at SEATEC 77 seminar held at Singapore in March 1977. He is also the author and presenter of a paper on "Can ports really function as commercial undertakings" at the Maritime Economists' Group of U.K., at London in May 1977. (rin)



Mr. V.R. Mehta

Ghana Ports Authority Established

Mr. D.A. Minta, Ag. Director of Port Services, Ghana Ports Authority, Tema informed the Secretary General of the recent formation of a new Ports Authority in Ghana. Mr. Minta's letter dated 12th September, 1977 follows. (TKD)

A Decree issued by the Government of Ghana dated 10th June, 1977, established the Ghana Ports Authority with effect from 1st July, 1977.

Until the decree was issued the ports in Ghana were administered by the Ghana Railway Corporation.

The Port Authority will have a Board consisting of a Chairman and seven members including the Director of Ports Services who is the Chief Executive of the Authority.

The headquarters of the Authority is at Tema, 18 miles from Accra.

The Authority is under the Ministry of Transport & Communications.

MASSPORT's New Representative in Far East

Mr. Saburo Ohta, Representative in Japan & Far East of Massachusetts Port Authority (Boston, USA) wrote to the Secretary General on 28th September, 1977 that the K Line Agency, Ltd. has been appointed as Agents of Massachusetts Port Authority in Japan and Far East as from July 1, 1977, and that Mr. Ohta himself has been appointed as the Representative. The office will be at: New Diamond Bldg., 5th floor, 4-4, Kasumigaseki 1-chome, Chiyoda-ku, Tokyo 100. Tel: 03-506-2751, Cable Address: "KKKLINE" TOKYO, Telex No. J22488, J24957, Code: NEW BOE. (TKD)

Decasualisation—Has it worked?

From "PORTFOLIO" A Newspaper for the Port Bristol

September 7, 1977

Ten Years of Progress?

The measurement of progress in a constantly changing situation is always difficult to assess.

Since decasualisation in 1967 the Docks Industry has probably undergone more changes than most and it is difficult, therefore, to establish its exact effect.

Here, however, Port Management, N.D.L.B. and Port workers give their personal opinions on what progress, if any, they feel the Industry has made in the last ten years.

We turn first to Stanley Turner, Port General Manager and Chairman of the Port Employers Association.

Stanley Turner:

The first phase of decasualisation took place in 1947 when the Dock Workers (Regulation of Employment) Act of that year gave the vast majority of dockers (other than the comparatively small number who had always been engaged by individual employers on a permanent basis) some measure of security by being nominally employed by the newly created National Dock Labour Board. As far as day-to-day employment was concerned, however, they were still treated very much as casual labour and the architect of the scheme, Ernest Bevin, must surely have envisaged a subsequent and logical move towards full decasualisation. He would have been sorely disappointed had he known that the move from the first phase of decasualisation to the second phase of full permanency would take 20 years, delay for which Government, Trades Unions and employers must all accept a share of the blame.

By the Act of 1976, all dockers were to be offered permanent employment by a named employer and great things were hoped for in the fields of communication and employer/employee relationships; for the first time for many men and many employers there would be the opportunity of opening up lines of communication by means of the introduction of a shop steward system. For some Ports, such as London and Liverpool, however, the timing could not have been more disastrous since the delay in moving to permanent employment resulted in this step ultimately being taken at a time which coincided with the effects of containerisation on the employment of labour so that permanency was quickly followed by large-scale redundancies. Thus, what was intended to be a major advance in industrial relations in the Port Industry, turned sour for such Ports.

Bristol, mercifully, was spared most of these problems but it cannot be claimed that there has been any dramatic change in attitudes and behaviour over the 10 intervening years. The dock worker now enjoys fully permanent employment with improved sick pay and pension schemes, better amenity facilities and protective clothing and remuneration which is not only better than in the past but also is less subject to the fluctuations of high and low

earnings which marked the semi-casual era. Indeed, they now have a security of employment rarely matched in other industries, but it is to be regretted that the "Them and Us" situation too often still prevails.

It may be that the blame lies with the docker still thinking of himself as a casual worker; it may be that the fault is with management in treating him as such. I suspect that there is responsibility on both sides, together with the fact that the new generation of young dockers do not remember the "bad old days", except by hearsay, and, therefore, do not recognise the advances and improvements which have taken place.

Whatever the reasons, I would like to think that for the future we can all work together to the point where the P.B.A. dock worker regards himself as a member of the staff of the Port Authority in the same way as any other employee, interested and involved in the welfare and growth of the Port from which we all earn our living.

Bonus Rates come under fire again

In the second issue of "Portfolio", back in December 1967, we asked four port workers if they felt that decasualisation was working well or otherwise.

Two were in favour of the scheme, two against, or at least had many criticisms to make.

Now, nearly ten years later, Portfolio has sought out those two again to see if their views had changed. The same question was put to both Roy Pearce and Tom Davis.

P.F. When you were first interviewed on the subject ten years ago, you had doubts as to whether decasualisation was pleasing everybody, and you were dissatisfied personally. How do you feel about the scheme now?

Tom Davis. I still feel exactly the same. Once decasualisation got underway a move should have been made to put the bonus rates right. The men would then have put this port in its proper position at the top. As it is, in my opinion, the men no longer have their hearts in the job and the reason—the bonus rates.

People often ask why such big awards are paid. I believe it's in lieu of wages. There's no incentive anymore and men must work a great deal of overtime in order to earn a reasonable wage. I've worked so much recently my wife has threatened to take out a desertion order. Seriously, I believe that the Port was on the right lines with the fertiliser and ammonia ships. I would like to see the two operational managers given a free hand, then you might be in for a shock. Amenity blocks, new jackets and boots are fine, but you can't spend them.

Roy Pearce. I agree with Tom. My main grouse ten years ago was the wage system and it still is. You can't really claim that decasualisation has been a success when after ten years of so-called progress a man still has to rely on overtime to live. Tom is right when he says that it's the bonus rate that needs sorting out.

The men have had enough. Successive managements, King's, Reed's or the P.B.A., have cried "Wolf" too often. We have been asked not to rock the boat, and then watched other groups try to capsize it.

Mr. Turner came and addressed the men. He acknowledged that our wage was below the national average. He said that he wanted to do something about it, but was bound by the pay freeze. Well, the freeze is over, so how about it? It's up to management, to him, to stand by his word. I would like to see a management initiative.

Another aspect of decasualisation which still bugs me is the assurance that we are now staff men. Well, we certainly don't enjoy staff conditions when it comes to sick pay.

A docker on long-term sickness gets an average of twelve weeks' sick pay, then nothing, even if he is out for two or three years (see below). We are constantly being told in other negotiations that we must stay in line with the rest of the Corporation, so why haven't our sick pay conditions been similarly brought into line? I know of no other department with such an unfortunate set-up.

Registered dock workers' sick pay payments are dependent on continuous qualifying service. The maximum period of sick pay in any twelve consecutive calendar months rises from an eight week maximum for those with less than five years service to twenty-five weeks for those with twenty-five years or more.

From the comments gathered together here, it is obvious that a great many problems have still to be ironed out before Bevin's dream reaches fulfilment.

Like it or not, however, decasualisation is here to stay, and has to be made to work. In that, we all have a part to play.

Labour allocation a problem

Operationally, without a doubt, one of the major problems has been that of labour allocation. Assistant Docks Manager Peter Jones makes this point quite emphatically in his comments below.

Peter Jones:

Decasualisation was intended to eliminate the wasteful, degrading, out-dated practices covering the engagement and employment of Registered Dock labour which had for so long bred the casual warfare common in the Docks Industry.

Decasualisation sought to allocate Registered Dock workers to a reduced number of responsible licensed employers in the hope that a more stable relationship could be forged between the Registered Dock workers—previously "casual employees" hired on a day-to-day basis by a large number of individual employers.

Speaking for the Port of Bristol it is certainly true to say that Registered Dock workers now enjoy the benefits of regular employment and a number of Company privileges, e.g. service leave, pension schemes etc. At the same time, they have been fortunate in retaining the N.D.L.B.—their former employer—now responsible for recruitment, training, welfare etc. It is certainly true to say that there can be few employees in the U.K. enjoying permanent employment with their own employer whilst retaining the protection of a Board exclusive to their particular form of employment.

I would be surprised if individual Registered Dock workers could express discontent with the benefits gained from permanent employment. Regrettably the Industry as a whole, and the Port of Bristol in particular, has hardly benefited from decasualisation to the degree that was once anticipated.

This may be a reflection on the long history of casual practices employed by both men and management for decades and maybe we all expected to change attitudes within a decade whereas it now appears more realistic to assume that in the conventional Ports, such as ours, it will take much longer to erase the memories and build trust and responsibility.

The local employers must take most of the responsibility for the failure to move towards a more settled atmosphere as they have maintained separate identities and employed complex, cumbersome, wasteful, labour allocation methods.

A new phase was added to this Port's vocabulary shortly after decasualisation—"allocation dispute"—particularly on Fridays when commonly encountered, guaranteed to strike terror in the hearts of anyone concerned with the operation of the Dock.

Prior to decasualisation such disputes were unknown and the entire labour allocation process worked effectively and speedily.

We now have a rag-bag of procedures and rules and the company's Labour Officers, so often under pressure, dread those periods of intense activity and labour shortage with a high incidence of weekend work. One of the worst features of decasualisation is the jealousies to be observed between various groups of employees and, even worse, between one Registered man and another—all too often the cause of many allocation disputes when lucrative overtime is at stake.

On the credit side, it is certainly true to say that relationships between Senior Officers, their employees and their representatives are far better now and, ironically, Management and Representatives spend hours seeking to improve and reshape those very allocation procedures which so frequently bring the same Representatives to the Manager's door with claims.

It is certainly true to say that, overall, a far better relationship exists between the employer and his registered employees but the bonds forged over years and years of relentless warfare are still strong and even today Registered Dock workers tend to think of themselves as "Dockers first—P.B.A. second".

To sum up, decasualisation rightfully established an improved status and conditions of employment for Registered Dock workers. It provided the platform for employers to reach their registered work force and to create a better understanding of one another's problems.

Some progress has been made, particularly in the field of communications but, sadly, one must say that the employers have failed to take full advantage of the opportunity that decasualisation afforded, although the traditional perversity and resistance to change of Registered Dockworkers has not assisted the employers.

Training Centres have played their part

The introduction of the National Dock Labour Board Training Centres has contributed greatly to safety and efficiency in dockland.

Ernie Walton, Area Manager of the N.D.L.B. in Bristol, makes this, and several other interesting points, in giving his opinion.

The 18th September, 1967, was a significant date in the

Let's be positive !

The word 'decasualisation' is not the most melodious in the English language, but, more important, it is a negative sort of word.

Ten years ago the dock worker stopped being a casual worker—was decasualised—but no positive word followed to imply that he had moved into some new state of being and thinking. The original architect of the move towards decasualisation, the great Bevin, belonged to a previous generation and was long dead. No leader had arisen to take his place.

Since 1967 there have been notable improvements in many directions, in training, amenities, welfare, sick pay, pension schemes and so forth, following in the wake of decasualisation. Unfortunately entrenched attitudes of mind remain.

Entrenched attitudes of mind are not peculiar to the dock industry in Britain, of course; and if one side, or the other, maintains them it makes mutual progress almost impossible.

Ten years ago the more perceptive foresaw that it would take more than a few months, or a few years, to erase the bitterness of a hundred years or more. It is no use bemoaning the fact that there are no Ernie Bevins around, we obviously don't have that sort of man in the country any more. We shall all individually have to think and work a great deal harder to achieve a better understanding. At least we now have the ready-made lines of communication to do it.

history of labour relations in the Port Transport Industry, bringing as it did on that day the decasualisation of the substantial majority of registered dock workers, who from that time became permanent workers with one employer, rather than casual workers for many employers; as will be appreciated, those not directly affected were weekly workers under the former scheme.

Since that date 10 years have passed and it is interesting to reflect on what many people consider to be the 'bad old days' before decasualisation, and perhaps make a comparison with the present position of the R.D.W.

The first and obvious advantage is that a dock worker no longer has to live with the worry of his possibly not securing selection for a job, which prior to 1967 so often meant an 'attendance stamp' and the consequent low earnings in that week. He now does not have to attend two compulsory 'calls' a day and jostle and push his way through his colleagues, so that he can hand in his 'book' to the foremen to obtain that work.

This humanising of the system was alone seen by many to be sufficient justification for the change to a decasualised Industry, but events have proved that this was also right for other reasons. Since 1967 our Industry has seen a dramatic change in the methods of handling and moving cargo. This has meant that no longer is it sufficient to employ large numbers of unskilled workers to physically move cargo piece by piece; but it is necessary to have a labour force of trained and experienced operators of mechanical handling equipment.

I firmly believe that the Board's Training Centres have played their part in assisting in this change of emphasis in

cargo handling, but perhaps more important has been the availability of an employers' labour force which could be trained in this way, because it is unlikely that a casually based Industry could have coped so effectively with this change.

We now look forward to the main implementation of the New Dock Work Regulation Act, 1976 which, although seen by some as both industrially and commercially controversial, it is hoped will further strengthen the significant changes which took place a decade ago. Bristol and Severn Area in particular, although no less concerned than any of the other 22 Local Dock Labour Areas, sees the new legislation as a forward looking move.



San Francisco, Calif., 8/17/77 (Marine Exchange of the San Francisco Bay Region):—The M.V. UNITED SEA ANGEL received a warm welcome on her Maiden Voyage to the Golden Gate. Ship's Master Capt. D.R. Dacaimat displayed mementos received during welcoming ceremonies. Kathleen Pisani, Marine Exchange executive assistant and Maritime Queen Susan Newman were on hand to celebrate the ship's arrival. Also present were William Wagstaffe, Marine Exchange director and traffic manager of Del Monte Corporation, John Verheul, Port of Oakland Terminal superintendent, and Capt. Odd Rost, Fritz Maritime, agents for the line.

Revenues at Record Level, Says Nanaimo Harbour Commission Chairman

from Annual Report 1976

Nanaimo, B.C., Canada:—An upswing in port activity in 1976 resulted in total revenues to the Nanaimo Harbour Commission of \$2,226,407, a record in the history of the Commission. The previous highest revenues were \$1.66 million in 1974 and \$1.6 million in 1975.

The year 1976 was one of continuous activity for the Port, in direct contrast to 1975. The total of export cargoes in 1976 increased to 832,023 s. tons compared with 608,041 s. tons in 1975.

Overseas markets for lumber strengthened during 1976, particularly in the latter part of the year. In fact the month of November was a record in the history of the Port with a total of 55,682 units loaded (a unit is either one short ton or 1,000 f.b.m. of lumber).

At the same time more companies have come to appreciate the advantages of using Nanaimo as a central shipping Port, and considerable quantities of lumber, in addition to pulp and newsprint, are now arriving by barge. In many cases, through good timing, these cargoes can be loaded directly from the barge to shipside, keeping handling down to a minimum and speeding up the movement of the products.

During 1976, 188 vessels entered the Port to load or discharge cargo, to enter or clear Customs or to anchor awaiting berths in other ports.

- 118 vessels to the Assembly Wharf
- 37 vessels to the Harmac Pulp Wharf
- 22 vessels to the Harmac Lumber Wharf
- 11 vessels to anchor

Vessel arrivals increased by 47 over the 1975 figure of 141 with vessel net tonnage up from 1,293,667 in 1975 to 1,788,846 in 1976.

Exported from the Port of Nanaimo in total:

- 275,369,154 f.b.m. lumber (413,054 s. tons)
- 373,216 s. tons Pulp
- 42,185 s. tons Newsprint
- 3,042 s. tons Plywood
- 1,716 squares Shingles
- 35,029,934 f.b.m. Brereton scale Logs
- 110 s. tons Asbestos
- 416 s. tons Kraft

Imported through the Nanaimo Assembly Wharf were:
15,692 s. tons Salt Cake

The export cargoes were consigned to ports in the following countries:—United Kingdom, United States, Australia, Japan, Argentina, Brazil, Singapore, The People's Republic of China, Italy, Spain, Cuba, Malaysia and India.

Vessels sailing under 20 different flags entered the Port to load these cargoes, the most frequent flags being: Norway, Great Britain, Liberia and Russia and the more unusual Danish, Finnish and Chinese.

BOOST FOR LOCAL ECONOMY

During the year, the Commission increased the total assets in the Port by over \$300,000.00. Expenditures included the following on the Assembly Wharf: \$60,513.00

for improvements to "C" Berth to handle larger vessels, \$69,385.00 for a new garage, \$21,361.00 on warehouse and offices and \$85,532.00 on asphalt surfacing. Automotive equipment accounted for \$38,170.00 and buildings at the Commercial Inlet Basin \$14,975.00.

Total maintenance on all facilities, including automotive, exceeded \$174,000.00 while loan repayments accounted for \$277,463.00.

Salaries and wages paid through the Commission Office on behalf of staff and longshoremen employed at the Nanaimo

Assembly Wharf exceeded \$659,000.00. If to this total is added administrative, operating and maintenance costs, it is estimated that over \$1,325,000.00 was put into the local economy by the Nanaimo Harbour Commission. One out of every ten jobs in the Greater Nanaimo area is related in one way or another to port activities. That is about 4,000 jobs and since each job supports 1.8 dependents, some 11,000 people in the area depend on the Port.

LARGEST SHIP

The need for new and improved port facilities has been emphasized during the past year by the visit of the M.S. "Warschau", the largest ship to dock in Nanaimo. The "Warschau", a 49,000 ton forest products carrier, under charter to MacMillan Bloedel, is 700 ft. long and the first of four sister ships.

To ensure that such a large ship could tie up safely, extensive work was done on "C" Berth including the installation of a series of Liverpool cleats, each one capable of withstanding 20 tons. This work, together with the reinforcing of the dock, will involve an investment of over \$100,000.00.

PORT DAY

For the first time, in 1976, a day in September, the 30th, was designated as Nanaimo Port Day. The day was during the week celebrated nationally as Canadian Port and Harbour Week. It is proposed by the Canadian Port and Harbour Association, of which Nanaimo is a member, to make the 'week' an annual event.

In Nanaimo, through the news media, we emphasized the important part the Port plays, both directly and indirectly, in the lives of thousands of people.

Two main events were held to celebrate the day—a tour of harbour facilities by 300 students from the Nanaimo Senior Secondary School, and a reception in the evening attended by over 100, at which the principal speaker was Don A. Duguid, President of the B.C. Development Corporation.

COMMERCIAL INLET BASIN

Pleasure craft and commercial vessels continued to make good use of the facilities of the Commercial Inlet Basin. The total of pleasure craft registering as transients was 4,026 with about 20 percent 'repeats'. This is slightly under last year's total. The capacity of the Inlet is being well

(Continued on next page bottom)

Oshawa Harbour: expansion is vital to city's economy

by **Bill Selby, Chairman**
Oshawa Harbor Commission

One of the intentions of the Oshawa Harbor Commission in 1977 is to keep the people of Oshawa as well-informed as possible about the programs and plans of our operation. This Annual Report is one of a number of ways in which we intend to work towards that aim.

There are many reasons for keeping Oshawa residents up to date on what we are doing. In the first place, our mandate from the federal government is to provide the Motor City with efficient and modern harbor facilities and we realize that our task will be made that much easier if the people of the community understand and endorse what we are trying to do to live up to this mandate.

Also, there may be decisions we have to make in the near future which could be hard for certain segments of the community to accept because of their own special interests and we want the majority of citizens to realize that what we are doing is in the best interest of Oshawa. The only way we can hope to accomplish this is by making sure that they are fully aware of what we are trying to do and why.

(Continued from page 14)

utilised and during the winter season it was fully occupied with a total of 142 commercial vessels and 93 pleasure vessels.

NEW COMMISSIONER

It was with regret that the Commission learned of the decision of Mr. Doug Robinson to retire when his term of office expired earlier in the year. Mr. Robinson had been a member of the Commission for nine years, seven of them as Chairman during which time major advances were made in the development of the Port.

In Mr. Robinson's place, we were pleased to welcome Mr. Don Rawlins, a well-known local businessman who is active in community service.

PORT MANAGER

At the end of the year, Mr. John Dunham, Port Manager, resigned his post. Mr. Dunham was the first employee of the Nanaimo Harbour Commission when it officially came into existence on January 1, 1961. During his time as Port Manager, Mr. Dunham saw the Port expand from 11 acres and two berths, to 40 acres and three berths and the revenue increase each year to a record level.

CUSTOMER RELATIONS

During the year, the Commission has continued to enjoy excellent relations with its customers, particularly MacMillan Bloedel Limited, and Central National Corporation. We have entered into our second five year contract with MacMillan Bloedel and it is a result of this contract that we are building the third warehouse and guaranteeing space for pulp from Harmac.

Among other companies, we appreciate the continued use of the Nanaimo Assembly Wharf facilities by CIPA Lumber Co. Ltd., Eacom Timber Sales Ltd., Mitsubishi

In the past, there have been certain individuals and groups who have tried to give the impression that the Oshawa Harbor Commission was bent upon a program of expansion for expansion's sake with little thought for the environment or for the well-being of the community. Nothing could be further from the truth.

But the Commission itself could be partly responsible for this feeling in some quarters since in our attempts to get on with the job of providing a service to the community, we might have let a few opportunities slip by where we could have told our side of the story a little more clearly.

The whole question of harbor expansion is a case in point. There are those who maintain that there is no need for increased facilities at the Port of Oshawa. They say that they have been down to the harbor on several occasions when there hasn't been a ship in sight.

To my way of thinking, that's like someone looking at a bus stop after a bus has pulled away and saying there's no need for a bus service because there aren't any people waiting around for a bus.

While it is true that there aren't ships in port during every day of the shipping season—although we're working

Industries and G.W. Dorman Pulp Chip Co. Ltd. We also acknowledge with thanks the efforts of the Stevedoring Companies working in the Nanaimo area and their co-operation with our Wharfing Company.

DUKE POINT DEVELOPMENT

For over three years the building of a new port facility, proposed for Duke Point, has been discussed. We are confident that, before the end of 1977, there will be a firm decision for or against this proposal.

Co-ordination of the project is now with the B.C. Development Corporation and the President, Mr. Don Duguid, speaking at the Nanaimo Port Day meeting, stressed the urgent necessity for a forest products assembly area, adding "We have a unique opportunity in Nanaimo to construct what could be the most modern port facility of its size on the West Coast."

The Commission is concerned about the delays encountered in the putting together of this project and are becoming increasingly alarmed by the escalation of costs.

Any further postponements in the proposal will mean that its economic viability will be open to question and the Commission will be forced to examine alternative proposals.

THANKS TO ALL

During the year, the Nanaimo Harbour Commission has worked with the City and Regional District of Nanaimo and the exchange of information has benefited everyone.

Finally, on behalf of my fellow Commissioners, I would like to thank the management and staff who, in spite of problems, have helped Nanaimo to grow during the past year as a most successful and highly competitive Port on the West Coast.

Douglas M. Greer, Chairman
Nanaimo Harbour Commission

on it—the fact is that with our present facilities, it is virtually impossible to work out a schedule which allows access to the harbor for all those vessels wishing to use it on any particular day without requiring one or more ships to wait outside the harbor while another one loads or offloads cargo.

Anyone in the shipping business will tell you that even a day's wait can cost the shipper thousands of dollars. They will also tell you that with all the variables faced by a scheduler—rough seas, strikes or other holdups at other ports and so on—there is no way he can pinpoint a day, or even several days, when a ship will actually arrive.

In the past, we have had to turn down a fair amount of potential business because we could not guarantee that the ship would be able to use our facilities without having an expensive wait for dock space.

We have also had complaints from ship and tug owners about the difficulty—and potential danger—of trying to manoeuvre their vessels within the cramped confines of our harbor basin.

To put it in simple terms, the Port of Oshawa was built at a time when lake freighters were smaller and before the construction of the St. Lawrence Seaway which allows ocean-going vessels access to the Great Lakes.

In fact, our West Wharf is virtually obsolete since the depth alongside isn't adequate for today's vessels.

There are other reasons why harbor expansion is vital to the economic well-being of Oshawa and of Canada as well.

First of all, the Ontario Government announced again last spring, following on from the Toronto-Centred Region Plan, that it would be doing everything possible to promote industrial and residential expansion to the east of Metropolitan Toronto, with Oshawa as the focal point.

This being the case, more industry means the shipment of more goods into and out of Oshawa and that will mean an increased demand on our harbor.

Also, an increase in the number of homes in Oshawa will mean a greater demand for services such as roads, sewers, schools and the like and this means that even more industry will have to be attracted to the area so that their tax dollars will help pay for these new services, rather than heaping this additional tax burden on the residents of Oshawa who are already loaded down with municipal costs.

First-rate harbor facilities can help attract industries looking for the least expensive method of bringing in raw materials and delivering finished products.

With the rising cost of fuel, more and more businesses are turning to water transportation for delivery of goods, since this mode of transportation is much cheaper than rail, truck or air. Canada's energy situation is enhanced when people move goods by water.

This is not to say that we should leap into the expansion of our harbor facilities without giving consideration to what effect this will have on the environment, the lifestyle of the residents of Oshawa and other concerns.

