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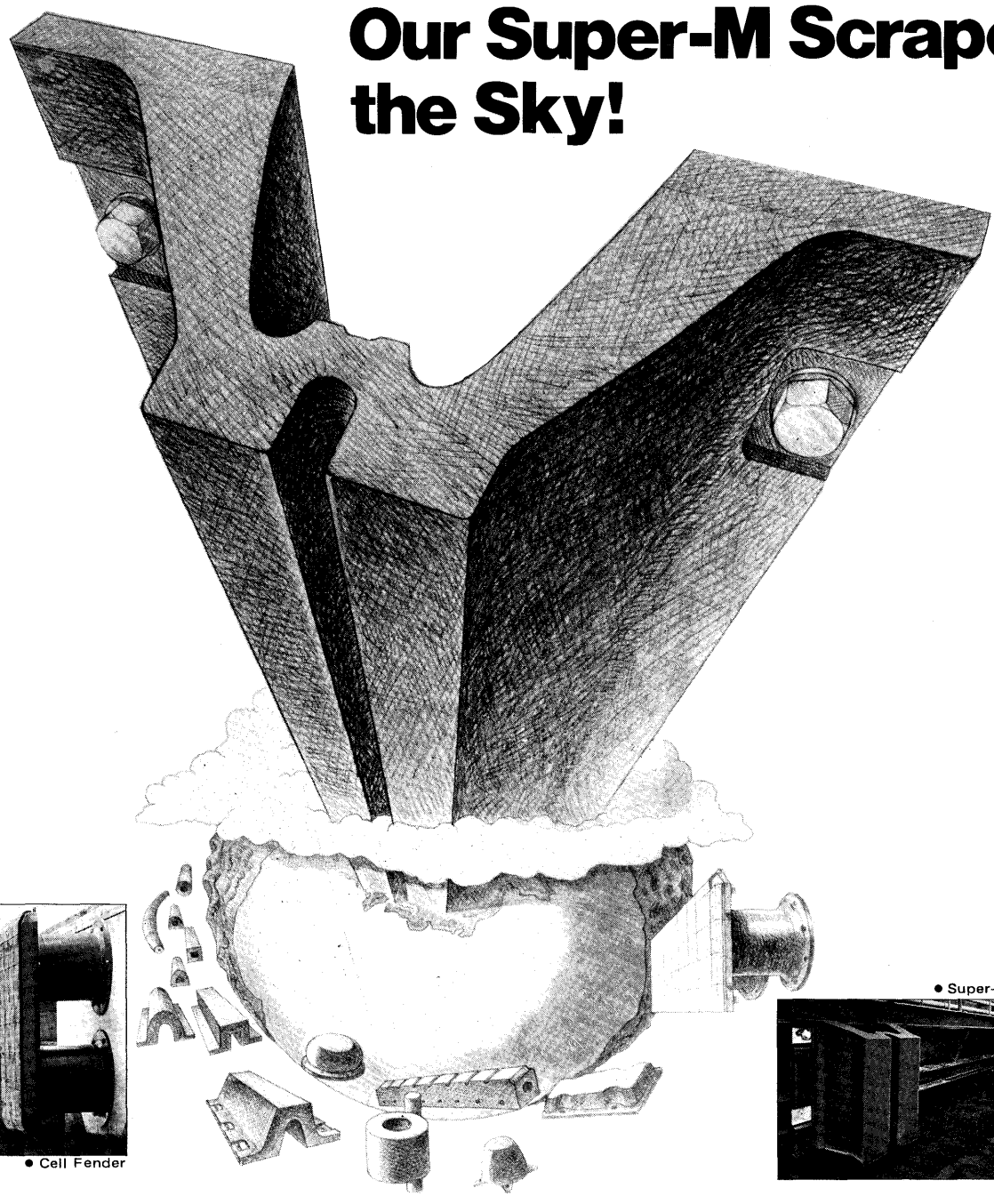

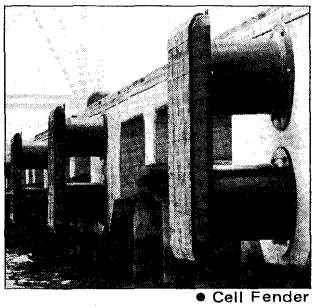

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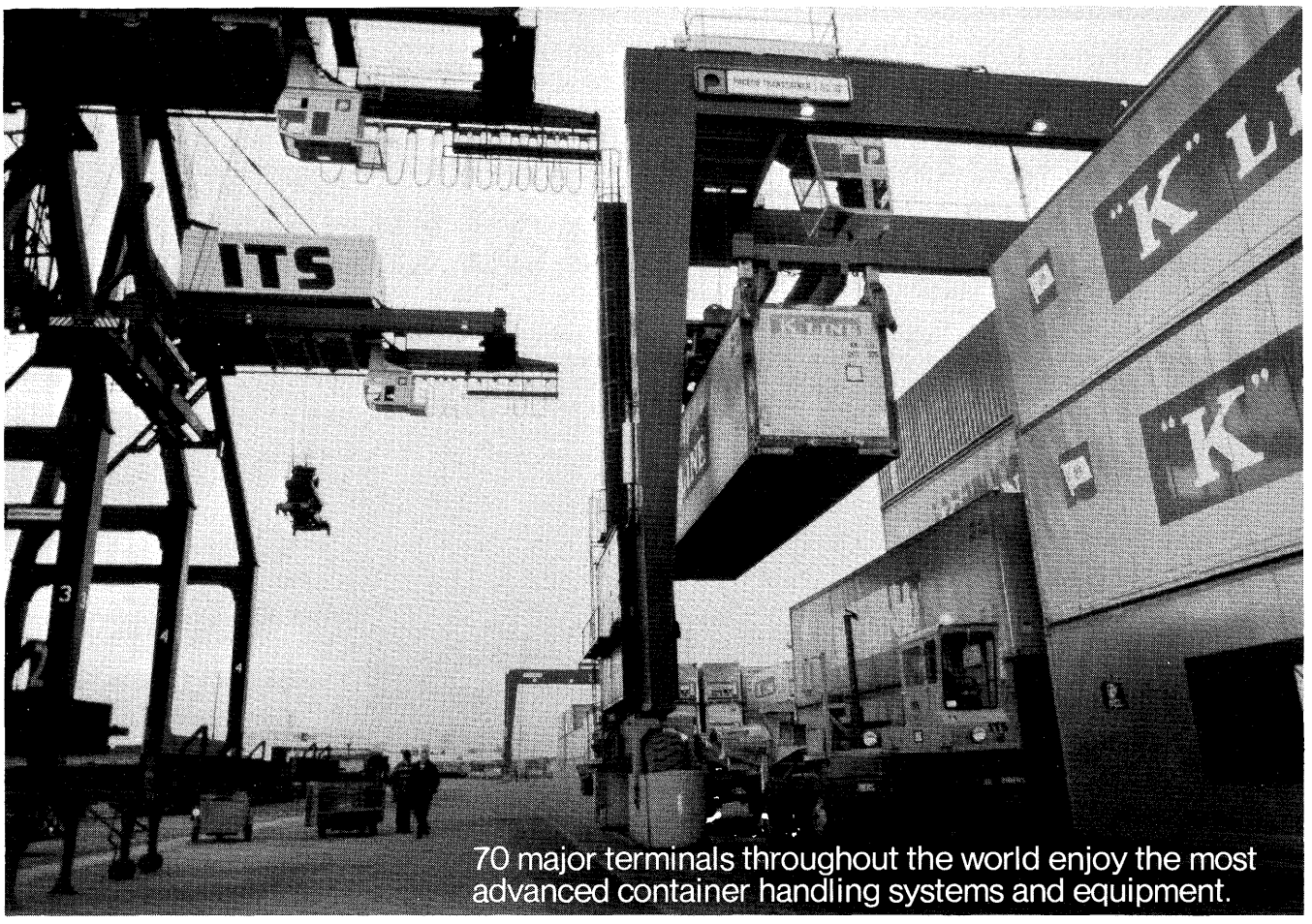

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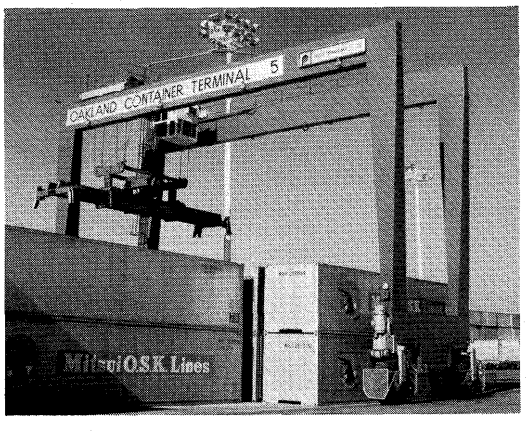