At the moment, we are looking at three potential expansion programs: enlarging the present facilities, building out into Lake Ontario and expanding eastward into the Second Marsh.

We expect to have these studies completed later this year and we will be making our findings public at that time. In addition, we fully intend to allow public input before a final decision is made as to the best approach to take.

In the meantime, I want to assure all those who are concerned about our expansion plans that no decision has

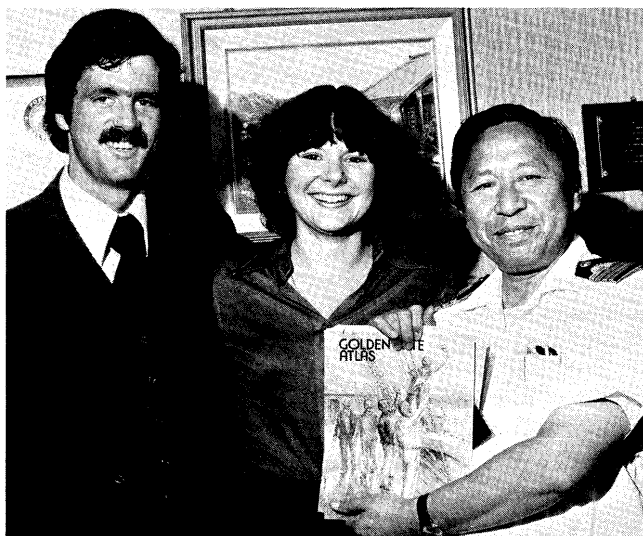
been made in this regard and we are looking at all three possibilities with an open mind and with a determination to do what is best for Oshawa.

What we have going for us is the backing and co-operation of a number of groups and individuals who realize the need for expanded facilities. A number of officials from the City of Oshawa and the Region of Durham have been very encouraging in the past and we hope that we shall continue to enjoy their support.

Various labor groups in the area have also backed us in our efforts to provide top-notch port facilities. Our stevedores are second-to-none and have produced admirable results under somewhat trying conditions. Other unions have expressed support for our efforts because they realize that an expanded harbor will not only provide more jobs for their fellow workers, but will also help keep their property taxes in line should new industry locate here because of the harbor.

As you will see from the rest of this report, 1976 was a good year for the Oshawa Harbor and 1977 promises to be even better.

But for this to happen, we need the backing of the people of Oshawa and I am confident that we can all work together in the year ahead to make our community an even better place in which to live and work.



San Francisco, Calif., 8/18/77 (Marine Exchange of the San Francisco Bay Region):—Traditional Oriental delicacies were enjoyed by all attending the Maiden Voyage ceremonies to welcome the M.V. EVER SUMMIT to the Golden Gate. Pictured are Ed Bastian, Evergreen United Corp. sales representative, Kathleen Pisani, Marine Exchange executive assistant, and ship's master Capt. Tsun Shiang Hsiung displaying the Golden Gate Atlas presented to him with the traditional Marine Exchange Maiden Voyage tray (not shown). Also present at the reception were Robert Langner, Marine Exchange executive director, Charles Seifert, Port of Oakland public relations director, and Thomas Bertken, Port of Oakland deputy executive director.

Port of Esbjerg, Denmark

—Growing with the Demand

Extracts from "Port of Esbjerg 1977"

There is a heavy demand for quay space in the Port of Esbjerg, and this was shown very clearly under the latest expansion to the east.

Well before the wharf's 20 m steel piling was completely down, the clear, functional silhouette of the big new Jutlandia terminal was there. The surfacing on the Europa quay was hardly in position when the first ships tied up. At the start, trucks were working alongside the contracting machines.

The project was taken into use in December 1976 and means that ships with a length of up to 200 metres can be accepted to this section of the port. This development is closely linked to the expansion of the last few years.

In 1967 a 260 m wharf was built—Vestkraft quay—with a water depth of 10.5 m. The entire basin and channel across Gradyb Bar was dredged to 9.3 m. This allowed ships with a max. draft of 9.5 m to enter at high water and remain safely afloat at low water. A large area was reclaimed behind the new pier, and the ES terminal was built at its end. Then in 1974 work started on the project which has just been completed.

The Vestkraft quay was lengthened, the old breakwater was moved 300 m further south, and the new Europa quay was made. A modern ro/ro ramp was built in the angle between the Europa and Vestkraft quays, and can be used from both. A large area had to be reclaimed in this stage also, and the Jutlandia terminal has been given a generous space. Both the terminals at the eastern end of the harbour are to be expanded, work begins this year and will include construction of two new halls of 8,000 and 2,000 m². When these are completed, the two will have a total of 24,000 m² under roofing, and very large outdoor areas. The timber import via Esbjerg is concentrated in this section of the port.

For the near future, plans exist to extend the Europa quay another 200 m. A small section of the Vestkraft quay remains to be dredged to 10.5 m, some land reclamation work has to be completed, so do the outer breakwaters.

Steady development and a dynamic approach has become the most striking characteristic of the port. Investments in new facilities amounted to Dkr 131 million in the last decade. For the next five years, investments for improvements will amount to Dkr 162 million, including investments in the Fishing Port. In order to continue to be effective, every efficient business must operate with long-range planning. The Port of Esbjerg is no exception to the rule. Mr. O.F. Bache, the Port's general manager, says:

»We have a master plan for the port, and it presumes a continued development to the east in the future. This gives room for nearly three kilometers of new wharfs, and they can front towards a large area for harbour and industrial uses. We have already set aside space for a new rail freight centre. New basins can be built as well, so that quite a few new kilometers of wharf can be provided in the future. Of course these cannot be planned completely at the moment,

for our building programmes should correspond to the requirements of our customers when the time comes.

A main purpose behind the master plan is to show that our ability to expand has not been exhausted, and that the latest construction work will become an integral part of the future phases.

Esbjerg's ideal geographic position makes it virtually certain that the port must expand further in the future—and the development of the last 100 years is proof that we must consider the needs of the next century now, says the Port's general manager.

Esbjerg — the Danish Offshore Base

Offshore activities are increasing steadily in the North Sea, and Esbjerg has been involved in offshore almost from the start ten years ago. Danish Underground Consortium has always had its base in the port, but offshore companies from outside the Danish area of the North Sea have made increasing use of Esbjerg in the last few years.

The basis for providing an effective offshore service network improves every year. A major expansion of the fishing port may allow the establishment of a floating dock from this year, to serve many of the special offshore vessels operating in the North Sea.

The town's engineering companies, shipyards, workshops for electronics and others involved in the search for oil and gas have already joined together in an offshore club. They did so to provide the most comprehensive service possible, and in collaboration with the local Business Council have made Esbjerg's name known at offshore fairs in Aberdeen and Stavanger.

Experience and efficiency is not everything. The North Sea is a harsh environment, and the specialised offshore vessels often set off for Esbjerg in rough weather. The distance is relatively short, and the port is well-protected from the westerly winds by the island Fanø.

For this year, interest has concentrated on the very promising results expected in the Danish section of the North Sea. Danish Underground Consortium has found some deposits of natural gas which could justify a pipeline to the west coast of Jutland within a few years. Probably, such a pipeline would reach the shore just north of Esbjerg, and the project will certainly boost the town's offshore sector, particularly if it forms part of a larger pipeline system connecting to the continental shelf area of a number of countries.

Ideal Lift-on/off Terminal

The main problem of the 60s in liner traffic was the labour-demanding, time-consuming horizontal movement of cargo on board ship, and the variety of packaging and sizes in general freights. The container was the answer. Esbjerg was quick to see the advantages of the container concept, and the port's big container crane was taken into use in 1973.

The crane is centrally-positioned in the harbour. Its impressive structure is surrounded with a 24,000 m²

(Continued on next page bottom)

Port of Dunkirk—traffic in 1976

Dunkirk ("Nord économique" The Port of Dunkirk supplément trimestriel au No. 12 du 25 mars 1977, by C. Delmer):—In 1976, the Port of Dunkirk's traffic rose to 33,513,000 tons. At first sight, this result is satisfactory, since it means a 12.1% rise compared to 1975. This percentage is higher than all the French port Authorities where the tonnage rose by only 11%.

But as usual, an overall result cannot give an accurate picture of all the various activities. So, we will analyse the three main contributors to the Port's economy: petroleum products, raw materials for industry, and general cargo, with special attention given to containers and engineering contracts.

To conclude, we will state the results which were obtained and the events which occurred in 1976.

Oil products

We will start with oil, because it often plays a leading part in a seaport's activity.

In 1976, the Port of Dunkirk received 8,116,079 tons of crude oil.

What does this figure mean?

First of all, an 8.7% rise over 1975, a satisfactory percentage, compared to the rate of rise in French

consumption of oil products, estimated at +8% by the Professional Oil Committee and compared also to world production of crude oil calculated at +7.5% by the magazine *(Petroleum Economist)*.

Next, an average use rate of about 70% for Dunkirk's two refineries, S.F.P. B.P. and Total, whose combined capacity amounts to 11 1/2 million tons.

Last of all, a slow but continuous rise, this year, as in previous years, in crude oil imports, showing a slowing down but not a recession in petroleum products as a source of energy, at least in this area.

On the other hand, the traffic in refined oil products has decreased, for imports as well as exports. This is not surprising as far as imports are concerned, because Dunkirk's two refineries are not working at their maximum capacity, and because the outer harbour, as it has no locks, can receive large tankers. However, the drop in exports cannot be so easily accounted for.

Iron ore

We will continue with iron ore, because, on one hand it is the raw material which is most transported by sea after oil, and on the other, it is the Port of Dunkirk's strong

(Continued from page 17)

asphalted area. The crane can pick up containers up to 30 m from the wharf side with a maximum container weight capacity of 32 tons, and the crane can handle about 20 containers per hour. In order to offer as many facilities as possible a warehouse has been built on the terminal.

The container crane is also linked to a permanent ro/ro ramp.

In Denmark, facilities of this type are available only in Esbjerg, Aarhus and Copenhagen.

Port of Esbjerg, Shorter Sailing Time

It is not by coincident that one of the main lines in the new United Nations plan for European roads passes through Esbjerg. The plan itself is a result of a revaluation and organization of the main land traffic routes. Esbjerg's inclusion in the system is considered by specialists in international transport to be yet further indication of the town's growing importance as a transport centre for Great Britain, Scandinavia and the northern Continent.

Esbjerg is on the route connecting Shannon in Ireland with Leningrad in the Soviet Union. The countries involved are expected to ratify the new road agreement in the next few months.

Esbjerg's profile will be even more prominent the day a bridge across the Great Belt connects the western and eastern parts of Denmark. Not to speak of the time when a bridge across the Øresund links Denmark and Sweden.

The Great Belt bridge is under preparation. Øjvind Boldsen, manager in the State-owned company administering the bridge project says: »We are hard at work, and expect to call for the first tenders next year. I personally believe that the bridge will change traffic patterns considerably, and I am convinced that a large volume of freight will be moved from the Port of Copenhagen to Esbjerg.

Esbjerg has a very central position on the west coast of Denmark, and it is also our only really ice-free port in a severe winter«.

The Øresund bridge has been the subject of very close cooperation between Danish and Swedish traffic specialists for many years. However, no final political decision has been made to implement the planning.

When the two bridges are completed, a direct road and rail connection will exist from Esbjerg to the rest of Scandinavia.

Esbjerg is not only attractive to transport customers with east-west traffic. To the north, rail and road connections pass through Jutland, leading to a direct ferry crossing to Sweden and Norway from northern Jutland towns. To the south, the Danish-German border gives access to the entire road and rail system of the Continent.

Another indication of the favourable geographic position of Esbjerg is the fact that virtually all sea connections between Great Britain and Denmark start at Esbjerg, where there are some 20 weekly departures. This traffic intensity is, furthermore, for large, new roll on/roll off ships. Only one traditional route continues between Esbjerg and the United Kingdom, the Esbjerg-Lowestoft Line.

The Port of Esbjerg has felt the results of higher oil prices. More and more shipping companies are doing their sums, and then ordering their ships to Esbjerg. The calculation is simple. Calling at Esbjerg can save two days at sea, compared to an east Jutland port. For a large freighter, this can mean a direct saving of Dkr 100,000 or more.

In Esbjerg, people know that effective marketing and a high standard of service is not all that matters. The town's geographic position is important too, and that is due to the wisdom of the people who founded the town. Esbjerg is also aware that the wisdom of their forefathers has given them something to build on.

point.

In fact, Dunkirk is, and always has been by far the first French port for iron ore, and one of the most important ports in the world for this activity. In weight, iron ore always counts for more than one third of the total traffic and between two fifths and a half of imports.

In 1976, iron imports rose to 11,693,944 tons. In comparison, the second maritime siderurgical centre in France, Marseille-Fos, imported 2,404,255 tons of this raw material.

In 1976, the figure recorded in Dunkirk is 17.5% higher than the figure for 1975, a particularly bad year, but did not equal 1974's record. However, if we consider the rise in 1976, compared to 1975, it appears that it doesn't correspond to an equivalent growth in the French iron and steel industry. In 1975, this industry was badly affected by the economic situation at that time, and by foreign competition, but from the beginning of 1976, orders for cars and electric domestic appliances, gave it a boost. However, during the last 6 months of 1976, its figures fell again. So its overall results were up by 7% at the end of the year. This is still a long way behind the 17.5% figure recorded in Dunkirk. The difference can only be explained by local factors. There are two main ones: first, the North of France's iron and steel industry, concentrating on thin plates, had the advantage of a better economic climate; second, there was a noticeable rise in iron ore exports from Dunkirk to the Sarre area. It was helped by France's favourable rate of exchange and the service quality of our port.

These iron ore exports continue to correspond to about half the total imports. The Lorraine area received 1,630,000 tons, the Sarre area 1,700,000 tons, and the rest was shared among the other factories in the Usinor group.

Last of all, the suppliers remained the same. Even though Venezuela and Peru, whose share was modest, stopped delivering iron ore, Brazil still remains on top, with a new record (4,308,000 tons) followed by Australia (1,476,000 tons) which comes second despite its distance, Sweden (1,374,000 tons) which exports its iron ore either directly, or through Norway, Liberia (1,327,000 tons), Mauritania (1,177,000 tons), Canada (808,000 tons), Spain (534,000 tons) and Angola (404,000 tons).

This list looks reassuring for the future of Dunkirk's iron and steel industry and for the Port of Dunkirk: iron ore, unlike oil, does not have to face, at least not in the immediate future, a crisis in which the producing countries would fix world ore prices.

Coal

We'll end this list of basic raw materials for industry with coal. This solid mineral fuel that we thought was doomed to relegation for the past fifteen years or so, is coming back in full force in the sea-ports. The reason is obvious: the outstanding and periodical rise in the price of oil. Since 1973, which was called the «oil crisis» year, world traffic in coal has risen by nearly 40%.

France is no exception to the rule. In 1976, imports reached 21.6 MT compared to 20.3 MT in 1975, and 16.8 MT in 1973. In years to come, this figure should rise even higher, because the E.D.F. (the French Electricity Board) is wisely carrying on with its plan to substitute coal for fuel. In 1976, the quantity of coal used by the E.D.F. (12 MT) had nearly caught up with the quantity of fuel (13.8 MT) whereas in 1973, the last important year, for oil, E.D.F.

used 4.8 MT of coal and 14 MT of fuel.

Also, the four major French ports for coal experienced a rise in solid fuel imports.

Dunkirk's traffic in solid fuel rose to 3,704,071 tons, 30% more than in 1975, thus beating 1974's record level by 500,000 tons. However, it lost its place as the most important French port for coal, to Rouen, because, at the beginning, it was to supply the North of France's coke plants, while its Norman competitor has always supplied the thermal power stations.

The Port of Dunkirk supplied 2,443,000 of these 3,704,071 tons to Usinor's coke plant and 1,261,000 to E.D.F.'s power stations in the North of France, namely Comines, Pont-sur-Sambre, Ansereuilles and Beautor.

General cargo

The total tonnage of oil, iron ore and coal, plus sand (1,259,871 tons) which has risen this year (+30%) counts for 82% of the total traffic, in weight. The rest, general cargo, only represents 18%. But as these are so called «rich» products, their overall trade value is, in percentage, much higher than their share in weight.

In this domain, the market law prevails and not the industry's economic situation. So, depending on the sort of products, beside certain areas which have remained steady, such as cotton and borax imports, or fruit and vegetable exports, we can expect to see anything from a heavy drop to an outstanding rise.

There has been a drop in *wood* (-21.2%)—logs from Canada and the U.S.S.R. as well as bark from the Ivory Coast and Gaboon, because of a recession in the paper industry and in carpentry. Phosphates (-23.6%) followed the same pattern; their price had become too high and farmers realised that they could use less. So Moroccan and Algerian deliveries fell off and as a result, the U.S.A. were supplying half of these imports. Last of all, *wool*, after a forlorn hope in 1975 because of saturation in the Port of Zeebrugge, our main competitor, continued to drop sharply (-42.5%) through a bad social climate during the summer and the beginning of autumn. Australia and Argentina share the market which the Port of Dunkirk will not give up.

As for exports, there was a drop in *cement* (-36.7%) and *fertilizers* (-71.8%) due to contract cancellations with Egypt and Nigeria.

Luckily, the proportion in the rise of goods is very significant. Because of good crops in Sudan and Senegal, the surplus was exported and *peanut* imports nearly doubled (222,872 tons). *Metallurgical products*, one of our traditional exports, rose again (1,498,913 tons in 1976 compared to 1,459,602 tons in the previous year) modestly perhaps, but in a very encouraging way if we remember that the level reached in 1975 was exceptional. *Sugar*, another traditional export, soared by +140%. In spite of the drought in spring and summer, but thanks to the rain in September, it returned to its previous good level with 464,300 tons. Last of all, *cereals*, which go from 71,601 tons to 314,769 tons, rise by 339%! The concession of the main silo to a private company which has invested in the Port of Dunkirk's equipment, is probably the main reason for this success.

The containers

Thus, in 1976, the Port of Dunkirk experienced a predictable amount of traffic in oil products, a satisfactory amount for iron ore and coal and a variable amount for

general cargo. On the other hand, where container traffic is concerned, very encouraging results were recorded. One of the essential aims of the port authorities is to attract container traffic to Dunkirk West's rapid transit port.

First of all, on cross-Channel ferries container traffic rose by 33%. Great Britain's economic situation shouldn't be criticised too much. Its steel production is going up and its crude oil extraction increased nearly sixfold from one year to the next. Also, with the situation improving and the weak pound, the British products are more competitive in foreign markets. The Port of Dunkirk benefited from this, and noticed a rise in imports compared to exports, which is a logical outcome of what has just been said.

Next, on the ocean-going vessels where competition is tougher, the tonnage of containers has doubled. The West coast of Africa, a privileged axis for business via Dunkirk, will have taken 48% of this traffic, and the West Indies 28%. One can but hope that when a new section of Port installations comes into operation very shortly, this kind of activity will get another boost.

In fact, it is a vast programme, because all our ports, even the most important of them for this particular kind of traffic are way behind American and British ports in containerisation.

Engineering

Dunkirk stands in a good position where engineering is concerned. Two sections in particular will have contributed towards making 1976 a good year: exporting industrial complexes, called «ready-built factories», and railroad material.

In the former case, heavy material for oil drilling companies is exported, an activity which Dunkirk can be proud of, thanks for the *Compagnie française d'entreprises métalliques (C.F.E.M.)* and the *Constructions métalliques de Provence (C.M.P.)*. Next come the deliveries to China, after the signing of important contracts, for chemical and petrochemical complexes. Last of all, a regular flow of goods continues to be exported to the USSR and the Persian Gulf.

Railroad material has been sent mainly to Black Africa, in particular to the Ivory Coast and the Abidjan-Niger railways, North Africa and the Far East.

Can we sum up by saying that in 1976 the Port of Dunkirk's overall situation has been satisfactory?

The reply is: yes, but...

«Yes», because in 1976, the rapid transit port came into operation. It has no locks, it has possibilities for expansion and thousands of acres of back-up area. Few western industrial countries own such maritime assets.

«But», because the port traffic is dependant on the iron and steel economic situation, the competition with Benelux ports and the sudden changes of the social climate.

However, as it is the port which attracts the traffic, more than the traffic which creates the port, the main thing is to dispose of good working installations.

Consequently, for 1976, in the Port of Dunkirk, the «yes» prevails over the «but».



San Francisco, Calif., 8/17/77 (Pacific Coast Council of Customs Brokers and Freight Forwarders):—PACIFIC COAST CAUCUS of Customs Brokers and Freight Forwarders in S.F. recently produced substantial agreement for increased coastwide cooperation and common actions. The two-day Clift Hotel gathering of executive committee members of the PCCCBFF formalized organization of the two-year-old effort, with participants including (from left) William F. Bosque, president of the S.F. Association and partner, J.E. Lowden and Co.; David Porter, secretary of the San Diego Association and president, Porter International; John Molsberry, representing the Washington State Association; David C. Buffam, president of the Columbia River Association and also of Ted L. Rausch Co. of Oregon; and Enrico Salvo, L.A. Association president and president, Carmichael International. Plans include another Pacific Coast session on the opening day of the FIATA Congress, Sept. 25-29 which will draw more than 1,000 Freight Forwarders to L.A.



San Francisco, Calif., 9/22/77 (California Marine Affairs and Navigation Conference):—Transfer time on the waterfront was the occasion for a recent happy gathering aboard the Ferry Eureka at the San Francisco Maritime State Historic Park. The State of California formally presented title of the unique public facility to the Golden Gate National Recreation Area, to be operated by the National Park Service. Participants included San Francisco Port Director Tom Soules, Mayor George Moscone, and GGNRA Citizens Advisory Committee chairman Frank Boerger—also a director of the California Marine Affairs and Navigation Conference. With the 1890, Tiburon-built Eureka are four other historic Bay and north coast vessels and related shoreside park facilities and displays, at the foot of Hyde Street.

The First Banker



Early in man's history, he learned to specialise. A man that did his best work with a hammer became a carpenter. The one that grew the biggest vegetables became a farmer. And goods and services were traded.

When life became more complex, money was invented. It enabled trade to take place on a higher level. And it created the need for another type of specialist. The banker.

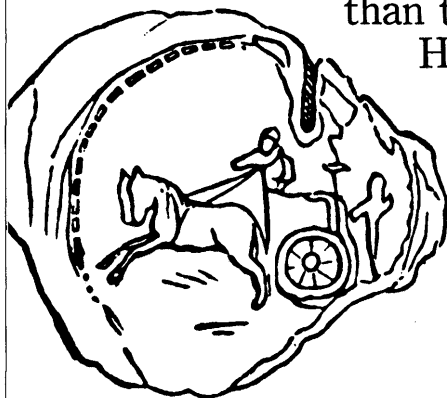
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Port of Long Beach Photo News



Long Beach, Calif., 81677 (Port of Long Beach News):—**SUNKIST EXPORTS 100,000,000TH CARTON OF CITRUS VIA LONG BEACH:** Sunkist Growers of Southern California and Arizona celebrated a milestone recently when the 100,000,000th carton of fresh citrus fruit was exported aboard a Salen Reefer Services refrigerated ship via the Port of Long Beach. Sunkist growers have in the past seven years earned more than \$900,000,000 in the overseas sales of oranges, lemons and grapefruit in the Far East, United Kingdom and on the Continent. On hand at the Salen Shipping Agencies Terminal on Pier A to place a commemorative plaque in the 100,000,000th carton are Sunkist president Roy Utke, left, and David I. Kline, Board Chairman of Sunkist Growers, Inc. Fresh citrus exports have played a leading role in reducing America's balance of trade deficit and this unique service has played an important role in the President's "E" Award for Export Service being presented to both Sunkist and the Port of Long Beach.



Long Beach, Calif., 090777, (Port of Long Beach News):—**TAIWAN OFFICIALS TOUR LONG BEACH CONTAINER COMPLEX:** Recent visitors to the Port of Long Beach from Taiwan were Rear Admiral Chen Ming Wen C.N., (left) Deputy Harbour Master, and C.F. Tsou, Chief Engineer for the Kaohsiung Harbor Bureau, shown here as they were presented mementos by Minori Kato, Chief Wharfinger. The visitors inspected the Port of Long Beach's 255 acre container complex and specifically reviewed the methods used by the port to tie down their 12 container cranes. Taiwan's main container facilities were virtually destroyed by two typhoons this summer, and are now being rebuilt.



Long Beach, Calif. (Port of Long Beach News):—**ZIM LINE CAPTAIN MARKS 500,000 MILES ON THE SAME SHIP:** Half a million miles on the same ship and the same trade route is something of a rarity these days in the age of containerized cargo, so the Port of Long Beach recently marked such an occasion by presenting Captain Kurt Kilian of the Zim Tokyo with a color photo of his ship to commemorate his 500,000 miles in command. David M. Schacter, representing Long Beach Harbor, is pictured at left with Vic Perniciaro, West Coast Operations Manager for Zim Container Service, Captain Kilian, Amnon Moscovitz, Sr. Vice President West Coast for Zim, and Captain Shinta Asami, President of ITS Container Terminal, who presented the Master with an engraved silver cup. Zim's routes stretch from Israel through the Mediterranean and across the Atlantic to the East Coast, then south through the Panama Canal to the West Coast, and finally across the Pacific to the Orient before returning along the same path to Haifa. With 24 knot service speed, Zim's fleet of 7 mainliner containerships make the entire 37,000 mile round trip circuit in 90 days.



Long Beach, Calif., 091477 (Port of Long Beach News):—**UNITED SEA ANGEL IN MAIDEN VOYAGE CALL AT PORT OF LONG BEACH:** Maiden voyage call of the 16,970 deadweight ton steel carrier, United Sea Angel, at the Port of Long Beach found Steven P. Resnick, Port Traffic Manager, left, presenting aerial view of America's most modern harbor to Captain Dominador R. Dacaimat, Master Mariner. Others in photo are George Inouye, President of Southern California Agencies, and Vince Acuna, Fritz Maritime Agencies, general agents for Toko Line.

(Continued on page 34)

Lyttelton Harbour Board, 100th Anniversary

From Annual Report for the Year
ended September 30, 1976
Christchurch, New Zealand

• A Special Message from the Chairman

On the 18th January, 1877 the Board held its first meeting in the Government Building at Lyttelton, which up to recently was used as the local Post Office.

At that meeting, the Hon. E. Richardson C.M.G., M.L.C., was elected its first Chairman.

It would be less than courteous to that first Board, comprising the Hon. J. Hall, F.G. Wright, R.J.S. Harman, J. Anderson Senior, H. Sawtell, D. Craig, H.D. Murray-Aynsley, P. Cunningham and Dr. J.T. Rouse, if the present Board did not place on record some brief account of the developments that have taken place at the port over the intervening 100 years.

In the preparation of this Historical Supplement to the 1976 Annual Report, it was obviously impossible to do justice in detail to the period, or to mention by name the many Members and Officers who have guided the Board and determined the course of the port through this great era of development and change.

While Dr. W.H. Scotter in his book "A History of Port Lyttelton" traced the development of the port under both Provincial Government and Board control up to 1968, there are many unfinished chapters still to be written, which we can only hope will be finished by some other historian at a later date.

In the meantime, the following Supplement endeavours to record on a broad canvas the changing scene that 100 years of Board control has left on the face of the Port of Lyttelton.

As we move into our next 100 years on the eve of the arrival of the first cellular ships in the container era, the port can be assured that this changing scene will continue and the first Board and its successors can, with considerable pride, look back over the past 100 years in the knowledge that the port has kept pace with the exacting demands of modern technology and shipping.

I am sure that when the history of the next 100 years is written, the people of Canterbury will be able to express the same satisfaction if the port continues to develop along the sound and progressive lines followed by Boards over the past century.

To all our readers, I hope that this brief supplement will prove both interesting and informative, as well as recalling memories of past associations with the Port of Lyttelton.

Jack Brand
(Board Chairman since 1971)

• Historical Supplement

In the 100 years since the Lyttelton Harbour Board was set up to take over the running of the port when the Canterbury Provincial Government was abolished, it has had to meet many changes in the size and nature of ships, the pattern of trade and competition from other ports.

What has been achieved in the 100 years has been guided by men with a sense of community service, backed by business acumen and a staff which has matched ability and experience with a loyalty demonstrated by long-service records.

The constitution and number of members have been changed several times; but one thing has made the board a good local body to serve—politics disappear after an election.

The board of 1977 saw as its first duty the deepening of berths and approaches to the wharves. Dredging was given priority over pressures for a graving dock and more reclaimed land for storage sheds and railway lines.

Only when it had seen the dredging programme under way did the board embark on wharf extensions, buildings, a patent slip and the graving dock, which was opened in 1883.

Early boards had difficult financial times. The business community pressured for a lowering of charges, which was granted, then came retrenchment and dredging plant was laid up. The slump of the eighties, which was to last until 1897, affected the board and the whole community.

At the turn of the century the board began a new dredging scheme to deepen the inner harbour and create a 500 ft wide channel in the outer harbour to a depth of 27 ft at low water (8.19 metres). Today the depth is more than 11 metres.

With better times, the board was able to develop and extend the wharves, buy a new tug, the Canterbury, in 1906 when it was the most powerful in Australasia, and begin the Naval Point reclamation in 1909. Tug "Canterbury" was subsequently renamed "Lyttelton" to make way for the Board's new suction dredge. She was later joined by "Lyttelton II" in 1939 and ultimately replaced by another tug "Canterbury" in 1971.

But the arguments, Port Christchurch versus development of Lyttelton and a road tunnel, were to continue right through the first half of this century. Canal enthusiasts were few in number by the time of the Second World War, but Canterbury was still divided on major issues; and it was not until the early fifties that authority was given for a road tunnel and 1961 before work began.

The railway tunnel, built with pick and shovel over six years from 1861, a tremendous achievement for a new settlement, had been the only means of getting goods to and from the port except for the winding and steep Evans Pass road, but even then the port was Railway-controlled.

Criticism of bottlenecks was never-ending and there was a continued cry of shortage of waggons at busy times. It was not until 1954 that road carriers could use the wharves, and then only for fruit cargoes.

All this came to an end with the road tunnel opening in 1964, road access to the inner harbour and the opening of the eastern extension, with its large transit sheds, parking space and reclaimed land so vital to prepare Lyttelton for the container age.

Earlier important events of the board's history in this century were the reconstruction of Gladstone Pier in 1925 and the delivery in 1926 of the 80-ton craneship Rapaki,

still in use today and with a record of war service—it was sent to the Pacific in 1942.

Petroleum products, today are a major part of the port's trade—at 566,000 tons last year nearly 28 per cent—but it is less than 50 years since Lyttelton saw its first oil tanker. The Vacuum Oil Company's chartered Lincoln Ellsworth pumped ashore 916,559 gallons of petrol in October, 1927. Storage tanks, now a port landmark, had begun to appear on the reclaimed land.

In the same year the board provided storage for grain and produce. This was in keeping with the board's continuing encouragement to primary producers to use the port. As early as 1890 it had built cool stores. To promote quality exports, the board presented a cheese challenge cup, won for the first of many times by the Barry's Bay factory in 1932, and three years later an export lamb cup.

Hit a second time by a World War, the board had to curtail reconstruction work and reduce staff in the 1940s, and after the war the board and the port were plagued by recurring industrial troubles which culminated in the 1951 waterfront strike.

But an air of confidence was being felt. The board realised that the people of Canterbury and Christchurch were looking to it to help them to a better second half of the 20th Century, and it responded with imaginative planning to keep Lyttelton to the forefront of New Zealand ports.

In 1954 the board sought legislation for a \$7 million development of the outer harbour east of Gladstone Pier, approved a replacement dredge and bought land in the city for its own office and administration building.

Although the board's earliest meetings were at the port, over the years it has looked on itself as being a Canterbury local authority and from 1879 has had offices in the city, for many years right in Cathedral Square, including for 39 years rooms in the old Tramway Board's building. Its new building at the corner of Madras Street and Chester Street was opened in 1959, the same year that a contract was let for a five-storeyed office block in Lyttelton which gave the port building line a vastly new look.

Meantime there was a busy and exciting programme of testing for the eastern harbour extension, including model tests at a hydraulic research station in Britain, the quarry to provide the rock fill was being developed and a new dredge, the Peraki, was ordered.

An elevated roadway over the railway line in Oxford Street was yet another reminder that road traffic from the tunnel being blasted through from Heathcote would soon be on the wharves.

Finally in 1964 trucks and cars flowed through the tunnel and Cashin Quay was opened. No longer could there be talk of a railways' stranglehold.

In the same year the board embarked on facilities for roll-on, roll-off ships for the inter-island steamer express service, the historic link with the North Island from 1895, which much to the board's regret, as far as passengers were concerned, came to an end last year.

As well as roll-on ships for the New Zealand and Australian trade, other new types of ships were emerging. The cellular container ships were no longer seen as the be-all and end-all once hailed as their role. Huge bulk carriers for coal, coke, phosphates and woodchips were coming on the scene and L.A.S.H. vessels were also appearing. Lyttelton had to be ready for them.

While the board was always confident that it would be

designated as a container port, and planned to that end, there were some delays and frustrations.

However, it could not be prevented from entering the new trades possible with bulk carriers. Bulk wheat silos were built in 1968, the first bulk coke cargo went to Noumea a year later and was followed shortly after by plans for the stock-piling and bulk shipment of wood chips to Japan, now an established trade from a new industry for Canterbury.

Other bulk shipments out of the port have been barley, and West Coast coal for Japan, while inward bulk cargoes have included phosphate rock, sulphur and potash, gypsum, molasses and methanol.

In 1974 the New Zealand Ports Authority announced that Lyttelton and Port Chalmers were to be developed as container ports but the way was still not clear. Strong campaigns from the south and some parochial lobbying had to be met before April, 1975 when Lyttelton was given Ministerial approval as the first South Island container port, and advised to have the initial facilities operational from early in its centennial year.

This has meant some all-out work efforts; but the foundations had been well-laid by planning which at times had to be pigeon-holed in frustration so the Lyttelton Harbour Board was well prepared to meet its centennial challenge.

In a centenary year it is customary to give some comparisons, while records do not go back to the earliest days the 1888 figures show that the port catered for 1700 ships with a net register tonnage of 602,687. Last year there were only 778 ships in and out, but their combined tonnage was 3.25 million.

Cargo in 1922 amounted to 658,421 tons. Last year the 2.09 million tonnes was just short of the all-time record of 2.1 million tons—established two years ago.

Not all the board's work over the years has been concerned with providing bigger and better facilities for the unloading of imports which flow to every part of the South Island and the sending away of Canterbury's farm produce and manufactured exports, although this has necessarily been the board's first priority.

Lyttelton has a firm place in Antarctic history for it was the port from which Scott and Shackleton went south on their expeditions. Since the 1950s the board has to provide for the modern Antarctic ships, the United States ice-breakers and supply ships and the New Zealand Antarctic ship Discovery.

The board has provided facilities for yachtsmen and other small craft owners and is the controlling authority for recreation areas around the harbour.

The people of the area served by the board—from the Rangitata in the south to the Conway in the north—are encouraged to know about the working of their port. In 1934 the board initiated visits around the harbour, the first being made by a group of young farmers, and since the 1940s has encouraged visits by school children. Now about 4000 or 5000 a year see for themselves how the board provides the links with the rest of the world.

In recent years another way of seeing the port and harbour has been to take a trip on the old tug Lyttelton. After 66 years of work, the tug was destined for the scrap-yard in 1973, but a group of enthusiasts formed the Tug Lyttelton Preservation Society and after many weeks of voluntary labour the tug was brought back to life to provide pleasure trips for local people and visitors.

Another link with the past for port visitors is the time-ball station, one of the last buildings to be ordered by the Provincial Government before the board took over. From December, 1976, the time-ball was hoisted atop the Gothic-style building and dropped exactly at 1 p.m. so ships' masters could adjust their chronometers. Incoming ships were also signalled from the tower. The ball signal was discontinued in 1935 and 1941 saw the end of flag signalling; but the recent responsibility accepted by the Historic Places Trust ensures that the landmark will be preserved.

"The progressive policy of the Lyttelton Harbour Board during the last two decades has resulted in the construction of substantial harbour works without loss of the necessary flexibility to meet both rapidly changing present-day needs and possible future developments".

These words ended the history of Lyttelton published nine years ago. Future members of the board will need to bear them in mind. A port, like the ships that use it and the open sea from which the harbours offer protection, can never be still.

• Chairman's Review

It is my pleasure to present the 100th Annual Report of the Lyttelton Harbour Board.

The year ended 30 September, 1976 has been a year of major development, with construction of the Lyttelton Container Terminal proceeding very satisfactorily, and major redevelopment of the Seacargo Terminal at Gladstone Pier in progress.

TRADE AND FINANCE

The tonnage of cargo handled for the year was 2,093,339 and although this figure was 87,047 tonnes less than that handled last year, in the circumstances it is a satisfactory result. In the first six months the cargo handled was 196,796 tonnes less than the comparable period for the previous year, and, but for a very busy second half year, cargo handled would have been much lower.

Throughout the year loan money was not readily available, but the Board did not suffer any delays to its capital works programme because of a shortage of funds. In July 1976 the Government negotiated an overseas loan to permit the container ports to continue development and the Lyttelton Harbour Board was allocated 17,332,402 Swiss Francs, (approximately \$NZ 7,000,000.) The effect of the capital development on the finances of the Board has been to increase the Public Debt from \$11,756,622 as at 30 September, 1975 to \$19,863,134 as at 30 September, 1976.

Operating results for the year ended 30 September, 1976 show a net balance transferred to accumulated surplus of \$130,289 compared with a net balance (loss) transferred from accumulated surplus of \$255,114 for the year ended 30 September, 1975. The Board last increased its charges with effect from 10 November, 1975. An increase proposed for late 1976 to offset anticipated higher costs was deferred pending the expiration of the Price Freeze Regulations.

SHIPPING

The withdrawal of TEV "Rangatira" from the Lyttelton-Wellington Steamer Express service was a serious setback to Lyttelton and the South Island. The Lyttelton Harbour Board made strong submissions to the Minister of

Transport for the retention of "Rangatira" and supported the Canterbury Progress League and Canterbury Chamber of Commerce in their efforts to retain the service. In its submissions, the Board endeavoured to make constructive suggestions towards making the service self supporting, and pointed out that in view of increases in fares and freights it was premature to cease the passenger freight service, which would result in a serious set back to the transport structure of the country.

The cargo replacement vessel "Coastal Ranger" is being well patronised and although the vessel's operation through the Gladstone Pier Seacargo Terminal is adding to some cargo congestion during the terminal redevelopment, it is hoped we will see a continued growth in the Lyttelton-Wellington trade.

CRUISE VESSELS

During the year the port was visited by four cruise vessels, and as Canterbury has so much to offer the tourist I would be pleased if the port could be included in more cruise itineraries.

LYTTELTON CONTAINER TERMINAL

The major project this year has been the development of the Lyttelton Container Terminal.

During the year, Mr. P.G. Morgan was appointed to the Board's staff as Container Terminal Manager. Mr. Morgan has had several years' experience as a senior executive in container operations in Australia and at present he is working with a small development team, preparing to commence operations next year.

The Board is confident that the terminal will be in full operational readiness by late April 1977 with the Container Freight Station ready to begin operations early in the New Year.

During the year there have been negotiations with owners of adjacent land, which has resulted in an increased area being made available for the terminal, together with improved road and rail access. Resulting from this improved terminal layout, the Board has been involved in many additional construction works which are now well advanced.

The overall development of the container terminal is proceeding close to schedule, although unfavourable weather set some projects back slightly. Completion of the container crane continues to be the most critical part of the development project, but it is estimated the crane will be in operational readiness by the end of April, 1977.

Although not all container lines have yet indicated their intention to call at Lyttelton, the Board is confident that with the completion of the excellent facilities being provided it is only a matter of time before the terminal is fully supported.

SEACARGO TERMINAL AT GLADSTONE PIER

Concurrently with the development of the Lyttelton Container Terminal the Board has been involved with a major redevelopment of the Seacargo Terminal at Gladstone Pier.

The proposal to acquire approximately 0.6 hectares of the Seacargo Terminal for incorporation in the Container Terminal meant that at least an equivalent area would need to be replaced and further increases were sought to cater for the increasing trade carried on the Trans-Tasman roll-on services and the recently introduced "Coastal Trader" and

"Coastal Ranger" services.

When completed, the Seacargo Terminal, with increased cargo marshalling area, new cargo shelter, new amenities buildings, modified office block, etc, should contribute to a most efficient operation.

It is appropriate at this stage to again point out that roll-on services amount to 39.53% of the board's total trade.

NEW HARBOUR TUG:

Last year the board placed an order for the construction of a new harbour tug with Sims Engineering Ltd, of Port Chalmers. The contractor has made good progress towards completion of the tug, which is scheduled for March, 1977. The board has chosen the name "Godley" for the tug and this name has been approved by the Registrar of British Ships.

FORESHORE LICENCES

The board's foreshore licences were issued in 1962 for a 14 year term, and expired on 30 September, 1976. During the year members of the Small Craft Committee considered a comprehensive report on the issuing of new foreshore licences, and made an inspection of boatsheds, slipways and jetties at Charteris Bay, Paradise Bay, Hays Bay and Church Bay.

The board has agreed to renew foreshore licences subject to its requirements for maintenance standards, ownership of property in the area and environmental considerations being met.

CHRISTCHURCH DISTRICT TRANSPORT COMMITTEE

Throughout the year I represented maritime interests on the Christchurch District Transport Committee. The Committee was established as a pilot scheme by the Transport Advisory Council and the first meeting of the Committee was held on 2 March, 1976.

The Christchurch District Transport Committee has two areas of responsibility:

- (a) to identify immediate local transport problems and introduce workable solutions.
- (b) to view regional transport planning on a multi-modal basis and attempt to identify future difficulties and to propose solutions.

Some of the matters discussed during the year have been:

1. The possibility of a review of the 40 mile road restriction legislation.
2. Meat loadings at the Port of Lyttelton.
3. New Zealand Railways freight charges.
4. New Zealand Railways haulage power and restrictions.
5. Container movements in the Christchurch area.

GODLEY HEAD LIGHT AND FOG SIGNAL

The Board assumed responsibility for the Godley Head Light and Fog Signal as from 1 July 1976. A resident caretaker has been appointed and the Board has arranged to lease an area of land from the Department of Lands and Survey to enable the caretaker to graze some cattle.

The Ministry of Transport converted the light equipment to automatic operation prior to the handing over, and the Board has installed automatic fog detecting equipment.

PORT INSPECTIONS

Australian High Commissioner

His Excellency, Mr. C.T. Moodie, Australian High Commissioner to New Zealand, accompanied by Mr. K.F. McKernan, Australian Trade Commissioner, inspected the port facilities in April.

New Zealand Ports Authority

Members of the New Zealand Ports Authority visited Lyttelton in April, to have discussions on the development of the Lyttelton Container Terminal and to inspect progress. Members of the authority were concerned with the escalating costs being experienced by the harbour boards currently developing container facilities.

British High Commissioner

On 17 June 1976 I received a visit from Mr. H. Smedley, CMG, MBE, British High Commissioner to New Zealand. After discussions I took the opportunity of conducting Mr. Smedley on an inspection of the Port.

Ministry of Transport

The Minister of Transport, the Hon. C.C.A. McLachlan, visited the port in November. After an inspection of port facilities, the Minister returned to Christchurch and met members of the board.

Mr. McLachlan was impressed with the layout of the terminal and stressed that the success of a container terminal depends on good organisation.

Overseas Visit

Accompanied by the General Manager, I visited Australia between 29 February and 3 March 1976. Although the main purpose was to interview applicants for the position of Container Terminal Manager at Lyttelton, I took the opportunity while in Sydney of calling on the newly-elected President of the Maritime Services Board, Mr. J.M. Wallace, and inspected the container terminals at Glebe Island and White Bay.

In Melbourne I called on the Chairman of Commissioners of the Melbourne Harbor Trust, Mr. A.S. Mayne and inspected the Port.

CONFERENCES

Harbours Association of New Zealand

The 43rd Annual Conference of the Harbours Association of New Zealand was held in Timaru from 17 to 19 March, 1976. The Board was represented by Messrs J. Brand (Chairman), J.E. Mannering (Deputy Chairman), Commander N.P. Astley and Captain A.R. Champion. The General Manager, Mr. J.A. McPhail, was in attendance.

At the conference I was elected a Vice President of the Association, and Mr. McPhail was elected President of the Executive Officers Association.

South Island Promotion Association

The annual conference of the South Island Promotion Association was held in Oamaru on 28 and 29 May, 1976 and the Board was represented by Capt. A.R. Champion.

South Island Local Bodies Association

Mr. G.E. Wright represented the Board at the Annual
(Continued on next page bottom)

Canadian Consulting Engineer 1977 Award of Merit to Swan Wooster Engineering

A competition is held annually by the professional magazine "Canadian Consulting Engineer" to recognize Canadian engineering designs of distinctive merit. Swan Wooster Engineering won the 1977 Award of Merit for its design of the Richards Bay Coal Terminal at the new South African deepwater port of Richards Bay.

This pamphlet contains a reprint of an article from the August 1977 edition of the magazine describing the project.

AWARD OF MERIT

to: Swan Wooster Engineering Company Ltd,
Vancouver, B.C.

for: Richard's Bay Coal Terminal, South Africa
category: Other

Since high volume bulk terminals have numerous variables which change simultaneously and in an interrelated manner, they do not lend themselves to easy mathematical or numerical analysis for performance evaluation. Prediction of terminal behavior by hand methods, when one or more variables is altered, becomes extremely difficult. Therefore modeling of terminal operations by computer simulation was first developed by Swan Wooster in 1968 as a design tool in the planning of the Company's high capacity bulk terminals.

With each new application of the program, new modeling techniques have been added to expand the capabilities of the program and contribute to its modular structure

which can be adapted to suit the individual characteristics of a variety of terminals. Examples of modular elements in the program are: scheduling for the input and output carriers, carrier characteristics, characteristics of the components in the terminal system. The program keeps track of the flow of materials in and out of stockpiles and follows the input and output carriers through the system. As the simulation progresses, statistics are automatically gathered which report on waiting times, loading and unloading times, delays to carriers and amounts of coal in storage. From this data demurrage costs, "dispatch" money savings and inventory costs are continuously calculated and recorded.

In early 1971 the Transvaal Coal Owners Association of South Africa decided to build a high capacity coal terminal at Richards Bay for the export of large quantities of numerous grades of thermal and metallurgical coals. High volume export shipments were a new undertaking for the South African coal industry, which had previously been involved almost exclusively in the controlled domestic market. Swan Wooster, assisted by a South African consultant, were assigned the task of master planning the terminal.

The computerized simulation program was used as the principal analytic tool for the economic and operational planning of the bulk coal terminal facilities. The logic of the programming technique was used to integrate the capabilities of Swan Wooster's materials handling and economic planning specialists.

The simulation program for the Richards Bay Coal Terminal operates on the basis of small time increments. At each time increment, a snap-shot of terminal activities is revised to represent each new activity which is supposed to occur during the small increment of time. For example,

Conference of the South Island Local Bodies Association held at Hokitika on 29 and 30 September 1976.

AAPMA Conference

Accompanied by the General Manager I attended the 25th Biennial Conference of the Association of Australian Port and Marine Authorities which was held in Melbourne from 25 to 29 October 1976.

Over 100 delegates attended, representing almost all Australian ports and also American, Singapore, Papua New Guinea and New Zealand Ports. The conference was opened by the Premier of Victoria, the Hon. R.J. Hamer.

The Conference was Chaired by the President of the AAPMA, Mr. A.J. Peel, who is Director of the Department of Harbours and Marine in Queensland.

The three guest speakers at the conference and their subjects were:

- Mr. G.W. Altvater, Executive Director, Port of Houston, USA.
"Future Trends in Port Development".
- The Hon. Tony Street, MP, Federal Minister of Employment and Industrial Relations.
"Industrial Relations on the Waterfront."

- Mr. R.W. Eaton, Chairman and Managing Director, Overseas Containers Australia Pty Ltd.
"Transport costs in relation to Port Charges."

Institute of Transport

The Annual Conference of the New Zealand Division of the Chartered Institute of Transport was held in Christchurch during November 1975. I attended the first day of the Conference, which was opened by the then Minister of Transport, Sir Basil Arthur.

OBITUARY

It is with regret that I record the death of a former Member of the Board—Mr. P.J. Mowat, who represented the combined District of the County and Borough of Ashburton from 1944 to 1956.

ACKNOWLEDGEMENTS

I wish to express thanks to the Members of the Board, Executive Officers and Staff for their support and co-operation given during the year.

J. BRAND
Chairman

through every time increment, a certain amount of coal may be loaded into a ship, a certain amount of coal may be put into a specific stockpile from incoming trains, a train arrival may be noted, or a ship departure may be noted. As the program progresses through the time steps, statistics are automatically gathered which are printed into tables to record the progress of input and output carriers over time under various methods of operation of the terminal, and for various equipment characteristics.

The simulation for the Richards Bay Coal Terminal has specifically identified and modeled the following parts of the terminal operations: ships, trains, tandem rotary railcar dumpers, dumping equipment for random car trains, individually operating stacker-reclaimers, separate stackers, stockpile variations for the separate storage of the variety of commodities serviced by stacker-reclaimers, berth occupancy, a time clock to record the amount of time spent by ships at a terminal, a time clock to record the amount of time spent by trains at the terminal, a time clock to measure the working hours by which the South African Railways operate, a simulation clock to keep track of the whole simulation program, and a complete activity table which records the passage of every input and output carrier through the system through every time step of the simulation.