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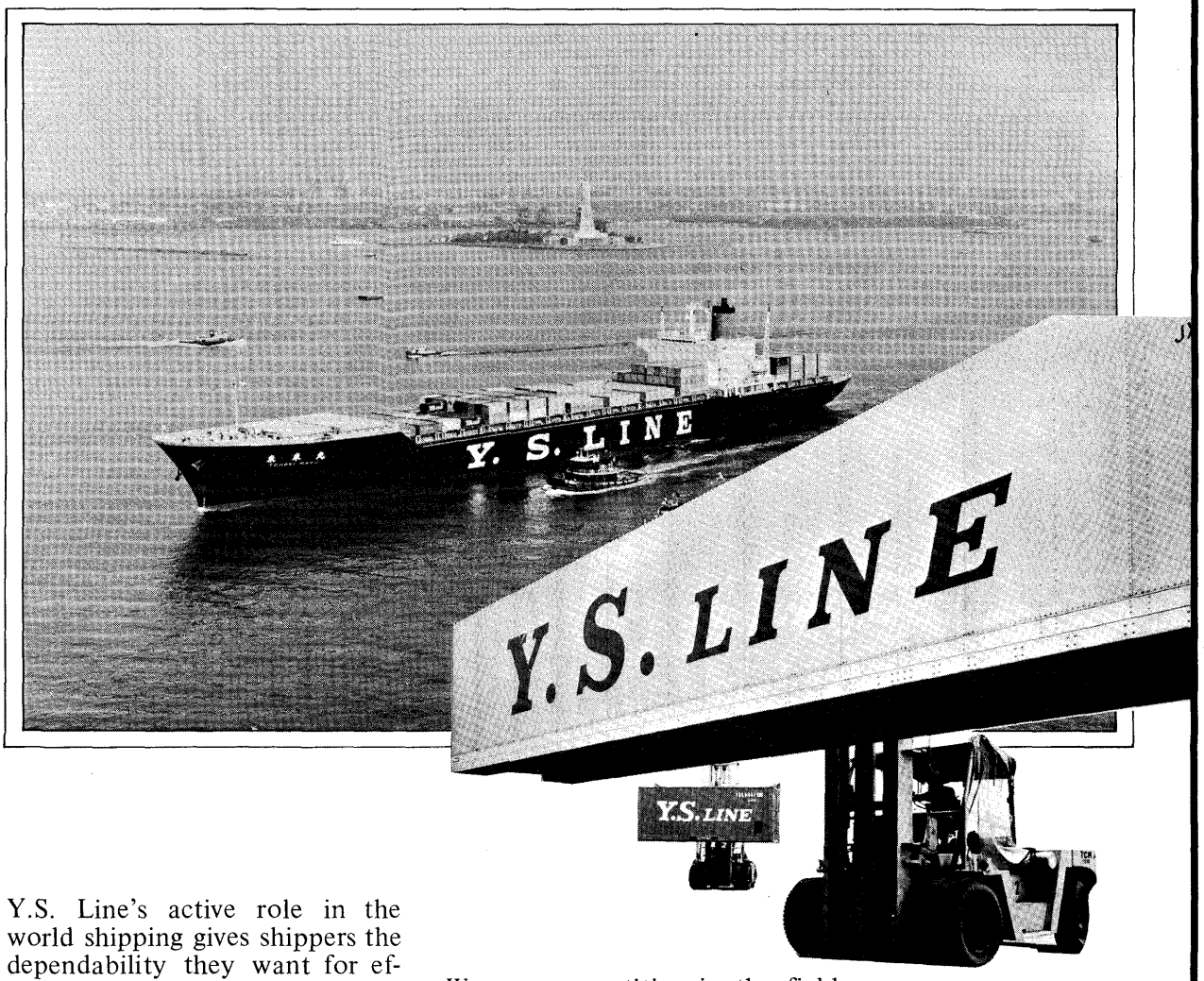

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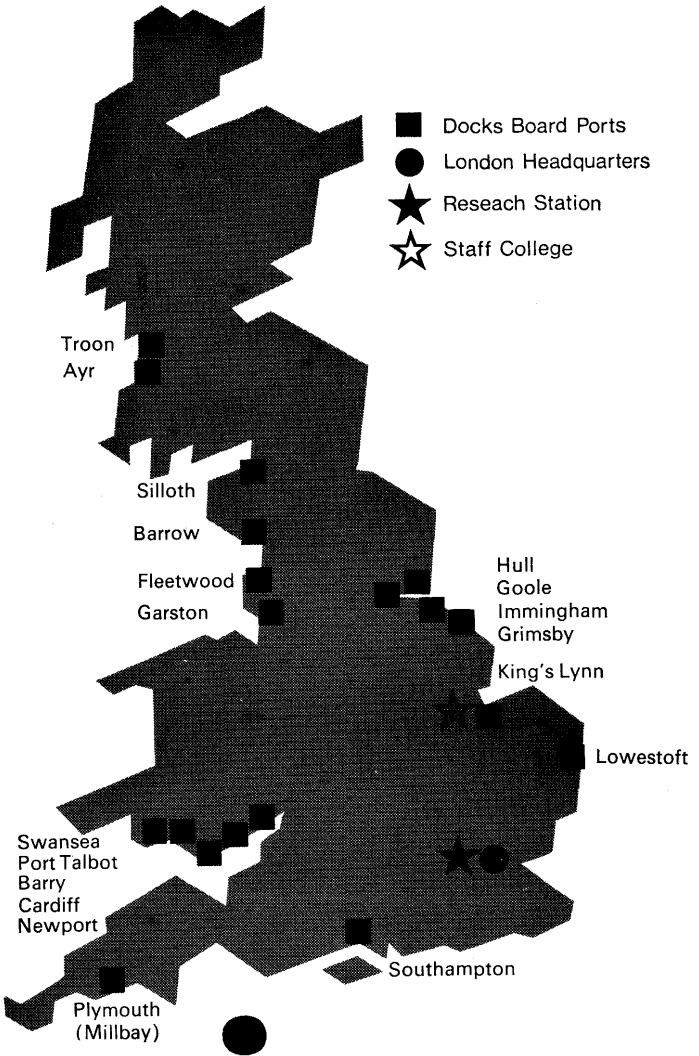

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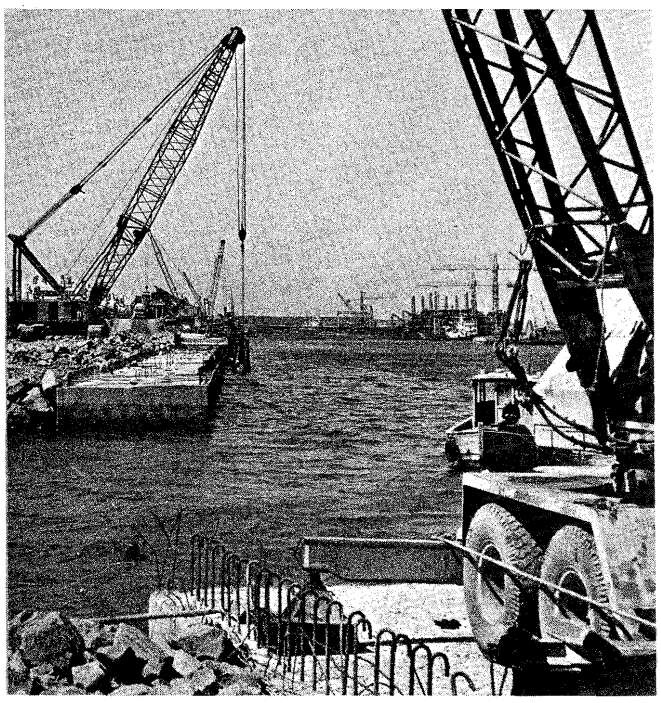

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PORTS and HARBORS

Editor: Yoshio Hayashi

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The Cover:

Aerial view of Trieste's Container Terminal. (Port of Trieste, Italy)

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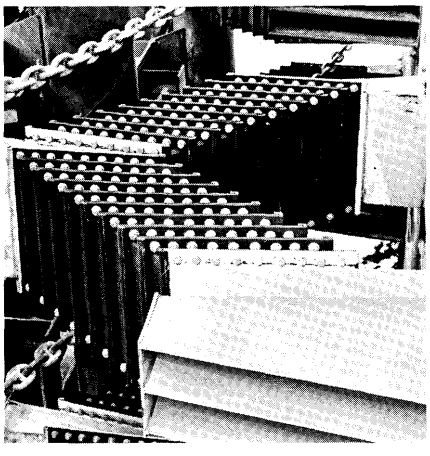

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PORTS and HARBORS

IAPH Head Office Announcements: Pages 7~11

PIANC/IAPH Proposal to IMCO - on Oil Pollution from Ships

In pursuant to the findings by the IAPH Special Committee on Large Ships (COLS) and the PIANC's Commission for the Reception of Large Ships (ICORELS), as reported in COLS's report by Mr. Paul Bastard, which was presented to and accepted by the Houston Conference, a proposal to the effect that the guidelines drafted by the International Chamber of Shipping and the Institute of Petroleum concerning the methods and equipment on board, ashore (in ports) and at sea for the prevention of marine pollution from ships be incorporated in a proper international convention, was submitted to IMCO jointly by IAPH and PIANC, under the names of the Presidents of IAPH and PIANC. (rin)

The following is the reproduction of the text:

Inter-Governmental Maritime Consultative Organization
IMCO Building
Piccadilly 101–104, London W1V OAE, England

Dear Sirs:

Subject: The Problems concerning oil pollution from ships

The IAPH–Special Committee on Large Ships (COLS) and the PIANC–International Commission for the Reception of Large Ships (ICORELS) have studied the problems concerning oil pollution from ships.

The results of the study of COLS and ICORELS are presented in the reports enclosed.

The report of COLS gives a picture of the problems in the main world ports concerning ships when berthed and the report of ICORELS a picture of the Methods and Equipment on board, ashore (in port) and at sea for the Prevention of Marine Pollution concerning ships.

In both reports the conclusion is that although, regarding a number of specific oil operations, explicit and detailed recommendations exist, several ships and ports do not strictly adhere to them. This may lead to unnecessary pollution. In both reports it is suggested to embody the content of those existing recommendations in an international Convention, of course leaving room for taking into consideration local circumstances. We propose therefore that especially three guides, drafted by 2 non-governmental bodies:

a) International Oil Tankers and Terminal Safety Guide (IOTTSG) by the Institute of Petroleum,
b) Tanker Safety Guide (Petroleum) by the International Chamber of Shipping,
c) Ship to Ship Transfer Guide (Petroleum) by the International Chamber of Shipping

should be considered as technical basis for the drafting of a Convention, dealing with pollution abatement in these specific oil operations.

However the list above is not enhaustive; also national laws and local regulations as well as recommendations and guides by private companies might well be worth while considering.

This new Convention could be the crowning piece next to e.g. the Oslo 1972 and Paris 1974 Conventions (valid for the North Atlantic region) and the London 1972 Convention.

We sincerely regret that such a fundamental instrument to fight pollution as the 1973 Convention for the Prevention of Pollution from ships, is not yet in force.

It was perfectly clear from IMCO's enquiry in 1972, that this could take some years, because reception facilities were quite insufficient at that date.

Now however 4 years have passed and in most ports facilities have been built or extended (COLS report) and the installations for oil-water separation on board and for treatment of water on shore have been increased and improved (ICORELS report).

Perhaps our associations and IMCO in a combined effort can persuade a number of nations to ratify the Convention, so that it can come into force at a reasonable term.

Yours sincerely,

The International Association of Ports and Harbors (IAPH)

The Pernament International Association of Navigation Congresses (PIANC)

IAPH Glossary of Maritime Terms - Compiled

Mr. R.T. Lorimer, Chairman of IAPH Special Committee on Containerization, Barge Carriers and Ro-Ro Vessels, and General Manager of Auckland Harbour Board, informed the Secretary-General, by his letter of October 18, that the Glossary of Maritime Terms which was being compiled by the committee during last few years has completed for presentation to members.

The glossary, 39 paged in A4, is now printed in Tokyo for distribution to IAPH members. (rin)

Mr. Bastard reports on PIANC Conference in Leningrad

Mr. Paul Bastard, 2nd Vice-President and Directeur-General, Ministere de l'Equipment Direction des Ports Maritimes et des Voies Navigables, attended the recent meeting of 24th PIANC which was held in Leningrad from 6 to 15 September. He was the head of French delegates as well as the IAPH representative at the conference as an observer.

In his recent communication to the Head Office, dated September 29, he contributed the following report for us. (rin)

REPORT OF MR. PAUL BASTARD, I.A.P.H.'s OBSERVER

The 24th International Navigation Congress of P.I.A.N.C. was held in Leningrad from Tuesday the 6th to Thursday the 25th of September 1977, under the Presidence of Mr. S. KUCHKIN, Minister of the waterways transportation system of U.S.S.R., P.I.A.N.C.'s Vice President.

About 1 100 people were attending the Congress, including wives.

The matters which have been studied were as follows:

OCEAN NAVIGATION

SUBJECT 1
Improvement in the design and building of major port structures.
SUBJECT 2
Improvement and maintenance of navigation channels and control of the regime in estuaries in relation to the energy due to tidal movement, waves and swell at the entrance.
SUBJECT 3
The effects of new systems and devices for cargo handling on the design of ports and offshore terminals with special reference to the existing inland transport network.
SUBJECT 4
The design of fenders for very large cargo carriers, fast container ships and other large ships taking into account the degree of elasticity of jetties, quay walls, etc. Experimental work and data collection.
SUBJECT 5
Maintenance and improvement of depths including the application of developments in dredging plant and new methods of excavation and disposal of material.

INLAND NAVIGATION

SUBJECT 1
Methods of increasing the capacity and safety of waterways:
- by improving channels, locks and terminals;
- by a judicious choice of the means of transport and their equipment;
- by control and traffic management systems;
- by various ice control measure.

SUBJECT 2
The effects of the progress made in the transhipment, loading and unloading of general cargo, bulk cargo, by containers and by ship-borne barges (including dangerous cargo), on the design and equipment of waterways and inland ports.
SUBJECT 3
The behaviour of waterway vessels and ocean going ships during transit, overtaking and passing in canals and channels of limited width and depth, taking into account the increase in their size and speed.
The extent of the damaging effect on bank and bottom.
The means of prevention and correction.
SUBJECT 4
Improvement and protection of the waterway and the environment taken together.
SUBJECT 5
Water supply for waterways, particularly for canals with summit reaches, taking into account the various uses of water.
Economic and technical aspects.

IAPH Quadrennial Report to UN ECOSOC submitted

On October 22, 1977, the Secretary-General submitted to Chief of N.G.O. Section of the United Nations a 9 page report on the IAPH activity with the United Nations and its subsidiary bodies during the past four years.

The request for the report was expressed by the Director of the Economic and Social Council Secretariat, in accordance with the provisions set out in the Council's resolutions, for the purpose of to review the activities of such organizations in the consultative status.

The report was also sent to the members of Board of Directors, Executive Committees, Liaison Officers and chairmen of special and standing committees for their attention. (rin)

Mr. Ferkich of L.A. Harbor Commission in Tokyo

On October 11, 1977, Mr. Roy S. Ferkich, President of Board of Harbor Commissioners of Port of Los Angeles, being accompanied by Mr. Ronald W. Kennedy, Director of Port Operations, Mr. Robert D. Kleist, Director of Trade Promotion and Mr. Masami Ono, Assistant Director of Trade Promotion, visited the head office and received by Dr. Hajime Sato, Secretary-General and his staff, and exchanged views on the trend of port development in the respective country.

The Mission was visiting Japan, Taiwan and Korea for the trade promotion campaign to the shipping companies and traders in that area, having a stress on the promotion of the L.A. Port's development plan entitled "Comprehensive Master Plan 1990". (rin)

Present Status of Maritime Conventions

The following consolidated list and the table, forwarded from IMCO secretariat (No. AX/9(b), September 7, 1977), show the present status, as of August 31, 1977, of the maritime conventions and other multilateral instruments which in many aspects affect and concern the IAPH members and their relevant bodies. (DSG)

(1) International Convention for the Safety of Life at Sea, 1948 (SOLAS 1948)
Entry into force: 19 November 1952

(2) International Convention for the Safety of Life at Sea, 1960 (SOLAS 1960)
Entry into force: 26 May 1965
(a) 1966 Amendments: not yet in force
(b) 1967 Amendments: not yet in force
(c) 1968 Amendment: not yet in force
(d) 1969 Amendments: not yet in force
(e) 1971 Amendments: not yet in force
(f) 1973 (General) Amendments: not yet in force
(g) 1973 (Grain) Amendment: not yet in force

(3) International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974)
Not yet in force

(4) International Regulations for Preventing Collisions at Sea, 1960 (COLREG 1960)
Applied since 1 September 1965

(5) Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREG 1972)
Entry into force: 15 July 1977

(6) International Convention for the Prevention of Pollution of the Sea by Oil, 1954, as amended (OILPOL (amended) 1954)
Entry into force: 26 July 1958
Entry into force of amendments adopted in 1962: 18 May and 28 June 1967
Entry into force of amendments adopted in 1969: 20 January 1978
(a) 1971 (Great Barrier Reef) Amendments: not yet in force
(b) 1971 (Tanks) Amendments: not yet in force

(7) International Convention for the Prevention of Pollution from Ships, 1973=(MARPOL 1973)
Not yet in force

(8) Convention on Facilitation of International Maritime Traffic, 1965 (FAL 1965)
Entry into force: 5 March 1967
(a) 1973 Amendment: not yet in force
(b) Amendment to the Annex: Cruises and cruise passengers
Entry into force: 12 August 1971

(9) International Convention on Load Lines, 1966 (LL 1966)
Entry into force: 21 July 1968
(a) 1971 Amendments: not yet in force
(b) 1975 Amendment: not yet in force

(10) International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969)
Not yet in force

(11) International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969 (INTERVENTION 1969)
Entry into force: 6 May 1975

(12) Protocol Relating to Intervention on the High Seas in Cases of Marine Pollution by Substances other than Oil, 1973 (INTERVENTION PROT 1973)
Not yet in force

(13) International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC 1969)
Entry into force: 19 June 1975

(14) Protocol to the International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC PROT 1976)
Not yet in force

(15) Special Trade Passenger Ships Agreement, 1971 (STP 1971)
Entry into force: 2 January 1974

(16) Protocol on Space Requirements for Special Trade Passenger Ships, 1973 (SPACE STP 1973)
Entry into force: 2 June 1977

(17) Convention relating to Civil Liability in the Field of Maritime Carriage of Nuclear Material, 1971 (NUCLEAR 1971)
Entry into force: 15 July 1975

(18) International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971 (FUND 1971)
Not yet in force

(19) Protocol to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971 (FUND PROT 1976)
Not yet in force

(20) International Convention for Safe Containers, 1972 (CSC 1972)
Entry into force: 6 September 1977

(21) Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974 (PAL 1974)
Not yet in force

(22) Protocol to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974 (PAL PROT 1976)
Not yet in force

(23) Convention on the International Maritime Satellite Organization (INMARSAT) (INMARSAT C)
Not yet in force

(24) Operating Agreement on the International Maritime Satellite Organization (INMARSAT) (INMARSAT OA)
Not yet in force

(25) Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC 1976)
Not yet in force

(26) Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (SFV 1977)
Not yet in force

(27) Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (LDC 1972)
Entry into force: 30 August 1975