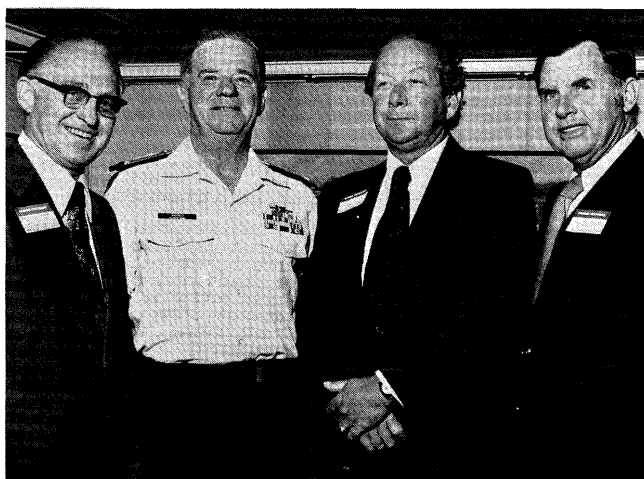
In late 1972, the Richards Bay Coal Terminal Co. was formed as a subsidiary of the Transvaal Coal Owners Association to construct and operate the terminal to handle

12 million tons of coal per year, in 10 grades. A project manager for the construction phase was appointed by the Terminal Company and Swan Wooster became part of the design and construction team.

Swan Wooster was responsible for the performance specifications and inquiry documents for the major mechanical systems such as dumpers, stacker reclaimers and shiploaders, and for the complete design and specification of conveying, sampling and electrical systems. The first equipment orders were placed in December 1973 and the terminal completed in time for the official opening on April 1, 1976. Swan Wooster representatives were on site during the later stages of site erection and during the commissioning period. Coal was first received on the site in January 1976 and was loaded onto the first ship in March 1976.

The Terminal is currently being expanded to 20 million tons per year capacity while accommodating a maximum of 16 grades of bulk coal. Planning for this expansion was undertaken by Swan Wooster in 1976 with further extensive use of computer operations simulation.

The computer simulation model is currently being adapted to make it an operations tool as well as a design tool. As a result of the latest work it will be used by the terminal operator to help make day-to-day decision by combining monitored data, status reporting and short term forecasting of demands for service.



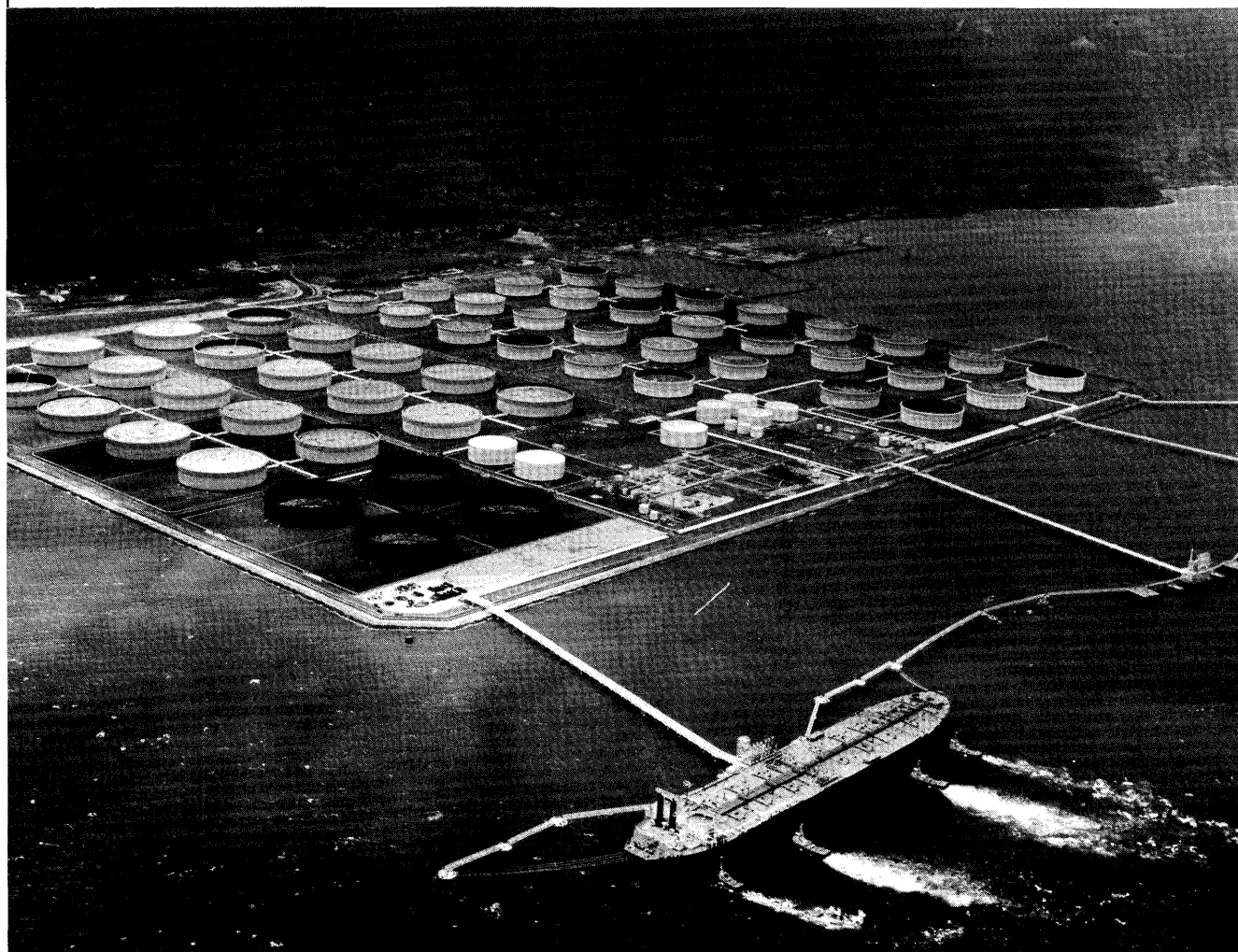
San Francisco, Calif., 8/29/77 (Marine Exchange of the San Francisco Bay Region):—**NAVIGATIONAL EXPERTISE** was reflected in participation at a recent luncheon launching expanded effort to improve shipping operations of the Golden Gate. On board Prudential Lines' SS SANTA MARIA, Captain Henry W. Simonsen (left) chairman of the Harbor Safety Committee, adjoined by VADM. Austin C. "Red" Wagner, 12th District and Pacific Area Coast Guard Commander, and A.C. "Tony" Horton of Chevron Shipping Company and chairman of the newly-appointed Tankers and Terminal Subcommittee, and Captain John Denham, representing the San Francisco Bar Pilots whose president, Captain Don Grant, heads up the operations and navigation effort. Originally formed in 1959 under the sponsorship of the Marine Exchange of the San Francisco Bay Region, the task force recently expanded to a seven part undertaking to cover every facet of navigation, deep draft shipping, oil transfers, recreational boating, dangerous cargoes, regulatory and public policy elements, and other aspects. The 1960's

group sponsored a voluntary system to improve communications and utilize technical improvements for shipping safety, resulting in creation on local waters of the first federal sponsored radar shipping advisory service, now headquartered on Yerba Buena Island with a \$4 million investment.



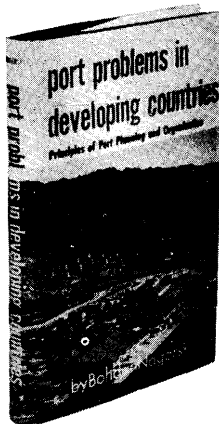
San Francisco, Calif., 9/22/77 (Marine Exchange of the San Francisco Bay Region):—**DANES HAVE IT**—Key participants in the recent dedication of the newest container terminal at the Port of Oakland—second busiest such facility in the U.S.—included Poul Rasmussen, president of Moller Steamship Co.; Arthur Haskell, president of the Marine Exchange and senior vice president, Matson Navigation Co.; Walter Abernathy, Port of Oakland executive director, and Bengt Henriksen, general manager of Maersk Line Agency. Occasion was inauguration of the 13-acre terminal at berth 4, Oakland outer harbor, as the northern California base for Maersk Line's Far East full container service. On behalf of the Exchange—of which Abernathy and Henriksen are directors—Haskell presented a commendation plaque to the company. The new facility encompasses a 750-foot wharf and \$2.5 million, 40-ton gantry container crane and extensive backup area.

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—Assistant Secretary General, ICHCA

ANNOUNCING !!

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Orbiter Probe

Saint John Port News

Port of Saint John, New Brunswick, Canada, July-August 1977:

• Port Day 77

Saint John PORT DAY 77 will be held on OCTOBER 20. Jack Lamport, a member of the Port Development Commission and Chairman of the Port Day Committee said plans are progressing for the annual meet, which will have as its theme this year SAINT JOHN: CANADA'S GROWTH PORT.

The registration desk will open at 1500 hours on October 19 in the Admiral Beatty Motor Hotel, where all sessions will be held. From 1300 to 1600 hours the Saint John District Waterfront Council ILA will host a special hospitality room in Salons B and C for all Port Day delegates. At 2000 the MV "Princess of Acadia" will leave for an evening sail on the Bay of Fundy. A "down east" chowder party will follow.

• Potato Conveyor Ordered

The National Harbours Board will install a prototype conveyor at the Port of Saint John to streamline the handling of bagged potatoes for the export market. In making the announcement in June for Transport Minister Otto Lang, MP Mike Landers said the new conveyor "should provide faster processing of potatoes through the port and offset delays due to bad weather."

The conveyor will be followed by additional conveyors if initial trials prove successful and financial repayment can be arranged with those making use of the new equipment. The new conveyor is the direct result of a recommendation from a Transport Canada working group formed in May to consult with representatives from the potato distribution system. Mr. Landers said this desirable type of cooperation between the federal government and its customers facilitates the use of the port and creates greater possibilities for foreign trade.

• Barber Lines First New Combo Ship

Barber, Blue Sea (BBS) is planning to introduce new vessels on their Far East routes in 1977. Kaare B. Isaksen, Senior Vice President of BBS, said: "M/S 'TSU' is the first of ten new Combo Class vessels being built for BBS to replace some of our present fleet and we expect all ten vessels to be in operation by the end of 1977".

Mr. Isaksen continued: "We offer four sailings per month on fixed dates from the Far East to US/Canadian Atlantic ports and in keeping with our philosophy of catering to all transportation modes, the vessels will be able to accommodate unitised general cargo, containers, heavy lifts, rolling stock, refrigerated cargoes and bulk liquids in specially built deep tanks."

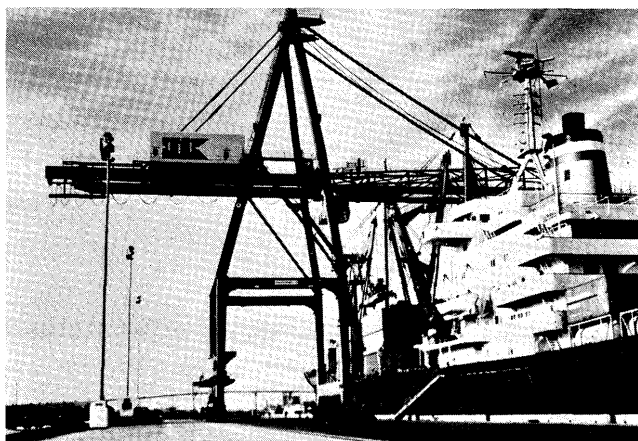
Hakon Ostberg, President of Barber Lines, said: "We

took delivery of M/S "TSU" in Japan on 25th April and she will be loading end June to accept cargo for Jeddah, Dubai, Dammam, Kuwait and Bahrain. M/S "TSU" is the first of eight new Combo Class vessels being built for Barber Middle East Line to replace our present fleet and we expect that they will all be in operation by the end of the year." Special arrangements have been made at all the Persian/Arabian Gulf ports of call to by-pass congestion. Barber Middle East Line is a leading carrier in the trade between US Gulf/Atlantic and Middle East ports.

When the "TSU" arrived in Saint John on her maiden voyage, city and industry people turned out in force to welcome the ship.

Gerald Elkin, representing R.C. Elkin Ltd., Barber Lines agent said: "With between five and seven vessels calling regularly in Saint John each month, the Barber Blue Sea Line represents the largest line to call on the local port."

Container Crane Ordered



2nd Paceco 40 Long Ton MACH Portainer ordered by Container Lift Intl. for the—Port of New Orleans (similar to photo).

Alameda, Calif., September 16, 1977 (Paceco News):—Container Lift International, Inc. has ordered a second MACH (Modular automated container handling) Portainer® for the Port of New Orleans from Paceco, Inc., A Subsidiary of Fruehauf Corporation, Alameda, Ca.

The new Portainer, equipped with latest engineering improvements, will be almost a 'twin' in structure to the first Paceco 40 Long Ton MACH Portainer in operation at the New Orleans Port since 1974. This second crane, equipped with a telescopic spreader is capable of handling 20', 35', and 40' containers. It will be installed alongside the first Portainer at Berth 5 of the Port's France Road Container Terminal.

CLI, a private enterprise, is responsible for the purchase and maintenance of the Paceco built Portainers and will

(Continued on next page bottom)

Deepening Gaillard Cut Could Boost Canal Transits by 3,600 Ships a Year

From The Panama Canal Spillway

Balboa Heights, C.Z., August 5, 1977:—Enough water to transit an additional 3,600 ships a year could be available to the Panama Canal in the not too distant future thanks to the foresight of the men who designed the waterway.

Those men could not have anticipated an Alaska Pipeline and the need to carry North Slope oil through the Canal, but they did foresee the day when increased transits would require greater quantities of lake water.

That day is almost here. And the Canal organization plans to take advantage of the original design that called for a lock floor low enough to allow Gaillard Cut to be deepened.

Each ship transit dumps to sea 52,000,000 gallons of water and enormous amounts of excess water spill over Gatun Spillway into the sea each year.

The Engineering and Construction Bureau is developing plans and conducting tests before deciding whether to deepen the Cut, and whether the excavation should be 3

feet or 6 feet. Either way billions more gallons of water would be available for shipping.

In addition to saving this otherwise wasted water, deepening the cut would improve operating and safety conditions, thus providing important benefits to the Canal organization, its customers and its pilots.

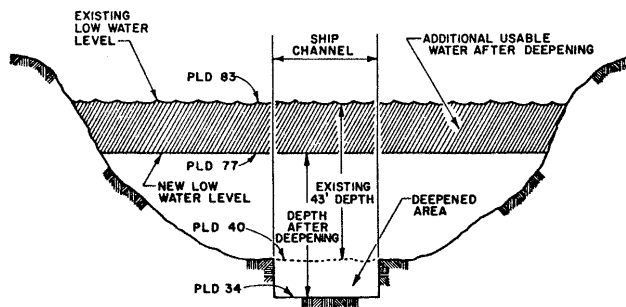
The minimum required clearance under ships transiting the Cut is 5 feet. A 3-foot excavation would increase that clearance to 8 feet while a 6-foot deepening would increase it to 11 feet—either depth allowing easier ship handling in Canal waters.

With a clearance of 11 feet below a transiting ship, an extra 6 feet of water would be available for lockages, and the same 6 feet of water would permit the minimum permissible level of Gatun Lake to be lowered from 83 feet to 77 feet.

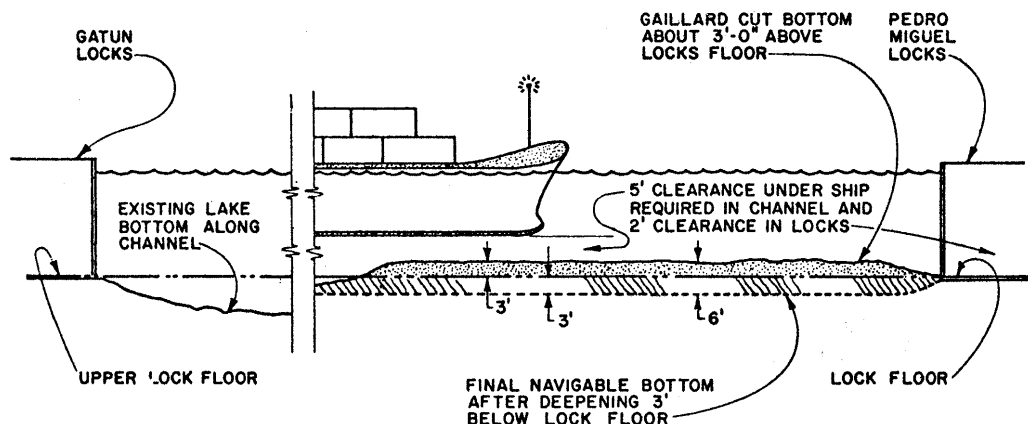
Deepening the Cut would also bring numerous fringe benefits. There would be an increased draft for shipping over a longer portion of the year. Also, the likelihood of floods would decrease since the lake would be at a maximum level for shorter periods of time. Water not used by shipping could be used to produce hydroelectric power and would reduce the Canal's operating costs.

The present level of Canal traffic does not require more water. But deepening must be done when traffic is low. Preliminary tests to see if ships can move safely around dredging equipment in Gaillard Cut also must be done during the present low-traffic period. The test will also provide information on the best methods to physically accomplish the deepening, how long the deepening will take, and the cost of deepening.

Over the years, experts have considered many schemes



LOCKAGE WATER AVAILABLE BEFORE AND AFTER DEEPENING



The above sketch shows the lock floor at Pedro Miguel 3 feet lower than the bottom of Gaillard Cut, and the

make them available to ship lines using Berths 4 and 5 at the terminal.

Paceco's Gulfport, Mississippi facility will fabricate the new structure. The giant Portainer is scheduled to be erected at the Port in the Fall of 1978.

relationship between the existing permissible low water level of 83 feet in Gatun Lake and the minimum 5-foot required clearance under ships transiting the Cut.

A 3-foot excavation in the Cut (shaded section) would lower the Cut to the same depth as the Locks floor allowing an 8-foot clearance below transiting ships and a 6-foot deepening (cross-hatched section) would produce a clearance of 11 feet.

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to provide the increased amount of water needed to meet the demands of growing ship traffic. The studies have included additional dams, pumping salt water back into the lake, increasing the height of Gatun Dam, "rain making," and deepening. Consistently, the conclusion has been that the most practical and economical method of increasing water quantities would be to deepen the Cut.

Future Plans for Port of Buffalo

Buffalo, N.Y., July, 1977 (NFTA Newsletter):—Representatives from the U.S. Maritime Association (MARAD) attended a meeting on July 6 in the executive offices of the Niagara Frontier Transportation Authority to discuss plans for the future development of the NFTA Port of Buffalo.

The meeting had been arranged by Western New York area congressmen John J. LaFalce, Jack Kemp and Henry J. Nowak.

Future Port Development

George J. Ryan of the U.S. Maritime Administration briefed those attending the meeting relative to the assistance that MARAD could provide for development of the Port of Buffalo for both its current role in Great Lakes water commerce and its anticipated future role as a transshipment point for Western coal.

Mr. Lancaster outlined the plans proposed in the

Frederic R. Harris study for future development at the Port of Buffalo, not only of possible Western coal transshipment facilities but also of present and future bulk and general cargo movements.

Mr. Van Derzee reported on the organizational progress and the future plans of the Council of Upstate Ports of New York (CUPNY).

After the presentations and a discussion period, the group visited the NFTA Port of Buffalo for a brief tour of the facilities and further informal discussion.

MARAD officials have indicated that plans are being proposed to sponsor two Great Lakes studies in the near future to develop specific information on ship traffic within and in and out of the Great Lakes, cargo flow and cargo movements at individual ports, and to identify and quantify the flow of commodities within the Great Lakes water commerce system.



Charleston, S.C. (Trade News from South Carolina State Ports Authority):—Rain or shine, container service continues at the Port of Charleston. Here North Charleston Terminal's three hard-working cranes off-load Columbus Line's "Columbus America" and Evergreen Line's "Ever Spring". Columbus Line recently stepped up its direct service to Australia and New Zealand. Evergreen's service between Charleston and the Far East has been growing steadily for more than two years. The two lines are among 12 regularly-calling pure container lines that keep Charleston's five container cranes busy.

Trade delegation to Far East

Houston, Texas, 9/8/77 (Port of Houston News Release):—A four-man delegation from the Port of Houston Authority left Friday, September 9, on a two-week trade development trip to the Far East.

Port Commission Chairman Fentress Bracewell, Commissioner W.D. Haden II, and staff executives G.W. Altwater and C.A. Roussier will be hosts at several functions and make calls on shipping industry leaders in five countries.

The itinerary includes visits to Japan, Korea, Hong Kong, Taiwan and Singapore.

The purpose of the trip is to acquaint foreign shippers with the facilities available at the Port of Houston.

All-time Record Cargo

Long Beach, Calif., 91677 (Port of Long Beach News):—An all-time record 32,753,171 revenue tons of cargo moved through the Port of Long Beach during the fiscal year ending June 30, according to figures contained in the Harbor's justpublished 1977 annual report. This is 11.5 percent above the tonnage handled the year previous and includes 8,924,498 tons of general cargo the highest total ever recorded by any U.S. West Coast port.

Long Beach Harbor Commission president Richard G. Wilson noted that bulk petroleum accounted for 19,216,828 tons during the 12 month period, most of it in the form of imports from oil producing nations, notably Indonesia, Iran, Ecuador, Nigeria, the Arabian Peninsula, Malaysia, Saudi Arabia and Liberia.

Excluding petroleum and petroleum products, exports rose to 6,369,941 tons compared with 7,139,402 tons of imports.

Dry bulk commodities, such as grain and petroleum

Long Beach Photo News—

(Continued from page 22)

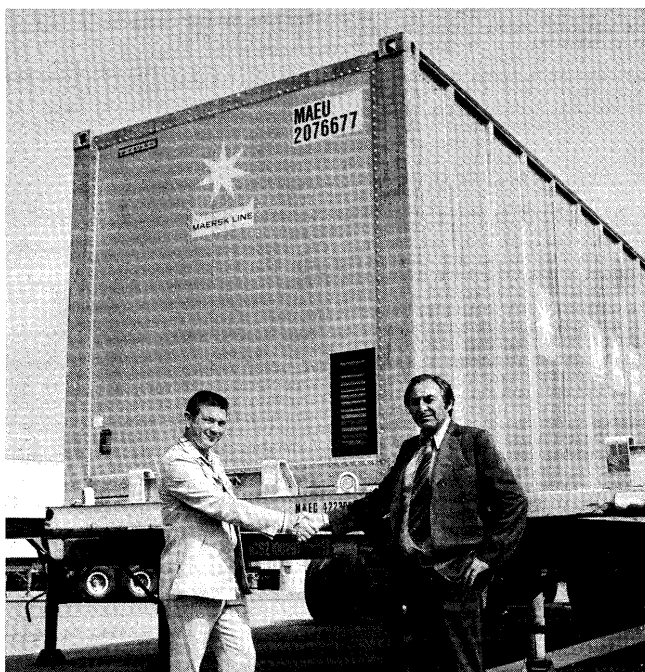


Long Beach, Calif., 091477 (Port of Long Beach News):—SAUDI ARABIAN OFFICIAL VISITS PORT OF LONG BEACH: Dr. Jimil Jishi, Director General of the Royal Commission for Jubail, Saudi Arabia, toured the Port of Long Beach recently in company with American officials with whom he is working in the creation of a planned port city of 250,000 population destined to become a center for oil, petrochemicals and industry. He is pictured at center with, from left, Robert F. Meyers, Bechtel Power Corp., Los Angeles; Long Beach Harbor Commissioner H.E. Ridings, Jr.; C.W. Lacey, Vice President of Saudi Arabian Bechtel Corp. and Harbor Commissioner James H. Gray.



Long Beach, Calif., 091477 (Port of Long Beach News):—MAYOR KATO OF YOKKAICHI VISITS SISTER CITY OF LONG BEACH: Heading a recent group of visitors to the Port of Long Beach from Yokkaichi, Japan, was Mayor Kanshi Kato, shown at left as he was presented with a plaque by Long Beach Harbor Commission President Richard G. Wilson. Long Beach and Yokkaichi are both major port cities and have enjoyed a close relationship as Sister Cities for many years, sharing common concerns and helping each other assess and solve such problems as subsidence and air and water pollution.

coke, totalled 4,365,621 tons, predominantly in the form of exports. Chemicals, fresh citrus fruit, cotton and machinery were also high among exports. Long Beach is one of the few major ports to have been awarded the



Long Beach, Calif., 091477 (Port of Long Beach News):—**SURPLUS TEXTBOOKS GET FREE TRANSPORT TO NIGERIA VIA LONG BEACH:** Through a far-ranging volunteer plan, 15,000 surplus textbooks donated by the Los Angeles Unified School District are now en route to Lagos, Nigeria. Smythe Van Lines arranged to pick up a Maersk Line 40 foot container from the Maersk Terminal in the Port of Long Beach, had it loaded with 26,000 pounds of textbooks and trucked it back for loading aboard one of Maersk's vessels outbound for Hong Kong. There it will be delivered to Nigerian Far East Line for the final leg of its globe-girdling path. Pictured with the goodwill shipment are Bob Greek, left, Smythe's Long Beach manager, and S. Pete Aspturian, Terminal Manager for Maersk Line Agency.

President's "E" for Export Service.

The leading import tonnages, after petroleum, were steel and steel products, gypsum, lumber, electric machinery, plastics, newsprint, bananas, automobiles and plywood.