	1948 SOLAS	1960 SOLAS	Amendments							1974 SOLAS	1960 COLREG	1972 COLREG	Amendments			1973 MARPOL	1965 FAL	Amendments		1966 LOAD LINES	Amendments		1969 TONNAGE	1969 INTERVENTION	1973 INTERVENTION PROT	1969 CLC	1976 CLC PROT	1971 STP	1973 SPACE STP	1971 NUCLEAR	1971 FUND	1976 FUND PROT	1972 CSC	1974 PAL	1976 PAL PROT	1976 INMARSAT C	1976 INMARSAT OA	1976 LLMC	1977 SFV	1972 LDC
			Amendments										Amendments					Amendments																							
	1	2	(a)	(b)	(c)	(d)	(e)	(f)	(g)	3	4	5	6	(a)	(b)	7	8	(a)	(b)	9	(a)	(b)	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Number of ratifications, acceptances, approvals or accessions	35	97	(46)	(36)	(37)	(26)	(16)	(6)	(5)	(8)[1]	73	47[1]	58 (+1)	(20)	(21)	(3)	43[1] (+1)	(20)	21	88 (+1)	(25)	(15)	33	31[1]	(2)	32 (+1)	0	7	4	6	(11)	0	(12)	(1)	0	(2)[2]	(8)[2]	0		34
Number of ratifications etc. necessary for entry into force	—	—	65	65	65	65	65	65	65	25[3]	—	—	—	39	39	15[3]	—	29	—	—	59	59	25[4]	—	15	—	8[5]	—	—	—	8[6]	8[6]	—	10	10	—[7]	—	12	15[8]	—
Number of IMCO Members having ratified, etc. the Instrument	—	84	38	29	30	21	15	6	5	5	66	44	56	20	21	3	41	20	21	80	24	15	30	29	2	30	0	7	4	6	11	0	10	0	0	2	8	0		28
Number of non IMCO Members having ratified, etc. the Instrument	—	13	8	7	7	5	1	0	0	3	7	3	3	0	0	0	3	0	0	9	1	0	3	2	0	3	0	0	0	0	0	0	2	1	0	0	0	0		6
Number of IMCO Members not having ratified, etc. the Instrument	—	19	65	74	73	82	88	97	98	98	37	59	47	83	82	100	62	83	82	23	79	88	73	74	101	73	103	96	99	97	92	103	93	103	103	101	95	103		75

1) Includes signature without reservation as to ratification, acceptance or approval.
2) Signatures, in accordance with Article 2 of the INMARSAT Convention.
3) The combined merchant fleets of which constitute not less than fifty per cent of the gross tonnage of the world's merchant shipping.
4) The combined merchant fleets of which constitute not less than sixty-five per cent of the gross tonnage of the world's merchant shipping.
5) Including five States each with not less than 1,000,000 gross tons of tanker tonnage.
6) The quantities of contributing oil received in the preceding year by potential contributors within the States parties to the Convention must amount to not less than 750 million tons.
7) States representing ninety-five per cent of the initial investment shares.
8) The aggregate of whose fishing fleets constitutes not less than fifty per cent by number of the world's fleet of fishing vessels of 24 m in length and over.

Mr. Mayne on Tour

Mr. A.S. Mayne, First Vice-President of IAPH and Chairman of Melbourne Harbor Trust Commissioners, left Melbourne on October 15 on a three week business trip to Japan, Mexico and France. His first visit was to the Osaka City where he attended the commemorative ceremony of the sister city affiliation between the Cities of Osaka and Melbourne and delivered a keynote speech at the celebration held on October 17. He disclosed that the arrangement of exchanging personnel of the two sister cities was launched off for the purpose of creating the mutual understanding. On October 20, he visited the Bureau of Ports and Harbours of Ministry of Transport to meet Mr. Kiichi Okubo, Director-General. He also visited the Japanese Shipowners' Association and was met by Mr. Katayama, Dy. Director of Business Division, and exchanged views on the present situation of the world's shipping. In the afternoon, he was taken to a boat tour of the Port of Tokyo by the courtesy of the Bureau of Port and Harbour of the Tokyo Metropolitan Government.

On October 21, he visited the head office and had a thorough discussion with the Secretary-General and his staff about the Association's matters.

In the afternoon of the same day, he left Japan for Los Angeles from where he proceeded to Mexico City, where he was scheduled to attend the AAPA's 66th Conference. Availing the chance of attending the Mexico City Conference, President and Mr. Mayne were planned to meet Mr. J. Dubois of Port of Le Havre to discuss the preparation works for the Le Havre Conference.

He was scheduled to meet Mr. A.J. Tozzoli, 3rd Vice-President at New York and Mr. Paul Bastard, 2nd Vice-President in Paris respectively to discuss the association's matters. In Paris, he was to attend the ICHCA's Board meeting.

He would be back in the office during the first week of November. (rin)

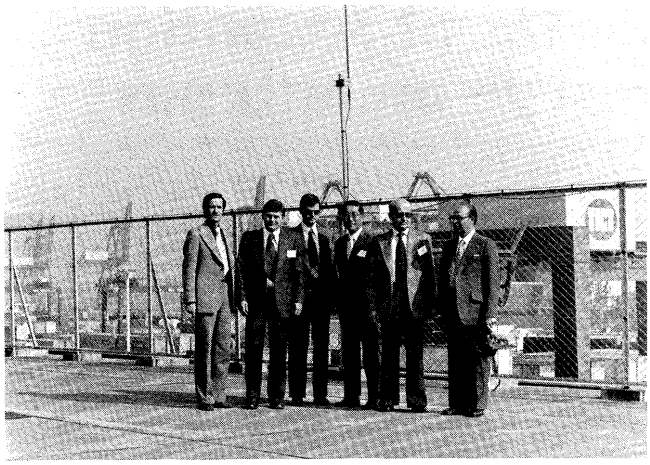
Delegates of Port of Gdynia Visited Japan

On October 12, Dr. Jan Zydowo, Director of Computer Bureau of the Ministry of Foreign Trade and Shipping of Poland, being accompanied by Mr. Jan Gancza, Chief Electrical Engineer, Mr. Zignien Kuzycki, Engineer of the Port of Gdynia Authority and Mr. Kryzsztof Gerwin of the above Ministry, visited the head office and was received by Dr. Hajime Sato, Secretary-General, and his staff, and exchanged the information on the present status of ports in their country.

As the first Polish port's delegates, the party also visited the Bureau of Ports and Harbours of Ministry of Transport and met Mr. Kiichi Okubo, Director-General and exchanged views and comments on the port administration of respective country. On the same day, the party visited the Keihin (Tokyo Bay) Port Development Authority to meet Mr. Nakamura, Chief of Planning Division and was given with the briefing over the present status of the container terminal facilities in Tokyo. By the courtesy of the Bureau of Port and Harbour of the Tokyo Metropolitan Government, the party inspected the port facilities of the Tokyo Port by a boat.

According to the information disclosed during the discussions, the Port of Gdynia Authority is a newly established organization responsible for ports of Gdynia and Gdansk, and is one of three major port administrative bodies of Poland, as the result of the recent re-organization of the administrative systems of Polish ports made by the Ministry of Foreign Trade and Shipping. As the result of the change, the Central Board of Polish Sea Ports had been abolished, according to the information. Mr. Jan Gancza assured that some detailed information about the reformation of the system and the present status of Port Authority would be supplied in due course.

The party was in Japan to observe the container terminal



Delegates at Ohi Container Terminal: From right to left: Dr. J. Zydowo, Managing Director (CIGM, Central Data Processing Center for Sea Industries), Mr. S.Z. Czyrek, Manager, Development and Maintenance Dept. (CIGM), Mr. T. Sakai, General Manager of Systems Marketing Dept. (Mitsui Engineering & Shipbuilding Co., Ltd., Mr. K. Gerwin, Chief Designer (CIGM), Mr. Z. Kruzycki, Container Terminal Manager, Port of Gdynia Authority and Mr. J. Gancza, Electronic Chief Engineer, Port of Gdynia Authority. (Photo: Courtesy of Mitsui Zosen)

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facilities and especially those container handling systems by computer which was developed by Mitsui Engineering and Shipbuilding Company (An Associate Member), in connection with the Port Authority's container terminal which was being constructed in Gdynia. (rin)

Presidential Goodwill Message to AAPA Convention

Mr. G.W. Altvater, President of IAPH and Executive Director of the Port of Houston, at AAPA's 66th Convention held at Mexico City's Maria Isabel Hotel from October 24 to 27, presented the message of goodwill on behalf of the Association. The text is as follows:

"It is with pleasure that I bring to this convention from your sister organization, the International Association of Ports and Harbors. This meeting's theme of "Puerto Amigos" reflects one of the goals of IAPH—to gather together to discuss common problems and lay plans for the future so that all ports may become friends and promote international understanding.

The fact that AAPA is now holding its 66th Annual Convention proves that such associations provide valuable services to their members over the years. Many of the ports represented here also are members of IAPH. Their delegates know that the benfits they derive from the continental AAPA are expanded by participating in IAPH with port representatives from across the Seven Seas.

On behalf of the Executive Committee and member ports of IAPH, I extend the hand of friendship to our "puerto amigos" at this convention as we embark on this week of working together to promote inter-port cooperation. With best wishes for a most instructive and pleasurable meeting."