Total value of the nearly 32.8 million tons of cargo was \$7,656,000,000—another new record high. The Port's handling of this volume of commerce in turn generated well over \$330 million in direct economic benefit to the immediate Long Beach market area, Wilson added.

Japan continued as the leading trading partner, with \$2.3 billion worth of commodities exchanged via the Port of Long Beach. Taiwan trade totalled \$617 million, Hong Kong reached the \$560 million level, Korea registered \$522 million in trade and Indonesia, Malaysia, Iran, Ecuador, the Netherlands and West Germany followed in that order.

The number of cargo vessels calling at Long Beach also reached new highs, with a total of 3021 ships docking at the Port's 66 berths. Long Beach's four major container terminals handled 558,318 containers (measured in 20 foot equivalent units) and these boxes carried a record 5,800,924 tons of high value commodities. Long Beach is one of the world's leading container ports.

With a dredged entrance channel providing more than 60 feet of water, Long Beach routinely handles tankers up to



Oakland, Calif., September 12, 1977 (Port of Oakland):—Shown here taking a well-deserved break from their work on Harbor College, the new Peralta College's program to prepare students for transportation careers, are members of the Harbor College Advisory Committee. From left to right they are: Benjamin G. Yerger, Director of Community Services at the Peralta College for Non-Traditional Study; James Glugoski, Deputy Director of the Federal Maritime Commission's Western Region; David Forgie, Manager of the Port of Oakland's Marine Trade Development Department; Thomas Bertken, Chief Engineer of the Port of Oakland; Lonnie Dillard, also of the Peralta College for Non-Traditional Study Community Services office; and John Verheul, Marine Terminal Superintendent at the Port of Oakland.

The Harbor College Advisory Committee was formed last April as a joint effort of the Peralta College for Non-Traditional Study, the Port of Oakland, and the Oakland transportation industry. Assistance has also been provided by the Federal Maritime Commission and the U.S. Navy's School of Transportation Management. The Committee's goal was to develop a college-level program that would equip students for jobs in shipping, rail, trucking, and airline firms, and help people already working in those fields to advance. The Committee undertook a survey of major transportation firms in the Bay Area to find out where the main employment opportunities lay, and, based on the survey's results, put together a program of nine twelve-week courses that get underway this week. Those interested in learning more about the Peralta College for Non-Traditional Study Harbor College program should telephone 841-8431 to obtain a course listing and enrollment information, or just visit the College offices at 2020 Milvia Street in Berkeley.

165,000 tons. Port officials are currently planning the early construction of additional terminal facilities to accommodate the domestic oil from Alaska's North Slope oil fields, making U.S.-produced petroleum available not only to local refineries, but to energy-shy mid-America as well.

National Port Week—New York

New York, Monday, September 26, 1977:—The economic importance of one of the world's greatest natural resources—the Port of New York and New Jersey—was reviewed today by some 300 prominent citizens from the maritime community, government, and trade and civic organizations in the Port area in honor of National Port Week.

Under the joint sponsorship of the New York-New Jersey Port Promotion Association, The Port Authority of New York and New Jersey and the City of New York Council on Port Development and Promotion, the community leaders were given a detailed briefing, illustrated by color slides, on the economic impact and challenges facing the port at the New York City Passenger Ship Terminal. The guests then boarded a Circle Line vessel for a waterborne inspection of the Port's modern and efficient cargo handling facilities.

Peter C. Goldmark, Jr., Executive Director of the Port Authority, presided at welcoming ceremonies at Berth 6 at the Passenger Ship Terminal. The guests were greeted by Francis J. Barry, Chairman of the City of New York Council on Port Development and Promotion; James P. McAllister, President of the Port Promotion Association; Commissioner Louis F. Mastriani, New York City Department of Ports and Terminals; and Alan Sagner, Chairman of the Port Authority.

"This Port has long been the principal gateway for U.S. international commerce," Port Authority Chairman Sagner declared. "Last year it handled over 58 million tons of oceanborne foreign trade worth \$30 billion. This was 60 percent higher than the dollar value at the second ranking U.S. port."

The Port Authority Chairman added: "This Port ranks first in the nation in the shipment of more than half of the 206 commodities imported into the country and nearly 40 percent of the 213 major commodities the United States ships overseas."

Mr. Sagner called for a vigorous and comprehensive program of promoting and protecting the commerce moving through the Port. "Being 'Number One' does not mean we can rest on our laurels," he said. "Quite the contrary. Being 'Number One' also means we are the 'number one target' for our rivals."

Commissioner Louis F. Mastriani, of the Department of Ports and Terminals, said: "New York City possesses sufficient vacant and undeveloped waterfront sites to accommodate the substantial growth which we feel will occur in the Port in years to come."

"Our goal is to maximize the use of New York City's natural resources," Commissioner Mastriani continued, "to avail ourselves of the abundant opportunities which lie before us, and in so doing contribute to the economic health of the greatest Port and the greatest City in the world."

James P. McAllister, President of the New York-New Jersey Promotion Association, noted that his association was formed just twenty years ago "to create an awareness

on the part of community leaders and the general public of the importance of the Port to our region's economy." It now includes 27 chambers of commerce, public agencies, and civic and trade associations.

"The New York-New Jersey Port Promotion Association commends the City of New York, the Port Authority and private maritime interests for providing marine terminal facilities which are the best the world can offer," Mr. McAllister declared. He urged all those present to join in ensuring that the Port remains "Number One," saying that "we must be ever vigilant to keep our Port up-to-date in an intensely competitive climate."

Francis J. Barry, President of the Circle Line, which donated the use of the vessel for the harbor inspection, also spoke on behalf of a sponsoring organization for today's National Port Week event. "As Chairman of the New York City Council on Port Development and Promotion," Mr. Barry said, "I am proud of the work which has been done to improve the Port of New York. I look forward to our Port's continued position as the premier port in the world."

The first stage of the review of Port facilities was a special audio-visual presentation on the economic impact of the Port and a review of the problems it faces. The slide presentation provided a dramatic panorama of port activities as it detailed the impact of the harbor on employment, and gave brief highlights of port problems which require community support for solution.

These latter include local area support for Federal channel deepenings and the provision of disposal areas for dredged material in the harbor; the need for removal of the Jersey Central Newark Bay Bridge for improved and safer navigation; and the need for continued effort in getting funds for Federal Waterfront Cleanup begun last year as the result of cooperative local activities.

In addition, the presentation called for more equitable rail freight rates on export-import traffic, pointed out the potential of port sites as support bases for offshore drilling, pointed out the need for improved rail facilities for the Brooklyn side of the Port, and stressed the need for labor stability and competitive equality with other North Atlantic ports.

The harbor inspection provided the opportunity for the guests to see at first hand the operations of the modern container and break-bulk marine terminals that contribute so greatly to the Port's economy. The vessel's route included bustling piers, wharves and upland areas in Jersey City, Newark, Elizabeth, Staten Island, Brooklyn and Weehawken which have been built by the City of New York, the Port Authority and private Port interests in recent years.

National Port Week, the week beginning the last Sunday in September, has been observed annually since 1974, following a suggestion of the United States Maritime Administration and the American Association of Port Authorities. Its purpose is to remind Americans of the importance of the port industry of the United States to our

(Continued on next page bottom)

New Ro/Ro Facility Dedicated

Port of New Orleans News Release

New Orleans, La., September 8, 1977:—A new Port of New Orleans cargo facility to accommodate a growing trend to a new type of shipping technology, was dedicated today by Lt. Governor James E. Fitzmorris, officials of the Port, and representatives of the initial users of the facility.

The Florida Avenue Roll On/Roll Off Facility, under way for more than a year, cost more than \$850,000.

Others participating in today's dedication were John P. Laborde, president of the Board of Commissioners of the Port; Edward S. Reed, executive port director; Alfredo Garcia of Marina Mercante Nicaraguense, S.A. (Mamenic), and Louis P. Labbe, representing Jan C. Uiterwyk Company, Inc.

The new facility is designed to accommodate a relatively new type of ship which is so constructed to allow wheeled cargoes, such as automobiles, road and agricultural machinery, loaded highway trailers, etc., literally to be driven aboard ship by way of bow or stern ramps, parked in the ships' interior holds and secured for sea voyage. At the vessels' destination, the cargoes are driven off the ship in reverse order.

The technology, called roll-on/roll-off, which mariners and shippers have shortened to ro/ro, is growing in popularity throughout the world and is being used extensively at ports, particularly in developing nations, which have limited wharfage and loading-unloading facilities.

The modifications to the Florida Avenue Wharf, which is situated on the Port's Inner Harbor Navigation Canal (Industrial Canal), near the Mississippi River-Gulf Outlet, consist of the addition of a platform and truck area. The adjacent container storage area was shelled and provided with area lighting. Work is continuing at the facility to enlarge the existing ramp in order to accommodate two ro/ro vessels simultaneously. This additional construction, scheduled for completion by the end of the year, is expected to cost \$210,000.

The first vessel to use the new facility was the M/V Nicarao, one of the newer ro/ro vessels of stern ramp design, which sailed on its maiden voyage from the Port of New Orleans last week, initiating every-12-day service between New Orleans and Nicaragua.

The Nicarao is one of 11 ships operated by Mamenic Line, headquartered in Managua, Nicaragua, and one of the two principal ro/ro tenants at Florida Avenue. The other company utilizing the new facility is Jan C. Uiterwyk Company, Inc. which will initiate regular ro/ro service between New Orleans and Central America in November.

national life and to call public attention to the significant role of our ports in strengthening the nation's economy. Here in the Port of New York and New Jersey, that role is emphasized by as many as 400,000 jobs created by the manufacture, processing and shipment of cargoes valued at \$30 billion to every trade area in the world.

The Florida Avenue project was part of the Port's first five-year \$91 million phase of the Port's 30 year, \$400 million capital improvements program. Funding for this five year phase was authorized by the 1976 state legislature.

Heavy Lift Container Crane

Philadelphia, Pa., September 19, 1977 (Philadelphia Port Corporation):—Chairman of the Board of the Philadelphia Port Corporation, R.F. Gilkeson announced today that the Corporation is purchasing a combination heavy lift/container crane to be erected at Packer Avenue Marine Terminal. The crane which will be operational by December 1978 will be the only crane of its kind in the world.

To be constructed at a cost of \$3,400,000, the crane can lift 375 tons and place it in the center of any ship capable of using the Panama Canal. The crane will be able to lift heavy cargoes faster, better and more cheaply than any crane now operating on the Atlantic Coast. It will attract substantial new ocean cargo to the port and provide additional employment for Philadelphia's longshoremen, tug boats, line handlers, pilots and other marine interests.

In addition to its heavy lift superiority, the crane will handle containers at the same high speed as Philadelphia's four specialized container cranes. From 1970 through 1976, Philadelphia's container business has increased ten-fold and there is no end in sight to continued growth.

Mr. Gilkeson noted that "Once again, Philadelphia is first with the best."

Multilevel Promenade

San Francisco, Calif., September 21, 1977 (Port of San Francisco News):—San Francisco Port Director Thomas T. Soules today announced a federal award of nearly \$5 million to accomplish one of his major objectives outlined in 1975—the removal of five obsolete "eyesore" finger piers.

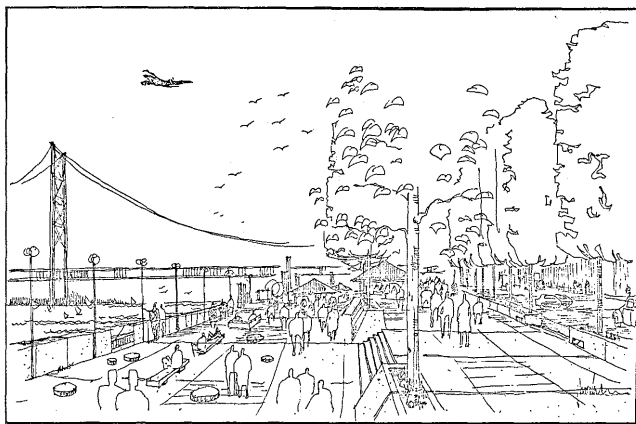
The Economic Development Administration approved the Port's request for \$4,958,000 to demolish Piers 14 through 22 as well as to build a 2,000-foot waterside promenade.

The current grant, obtained with the full cooperation of the Mayor's office, is the Port's first important major funding from federal sources in the Port's 114-year history.

The piers, lying between the Ferry Building and the Bay Bridge, long have been a source of complaint from local citizens and tourists. All, built more than 60 years ago, have long been condemned, and only one is presently occupied: Pier 16, site of the Port's maintenance department. The repair shops will be moved to a site near Pier 50.

Pier 14 burned in 1969 and Pier 20 in 1972, but the deck and pilings remain.

The concept of the promenade, first suggested by the Port in May 1975, has found acceptance by the City Planning Department, the Bay Conservation and Development Commission, and others. The plan reserves the water



Multilevel Promenade, View from Ferry Bldg. area: A Conceptual Sketch

areas for future maritime use.

The Port's chief engineer, Charles L. Vickers, said the federal government requires that the work get under way in 90 days. The project will take about two years to complete.

The latest move is the second pier-removal project to be announced in the past two weeks. Demolition of the Hyde Street Pier ferry slips has now started as the first step in the expansion program at Fisherman's Wharf.

In both projects everything will be removed—all sheds, decks and piling—leaving open water.

"At last the Port of San Francisco is getting cleaned up," Soules commented.

Antwerp—Short Notices

Antwerp, 8/8/1977 (Press Release from Port of Antwerp Promotion Association):—

- At the biologic effluent water purification plant built by Bayer Antwerp (right bank) one of the two giant settling basins planned is nearing completion. This plant the building of which started in September 1976, is designed to treat 8,400 cubic metres of effluent water daily in a first phase which corresponds to a purification capacity of 185,000 inhabitant/equivalents. Investments involved in this project amount to BF 375 million.
- Aboard the M.S. Montenkamp of C.M.B. the first pontoon sections of a floating dry dock were shipped, which forms part of a delivery to Tanzania, also including three passenger ships. The Belgian Shipbuilders corporation has been entrusted with the whole project, which amounts to BF. 500 million and involves 3 Belgian ship-yards.
- "Fred Olsen/Seaspeed/Svedel have extended their existing Ro/Ro service to Damman and Dubai by accepting from now on containers and wheeled cargo for Doha and Abu-Dhabi, with transshipment at Dubai in feeder vessels. Agents in Antwerp: "Furness Shipping & Agency C". Loading berth: N° 404 of the docks.
- The M.S. "Continental Highway" of "Kawasaki Kisen Kaisha Ltd." called at the port of Antwerp on her maiden voyage, mid-July. This ship, considered as the most up-to-date vessel of her kind, transports only cars and has therefore a capacity of 4,600 car-units. Agents in Antwerp are "Best & Osterrieth".
- "Global Maritime N.V. Antwerp", general agents of MED Line Piraeus, have appointed "Reedereikontor

Adolf Zeuner", with offices in Dusseldorf and Frankfurt, as their booking-agents for Germany.

- The port of Erie authorities (Western Pennsylvania) have entrusted the firm "Best & Osterrieth" with the promotion of their commercial interests in the area of Belgium, Luxemburg, North and Eastern France. The port of Erie, situated at the Erie Lake, guarantees excellent connections with North West and Central Pennsylvania, Western New-York, Eastern Ohio and many points beyond Virginia.
- Early July the M.S. "Pajala" of "Gränges Shipping C", called at the port of Antwerp having on board 81,369 tons of iron ore. The ship had a draft of 42' and proceeded from Flushing to Antwerp in one tide, without any difficulties. Agents of the Swedish Company in Antwerp: "Sasse & C".

Shipping Lines to and from Antwerp

Antwerp, 8/8/1977 (Press Release from Port of Antwerp Promotion Association):—

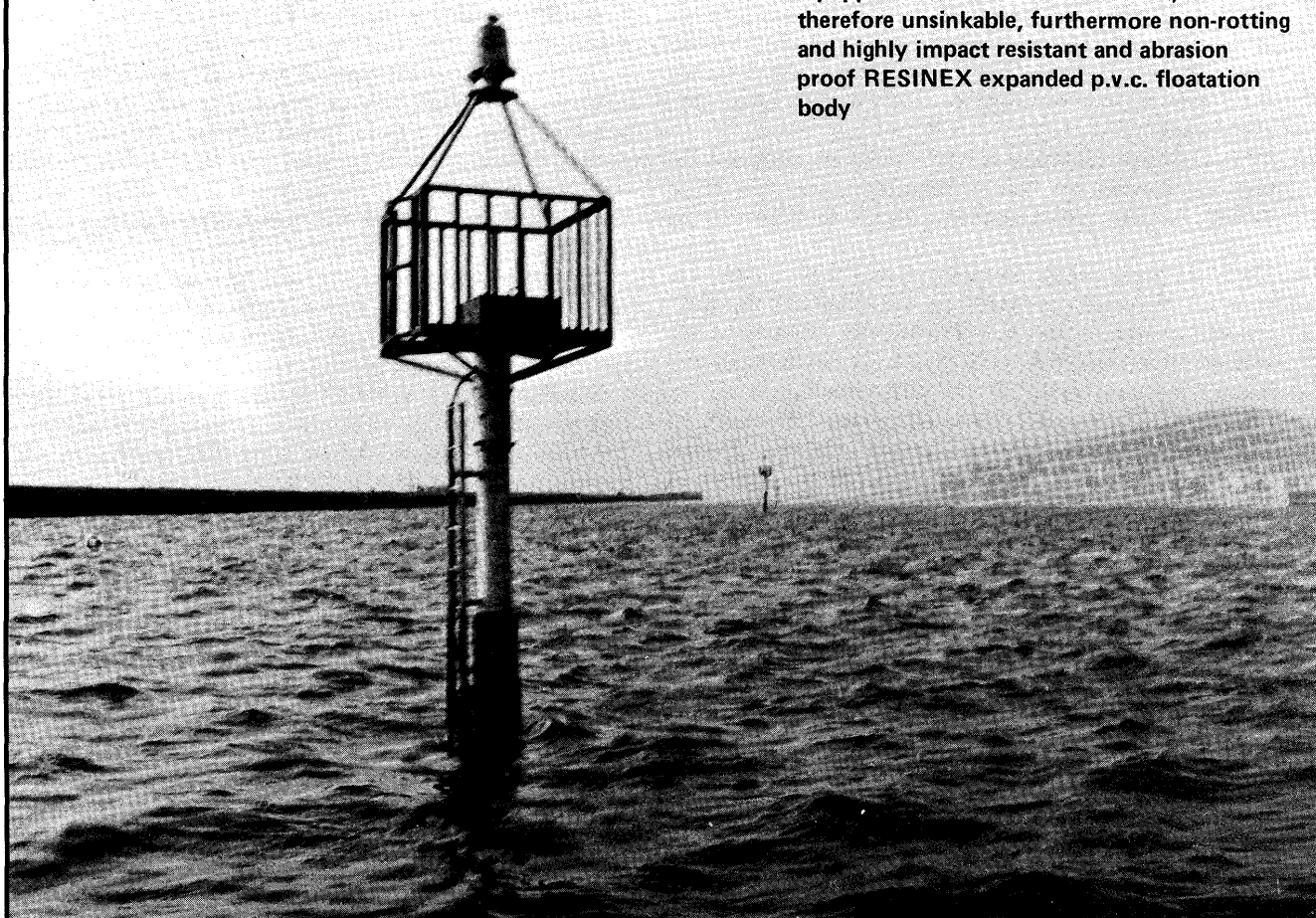
- "Caltram" (Compagnie Algéro-Lybiennne de Transport Maritime) have started a new regular service to Algeria and Lybia. Two separate sailings a month are offered from Antwerp to Tripolis (Benghazi with inducement) and Algiers. Loading berth: Quay N° 363B. Agents in Antwerp are "Seama Shipping N.V."
- "Truva Shipping Company Ltd." have opened a new regular service from Antwerp to Valencia-Famagusta. Fortnightly sailings are offered from quay N° 119 of the Antwerp docks. "Unamar N.V." are agents in Antwerp.
- "New Line Services" have opened a service from Antwerp to Dubai, Abu-Dhabi, Muttrah and Khorramshar, using ships of "Lelaikis Shipping C". Sailing frequency: monthly from N° 119 of the docks. Agents in Antwerp: "Unamar N.V."
- "Cobra Lines A.B." have inaugurated a new Ro/Ro service from Antwerp to Sharjah in the Persian Gulf. The Ro/Ro vessel "Cobra One" will load every 36 days at N° 326 of the docks. Agents in Antwerp: "Newman & Son N.V."
- The "China Ocean Shipping Company" have extended their regular service to the People's Republic of China to the port of Whampoa. Sailing frequency: fortnightly at quay N° 307 of the Antwerp docks. Agents in Antwerp are "Furness Shipping & Agency N.V."
- "Ricona Container Line" has opened a new regular service from Antwerp to Casablanca (Marocco). Fortnightly sailings are offered from N° 209 of the Antwerp docks. Agents in Antwerp: "Transworld Marine Agency N.V."
- "Alexandria Shipping & Navigation Company" have started a new service from Antwerp to Alexandria as well as Beirut, Lattakia, Tripolis, Benghazi if sufficient inducement. Sailing frequency: monthly at N° 305 of the docks. "Furness Shipping & Agency C" are agents in Antwerp.
- "Contara Lines" have opened a new service from Antwerp to the Carribean Sea Ports. Monthly sailings are offered from Antwerp to La Guaira and Barbados and with inducement to Maracaibo and Puerto Cabello.

(Continued on page 40)



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(Continued from page 38)

Loading berth: N° 125 of the docks. Agent in Antwerp: "Cie Dens-Ocean N.V."

- Four members of the Associated Continental Middle East Lines have decided to introduce a joint container service between the ports of the Hamburg/Bordeaux range and the ports of Arabia/Persian Gulf. These members are "Deutsche Dampfschiffahrts Gesellschaft Hansa", "Nedlloyd Lijnen B.V.", "C.M.B." and "Navale et Commercial Havraise Peninsulaire S.A.". Besides this new joint container service each of them will maintain their existing conventional services. Sailing frequency: every week.
- "P & O Strath Ellerman Service" have incorporated the port of Kuwait in their existing container service to Dubai, Bahrain and Dammam. Agents in Antwerp are "Westcott Ltd."
- The "National Saudi Shipping Lines Ltd." have appointed "Unimar Seetransport Gesellschaft" as their general agents in Europe. Fortnightly departures are offered from Antwerp to Dammam, Dubai, Sharjah and Kuwait. Loading berth: N° 227 of the docks.
- "Ibesca Containerline" has incorporated the port of Cartagena in its existing service to the Iberian Peninsula. Sailing frequency: fortnightly. Agents in Antwerp: "C.M.B."
- "Arghinis Lines" have incorporated Antwerp in their existing service to the ports of the Red Sea. From now on cargo is accepted in Antwerp for Aqabah, Jeddah, Hodeidah, Dubai, Dammam and other ports if inducement. Sailing frequency: every three weeks at N° 326 of the docks. Agents in Antwerp are "Grisar & Velge N.V."

At the Port of Ghent

Ghent, Belgium (Haven Van Gent 5-77):—On May 2nd, 1977, the port of Ghent was called at by the bulk carrier «Satya Kailash», flying the Indian flag and run by Seven Seas Transportation Ltd, Bombay. The main characteristics of this ship are: length 245.37 m, breadth 32.26 m and brt 42,744, dwt 76,513. This latter figure represents a new absolute record at the port of Ghent with regard to deadweight. From Destrehan, United States of America, 61,741 tons of maize have been unloaded at quay 97 of the Schepen Sifferdok for the transshipment company Euro-Silo. The vessel was represented in Ghent by Trans Continental Chartering & Agency Company.

The arrival of sea-going vessels with a deadweight exceeding 70,000 tons is not an exceptional fact anymore in the port activities. For since early January till the end of April 1977, following ships have been registered:

- the Belgian «Léon & Pierre C.», 75,448 tdw, 241.87 m length and 32.26 m breadth, two arrivals with cereals;
- the Singapore «Helga Oldendorff», 74,013 tdw, 244 m length and 32.24 m breadth, supply of iron ore;
- the Norwegian «Bjorgfjell», 73,816 tdw, 243.85 m length and 32.29 m breadth, two arrivals with petroleumcokes;
- the Greek «Captain Joannis», 71,999 tdw, 230.03 m length and 32.26 m breadth, petroleumcokes;
- the British «Venetia», 71,722 tdw, 230.03 m length and 32.29 m breadth, iron ore;

(Continued on page 42)

NPC BOOK :

Britain's Export Tonnages :

a post war record in 1976 NPC Statistics reveal a better year for British Ports

London, 7th September 1977 (National Ports Council news release):—Statistics published by the National Ports Council* reveal that in 1976 Britain's export tonnages, at 62.8 million tonnes, were at a record post-war level.

Not since the great days of the coal trade (coal exports exceeded 80 million tons in 1923) have such tonnages been achieved, and once again Britain's indigenous fuel is a key factor. Today, however, it is oil, not coal, that is the cause, and the latest figures demonstrate how North Sea Oil production is beginning to affect the nation's trading patterns.