Hamburg Port Visit to Japan

According to the press release of October 20, 1977 by Tokyo Office of the Representative of the Free and Hanseatic City of Hamburg, the Port of Hamburg hosted a reception inviting representatives of shipping and maritime transport-related organization on October 19 at Hilton Hotel in Tokyo. Mr. Klaus-Dieter Fischer, executive director and representative of the Port of Hamburg, stressed at his welcome speech that one aim of the reception was to promote relations and exchange of ideas and views with representative of Japanese industries associated with maritime transportion. He noted that container traffic from Japan accounted for the highest percentage handled at the port. (rin)

Sir Humphrey Browne of B.T.D.B. in Tokyo

On October 25, 1977, Sir Humphrey Browne, C.B.E., Chairman of British Transport Docks Board and Mr. R.G. Tarry, Commercial Director, held a reception inviting some 150 guests from the shipping companies, trading companies and manufacturers of motor-cars including Toyota and Honda, and presented the present status of the availability and preparedness of 19 ports under the Docks Board.

In his speech, Sir Humphrey Browne pointed out the needs for the promotion of more traffic from U.K. to Japan to stabilize the equity of the trade. (rin)

ESCAP Shipping Expert Visited

On October 25, 1977, Mr. Kisaburo Enomoto, Senior Shipping Expert of the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP), visited the head office and exchanged the views on the future development of the cooperative activity between the ESCAP and IAPH.

Mr. Enomoto is an ex-shipping man of MOL and served as auditor of the Keihin (Tokyo Bay) Port Development Authority and has an ample experience in the shipping business and port industry and is known as one of the experts in the field of containerization. (rin)

Panama Canal at Center of Attention As Newsmen Converge on Isthmus

from "The Panama Canal Spillway" —1 (August 19, 1977)

On August 7, 1977—one week before the 63rd anniversary of the opening of the Panama Canal—Ambassadors Ellsworth Bunker and Sol M. Linowitz arrived in Panama City for what was to be the final round of Panama-United States treaty negotiations.

In their arrival statement, they spoke of "the final steps of the long road we have been traveling" and "a climactic moment in history."

August 10

And they were right. Just 3 days later at 6:20 p.m., August 10, 1977, following marathon, far-into-the-night negotiating sessions with their Panamanian counterparts, at a press conference that had been postponed periodically throughout the day, Ambassador Bunker and Linowitz met with members of the press.

Reporters, columnists, and cameramen from the Panamanian press, radio and TV as well as the New York Times, Washington Post, Miami Herald, Associated Press, Los Angeles Times, Newsweek, Time Magazine, and the TV networks—NBC, CBS and ABC—heard the announcement that ended 13 years of negotiating.

Ambassador Bunker read:

"We are deeply gratified to be able to announce that we and our Panamanian colleagues have today reached agreement in principle on the basic elements of a new treaty—and a new relationship between our countries. Our legal specialists will continue working to express promptly those elements in formal treaties.

"Though this is but one stage in the completion of our historic task, it is a major step toward our mutual goal. We will be flying back to Washington tomorrow and will go immediately to the White House to report to President Carter. We will describe to him the work that has been done during this final week of negotiation and present for his review the agreement in principle.

"This has been a long and arduous path, as you know. For more than 13 years, under four Presidents, we have sought a new and mutually beneficial relationship between our countries. Now we have taken a significant step toward that long-sought goal.

"From the point of view of the United States, we are confident that this treaty will not only protect but strengthen our national security interest. It will also be a strongly positive element in our overall relationship with our Latin American neighbors and preserve our vital common interest in an open, secure and efficient canal."

Throughout the day, ships passed through the Panama Canal as they always had. But the men and women, Americans and Panamanians who made the transits possible waited for the word that might change their lives.

At 8 p.m., a senior treaty affairs advisor from the Department of State briefed Company—Government bureau chiefs, civic council representatives and labor leaders on portions of the agreement.

August 11

The following day, August 11, 1977, the ambassadors briefed President Jimmy Carter and gave him copies of the uninitialed agreement.

August 12

Friday, August 12, in a memo to all employees, Gov. H.R. Parfitt expressed his concern that specifics of a new treaty be known as soon as possible so that employees could "make logical personal decisions which will have a great impact on their future and that of their families." He added that "we will continue seeking to make information available as soon as possible."

No sooner had the memorandum reached employees than additional information did become available. From a background briefing by U.S. sources close to the negotiators, bureau directors were advised of the major points in the conceptual framework of the planned treaty. They, in turn, briefed division chiefs who passed the word to their employees.

Within hours of the briefings, the Governor issued instructions to get the known facts out in print to all employees. In the Panama Canal Information Office and the Administrative Services Division, typists, translators and printers rushed out the news and by 8 p.m., the information was being distributed at retail stores and by Saturday morning it was in every employee's mail-box.

At about the same time Friday afternoon, President Carter held a news conference and still further information about the agreeement became known. The fact sheet he delivered to reporters arrived in the Canal Zone in late afternoon and again the rush was on. By 9 p.m., 18,000 copies were on their way to employees.

The New York Times, Washington Post and Miami Herald arrived in the Canal Zone Friday and Saturday with extensive coverage of the treaty story.

In addition to front-page headlines and lead articles, the Times and Post carried inside stories and columns that included background information on the treaty and Canal history, portions of the President's fact sheet, and reactions of Canal Zone residents and Panamanian citizens.

Headlined one story "U.S. and Panama Reach Accord to Transfer Canal by Year 2000; 'New Relationship' Is Foreseen," and another "Leftists and Nationalists Say Panama Made Too Many Concessions," and still another "Carter Asserts U.S. Can Still Intervene in Defense of Canal."

All papers summarized the provisions of the agreement.

August 14

On Sunday, August 14, Ambassadors Bunker and Linowitz appeared on "Meet the Press" which was aired on SCN radio at 10:30 Sunday night.

August 15

Monday morning, August 15, word was received from the American Embassy that the Department of State was cabling a fact sheet that would contain the basic elements of the agreement in principle.

The following information arrived at the Administration Building late in the afternoon:

Defense and National Security

–The United States will have primary responsibility for the Canal's defense during the basic treaty's term (until the year 2000). Panama will participate, and at the treaty's end our military presence will cease.

–A Status of Forces Agreement similar to such agreements elsewhere will cover the activities and presence of our military forces.

–The United States will continue to have access to and rights to use all land and water areas and installations necessary for the defense of the Canal during the basic treaty period.

–In a separate treaty Panama and the United States will maintain indefinitely a regime providing for the permanent neutrality of the Canal including non-discriminatory access and tolls for merchant and naval vessels of all nations.

–United States and Panamanian warships will be entitled to expeditious passage of the Canal at all times without regard to the type of propulsion or cargo carried.

–Our continuing freedom of action to maintain the Canal's neutrality will not be limited by the treaty.

Canal Operations

–The United States will have responsibility for Canal operations during the period of the basic treaty.

–It will continue to have access to and the rights to use all land and water areas and facilities necessary for the operation and maintenance of the Canal during the basic treaty period.

–It will act through a United States Government agency which will replace the Panama Canal Company. A policy level board of five Americans and four Panamanians will serve as the board of directors. Until 1990, the Canal administrator will be an American and the deputy administrator a Panamanian. Thereafter, the administrator will be Panamanian board members and the Panamanian deputy administrator-administrator will be proposed by Panama and appointed by the United States. Panamanians will participate increasingly in the Canal's operation at all levels.

Economic Factors

–The treaty's financial provisions involve no Congressional appropriations. Instead, during the treaty's life Panama will receive exclusively from Canal revenues:

–An annual payment from toll revenues of 30 cents (to be adjusted periodically for inflation) per Panama Canal ton transitting the Canal.

–A fixed sum of $10 million per annum and an additional $10 million per year if Canal traffic and revenues permit.

–In addition the United States will cooperate with Panama outside the treaty to promote Panama's development and stability. To this end, the United States has pledged its best efforts to arrange for an economic program of loans, loan guarantees and credits which would be implemented over the next several years under existing statutory programs. This economic cooperation program would use up to $200 million in export-import bank credits, up to $75 million in AID housing guarantees, and $20 million in Overseas Private Investment Corp. (OPIC) loan guarantees.

Panama will also receive up to $50 million in foreign military sales credits over a period of 10 years, under existing statutory programs to improve Panama's ability to assist in the Canal's defense.

No major increase is contemplated in AID loans and grants.

Private businesses and non-profit activities in the present Canal Zone will be able to continue their operations on the same terms applicable elsewhere in Panama.

A joint authority will coordinate port and railroad activities.

Employees

All U.S. civilians currently employed in the Canal Zone can continue in the United States Government jobs until retirement. Present employees of the Canal Company and Canal Zone Government may continue to work for the new agency until their retirement or until termination of their employment for any other reason. The number of present U.S.-citizen employees of the company will be reduced 20 percent during the first 5 years of the treaty. All U.S.-citizen employees will enjoy rights and protections similar to those of United States Government employees elsewhere abroad. Present U.S.-citizen employees will have access to military postal, PX and commissary facilities for the first 5 years of the treaty.

–Terms and conditions of employment will generally be no less favorable to persons already employed than those in force immediately prior to the start of the treaty. Hiring policy will provide preferences for Panamanian applicants. With regard to basic wages there shall be no discrimination on the basis of nationality, sex or race. The United States will provide an appropriate early retirement program. Persons employed in activities transferred to Panama will to the maximum extent possible be retained by Panama. Panama and the United States will cooperate in providing appropriate health and retirement programs.

–Panama will assume general territorial jurisdiction over the present Canal Zone at the treaty's start. United States criminal jurisdiction over its nationals will be phased down during the first 3 years of the treaty. Thereafter, Panama will exercise primary criminal jurisdiction with the understanding that it may waive jurisdiction to the United States. United States-citizen employees and their dependents charged with crimes will be entitled to procedural guarantees and will be permitted to serve any sentences in the United States in accordance with a reciprocal arrangement.

New Sea-Level Canal

–Panama and the United States commit themselves jointly to study the feasibility of a sea-level canal and, if they agree that such canal is necessary, to negotiate mutually agreeable terms for its construction. In addition the United States will have the right throughout the term of the basic treaty to add a third lane of locks to increase the capacity of the existing canal.

Treaties

–There will be two treaties: (1) A treaty guaranteeing the permanent neutrality of the canal, and (2) a basic treaty governing the operation and defense of the canal which will extend through December 31, 1999. The basic treaty will be supported by separate agreements in implementation of its provisions concerning defense and operation of the canal.

Canal Agreement Marks Beginning, Ratification Procedure Lies Ahead

Article 2, Section 2, Clause 2 of the United States Constitution reads "He (the president) shall have Power, by and with the Advice and Consent of the Senate, to make Treaties, provided two-thirds of the Senators present concur."

How does the Senate advise and consent?

The present "agreement in principle" will be turned over to treaty lawyers who will, word by word and paragraph by paragraph, put the agreement into treaty language. Then it will go to the translators where once again, word by word and paragraph by paragraph, it will be put into Spanish.

When both the United States and Panama agree once again, the final treaty will be presented to the Foreign Relations Committee of the U.S. Senate, which will hold hearings. The hearings completed, the committee will report to the Senate at large.

The Senate must ratify the treaty by the approval of 67 senators, or two-thirds of the body.

Also, the House of Representatives must pass enabling legislation to carry out the treaty, but only a majority vote is needed there.

Heavy Press Coverage Continues As Flow of VIP Visitors Grows —2 (August 26, 1977)

The steady flow of VIP visitors and news media representatives to the Canal Zone continued this week as worldwide interest in the Panama Canal mounted.

Starting with the announcement of an agreement in principle between the United States and Panama on August 10—with one of the largest concentrations of news media representatives gathered on the Isthmus—Panama, the Canal Zone, but most of all the waterway itself, became the top news on local and U.S. press, radio and TV.

It was the Time Magazine cover story and merited nine pages of copy and pictures. The "Son of Sam" stole the Newsweek cover at the last minute but inside coverage of the Canal issue was extensive.

The local press carried stories from as far away as London and Moscow and almost everyone was on the receiving end of clippings from papers in cities, big and small, that were telling the treaty story in the United States. The clippings included columns by William Buckley and Patrick Buchanan whose conclusions were so diverse readers might think they were not writing on the same subject.

Just as things began to quiet down, word came that two of the most important United States Senators would arrive toward the end of the week.

Thursday evening, Senators Strom Thurmond and Jesse Helms debarked at Howard AFB. With them was Senator Orrin Hatch and the three began a 24-hour whirlwind, fact finding visit that included what Hatch later described as "one of the most thorough briefings any group has ever received."

They listened: To Canal Zone Gov. H.R. Parfitt, President of Panama Demetrios Lakas, Commander-in-Chief of the U.S. Southern Command, Lt. Gen. Dennis P. McAuliffe, Ambassador William J. Jorden, and their staffs and advisors.

They met with dozens of Canal Zone civic council representatives and labor leaders from the Canal Zone and Panama at a Friday morning meeting in the Governor's Board Room.

They went to Miraflores Locks to see ships in transit and they flew over the Canal for a birdseye view of the operation.

In late afternoon, just before the Senators returned to Washington to prepare for a live appearance on Sunday's Meet the Press, they held a hurried press conference in the Administration Building.

So newsworthy were their activities, the major TV networks carried footage transmitted by satellite on their Friday evenings news programs.

Friday night, in what was billed as an Information-Education Rally, 10 civic council representatives and labor leaders including Patricia Fulton and William Drummond, spoke to more than 2,600 Panamanian and U.S. citizens at Balboa Stadium. They told the assembly what was known of the agreement in principle, they answered questions, and they promised to seek out additional information for a crowd hungry for facts.

Hardly had Senators Thurmond, Helms and Hatch started their trip back to the United States, than Mississippi Senator James O. Eastland was arriving at Tocumen airport. Throughout the weekend he too talked and listened to those knowledgeable people on the Isthmus who would help the Senators decide how to vote on ratification of a new Panama-United States treaty.

On the same plane with Senator Eastland was Geraldo Rivera, arriving with his wife and film crew, to do a segment for his popular "Good Night America" show on ABC-TV.

This afternoon, taking time out from official appointments, two more U.S. Senators—Ernest F. Hollings of South Carolina and William L. Scott of Virginia, were scheduled to visit in private homes, again to absorb information and facts to help them decide how to vote on this issue of worldwide importance.

And, seemingly, with every phone call and message comes word of new arrivals. A TV team from Spain is shooting footage to be shown to familiarize Spanish audiences with the Canal situation in anticipation of next month's visit to Panama by King Juan Carlos.

The list of working visitors to Miraflores Locks made out by Canal Zone Guides reads like a directory of news agencies: 10-10:30, Nicolas Parsons, Reuters; 1:20-3:10, NBC crew; 2:25-3:15, Claes Thorson, Swedish TV; 2:30-3:30 CBS; 3-4, Argentine TV crew; 4:30-5:30 CBS (again) and NBS crews.

It was inevitable—with the comings and goings of VIPs and news media—that at least minor instances of chaos would occur, and they did. TV crews from NBC, CBS and a Swedish station were practically shooting over and under each other's cameras when they all arrived at the Miraflores Control tower to film the transit of the Yashima Maru.

And David Dow, the CBS Latin American correspondent, arrived home in Buenos Aires the day after Ambassadors Linowitz and Bunker left the Isthmus to find a message to fly to the Canal Zone to cover the visit of Senators Thurmond and Helms.

Works being carried out in the Port of Dunkirk

The Port of Dunkirk "Nord économique", supplément trimestriel au No. 12 du 25 mars 1977

For a fistful of 300 million US dollars . . .

What wouldn't anyone do for a fistful of that many dollars? With this fistful of dollars, i.e. 1,500 million French francs, the Port of Dunkirk carried out all its infrastructure and superstructure work and bought the necessary equipment and land between 1966 and 1976. This means that each year, in Dunkirk, the investment budget is the same as the working budget. In 1977, this will be about 300 million francs for an investment budget between 250 and 300 million francs. And this will probably be the case during the whole of the 7th government plan.

Public, but also private enterprise . . .

There is nothing unusual about a free state or any other kind of state, investing in national economic equipment, such as the Port of Dunkirk. This does not necessarily mean that the state in question aims for the operation's immediate productivity, but instead intends to set up public service facilities. On the other hand, when private capital associates with the state in a non-directing way, this is what clearly intimates the certain economic interest that private investors see in it.

If we only mention the dry dock, the steels quay and STOCKNORD's installations, not counting the industrial factories which are being built or which will be built in the future, we see that state is not the only organisation who invests and believes in Dunkirk. We will now examine the main work which is in progress in the Port at the beginning of 1977.

Until the 1970's, i.e. before the commissionning of the new Charles de Gaulle lock for ships up to 125,000 Dwt fully loaded, the ship-repair industry only offered dry-docking facilities up to 55,000 Dwt ships through Wattier lock built in 1938. It is therefore to cater for ships such as can enter the Charles de Gaulle lock (170,000 Dwt bulk carriers empty or 129,000 cum L.N.G. carriers fully loaded) that the new No 6 dry dock is now being built.

These ships will be able to take advantage of their calling at Dunkirk or of their completion at the France-Dunkerque ship-building yard near-by to dry dock.

Unlike what is happening in Brest, only private capital finances this project by calling upon the French financial market, the Port Authorities only taking part. SECOTER, a partnership between ship builders, careeners and ship repairers, invested about 100 million francs in this dry dock, which has the following points: length 300 metres, width 50 metres at the entrance, access basin dredged to −6.00 m., a swinging metallic door which slides down to the bottom of the access basin, height 13 to 15 metres. The dock's south mole will be used later as a repair quay for ships afloat.

It will be put into service in April 1978; work on it began as soon as the marine station installations were transferred to Dunkirk-West on 5th July 1976.

In 1976, over one million seven hundred thousand tons of metallurgical products passed through the port of Dunkirk. In January 1977, the monthly figure exceeded all expectations by reaching 200,000 tons in one month. However, metallurgical products continue being drawn to neighbouring ports and the port of Dunkirk had to construct a special quay for this traffic.

A joint economy limited company called SOTERAC was set up to manage this steels terminal, made up of the main French siderurgical companies, the S.N.C.F., the stevedores and the Port Authority.

The terminal, situated on the East side of the Mardyck dock is 642 metres long, 435 of which will be put into service in April 1977. Ships with a 12 metre draught will be able to reach this quay and the back-up area behind the quay will be equipped with 36 and 10 tons cranes for preparing and handling cargo. A coil warehouse is planned which will be equipped with an overhead crane. Road and rail access to the dockside and the back-up area is planned.

The construction of TOTAL's second oil refinery in 1973/4 and the installation of COPENOR's steam-cracker (subsidiary of Charbonnages de France–Chimie and the Compagnie Petrolière Qatari QAPCO) led the Compagnie Parisienne des Asphaltes to create a subsidiary called STOCKNORD comprising the C.P.A. the Compagnie Industrielle Maritime (C.I.M.), the Union Normande and Paktank, reserved for traffic of oil and chemical products, especially ethylene from the nearby steam-cracker. A berth accessible to 50,000 Dwt ships at first is being built next to the TOTAL refinery's berth, beside the turn-around area of the Mardyck Dock opposite the Lafarge Fondu International Cement works. This berth which is built on piles, will be completed by the end of 1977.