In two years exports of crude oil have grown from 1.5 million tonnes in 1974 to 12.8 million tonnes in 1976. In the same period imports of crude oil fell from 111.8 million tonnes to 83.8 million tonnes.

Another record achieved by the ports in 1976 was in containerised traffic, either on roll on/roll off services of the ferry type or in container ships. This had been a major growth area since the mid-1960's, but the general trade recession produced a set back in 1975. The upward trend has now been resumed, and an increase of over 3.5 million tonnes to 32.7 million tonnes gave the highest annual total yet achieved for this class of traffic. The fact that, of this total, 19.4 million tonnes was carried on roll on/roll off services, indicates the importance to Britain's trade of the ferry services between British and Continental ports.

Britain's total foreign and coastwise traffic in 1976, at 334.7 million tonnes, represents a partial recovery after the decline from the record total of 376.7 million tonnes in 1973 to 315.9 million tonnes in 1975. The 1977 total comprised 197.1 million tonnes of petroleum, 16.1 million tonnes of solid fuel, and 121.5 million tonnes of non-fuel traffic. In addition traffic between British ports and off-shore installations reached 4.8 million tonnes in 1976 compared with 2.2 million tonnes in 1975.

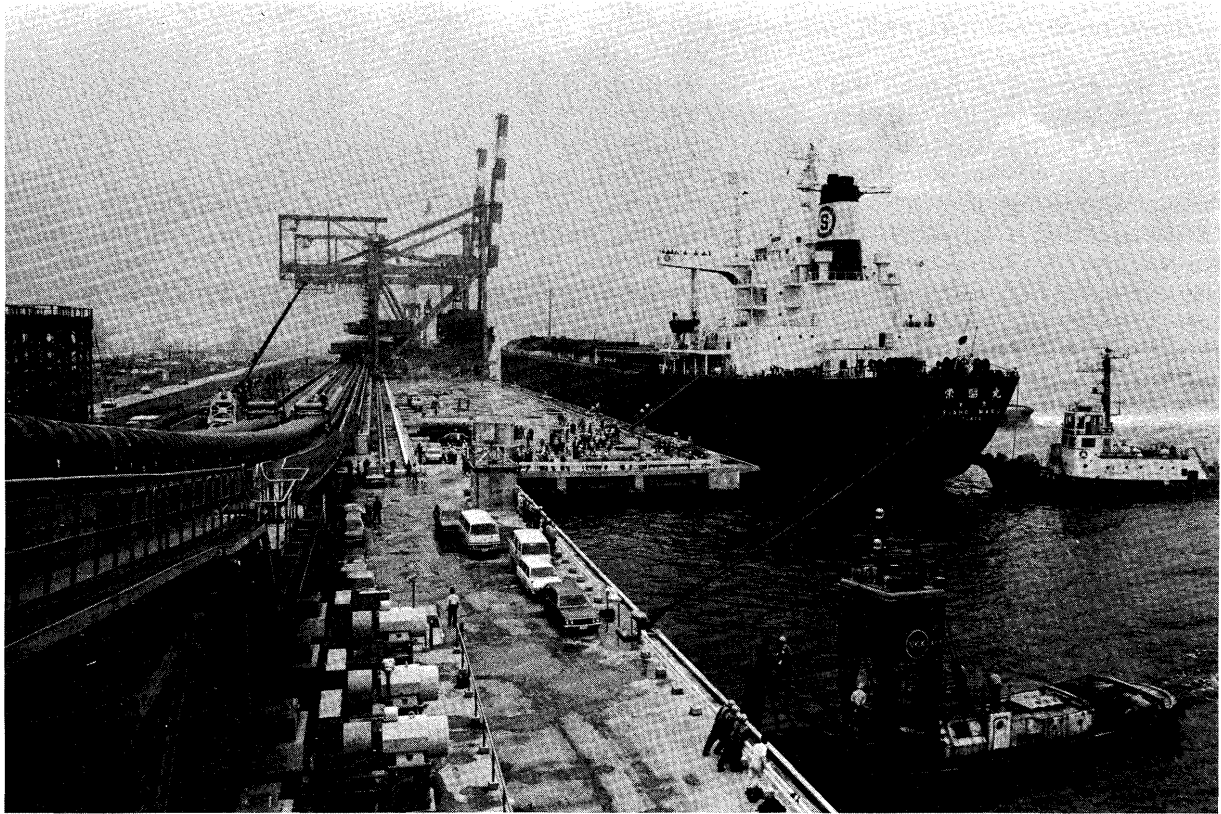
Passenger movements were also at a record level: 48.5 million passenger movements in and out of the U.K. were recorded in 1976. Of this total, 16.4 million travelled by sea, a figure which has increased by 50 per cent since 1969 when the total was 10.5 million.

Another record achieved in 1976 was in the sphere of industrial relations. The number of working days lost through disputes in the ports was 42,000 and this is the lowest figure recorded since the Council began publishing their Statistics in 1966.

Volume One of the 1975 Digest contains 90 tables divided into four sections: goods traffic analysed by commodities; container and roll-on traffic; passenger traffic; and manpower. Volume Two, to be published later, will include statistics based on Customs data relating to overseas trading areas; summaries of the financial performance of major port authorities, and a survey of the facilities, by number and type of berth, at individual British ports.

* Annual Digest of Port Statistics 1976, Volume One. Published by the National Ports Council, Commonwealth House, 1-19, New Oxford Street, London WC1A 1DZ. Price £10.00.

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- the British «Mersey Bridge», 71,603 tdw, 228.12 m length and 32.29 m breadth, cereals;
- the British «Argosy Pacific», 71,200 tdw, 241.87 m length and 32.26 m breadth, cereals;
- the Belgian «Mineral Gent», 70,820 tdw, 244.43 m length and 32.09 m breadth, four sailings with iron ore.

Because of the maximum draught of 12.25 m for passing the Westsluis at Terneuzen and for sailing the ship-canal, the cargoes supplied in fact always amounted to about 60,000 tons.

From the preceding it appears that trade and industry aim at a maximum use of the possibilities offered by the substructure in behalf of the different traffics. The extension of the norms that are presently in force regarding the dimensions of the ships admitted in the lock at Terneuzen, nl. 245 m length, 33 m breadth and 12.25 m draught, is an urgent necessity so as to assure the equilibrium between the deadweight and the effective lading of the seagoing vessels destined to Ghent.

Cup that cheers—or does it?

Bristol, U.K., September 7, 1977 («PORTFOLIO» A Newspaper for the Port of Bristol):—Latest figures of tea imports into the United Kingdom recently released by H.M. Customs and Excise, highlight the rise of the port of Newport in the tea-handling stakes.

Although Avonmouth remains the country's premier tea-handling port with nearly 39 per cent of total imports, Newport, with an increase of nearly 11 per cent on total tonnage handled compared with the corresponding period of January to June last year have jumped into third place.

Mr. Cyril Jones, Marketing Manager (Avonmouth and Portishead) told «Portfolio»:

“Newport has picked up a good deal of its increased traffic at the expense of Liverpool. It is a fact, however, that diversions from Avonmouth have also contributed a fair proportion to tier increase.

“Newport's good performances on these vessels have been noted by the shippers and shipowners and this has been reflected in their increased allocation in the new Indian Tea season. They are at present limited, however, in the number of tea vessels which they can handle at any one time.”

It is apparent that Newport have favourably impressed the Tea Trade with recent performances. Avonmouth's outputs will need to be equally, if not more impressive, in order to maintain its position as the trade's number one port.

Last P&O reefer ship to arrive this month

Bristol, U.K., September 7, 1977 («PORTFOLIO» A Newspaper for the Port of Bristol):—The end of a long-term trading association with the port comes with the news of the withdrawal of the P & O's direct operational activities in the UK/New Zealand trade.

This circumstance is dictated by the intentions of the New Zealand Conference to step up the introduction of containerisation both northbound and southbound—this

(Continued on page 43 bottom)



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Le Havre Flashes

July-August 1977

• Franco-Brazilian bridgehead established

On April 28th 1976 the French and Brazilian governments signed an agreement providing for the establishment of a Brazilian industrial and commercial "bridgehead" on land belonging to the Port of Le Havre. Situated in the new commercial port to the east of the Ocean Dock container terminal, it is available both to Brazilian firms and to companies set up in partnership with Brazilian interests.

The idea behind this joint Franco-Brazilian project is to establish a base in Europe with the twofold advantage of being simultaneously:

- a distribution point for Brazilian products to be marketed in Europe or beyond (Mediterranean countries, Africa, Middle East);
- an industrial bridgehead, where products containing a proportion of Brazilian-made components can be manufactured or processed in accordance with the standards and tastes of the countries in which they are to be sold.

The Brazilian bridgehead was officially constituted on Monday May 23rd by the Minister for Overseas Trade, Mr. André Rossi, in the presence of Mr. Antoine Rufenacht, Secretary of State at the Ministry of Trade and Industry, and the Brazilian Ambassador to France, Sr. Antonio

(Continued from page 42)

operation will be controlled by Overseas Containers Limited (in which P & O is a partner with British & Commonwealth, Ocean Transport and Furness Withy).

Such conventional ships as will continue to operate in the trade (and it is hoped that Avonmouth will maintain for some years a large share of the northbound refrigerated meat and dairy movement), will be managed by O.C.L. whose agents at Avonmouth will be Brantford International. The Blue Star/Port Line service between the U.K. and New Zealand will also continue conventionally and no doubt maintain their Avonmouth calls.

The last directly managed P & O ship to arrive at Avonmouth from New Zealand will therefore be the 'Westmorland', scheduled to arrive on or about September 26th.

Bethell Gwyn & Co. will continue to act as P & O's Avonmouth port agents, of course, maintaining an active interest in the Indian trade operated by P & O Strath Services.

Alan Hodding, a director of Bethell Gwyn & Co. Ltd., told 'Portfolio': "Bethell Gwyn commenced operations in Bristol in 1898 for the prime purpose of providing a port agency and loading broking service for the Federal Steam Navigation ships operated from Avonmouth to West Australia. We continued through the years to look after the Australian/New Zealand trade of Federal Steam Navigation and the New Zealand Shipping Co.—subsequently the identity of both these companies being absorbed into the overall P & O Group services in the early 1970s.

We naturally regret this break with the past, although Bethell Gwyn's expansion in the other spheres of shipping activity in recent years ensures that we shall continue to operate actively in the commercial life of the port."

Delfim Netto. A large delegation of Brazilian industrialists also came to Le Havre for the occasion.

At the same time, the Port of Le Havre Authority and the Overseas Trade department of the Bank of Brazil (CACEX) arranged to set up a special body within 60 days to promote the development of the Brazilian bridgehead in Le Havre.

The happy conclusion of the Brazilian agreement makes it reasonable to suppose that similar agreements will be signed with other developing countries. The advantages to be gained from such bridgeheads are clear for all concerned. The overseas countries obtain a strategic, logistic and trading base in Europe, while the French economy gains from the re-exports to other lands.

Giving concrete expression to such projects is all part of the international orientation of the port of Le Havre.

• A port institute established

The Havre Chamber of Commerce decided last May to set up a Teaching and Research Institute for Port Affairs. It will be sited in the town and will provide university level courses on port management and port technology of a type unique in France, which could hardly be held in a more appropriate place than a major European port. The Port of Le Havre Authority will contribute to the success of the enterprise by providing technical assistance.

• 11th IAPH Conference for Le Havre in 1979

The tenth conference of the International Association of Ports and Harbors was held at Houston, USA, from April 24th to 29th. There were about five hundred members present.

During the closing ceremony on Friday April 29th the Port of Le Havre's nomination as host for the eleventh conference in 1979 was officially confirmed by the governing committee. The eleventh conference will be held from May 12th to 18th 1979.

The IAPH is an association which brings together most of the senior administrators of the world's major ports. Sixty-five countries now belong to it, their chief aim being to make ports ever more efficient through the exchange of information and by undertaking research on a wide range of subjects of interest to port managers.

• Distinguished Korean Delegation

On May 5th the Port of Le Havre had the pleasure of welcoming Mr. Chang Sung Kang, Director-General of the Korean Maritime and Port Authority, who was accompanied by Mr. Lee Tong Woo, chief engineer of the port of Inchon, and Mr. Su Whan Park, maritime and port attaché at the Korean Embassy in London. During their stay in Le Havre our Korean visitors made a tour of the port, and were particularly interested in the port control centre, the François I lock and the container terminals. They had talks with the management of the port of Le Havre and in particular discussed the possibilities for technical co-operation.

• New services

- To Dubai and Dammam: Nedlloyd Lines are now operating a container service from Le Havre to the Persian

(Continued on next page bottom)

“ Marseilles /Fos Europort South ”

The monthly magazine of the Port
of Marseilles Authority
June 1977

Editorial

If the current traffic tendencies continue, 1977 promises to be a good vintage year for the Port of Marseilles Authority.

During the first quarter, throughput of general cargo increased by 18%, bulk traffic increased by 40.4%, and even oil products increased by 2.5% due to the re-export traffic.

These figures reflect the satisfactory level of operation of the iron and steel industries of Fos and the continued growth of general cargo traffic, particularly with the Black Sea and Near East.

During the last three years, imports have steadily increased, whereas exports are now at the same level as for the first quarter of 1975 when the Algerian traffic was at its peak.

From January to March, the number of maritime

(Continued from page 43)

Gulf for the benefit of their French customers, using two containerships, one of which sails direct every three weeks to Dubai and Dammam. The vessels have berthing priority, and the first to sail was the *Nederlek*, on May 28th. Plate-Ruys represents the company in Le Havre.

○ To Aqaba and Jeddah: The Cunard Arabian Middle East Line (C.A.M.E.L.) has brought Le Havre within the scope of its express container service between Europe and the Middle East. The new Camel service was inaugurated on May 27th by the *Aqaba Crown* and there are sailings every twenty days. C.A.M.E.L. is represented in France by its general agents, S.A.T.T. Armement et Transport, and in Le Havre by the Consortium Maritime Français.

○ To Portsmouth: Since May 28th Townsend Thoresen European Ferries have been operating a new car-ferry service to England, with sailings between Le Havre and Portsmouth at weekends. The crossing lasts 5 1/2 hours.

● Franco-German Day

The Transport Commission of the Franco-German Chamber of Commerce met in Le Havre on May 12th, when two important papers were read, one on the Rhine-Main-Danube link and the other on Le Havre, the European port for South Germany, the Saar and Central Europe. Le Havre, said the second speaker, Mr. Galienne, honorary president of the Union Routière de France, possesses many obvious advantages, due to its geographical position and its accessibility. It is the first port reached by incoming vessels and the last on the route of those outward bound and is easily accessible to the largest ships afloat. Central and southern Germany are part of the international hinterland of the Port of Le Havre. Saarbrücken, for instance, is equidistant from Le Havre and Rotterdam.

During the day a large number of German businessmen became acquainted with the many and varied possibilities of Le Havre's port/industry zone.

services offered by Marseilles to the Near East (Eastern Mediterranean, Red Sea and Persian Gulf) have continued to increase: to the Eastern Mediterranean there are four new lines representing eighteen additional sailings, to the Red Sea there are six new lines representing sixteen additional sailings, and to the Persian Gulf there are three new lines representing ten additional sailings. To which must be added the Scandutch East-West service calling at Fos that was inaugurated in February.

These facts and figures amply confirm the necessity to push ahead with the major port construction works that are now going on at Marseilles and Fos.

IN BRIEF

● Publications

The brochure "Traffic in 1976" has just been published in a bilingual French-English version and has been distributed to our subscribers.

● PMA's Board Meeting

At its meeting on 27th May 1977, the Board of Directors of the Port of Marseilles Authority presided by Mr. Pierre TERRIN, proceeded with the election of its Vice-President and unanimously designated Mr. Paul FABRE to succeed the late and deeply regretted President DEGUIGNES.

First Vice-President of the Marseilles Chamber of Commerce and Industry, President of the Regional Committee for Expansion, member of several commissions of the Regional Social and Economic Committee, Mr. Paul FABRE has been a Director of the Port of Marseilles Authority since 1969.

A highly qualified Marine Engineer, Mr. Paul FABRE is a director of the Compagnie de Navigation Mixte and also of his family's group of businesses which includes Société Format H. Reinier.

Mr. Paul FABRE is an Officer of the Legion d'honneur, Officer of the National Order of Merit and Officer of the Mérite Maritime.

We take this opportunity of joining in the numerous congratulations which Mr. Paul FABRE will receive from all quarters on his nomination, which consecrates once again his vast experience in the economic, maritime and port world.

For the forwarder

● A new direct service from Fos to Australia and New-Zealand

The Australian Europe Containers Service (A.E.C.S.), which is represented in France by the Compagnie Générale Maritime, and which up to now served Australian ports with container ships sailing from Fos via Rotterdam, will very shortly inaugurate a direct service from Fos to Australia which will considerably reduce the present transit-time.

The voyage from Fos to Sydney will take 29 days instead of 50 days, at the average rate of one sailing every

13 days.

Four container ships with refrigerated capacity will be put on the run, making the outward and homeward journey through the Suez Canal.

The inaugural voyage on this route will be made by the "Abel Tasman" on 25th June 1977.

In addition A.E.C.S., which in the next few weeks will change its name to the Australia New-Zealand Europe Container Service (A.N.Z.E.C.S), will start in September a direct line from Fos to Australia and New-Zealand with a transit-time from Fos to Auckland of 34 days.

The four ships with large refrigerated capacity used on this route will call at Fremantle, Adelaide, Melbourne, Sydney, Newcastle and Brisbane in Australia, and a Auckland, Wellington, Lyttelton and Port Chalmers in New-Zealand.

It is expected to make one sailing from Fos every 40 days, with the inaugural voyage being made by the "Nedlloyd Houtman" on 21st September 1977.

On the homeward runs, the transit-times will be as follows:

- Ships coming from Australia will call at Fos an average of every 11 days, transit-time Sydney-Fos: 24 days.
- Ships coming from New-Zealand will call at Fos an average of every 19 days, transit-time Wellington-Fos: 37 days.

(From "Le Méridional" of 26th May).

● Marseilles leads French ports for creation of new lines

According to technical information received, twenty-nine new regular lines were started at Marseilles during 1976, against twenty at Le Havre, fifteen at Rouen, nine at Dunkirk, four at Bordeaux, and one at Nantes-St-Nazaire.

LETTER FROM

● New York (From our New-York correspondent)

MINI-BRIDGE: YES FOR CARRIERS, NO FOR PORTS?

For more than 3 years the mini-bridge has been an object of great controversy in the U.S. maritime industry and has been a source of conflict between shipping companies and port administrators.

As the latest innovation in the container transportation system, the mini-bridge concept was first put into operation in the United States by Sea Train Line in 1972. In the 5 years since then, other shipping companies have followed suit, among which American Export Lines, United States Lines, and Sealand.

The mini-bridge, or land bridge, in essence eliminates a portion of water transportation between port of origin and port of final destination by utilizing cross-country or cross-continent (as is the case for Europe) rail service.

The logic behind the mini-bridge was founded on obtaining the maximum use out of vessels that were available in 1972. It was hoped to use these ships as shuttles between major ports and at the same time provide marketing services to a broad geographic range. Mini-bridge has altered the concept of "one container, one naturally tributary port" to "one container, one optional port".

According to American proponents of the mini-bridge, it has been quite effective in the U.S. Since its inception, there is more West Coast cargo moving to Europe over Gulf

Coast and East Coast ports. There is more cargo from Japan to Europe via U.S. ports on both coasts than there would have been without the mini-bridge system. There is improved transit time of 3 days to 3 weeks by the use of the mini-bridge. Advocates of the system insist that it is here to stay.

On the other hand, the Port of New-York and New-Jersey recently estimated that well over 1 million tons of cargo was being diverted from its docks by the mini-bridge. This has resulted in a reduced work load at the port and a decrease in the number of jobs for longshoremen.

In 1968 as many as 30,000 longshoremen were working on the docks in New-York. Now, 12,000 are on the active working rolls. This is partly due to severe price competition from other expanding Atlantic and Gulf ports, but also partly to the mini-bridge. Hardest hit by this system is New-York's second largest trade route, the Far East, which accounts for nearly 27% of the cargo handled by the port. In economic terms the port losing more than 500 containers each week. Based on evidence that Far East cargo averages 25-ton per container, New-York sustains a weekly loss of 12,500 tons of freight.

The Panama Canal traffic has also been reduced from an average of 44 ships per day in 1975 to 33 today. This is due in part to the world economic slump, and the reopening of the Suez Canal, but also to the mini-bridge.

The I.L.A. (International Longshoremen's Association) which is vehemently opposed to the mini-bridge maintains that diverted cargo means diverted jobs. The Association insists that the mini-bridge was created for the interests of a few ocean carriers that had no direct Far East service through the East and Gulf Coast ports and is therefore of benefit only to them as well as to the railways used. The mini-bridge favors foreign cargo containers moving across the country at rates from 1/3 to 1/2 those charged domestic freight shippers for the same cargo.

Opponents of the system say that it is destructive to the interests of U.S. foreign commerce and the harbour industry because it threatens the stability in union-management relations which is imperative for smooth cargo operations.

The President of the ILA declared at a recent conference: "...We are committed to the legal route of defeating the mini-bridge".

The Port of New-York's director of port commerce said in an interview recently: "...if you talk about long-term trends, it isn't so good". One of the advocates of the mini-bridge system stated: "We are in mini-bridge on a profitable basis. The system for moving cargo for the customer has been improved, the shipper has gained, the consignee has gained and the importance of intermodal international trade has gained".

Two opposing views... only time will tell who has gained in the long run.

B. Friedrich

The Port of Marseilles Authority and the world

● Two important promotional meetings

The P.M.A. recently held two important promotional meetings at Paris and Lyons. The meeting at Paris was held in the Palais des Congres on 4th May. After the screening of the new P.M.A. film, President TERRIN and Port Director

BOISSEREINQ addressed the meeting of 700 people on the activities of the Port, mentioning particularly the construction of Dock 3 at Fos-St. Louis and the remodelling of the docks at Marseilles, which have been made necessary by the continued growth of general cargo traffic since the reopening of the Suez Canal. They also underlined that the maritime industrial zone of Fos was in a balanced position financially, and not all "in the red" as one reads too often in the press.

At Lyons on the 12th of May, the same two speakers attracted a large number of industrialists and transporters from the region, and again expressed the Port management's reasons for optimism: the dynamism of the traffic to the Near and Far East and the steady growth of industrial activity in the zone of Fos.

Bremen News

Bremen International

• Bremen Test Results

Bremen, 29.8.77 (BremIn). The result of a foreign (South America) and an hinterland (Bavaria) test on the service and efficiency of the Bremen ports has now been announced by Bremen's Port-Senator Brinkmann. The most common judgement of shipping companies and shippers was: 1) Full satisfaction. 2) Good, individual service. 3) Particular reliability. 4) Excellent cooperation. 5) Considerable flexibility.

• Port-work Narrowly Scrutinised

Bremen, 29.8.77 (BremIn). Here the result of four years research into the working conditions of over 2000 port-workers (approx. one-third of the port work-force) in Bremen and Bremerhaven—carried out by the Bremen university under the direction of Prof. Dr. phil. Siegfried Braun (industry and business sociology): Physical demands on the port-worker have receded, thanks to technological development, whereas nervous strain has increased with the operation of technical equipments and the marked increase in operational speed. The main strain: the high pace of work.

For instance; whilst general-cargo handling has about doubled over the last 15 years in Bremen/Bremerhaven, the number of workers has decreased in both ports by nearly 25 percent—from 8,500 to 6,500. Due to changes and improvements in handling techniques it is possible to double the output in less time: such output, however, depends upon technical knowledge/comprehension and on higher port-worker qualification. Not only will the workpace thereby be increased, but the breaks will also be shortened with the new work-routine.

The "Portworker Project" paper sums up the position: "The technical evolution thus also in the port sphere leads not to a reduction in strain on the worker, but merely to a displacement of the strain exaction".

In order to cope the better with this strain—and to contend with the higher specialistic demands—Bremen was one of the first ports to found a port-technical school, which has been training specialist port-workers since 1975.