The Eastern port of Dunkirk is a wet dock port, protected from the tides by 3 locks. With the increasing amount of traffic linked to port activity, and the docks spread over a wider area, it was becoming trickier to maintain the level inside the docks, and there was a growing risk of damaging the locks. The construction of a pumping station between the outer harbour and the docks will enable the level in the docks to be kept to a minimum (+ 5.30 m.) above the level of the lowest tides. The station will make the existing quays profitable because bigger ships will be able to enter the commercial docks and money will be saved in the construction of new quays.

The first unit of the pumping station consists of 3 pumps with a 30 cum/s total output. In the plans, the site for a fourth pump has been reserved. A canal parallel to the Charles de Gaulle lock brings the pumped water to the docks through a wide outlet. The basin will be opened in March and put into service in April 1977.

Apart from the oil and cross-Channel activities in the western harbour, container traffic will grow even further when the deep-sea container quays are put into service. Without them, Dunkirk's future commercial traffic would probably be limited if not decreasing in the long run.

The ocean-going quays are part of the rapid transit port for containers, the first section of which has been put into service gradually from 1976 onwards with container serv-

(Continued on next page bottom)

"Dunkerque News" July-August 1977

Published bi-monthly by the Public Relations Department, Port of Dunkerque Authority

Press Conference

Mr. Pechere, General Manager: "Dunkerque's competitivity at its best."

This is not a triumphant slogan but a panorama of what Dunkerque is at present offering the shipper and the shipowner. During a recent regional press conferrence, Michel PECHERE, General Manager of the Port of Dunkerque Authority, addressed the audience by saying that Dunkerque's possibilities were far from being used to the full. He meant that skilled men highly advanced equipment and vast port facilities were still available at, if not always a cheaper price than its neighbouring ports, at least at the same price.

For example, take the new container terminal; there is no doubt that the facilities with four gantry cranes and plenty of acres of back-up areas, well served by motorways and railways can be very interesting, especially for ships wanting to call at the port without going through locks or sailing up a long estuary. He appealed to industries in the North of France to use their port, Dunkerque, and take advantage of its proximity and competitive costs.

There are many other examples of what Dunkerque can offer in the way of facilities and equipment, such as the new steel products terminal, the grain terminal or the two new mobile 10 and 36 ton cranes. This has already tempted certain shipowners as the number of new regular services shows below, but also in several other fields like the industrial field, or for the repair industry with the building of the new dry dock for ships up to 175,000 dwt.: Dunkerque's advantages on an economic scale will be seen once again.

Cross-Channel Services

Train ferry traffic up by 30%

A 30% growth of B.R.'s train ferry traffic this year has been observed by David Williams, B.R.'s Freight Marketing Manager–Export Services, following the introduction of improved and more reliable freight services.

The main centres of the U.K. are now linked to the train ferry ports of Dover and Harwich and from there to Dunkerque-West's new cross-channel terminal, in particular. The traffic now totals 50,000 truck crossings per annum, some of it in the new 55 ton-VTG ferry trucks which can be seen on the picture, leaving the m.s. «ST. ELOI» at Dunkerque-West. This noticeable increase in traffic was made possible by the concept of through transport by rail

(Continued from page 15)

ices to Great Britain being transferred to the new port. From the spring onwards, the deep-sea shipping lines will have at their disposal, 1,000 extra metres of quayside which can be reached by third generation container ships, i.e. ships with a 12 metre draft and 50,000 Dwt. The quays are dredged to –13.30 m. and their height is over 21 meters to provide for the tide. We must not forget that the western harbour has no locks and that bigger ships can reach it and save a considerable amount of time. Behind these quays, 60 hectares of back-up area will be set aside for handling and stacking containers; the terminal is enclosed and can be reached by road and rail by checking in at just one customs gate.

The ocean-going quays are equipped with a PEINER 45 ton (maxi 60 tons) container gantry crane. This gantry crane, put into service in December 1976, can service two right angled quays, thanks to its articulated bogies. Two other 43 ton CAILLARD gantry cranes will be transferred in 1977, after alterations to make them operational on third generation containerships. In the Lorraine quay, (East-West) a ramp has been reserved, at the end of the quay, for ro-ro containerships such as Scanaustral's or Rodin, Rostand, Rousseau with an angled stern ramp. A mooring jetty extends the Lorraine quay, for future ro-ro containerships with an in-line stern ramp.

All the quays which can be reached without passing through locks, the four gantry cranes for containers, the vast storage and handling facilities for containers or all other kinds of goods (cf. the new forest products traffic), excellent road, rail and later on, river links, justify the name–Rapid Transit Port for containers. From 1977 onwards, it will be up to the working methods and the men to prove it lives up to its name.

1977 will also see the starting of the works at the new iron ore and coal terminal at Dunkerque-West.

The top rank the port of Dunkirk reached over the last years in this kind of traffic (15.5 million tons of imports of bulk ore and coal in 1976) justified the Eastern facilities for the supply of the iron and steel industries in the North and the East of France and in Saarland but also of thermal power stations of the French Electricity Board.

This vocation of Dunkirk, far from being questioned in the near future, will even expand thanks to several new potential customers in Europe. Dunkirk must be ready to meet their requirements and at the same time make a profit in foreign currency for the benefit of the French economy. Therefore the works on the new terminal will soon start in order to be able to commission it by 1979. Two berths accessible without locks for bulk carriers up to 175,000 Dwt (dredging at (–20.00 m) 66 ft) will be located on the Atlantic Dock, opposite the Rapid Transit container terminal at Dunkerque West.

A storage area equipped with two stacker-reclaimers will cover a 15 ha (36 acres) area served by rail and allow a discharge rate of 2,000 T/H with two gantries.

«In our century of progress, standing-still means being left backward.»

All these new facilities being built in Dunkirk, both in the Eastern and the Western ports meet this century's requirements for growth. Dunkirk must cope with a delicate geographical situation and therefore must keep up with ever-improving techniques by carrying out a continuous programme of infrastructure works in order to resist a merciless competition.

N.D. PIERARD.

and the advantages this can give to the exporter. International rail rates are now on a par with road rates because of the introduction of simple through tariffs which now apply to most countries in Europe. Moreover, new trucks travelling at 60 m.p.h., air-braked rolling stock, and B.R's brand new T.O.P.S. computer based information service have collectively, with the improvements in Dunkerque-West, enabled faster and more reliable transit.

Besides the regular train-ferries, the «ST. ELOI» and the «ST. GERMAIN» between Dover Western docks and Dunkerque-West, the «HORSA» and the «HENGIST» are now calling regularly at Dunkerque-West cross-Channel terminal from Dover Eastern Docks.

Container News

New containerised service to South Africa

Following the South African Government's decision to revert to fully-containerised traffic between Europe and South Africa, the South African independent shipowner Enterprise Container Lines decided that their new regular containerised service to Cape Town, Port Elizabeth and Durban will call at Dunkerque. Already calling at several European ports with the m.s. «FALCON», the «NORTRANS» and the «KAREN», the line is represented in Dunkerque by LEMAIRE Bros. and Sons. 46 rue de Beaumont, 59140 Dunkerque, Phone: (20) 65.99.13– telex: 820.947.

Safmarine's two full containerships the «S.A. HELDERBERG» and the «S.A. SEDERBERG» are now being built in Dunkerque by the Société Métallurgique et Navale Dunkerque Normandie, formerly the Chantiers de France-Dunkerque, after a recent merger with the Société Métallurgique de Normandie.

Rapid transit port

On 14th May, the rapid transit port for containers was effectively put into operation with the unloading of the «RAIMU» belonging to the Compagnie de Navigation Mixte, whose ships sail to the West Indies. From now on, ships belonging to the Société Navale Chargeurs Delmas-Vieljeux will call at the Western Port of Dunkerque on their way to the West Coast of Africa; the same applies to the Compagnie de Navigation Mixte whose ships sail to the West Indies and the West Coast of Africa; in August, the full containerships the «EIFFEL» and the «HAUSSMAN» which belong to the Compagnie Générale Maritime will call at Dunkerque's western harbour on their way to the French West Indies.

Three container gantry cranes will serve the back-up area at the Lorraine Quay, and the Flanders Quay will be served by two container gantry cranes; in fact, the 50 ton-Peiner gantry crane situated on the Lorraine quay can also serve the other quay at right angles. The container terminal has been allocated to various users and it can be reached at high or low tide by the largest containerships. (The water is 13.8 metres deep, i.e. 45 feet), without having to pass through any locks.

There are day and night shifts seven days a week.

The "Oslofjord", a new containership calling at Dunkerque

This new ships belonging to the Norwegian shipping company Scandinavian East Africa Line, Oslo, will leave Dunkerque on its way to the Indian Ocean, Madagascar, the Reunion Islands, Maritious, and the Comores. Represented by LEMAIRE Bros. and Sons, the «OSLOFJORD» is backing up the other in an ever-increasing and varied traffic of containers (238 TEU.) as well as unitised goods (pallets, pre-slung cargo, flats, etc.) P. BARRA handle the cargo and the General Agents for France are Messrs. AGENA S.A. PARIS.

New shipping lines

Since 1st January 1977, 15 new shipping companies have included Dunkerque among their regular ports of call.