• Large Multi-Purpose Freighters

Bremen, 12.9.77 (BremIn). The 'Eureka' for cargo-handling in sparsely equipped, or congested, ports has now been produced, being full of ideas, by one of the largest and most flexible of Europe's shipping companies, the DDG HANSA of Bremen—in the form of a fantastically thought-out multi-purpose freighter constructed for manoeuvring in all circumstances. Measured in terms of significance that this shipbuilding construction will have on future development, one could also refer to it as the 'HANSA-Eureka'. The end of the container and ro-ro specialist-ship boom in the foreseeable future is visualised in international shipping and port circles, who are laying odds on the most flexible of multi-purpose freighters (one could almost say 'many-purpose' freighters) such as has just been produced by the Bremen DDG HANSA, with its four new HANSA-ships. The 195 m-long, 27 m-beam and 17.6 m-high combined roll-on-roll-off container ships, having 8.50 m-draught and 19.6 knot speed are equipped with a new, highly interesting stern-ramp construction so that the ship can just as well load and discharge from the stern as from either side—and thereby also only requires a 35-metre length of quayage. The Deutsche MacGregor GmbH, of Bremen are the builders of such original, slewing stern-ramps, having a total of 160 tons. This, when the ramp is run out, enables direct ro-ro traffic to operate even at traditional-type quays, regardless as to which side the ship is to the quay. A third loading/discharging possibility is per ship-direction (as previously). Two 80-ton load-trailers can simultaneously drive over the 7-metre-wide ramp in opposite directions. The ramp can adapt to a 4-degree heeling of the ship to both sides. This permits an acceptable inclination-angle, to the horizontal, of 8 degrees—so that the ramp can still be driven upon, even with the quay-wall being 2.1 metres above, or 4 m below, the swivelling point of the ramp at the aft end of the 2nd (trailer) deck. This swivel-loading equipment mainly consists of the three-part ramp, a turn-table (installed at the stern of the vessel) and two main hydro-winchs. The stern ramps can—within the swivel-range of 66 degrees (33 to port, 33 to starboard)—be positioned on the quay-wall at any desired interposition. The three-part ramp can also be clapped together and utilised as a small ramp. Two identical control-pedestals, on the port and starboard sides from which, according to choice, all ramp-manoeuvres can be effected with only two levers, ensure good visibility and ease of handling. The 14,300 tdw freighters have a trackage length for the rolling cargo of 2,200 metres, for a total of 180 40-foot trailers. The container capacity encompasses 516 units (on a 20'-basis). Where required, additional trailers can be carried on deck in lieu of containers. The new HANSA-Freighters will be engaged on the route from Bremerhaven to Antwerp, Barcelona, Marseilles, Genoa, Port Said, Djedda, Damman, Kuwait and Bandar Abbas and Dubai. It is generally expected that further such, or similar, multi-purpose freighters will be employed. Bremen and Bremerhaven port constructors are already adapting themselves to this possibility.

• Bremen Advocating Trade with Southeast Asia

Bremen, 26.9.77 (BremIn). The Bremen Minister for

(Continued on next page bottom)

Hamburg to Host First International Congress on Liquid Chemicals Shipping

News Release from The Representative of the Free and Hanseatic City of Hamburg

Tokyo, September 30, 1977:—The first international congress on marine transport of liquid chemical "MariChem '77," is slated to be held in Hamburg Oct. 11 through 13, it was recently announced by Information Bureau of the city. The delegates will include more than 600 representative of the chemical and petrochemical industries, tanker shipping companies, tank depot firms and manufacturers of storage tanks.

In conjunction with the congress there will be an exhibition with the participation of 80 firms, both German and foreign. Both "MariChem '77" and the exhibition are to be held in the Congress Center Hamburg.

During "MariChem '77," papers will be presented on various aspects of shipping and storing liquid chemicals. The papers are to be presented by representatives of shipping firms, shipbuilders, tank storage firms, port officials and safety experts.

Hamburg's port reports that last year it handled more than 53 million tons of cargo including some 2 million tons of crude oil and crude oil products, some 230,000 tons of edible oil and 1.1 million tons of other liquid goods.

Hamburg port officials say that in the first half of 1977, of the more than 26 million tons of marine cargo handled at the port, about one half was in the category of "dangerous cargo." Among these were crude oil, crude oil products, liquid chemicals and alcohol.

The liquid cargo, almost all of which is inflammable, is handled at special tanker piers and adjacent tank depots. In

the depot, groups of special tanks are installed for the storage of specific liquid cargo such as crude oil, benzene, fuel oil, phenol, cresol, fatty acids, acids, lyes and alcohol. Highly sensitive items are stored in high-grade steel containers. Liquids having high solidifying temperatures are heated to more than 100°C and brought to a fluid state for transfer via pipelines to special rail and road transport vehicles. Officials say that there has not been a single accident at the port in the handling of the dangerous cargo.



One of the nine private tank depots for the interim storage of dangerous liquid cargoes is that belonging to Hansamatex in Hamburg (our photo). Product and chemical tankers with draughts of as much as twelve metres can berth at the

(Continued from page 46)

Economic Affairs and Foreign Trade, Dieter Tiedemann, will lead an economic and trade delegation to Southeast Asia in October 1977. Tiedemann will be taking this opportunity to increase Bremen foreign and economic trade ties with Southeast Asia, with the aim of turning the present unilateral import-trade into one of commodity interchange, including industrial semi-finished and finished articles from the ASEAN-countries. A widening of mutual foreign trading appears necessary, consequent upon the protectionist importation policy of the European Economic Community decreasing still further the Southeast Asia share of the European market. As one of the biggest raw-commodity handling locations, Bremen has always maintained close ties with Southeast Asia. In this respect Senator Tiedemann calls attention to the successful partnership cooperation over the past 18 years between Bremen and Indonesia in the sphere of tobacco marketing, which has resulted meantime in a turnover of some DM 2.5 milliards.

Senator Tiedemann will be accompanied by his two State-Secretaries—Dr. Udo Kapust and Dr. Friedrich Hennemann; the board member of Europe's largest port operating company, BLG—Heinz Götz; as well as representatives of the Bremen Chamber of Commerce, Dr. Carl von

Schröder and Dr. Alexander Fischer, whilst attending the Bremen economic-affairs and port days in Djakarta (Hotel Indonesia) from the 4th to 7th October 1977, in Singapore (Mandarin Hotel) on the 10th and 11th October and in Kuala Lumpur (Regent of Kuala Lumpur) from the 12th to 14th October.

• First Port Management Seminar in Djakarta

Bremen is offering to its Southeast Asian partners, special experience, simultaneously, in the fields of: maritime economics; port-organisation; and deepsea-fishery and fishery-economics. An initial Seminar on Port-Management will be held in Djakarta from the 6th to 13th October 1977—organised by the Institute of Shipping Economics of Bremen and financed by both the Federal German and the Bremen (Senate) State governments. During this seven-day exchange of experience there will, in addition to Indonesian lecturers and experts, be on the German side: the Director, since 1971, of the Bremen Institute of Shipping Economics, Dr. Hans Ludwig Beth; Managing-Director, since 1968, of the Bremer Lagerhaus Gesellschaft, Dr. Rolf Stuchtey, the Director of the largest German Container Terminal, Capt. Otto van Dyk, plus additional experts in port-planning and shipping-economics.

depot's four wharves, and up to six lots of different goods can simultaneously be pressed into tanks corresponding with the nature of the cargo by way of special piping systems, or conversely can be loaded into the vessels.

For this purpose 332 tanks with contents ranging from 50 to 25,000 cubic metres and a capacity of 816,000 cubic metres are available. About a fifth of the capacity is taken up by food oils, molasses and similar products, the rest by dangerous liquids (which, incidentally, include wines and spirits. Further transports to Hamburg proceeding firms or others farther afield is mainly carried out by road and rail, but also by way of inland tank shipping space.

Communications

Amsterdam, July 1977 (Haven Amsterdam: View Over The Harbour):—It is said that a number of European financial institutions improved their fortunes when a series of carrier pigeons relayed the news of Wellington's victory at Waterloo to London. Communications today is a much more sophisticated matter and it goes without saying that carrier pigeons simply will not do.

Even with the advent of radio, the telephone and telex—later aided by satellites—there is room for improvement, particularly in the shipping world. For example, an Owner in Hong Kong may want to pass on a telex message to 35 or so of his correspondents in Europe. But with the best telex room in the world, it can take hours for several operators to reach all of these correspondents. Costs—aside from staffing the telex room 24 hours a day—can be astronomical.

These high communications costs can be reduced now thanks to the resourcefulness of an Amsterdam area firm, K.V.S.A. of IJmuiden, which has developed a unique brokers telex service, whereby one confidential telex is sent to a K.V.S.A. message switching computer and thence simultaneously sent on to a selected list of correspondents.

Confidentiality is the keynote of this communications system and the service is the latest development of a firm which traces its communications experience back 150 years.

The people of the Amsterdam area have always been known for their ingenuity. Radio Holland—which has a radio officer aboard most Dutch flag carriers—is another Amsterdam firm active in the communications field. Radio Holland itself is responsible for many of the innovations in communications at sea over the years.

The Queensland Pacific 1000

Brisbane, Queensland, Australia, 25.8.77 (Press Statement by the Hon. A.M. Hodges M.L.A. Minister for Tourism and Marine Services):—Competitors in the Pacific 1000 Offshore Powerboat Classic will be racing for prize-money totalling \$23,000.

The race from Cairns to Southport will be the highlight of Tourist Development Week in Queensland this year.

The event is due to start at Cairns on Monday October 10 and finish at Southport about noon on Saturday October 15.

During the week the boats, including some of the fastest in Australia, will race point to point with overnight and/or fuelling stops at Townsville, Shute Harbour, Mackay, Rosslyn Bay, Bundaberg, Hervey Bay, Tin Can Bay and Mooloolaba.

The Minister for Tourism, Mr. Hodges said today the race would be the richest of its kind ever staged in Australia and would be the basis of the biggest tourist promotion ever undertaken in Queensland.

Mr. Hodges said the event was being organised by the Moreton Bay Boat Club with the assistance of boating organisations along the whole of the coastline.

A fleet estimated at 200 volunteer vessels had been marshalled to take part in course-marking and search and rescue operations.

Tourist Developers and other local organisations were planning a series of complimentary events to coincide with the race.

"A rolling carnival will follow the race down the coast," Mr. Hodges said.

Competitors in the race, the second longest event of its type in the world would race in three classes.

Class winners would receive \$2,500 with \$1,500 for second and \$1,000 for third. In addition, each other entry to finish the course under its own power would receive \$200.

Mr. Hodges said this prize-money was being guaranteed by the Queensland Government Tourist Bureau which was sponsoring the event.

The outright winner would receive a further \$2,500, donated by Golden Fleece Petroleum and second outright would win \$500, a special prize provided by the Queensland Hotels Association.

Mr. Hodges said he had been heartened by the tremendous level of support the race had received along the whole of the coastline.

The tourist and marine industries were backing the event to the hilt in a co-operative effort unmatched in the past.

Mr. Hodges said the Pacific 1000 would focus world attention on Queensland and its unrivalled coastal tourist attractions.

Progress on Fisherman Islands

Brisbane, Australia, September 28, 1977 (Port of Brisbane Authority News Bulletin):—The Port of Brisbane Authority has accepted a tender worth \$4,179,300 for the dredging of the container terminal berths at Fisherman Islands.

The contract has been awarded to Dredec Pty Ltd. of Sydney.

It is the third major contract awarded by the Authority in connection with the development of port facilities on Fisherman Islands.

The berths will be dredged to a depth of 12.2 metres (low water) at this stage.

General Manager of the Port of Brisbane Authority (Mr. F.M. Wilson) said 1,070,000 cubic metres from the berths' site would be pumped up on to the islands for reclamation and pre-loading, making an additional 20 ha. available for development of shore facilities.

Included in the contract is the construction of a rock-fill embankment 600 metres in length to stabilise the shore line.

Mr. Wilson said the dredging work was programmed to start in late November and would be finished by the end of April, 1978.

He said other major contracts let this year were to Thiess Bros. Pty Ltd. (for construction of the access causeway,) about \$4¼ million and to Evans Deakin Industries Limited (for supply of two wharf side container cranes,) about \$5 million.

The first container wharf on the Fisherman Islands, located at the mouth of the Brisbane River, is due to be operational in March, 1979.

Co-ordinated Effort Solves Port Problems

Editorial in "Port of Melbourne Quarterly"
April-June 1977

The Port of Melbourne has within its total operation a unique organisation known as the Cargo Facilitation Committee, which is wholly committed to solving any problem associated with the smooth and continuous movement of cargo through the port.

The Committee held its first meeting on the 7th March, 1974 during the height of the Import boom which, severely congested the Port of Melbourne, as shipowners' chartered additional ships to meet the demand for the large influx of Import cargoes by Australian importers anxious to cash in on the bonanza.

From its inception the Committee's main objective was to break down the trouble areas in the whole cargo delivery problem in the Port of Melbourne and the barriers between individual groups.

Its first task was to hear submissions from various organisations vitally concerned in the business of moving cargo through the Port and after due deliberations arrived at decisions which went a long way towards freeing the cargo jam in the Port of Melbourne, triggered by the Australian Government's decision to lower Tariffs in 1973, and the revaluation of the Australian dollar.

It is considered that for our many readers the Decision of the committee is worth publishing verbatim "Act along the lines that there were to be no recriminations between areas of responsibility, but that all problems would be frankly discussed".

To appreciate to the full the tremendous cargo growth between February, 1973, and March, 1974, which faced the Committee is best illustrated by a perusal of the container traffic throughput which inundated the Port during the

above period.

The number of FCL containers remaining in the Terminals after "free time" had elapsed had grown from 26% to 65%, and in the case of LCL containers, the figures had risen from 5.6% to a staggering 99.3%.

In the area of conventional cargo the problems were just as severe. Among the most serious hurdles which had to be dealt with were:—

Serious berth congestion.

Road transport services taxed to the utmost due to delays in obtaining new vehicles, a lack of drivers and delays to existing vehicles.

Rail services encountered problems with shortage of rolling stock as well as personnel.

Documentation problems also were considerable contributors to the delays in moving containers and their contents through Terminals and Depots.

Under the Chairmanship of Captain I. Macfarlan, Harbor Master of the Port of Melbourne, and the committee consisting of representatives from Chamber of Shipping, Chamber of Commerce, Container Terminals, Container Depots, H.M. Customs, Victorian Railways, Victorian Road Transport Association, Melbourne Harbor Trust, Master Stevedores, Quarantine Department, Tallying Contractors and Customs Agents discussed the various problems and implemented the decisions taken to solve these matters.

The track record of the Committee in restoring cargo throughput through the Port is history.

However, its members are not content to rest on their laurels. They continue to meet every month, investigate any area of difficulty in the Port, and solve problems with great success.



The 13,155 GRT vessel ss "Illionis" of States Steamship Co. U.S.A. arrived at the PSA wharves on her maiden voyage from United States recently.

The 208.47 m Roll-on/Roll-off vessel was in Singapore to load some 600 tonnes of bundles of timber, palletised rubber crates of plywood and unpacked yachts for destinations at Pacific North West of the U.S.A.

Picture shows Mr. Choo Wee Liang, Traffic Manager (Keppel Wharves), PSA presenting a commemorative gift to the Master of ss "Illionis", Capt Everett E Stafstrom at a ceremony to mark the occasion. On the extreme left is Mr. Andy Ong, representative of the local agents.

Hobson's Bay and River Yarra under Environmental Study

Melbourne, Australia (Melbourne Harbor Trust Port Gazette, Winter, 1977):—Work is well advanced on a \$500,000 study into the possible affects on the marine environment of Hobson's Bay and the River Yarra of the proposed development of No. 6 Berth, Webb Dock.

The Commissioners have appointed the University of Melbourne, Centre for Environmental Studies as principal consultants for the study at an estimated cost of \$323,207. In addition the Trust is spending a further \$182,000 on associated back up works and other consultant advice. (See Chapter II.)

Chapter I.

The Centre has formed a full time specialist study team of ten people to work on the project and has appointed Dr. John Hinwood from Monash University to lead the study team.

The work is being conducted in two phases. Phase 1, completed in January, 1977, catalogued and critically reviewed all available data on Hobson's Bay and its estuaries. Data was collected from many sources including the Trust, State Electricity Commission, the Melbourne and Metropolitan Board of Works, the Ports and Harbors Division of the Public Works Department, the Fisheries and Wildlife Division of the Ministry for Conservation and the Environment Protection Authority.

Following a close and careful study of this data a schedule for Phase 11 of the study was mapped out. Work started on this phase in March and will include measurement of the following parameters:

- Meteorological variables, wind speed and direction, air temperatures, air pressures.
- Hydrodynamic variables, water movement, tides, waves heights, drift of floats and other tracers.
- Sand movements throughout the Bay and adjacent beaches.
- The composition of the different biological communities and their distribution within the Bay.

Data collected from these surveys will be used to establish a baseline against which any future change will be measured. All data will be collated and analysed by the Centre's EDP personnel using statistical programs and mathematical models. It is expected that this information will provide a sound basis for predicting the likely effects of future construction in the area.

The Phase 11 program calls for a program of continuous current metering to be carried out over a period of 13 months. In March this year Melbourne Harbor Trust diving personnel from the Port Emergency Service placed four continuous recording current meters at strategic locations on the bottom of Hobson's Bay. These are serviced each week by the Trust diving teams.

Since the introduction of the meters, consulting Marine Biologist Mrs. Jan Watson and a team of assistants have collected biological samples from piles in the Webb Dock area and also from the bottom of Hobson's Bay itself and are at present cataloguing and identifying the various species found.

In addition to the regular weekly data collection the Phase 11 program calls for a number of intensive data collection phases to be carried out during the year. The first of these took place over the three days 1st to 3rd of June and during that time the Trust and Centre personnel involved in the project worked non-stop for 13 hours each day. The study team was supplemented during this time by the addition of an extra 30 personnel recruited from the Universities' Engineering School. Six stations were manned in Hobson's Bay together with locations in the Yarra mouth and also on bridges over both the Yarra and the Maribyrnong Rivers. Parameters measured included current speed and direction, water temperature, salinity and dissolved oxygen content. In addition the intensive study also involved the tracking of dye concentrations by light aircraft.

Beach profiles at Sandridge beach have been taken by University personnel concurrently with soundings taken off the beach by the Trust's hydrographic surveyors, as the first step in determining the sedimentary drift at the above mentioned beach.

As part of the Phase 11 study Professor Slotta, Professor of Civil Engineering and Director of Ocean Engineering Research and Development at Oregon State University has been engaged to do a side-scan sonar survey of Hobson's Bay and the River Yarra mouth. The survey is expected to give a detailed perspective picture of the bottom of Hobson's Bay and should prove useful in correlating data.

Field studies are expected to continue until June 1978 and will include a creel census—a census of fish caught by amateur fishermen in Hobson's Bay.

On completion of the field study a three month analysis and writing up period will be carried out, followed by a report in September 1978.

Chapter II. PES Acquires "Shark Cat"

A new "weapon" has been acquired by the Port Emergency Service and will compliment the already formidable range of back-up equipment maintained by the Trust to ensure that the Port of Melbourne retains its well earned reputation as one of the world's safest ports.

The new addition is a 7 metre "Shark Cat" type vessel named "Vanguard", which will operate within Trust territorial waters in a number of roles including:—

- Undertaking Rescue and Emergency calls.
- Initial Bay Fire attendance.
- Oil Pollution investigation and control clean up.
- Channel and River Patrol.
- Supplementary Diving work.
- General work duties, including laying of oil booms, etc.

Careful consideration of a wide range of designs particularly standard vessels was undertaken before the "Shark Cat" manufactured by C.O. and B.R. Harris of Queensland was selected, because it filled the role required by the P.E.S.

(Continued on next page bottom)

Record Trade Through the Ports of N.S.W.

Sydney, Australia, 15th August, 1977 (The Maritime Services Board of N.S.W.):—The total trade handled through the Ports of New South Wales during 1976/77 reached the record level of 68 350 349 tonnes, and this was more than 4.3 million tonnes greater than 1975/76.

This was stated in Sydney today by Mr. J.M. Wallace, President of The Maritime Services Board of N.S.W.

Mr. Wallace said "The previous highest total trade through N.S.W. ports was in 1974/75, when, due to tariff reductions and revaluation of the Australian dollar, imports of consumer goods increased substantially, and the cargo tonnage through the ports of the State reached 66 590 989 tonnes."

It was pointed out by Mr. Wallace that the economic downturn in cargo throughput, first evident in early 1975, persisted throughout 1975/76, but increased imports through Sydney Ports (Port Jackson and Botany Bay) and higher exports through Sydney Ports, Newcastle, Port Kembla and Twofold Bay during 1976/77 counteracted the downward trend of raw materials imports for the steel-making industry at Newcastle and Port Kembla, giving a net surplus of 1 759 360 tonnes over the previous record tonnage in 1974/75, 66 590 989 tonnes.

All of the major ports—Sydney Ports, Newcastle and Port Kembla—as well as two of the four smaller trading Ports of the State (Clarence River and Twofold Bay) had

increased trade compared with last year, confirmed Mr. Wallace. All-time record figures were set for Sydney Ports, Port Kembla, Clarence River and Twofold Bay.

Mr. Wallace also said "A feature of the record trade of 32 857 220 tonnes through Sydney Ports was the resurgence in oversea imports, particularly in machinery and motor vehicles and parts, both of which rose markedly on their 1974/75 boom-year figures. A 46% increase in wheat exports to 1.615 m tonnes, and a 25% increase in wool exports (296 060 bales) contributed to Sydney Ports' record export of almost 12.9 m tonnes, over 1.1 m tonnes better than the 1974/75 previous highest total."

"It was inevitable that imports would fall at Newcastle and Port Kembla, where raw materials for the steel-making industry comprise the major incoming goods. Four of B.H.P.'s twelve blast furnaces around Australia are now out of action, and three of them are in New South Wales, the No. 2 blast furnace at Newcastle with an annual capacity of 450 000 tonnes of iron, and the No. 1 and No. 3 blast furnaces at Port Kembla with annual capacities respectively of 350 000 and 950 000 tonnes."

"Newcastle's imports were only marginally affected overall, down just over 113 000 tonnes to 5 683 905 tonnes", Mr. Wallace said.

"Newcastle's oversea coal exports improved slightly to 8.225 m tonnes, and wheat soared to an all-time high of

(Continued from page 50)

In addition the Trust received excellent recommendations of the "Shark Cat's" capabilities from such organisations as the Department of Fisheries and Wild Life; Department of Transport Air Sea Rescue; R.A.A.F. and the Water Police Departments.

Several demonstrations and tests undertaken by the P.E.S., proved convincingly the vessel's ability to meet the needs of the Service.

Commissioned early in June, the vessel has a fibreglass reinforced plastic hull and is powered by twin 115 horsepower power-tilt outboard motors with stainless steel fuel tanks which have a total capacity of 450 litres.

Due to its peculiar design, the vessel can maintain high speeds in waters with wave heights in excess of one metre.

A high wooded craft with extraordinary depth in the two hulls of her catamaran design, her main deck is at least one foot above water, while her self draining cockpit and large scuppers at the rear of the deck, allow it to be drained completely of water in a matter of seconds even if the craft is completely waterlogged.

The real secret of the catamaran hull is the depth of the side sponsons, which lift the vessel out of the waves while working in rough water.

In a seaway with waters over four feet high the "Shark Cat" planes with the two sponsons turning an inner wave along through the tunnel and as she lifts out of the wave and comes down into the water, air is compressed through the tunnel over other waves, thus eliminating the jarring crash of re-entering into the water.

For her normal everyday port duties the vessel is fitted with the basic minimum requirements of equipment needed to handle immediate emergencies, including diving sets, portable extinguishers, resuscitation and first aid as well as basic rescue kits.

The flat deck cockpit area, in excess of eight square metres allows the vessel to carry additional portable fire pumps and ancillary fire fighting equipment if needed.

The "Vanguard" is also fitted with a Melbourne Harbor Trust Frequency radio and I.M.M. V.H.F., frequency radio, which permits communication to be maintained with the Trust, as well as other seagoing vessels.

The vessel will be manned 24 hours a day by four men from the P.E.S., who will be provided with safety helmets and "Therma-Float" buoyancy jackets for use in the open waters of the Port. All seats have been fitted with safety belts.

In order that she may be clearly visible while carrying out search and rescue operations the "Vanguard" has been painted in bright orange and yellow colours.

The "Vanguard" is expected to become a familiar sight in Trust waters as she performs her extensive duties, most important being the detection of oil spillages. The vessel will also police Trust Regulations concerning speed limitations and channel obstructions involving small pleasure craft.

The "Shark Cat" big, tough and capable of tackling rough waters, will not win any awards for beauty and grace of lines, it was not chosen for its beauty but for its performance, which the Trust is confident will be an asset in carrying out the many duties required of it.

1 257 951 tonnes. Exports of iron and steel climbed to a record 477 499 tonnes in the overseas trade, but domestic exports dropped almost half to 110 385 tonnes. An improvement of almost 600 000 tonnes showed in New-castle's export turnover of 11 378 170 tonnes."

"Port Kembla's imports slumped to 8 182 943 tonnes, slightly under one million tonnes below 1975/76. Ironstone from Western Australia dropped over 800 000 tonnes and limestone from Japan over 200 000 tonnes," added Mr. Wallace.

"Port Kembla's coal-handling potential continues to improve; this year's overseas exports of 5 284 806 tonnes showed an almost 36% increase on the 1975/76 previous best of 3 890 265 tonnes. Iron and steel overseas exports rose slightly from 1.257 m tonnes to 1.329 m tonnes, but coke to overseas and interstate destinations dropped from 741 062 tonnes to 513 044 tonnes. Overall, Port Kembla improved over 1.1 m tonnes on their previous best export throughput to 8 488 540 tonnes."

Mr. Wallace also stated "An improved export flow of sugar and molasses from Clarence River saw 79 185 tonnes achieved, more than double the 1975/76 figures of 35 526 tonnes. Twofold Bay set a new performance target, due to exports to Japan of 1 326 930 manifest tonnes of wood-chips."

"The combined trade of the four Outports (Richmond River, Clarence River, Trial Bay and Twofold Bay) increased from 1 343 612 tonnes to 1 759 567 tonnes."

" PAF Talanoa "

Suva, Fiji (July 1977 issue of "PAF Talanoa", The Official Newsletter of the Ports Authority of Fiji):—

• Ports Remain Open

The strike of dockworkers is on despite a Government order that the men should go back to work while their pay dispute with the Ports Authority of Fiji is settled by compulsory arbitration.

There was a defiant reaction from the dockworkers on Tuesday after Minister for Labour, Ratu David Toganivalu, declared the strike they started at 8 a.m. to be illegal.

The industrial adviser of the Fiji Waterside Workers and Seamen's Union, Mr. Taniela Veitata told the Fiji Times: "We will continue the strike and will not go to this compulsory arbitration."

PAF sent a letter to the union late on Tuesday, July 5, asking it to instruct its members to report for work on Wednesday, July 6.

In a statement issued by the PAF it said it expressed regret about the strike and said it was disappointed the union had begun it without fully exhausting all avenues to reach a solution.

PAF said it was confident an agreement could have been reached through the Prime Minister's tripartite committee.

Ratu David said the PAF would use an emergency plan to keep all ports open.

The PAF statement said normal cargo deliveries from Suva and Lautoka warehouses continued on Tuesday, July 5 despite the strike.

• PAF Stevedoring in Suva is one year old

Twelve months ago the PAF Board Chairman's directive

that all stevedoring of vessels in Suva became a PAF responsibility, was carried out.

Twenty two overseers and supervisors took over six commercial companies separate operations and merged them into a single action.

Manager for Labour, Mr. Henry Jones, handpicked his men and changed the system of individual stevedoring on the wharves.

Since July 1, 1976, ship's mates, shipping agents, chief officers and general importers have complimented us on the success of our operators.

But the port did not stop there, new forklift trucks have arrived, lower charges have been levied, and an overall smoother operation evolved.

Supervisors and overseers are talented men and are trained as an all-purpose team in case of emergency.

The overseer can be a driver, winchman, cargo officer, logger, even a labourer when he wears a PAF Khaki uniform.

When the PAD line vessels arrive with their double twin steering cabins, you may even see two khaki uniformed men in the driving seats.

A change for the better came about 12 months ago today and all those concerned in the stevedoring operations are to be congratulated for their hard work.

This has resulted in the success of PAF.

Ports Authority of Fiji

Suva, Fiji, 18 August 1977:

1. Two-Shift System

On Monday, 22 August 1977, PAF will implement the two-shift system in the ports of Suva, Lautoka and Levuka as recommended by the Arbitration Tribunal. The new shift hours are:

First shift: 0800 to 1900 hours
Second shift: 1900 to 0600 hours

The Fiji Waterside Workers & Seamen's Union, Shipping Companies, Chambers of Commerce, Customs House Agents, Banks, FECA, Commissioner of Police, Comptroller of Customs, Director of Marine and others concerned have been notified.

2. Increase in Dockworkers' Wages

(a) In accordance with the Tribunal's awards the new wage rates for ordinary dockworkers are:

	Per Hour
Registered Permanent Workers	\$1.32
Registered Relief Workers	1.20
Casual Workers (overseas ships)	1.39

(b) To cover the cost of a Mechanisation Allowance of \$4 per permanent worker per week and 75 cents per casual worker per ship, the Container Levy will be increased from \$1 to \$1.50 per tonne and Pallet Levy from 30 cents to 50 cents per tonne.

(c) The idle-time levy to cover guaranteed wages of the permanent dockworkers will be computed at 195% of total cost of wages instead of 235% of basic rate as was the case before.

(d) The new charges will increase stevedoring costs by

about \$1.00 per tonne or 13%.

- (e) The new wage rates and mechanisation allowances will be effective from 1 July 1977. Dockworkers employed by PAF will be paid their arrears before the end of August 1977.
- (f) The new charges account shipping companies will be levied against vessels arrived after June 1977.

3. Stevedoring Costs

- (a) In previous years when stevedoring was operated by private companies, the average cost per tonne in Suva was:

Year	Cost Per Tonne
1972	\$ 5.00
1973	6.50
1974	7.50
1975	10.00
1976 (up to 30 June)	10.50

- (b) From 1 July 1976 after the Ports Authority of Fiji took over stevedoring the average cost per tonne was reduced to \$9.50. Appended below are sample cost figures in respect of the different types of operations:

	Present Average Cost Per Tonne	Approx. % age Increase	Average Increase Per Tonne
Conventional Break-bulk ships	\$9.50	13	\$1.23
Palletised Cargo Ships	7.50	14	0.75
Ro-ro/Combo Ships	6.00	14	0.84
Full Container Ships	6.50	15	0.97

4. Princes Wharf, Suva

After discussion and agreement reached with the Fiji Waterside Workers and Seamen's Union and the Fiji Inter-Island Shipowners Association, with effect from Monday, 22 August 1977, only Registered Relief Workers will be ordered by local vessels from the Ports Authority. After the RRRW Pool is exhausted, local vessels will employ and pay for casual labour direct. The employment of RRRW's will take precedence over casual labour. Local vessels will supervise their own loading and discharging operations.

5. Retirement Benefits and Amenities

- (a) Talks will commence with the Fiji Waterside Workers & Seamen's Union shortly on retirement benefits.
- (b) The Training Section of PAF together with FNTC is looking into the introduction of proper training programmes to improve the skills of the dockworkers.
- (c) Canteen facilities for the dockworkers at Kings Wharf will be up-graded. The provision of other amenities to enhance the welfare of the workers and to bring about greater efficiency and productivity at the wharves will be considered.

Air Block Fenders Ordered

Tokyo, August 30, 1977 (Yokohama Rubber News Release):—Japan's Ministry of Transport recently placed an order with The Yokohama Rubber Co., Ltd. for fifty-four Air Block Fenders (ABF), for installation at Onahama Port, a major Pacific Ocean port in Fukushima Prefecture, Japan.



The ABF's will be used on Wharf Number Seven which is now under construction as part of the Ministry of Transport's five-year port expansion project.

Yokohama will supply seventeen 0.9 mH × 1.2 mφ and thirty-seven 1.0 mH × 1.33φ fenders, which are scheduled to be installed from October through early next year. This will be the largest installation of ABF's at one public quay to date. When the wharf is completed, it will have one berth 7.5 meters deep and two berths 10 meters deep. Total length of the wharf will be 500 meters. The facility will be able to accommodate vessels from 5,000 DWT to 15,000 DWT.

Applying technology gained from developing its floating pneumatic rubber fenders, which are now used on ships and in ports around the world, Yokohama developed the ABF as a fender which can be attached directly to the walls of a quay. Shortly after the ABF's development, they were installed at Onahama Port's Number Three Wharf, where the following features of these fenders gained considerable recognition.

First, the high energy absorption and low reaction force of the fenders give excellent protection to the walls of the wharf and reduce the need for a heavily constructed quay.

Second, low contact pressure and unified contact area make moored ships less vulnerable in strong currents, waves or winds.

Third, the cushion of air inside the fenders makes it possible for ships to safely enter the berth from any angle.

Fourth, elastic property of the air in the fender helps to prevent cracking and tearing of the rubber and puts minimal pressure on the bolts which fasten the fenders to the quay.

Finally, the fenders are sealed so the air pressure inside remains constant at all times. The result is that at any time, under any conditions, the same excellent performance is guaranteed.

Wellington Harbour Board Chairman's Annual Address

From Annual Report and Accounts for Year ended September 30 1976

Wellington, New Zealand, November, 1976:—The Members of the Wellington Harbour Board.

I have pleasure in reviewing the operations of the Board for its 97th year, which ended on 30 September 1976.

Shipping arrivals for the year totalled 7,624,252 net register tons, an increase of 378,743 tons or 5.2% on last year's figure of 7,245,509 tons.

The manifest tonnage of cargo passing through the port totalled 5,506,685 tons which is an increase of 66,679 tons or 1.2% on last year's tonnage of 5,440,006 tons. The principal increases were in general cargo outward to other Overseas ports which increased by 99,232 tons (42.5%), wool and skins by 38,687 tons (44.4%) and oils in bulk by 54,240 tons (5.4%). Decreases were recorded in general cargo inward from Coastal, Australian and other Overseas ports which decreased by 109,868 tons (5.1%), general cargo outward to Coastal ports by 48,754 tons (3.1%), coal by 3,655 tons (39.2%), cement in bulk by 7,252 tons (5.9%), molasses in bulk by 918 tons (29.4%), bitumen in bulk by 3,587 tons (28.3%) and timber by 237 tons (2.7%).

The Annual Accounts which will come formally before the Board in March next after completion of the Government Audit, show a balance of \$190,286 in the Working Account as compared with \$593,331 last year. However, after meeting loan repayments, payments to Sinking Funds and contributions to Special Funds, there was a deficit of \$464,073 in the Appropriation Account compared with a surplus of \$97,854 last year.

Income rose to \$9,999,709 (last year \$9,305,422) due to the steady level of trade during the first half of the year and an increase in the Board's charges from 1 April 1976, resulting in a record in revenue being set.

Working expenditure increased to \$6,320,586 (last year \$5,744,671) mainly due to increases in salaries and wages and greater activity through the commencement of the second container crane and the rail transfer crane at the Thorndon Container Terminal. Expenditure on repairs and maintenance \$1,070,557 (last year \$969,618) again reflects the escalation in the cost of wages, materials and services facing the Board. Although the increase of \$100,939 compares favourably with the previous year's increase of \$114,278 it was the result of some maintenance being deferred because of the financial climate.

Interest increased by \$234,123 to \$1,617,835 which was the result of further borrowing necessary to finance the Container Terminal and other major assets. Depreciation charged in the Working Account rose by \$186,355 because of the increase in major depreciable assets (e.g. cranes, tugs, forklifts). Payments to Sinking Funds and loan repayments also increased significantly to \$517,037 or by \$43,282 thus overall loan standing charges increased from \$1,857,467 to \$2,134,872 or by \$277,405.

The Board's total wages and salaries inclusive of capital works was \$6,468,907 compared with \$5,882,454 last year.

Loan money raised during the year amounted to \$10,050,206. Loan liability increased from \$26,373,008 to \$35,964,888 of which \$12,363,868 is repayable on a table basis and \$23,601,020 by the Sinking fund method. Sinking funds now held amount to \$1,795,331.

Capital expenditure totalled \$6,099,886 of which \$5,707,449 was provided from loan money and the balance \$392,437 from revenue sources. The principal items of capital expenditure for the year were:

Thorndon Wharf Development	\$3,786,563
Second Container Crane progress payments	\$ 756,837
Harbour Tug progress payments	\$ 659,856
Seaview Wharf Development	\$ 442,486
Lambton Harbour Development	\$ 81,216
Purchase of Hydraulic Mobile Crane	\$ 73,980

It was necessary during the period to apply to the New Zealand Ports Authority and the Local Authorities Loans Board for further amounts to cover escalation costs of \$860,000 at the Thorndon Container Terminal, \$306,000 for the second Container Crane and \$420,000 for the Seaview Wharf Development.

During the year under review alterations to Shed 22 to provide enlarged ancillary services for the Union Steam Ship's Company's roll-on/roll-off terminal were completed. A block of 14 boat sheds was built at Evans Bay Boat Harbour and a new office building and amenity building were completed at Burnham Wharf. The contract for the construction of the approach and wharf for the new Seaview Wharf project was completed and associated works to final completion of the project are proceeding. At the Thorndon Container Terminal Development a further 8.86 acres of open stacking area and a new Break Bulk Depot (Shed 37) of 100,000 square feet were completed.

Work has continued on the reclaiming of the 8 acre 8th Extension at the Thorndon Container Terminal and following receipt of loan sanction for the 10 acre 9th Extension in February the reclaiming of this area was commenced. Work is continuing on paving the remaining uncompleted 5 acres within the originally reclaimed area. A contract has been let for an administration and amenities building estimated to cost approximately \$1,000,000 and at the end of the period under review the contract was 40% completed.

The lack of finance available locally for continuing development became very serious early in 1976. However, through Government action in arranging an overseas loan for New Zealand container ports development we were enabled to draw on \$8.2 m ensuring our programme of works was able to continue.

The application in March 1975 to the New Zealand Ports Authority for the purchase of a 3rd container crane was approved in October 1975 following which renewed application was made to the Loans Board for sanction to borrow \$2.5 m. Notwithstanding strenuous representations to the Government with the support of the container lines, the Chamber of Commerce and the Post Users Committee loan sanction had not been granted by the end of the year

under review. This regrettable delay will increase the cost of ultimate acquisition and will result in ship delays through 1977 and until a 3rd crane can be provided.

In pursuance of Board policy to become a planning authority the Board support the proposal put forward by the Ministry of Transport to provide for planning procedures through the Harbours Act but subject to the Town and Country Planning Appeal Board. A special committee was appointed to meet with representatives of all adjacent territorial authorities, the Wellington Regional Planning Authority, the Wellington Regional Water Board and the Ministry of Transport in order to promote the widest understanding of the proposals and to seek support in principle. Submissions from many interested parties and organisations were received by the Ministry and are receiving consideration by the Government. Meetings of the Harbour and City Liaison Committee have been held and as in the past have provided opportunities for matters of joint interest and concern to be discussed and better understood.

The Marine Museum's popularity continues to grow with the public at large and in particular with the many organised visits of school children, as do the donations of nautical artifacts and valuable works. On October 10th I was pleased to make a small presentation to the 100,000th visitor to the Museum.

A tour of harbour facilities was made by the Members of Parliament for constituencies within our harbour district on August 3rd when opportunity was afforded them to obtain an insight into the working and responsibilities of the Board.

While it was anticipated that the report of the nine Sub-committees of the Harbour Survey Committee would have been completed by the end of this year there are some reports yet to be finalised. It is expected that these will be available shortly. A report 'Sailing in Wellington' commissioned by the Royal Port Nicholson Yacht Club was presented to the Board by the Commodore of the Club, Mr. B.H. Barraclough accompanied by other Club representatives at a brief ceremony held in the afternoon of 26 May. This informative report which examines the need for facilities for moored craft in Wellington Harbour will be of considerable value and will assist the recreational Sub-committee in the production of its Report for the Harbour Survey.

It was with regret that Members learned of the death of Owen Densham Perry who died in Feilding on 3 September 1976. Mr. Perry was a very well respected member of this Board whose dedication to the service of others was recognised and valued by all those with whom he came into contact.

The year under review has been one of considerable achievement with development works proceeding and planning for the future well in hand.

Industrial difficulties have presented recurring problems affecting the efficiency and economic performance of the Port over most of the year. They have been time consuming and demanding on those Officers involved. In these unsettled and rapidly changing times, many of the past values are being questioned and in the coming year efforts to recreate a feeling of trust, confidence and common interest throughout the staff must continue. We must all not forget that productivity is the key to the solution of

News from Whangarei, New Zealand

From "Points North" published by the Northland Harbour Board, Whangarei, New Zealand

● Board examines the future

With its eyes on the future the Northland Harbour Board is seeking every possible guidance in developing the Whangarei Harbour and its shore facilities.

Planners for the board have maintained close liaison with industrial sources on both a local and national level to exploit the potential for development that will serve many interests.

The board has also sought guidance from the New Zealand Ports Authority.

Specifically the Northland Harbour Board wanted to know what trades were to be catered for at Marsden Point and whether a container port should be allowed for in future planning.

It also sought a lead from the Ports Authority as to whether or not Marsden Point should be considered as a future timber and associated products export port.

FUTURE UNCERTAIN

Although the chairman of the Ports Authority, Sir John McAlpine, had said rapid changes occurring in the container traffic made uncertain the future in this field, points made in discussions with the Authority included:

- ☆ The Ports Authority has no definite long-term plans for the development of container facilities on a national basis.
- ☆ Because of the natural attributes of Marsden Point, the board should not undertake any development which would preclude its use as a container port in the future.
- ☆ The board should be actively engaged in consultation with planning authorities to safeguard further areas in the Marsden Point-One Tree Point area for port use and associated land required for port purposes.
- ☆ That other areas of the Whangarei Harbour should be examined for some of the possible uses at present being considered for Marsden Point so as to leave Marsden Point available for container and similar large-scale development.

GUIDANCE

Northland Harbour Board chairman, Mr. D.N. McKay, told the board the meeting with the Ports Authority had produced only general guidance.

our current economic problems.

I wish to express my thanks to the Members of the Board for their attention to the business of the Board and for their support and co-operation at all times. I also wish to extend to the General Manager, the Chief Engineer and other Officers and Staff in all Departments my sincere appreciation for the manner in which they have carried out their duties throughout the year.

H.A. JAMES.
Board Chairman

The board's policy for developing Marsden Point was now being considered by the board's planning committee, which would produce a report on this and other matters.

"Marsden Point is a very valuable asset and we should protect it," Mr. McKay said.

Mr. J.C. Blacklock pointed out that both timber and fishing were in the embryo stages and nobody knew what was going to happen.

"Marsden Point should be jealously guarded," said Mr. E.J. Johnson.

"If it is going to be a container port in 1990 all the planning has to be done by 1980."

Both Mr. W.R. Calder and Mr. J. Carney supported planning for additional development further up harbour.

Mr. Carney said Marsden Point was too valuable for timber handling and this should be incorporated at Port Whangarei.

Mr. B.H.E. Manning said the board must upgrade the whole port handling facility.

"This is a competitive business and we have to compete," he said.

Mr. B.R. Morrison said there was a "ray of hope" for future planning of the port as the board envisaged it.

Mr. A.W. Leslie stressed the need for an overall plan to enable the board to function effectively.

At an earlier meeting, points raised at the Harbour Association's annual conference were discussed. Mr. E.J. Johnson, commenting on the New Zealand Ports Authority, said the Authority should not be made up of retired master mariners and past politicians. It should comprise active engineers, marine men and administrators. Mr. D.C. Waterhouse, board member, said he would support the strengthening of the technical side of the Ports Authority.

● Surveys guide board decisions

Since the early 1970s, many economic surveys of Northland's potential for development have been completed. Without exception the recommendations have been based on the future of the fishing, forestry, tourism, farming and manufacturing industries and the board has reacted accordingly.

In recent months Mr. W.R. Calder, chairman of the board's industrial planning committee and Mr. B.H.E. Manning, board member, escorted selected staff members to Napier, Gisborne and Tauranga to inspect harbour facilities for the exporting of sawn timber, wood chips, pulp, newsprint and for fish processing. Facilities for handling containerised cargo and roll-on, roll-off cargo were also inspected.

The party visited Whirinaki timber complex to observe the production of timber products.

Mr. Calder has visited Auckland for discussions with Jaybel Ichmo on the fishing industry and shipping companies on general cargo.

In Wellington he has had discussions with the New Zealand Ports Authority, New Zealand Dairy Board and the Minister of Agriculture and Fisheries.

Early in July Mr. Calder, with two staff members, visited Nelson for discussions with Mr. P. Vela, general manager of the New Zealand Pelagic Fisheries Development Company on the facilities offering in Northland for fishing industry development. Subsequently the Industrial Planning Officer, Mr. R.N. Griggs, attended, in Tauranga, the two-day

conference on pelagic fisheries, organised by the Ministry of Agriculture and Fisheries.

● Government views Barge Service

The present Government is looking at the possibility of a barging service between Westport and Whangarei.

The Minister of Transport, Mr. McLachlan, said this in reply to a question in Parliament from the M.P. for Whangarei, Mr. John Elliott.

Mr. Elliot said the previous Labour M.P. for Whangarei, Mr. Murray Smith had, in 1972, made promises of such a service.

He asked if the present Government was considering this question.

Boarging has always played a role and still is in Northland's transportation system. Mr. J. Williams, the Hokianga representative on the Northland Harbour Board, said that the board has always been aware of the favourable economics of using a barge service. Such a service once existed on the Hokianga Harbour, and he could foresee great value in reconstituting the service, particularly as the timber industry develops.

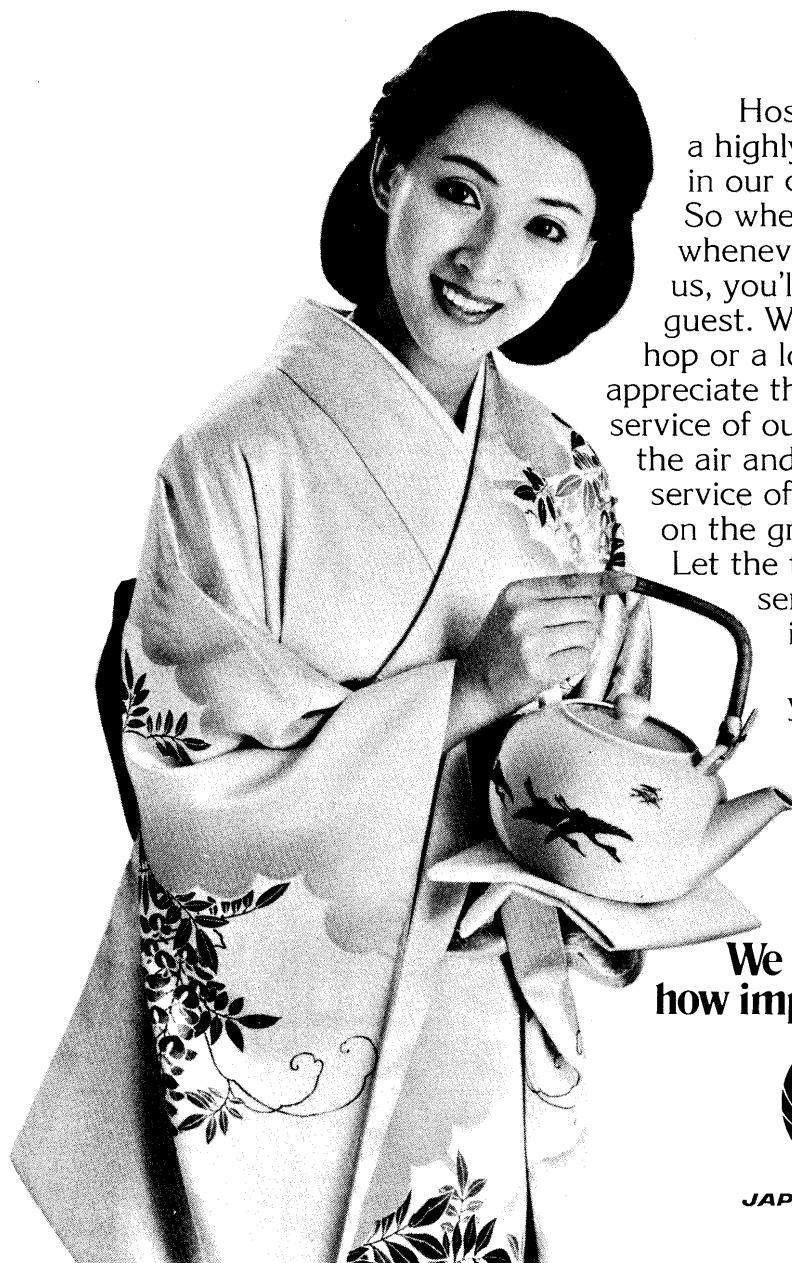
● Company cheque for NHB loan

The Government Life Insurance Co. Ltd. made an investment in progress when the company's district general manager, Mr. Alan Cleverley, last month handed a cheque for \$50,000 to the chairman of the Northland Harbour Board, Mr. D.N. McKay.

The investment is in the board's 1976 Land Development Loan, authorised for a total of \$500,000 to develop land in the Port Whangarei area.

By making available land that is handy to both port facilities and the city the Northland Harbour Board is contributing substantially to the industrial and commercial growth of Whangarei.

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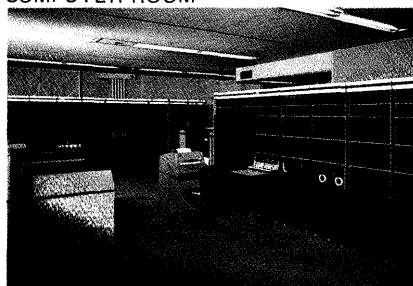
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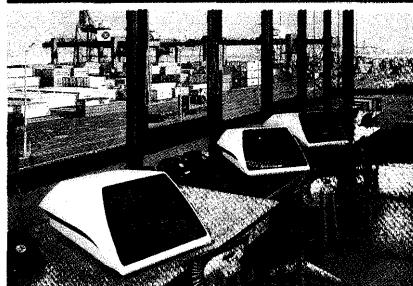
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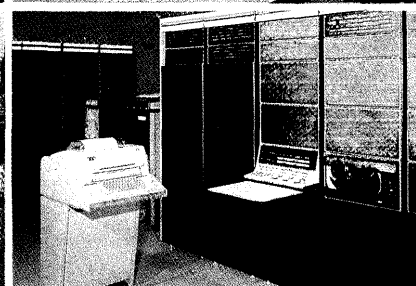
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