Line	Agent in Dunkerque	Destination
• Scandinavian Continental Line	Jules Roy	East Coast of the U.S.A.
• General Maritime Transport Company	Jules Roy	Lybia
• Olau Line	Jules Roy	Sheerness
• Combi-Shipping	Jules Roy	Sweden Scandinavia
• Red Sea Shipping Co.	Jules Roy	Hodeidah Yemen and Red Sea
• Cie de Navigation Mixte	Lemaire	West Africa
• Enterprise Container Line	Lemaire	South Africa
• Colombus Line (South Hamburg)	Lemaire	New Caledonia Pacific
• Ricona Line (Latvian Shipping Co)	Dewulf-Cailleret	Morocco
• East African National Shipping Line	Dewulf-Cailleret	East Coast of Africa
• C.M.B.	S.N.C.D.V.	West Africa
• Jounieh Line (Lebanon)	Stevedoring Transport	Lebanon
• Sonatram	Sogetra	Gabon, West Africa
• Cie Séoudienne de Navigation de Damman	Sogetra	Dubai, Damman, Shejeh, Koweit
• Senam	Herpin	West Africa

News in brief

Water skate technique for record lift

On 10th June, at Dunkerque East, a 340 ton-ro/ro ramp for the Port of Boulogne was loaded onto a seabarge. For the first time ever in France, such a lift was moved on a «water skate» already used to move railway engines for instance.

Another "first" in Dunkerque-East: A dredger on a sea barge

Within the scope of dredging the Suez Canal, a dredger called «Jean Rigal» from the Union Maritime de Dragage, was loaded onto a sea-barge by using a floating dock at Dunkerque's Eastern Port. Both dock and barge had been sunk to allow the dredger to get onto it, an then refloated to lift the dredger in order for it to be towed away to Egypt by the «Abeille 15» which belongs to the French Progemar Group. The dredger is seen on the picture leaving Dunkerque lashed on its barge.

Fire on board a cargo ship

As well as the dredger mentioned above, the «Cap Croisette» was due to leave for Suez with floating tubes, when the cargo caught fire. Within minutes three fire-

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fighting tugs were on the spot, soon joined by the fire-boat the ⟪Sergent Decrocq⟫ which fought the fire with water and Co_2 foam. It was her first mission on a fire and it took her less than one hour to stop it without any damage being done to the ⟪Cap Croisette⟫ herself.

Tug on cargo ship

Another heavy lift loading took place on 10th June, at Dunkerque-East: the 1,800 HP. tug, the ⟪Arthur Rimbaud⟫ was loaded on board the MS ⟪Trevenfels⟫ from the DDG HANSA and consigned by Dewulf Cailleret for the Red Sea and the Persian Gulf service.

Built by Ziegler Brothers, in Dunkerque, weighing 230 tons, the tug was lifted by the ship's two 130 ton-cranes and will be used in the port of Djibouti.

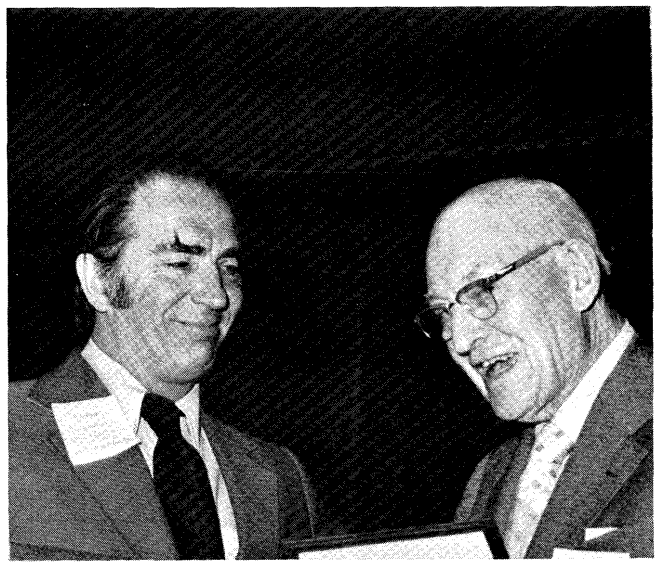
Heavy lift ship

Recently, Dunkerque's eastern port received the ⟪GLORIA VIRENTIUM⟫, one of the most powerful crane-equipped ships in the world for heavy lifts. This ship belonging to the Dutch shipowner Holscher has two 405 ton-cranes and lifted an 80 ton-pontoon within one hour. The handling was done by Jokelson and Handtsaem and the ship was consigned by Sogetra.

Dunkerque–offshore centre

Several events in the off-shore business recently took place after the two jack-up oil-rigs were launched in Dunkerque-West. One Pentagone-type semi-submersible oil-rig named the ⟪GULNARE⟫ left Dunkerque's western harbour after being assembled and re-fitted into a floating hotel for the off-shore labour force. A week after, the ⟪DIVY BETA⟫, one of the jack-up oil-rigs for Norway, left Dunkerque-West's COMENORD assembly yard. This was soon followed by the ⟪DIVY GAMMA⟫ which can be seen on the picture.

Around the same period, at Dunkerque's eastern port, COMEX, which had chosen Dunkerque as a winter base for its highly specialised equipment for welding pipe-lines on the sea bed, loaded some of its equipment on to the new maintenance ship ⟪TALISMAN⟫ from Serra Bros. and the tug/supply ship ⟪MAERSK PACER⟫ (4,000 HP). Another offshore barge, probably the ⟪ETPM 701⟫ is due any time to take the rest and start a new welding campaign under the sea.



San Francisco, Calif., 9/21/77 (California Marine Affairs and Navigation Conference):–FAIRFIELD, CA–Veteran industrial development leader F.R. "Ron" Henrekin (right) was recently honored at the annual meeting of the Solano County Industrial Development Agency, which he served as founding executive director. Among the awards to the nationally-known leader was commendation from the California Marine Affairs and Navigation Conference, presented by C-MANC's executive director, Robert H. Langner. Henrekin also received recognition from the American Industrial Development Council in which he was a pioneering member. Other key roles included as founding chairman of the Northern California Industrial Managers Association, and first president, California Industrial Executives Association.

Development of Major Ports of India

From "Indian Shipping" No.7/1977 Vol. 29 (Extracts from the Annual Report of the Ministry of Shipping and Transport for 1976-77) —Journal of Indian National Shipowners' Association, Bombay, India

The traffic handled at the ten Indian major ports viz. Bombay, Calcutta, Madlas, Cochin, Kandla, Visakhapatnam, Mormugao, Paradip, Tuticorin and Mangalore, totalled 65.98 million tonnes during 1975-76 as against 65.59 million tonnes in the previous year. The number of ships that entered the ports during the year was 7,401 as against 6,825 and their gross tonnage 73.22 million as against 66.94 million before. During the first half of 1976-77, the traffic handled at the ports amounted to 35.58 million tonnes and the number of ships entered and their gross tonnage, 4,332 and 41.23 million. The following statement gives details of import-export traffic of the ports during the years 1974-75, 1975-76 and 1976-77 (upto October 1977):

The expenditure incurred on the development of Major Ports during the first, second, third and fourth Five-Year Plans including three Annual Plans which followed the Third Plan, was Rs. 542.68 crores. In the Fifth Five-Year Plan, the provision for the purpose is Rs. 521.20 crores. In the first two years of the plan Rs. 218.91 crores have been spent and in 1976-77 the expenditure on development activity would be Rs. 114.28 crores including the contributions of the Port trusts from their own resources as also the direct expenditure of the Government.

Following is a brief report of the important developments in the Major Ports in the year 1976-77:

Calcutta Port—Haldia Dock Project

Haldia Dock Project consists of an enclosed dock basin with 6 berths to handle coal, ore, fertilizer, general cargo containers and salt. The Oil Jetty outside the dock system for handling tankers bringing in crude oil for Haldia and Barauni refineries was commissioned in August 1968. The dock system proper is undertaking trial loadings prior to commercial operations. The berths are equipped with high speed mechanical equipment for handling ore and coal. A mechanical facility for fertilizer is being installed at the Fertilizer Berth.

Orders for an Esturian Dredger "Mahaganga" have been placed on Garden Reach Workshops who are likely to deliver it in the middle of 1977. A new Survey Vessel to replace "Pathfinder" has been sanctioned at an estimated cost of Rs. 2.50 crores.

To obtain a draught of 40 ft. by 1980, dredging in the shipping channel leading to Haldia has been undertaken at a sanctioned estimated cost of Rs. 31.26 crores. After completion of initial dredging through contractors, the Port Trust's own dredger "Mohana" and Ministry's dredgers MOT V and MOT VI were pressed into service. These dredgers will be supplemented by the dredger "Mahaganga" sometime in the middle of 1977.

A steady fall in the draught has been one of the problems the Calcutta Port has had to face over the years. To counteract this, river training works have been taken up by the Calcutta Port Trust in the Bhagirathi-Hooghly river system over the last few years. These works would enable the Port to get full advantage of the Farakka Barrage project. The entire capital cost of these corrective works is borne by the Government of India. An amount of Rs. 9 crores has already been paid to Calcutta Port Trust for river training works upto Diamond Harbour. Another estimate of Rs. 5.58 crores was sanctioned for river training works below Diamond Harbour against which an amount of Rs. 2.86 crores has already been reimbursed to the Port Trust.

Bombay Port

All the major works, including marine works under the Dock Expansion Scheme, have been completed. The work on the erection of cranes and construction of store sheds is likely to be completed in the first half of 1977. The Dock Expansion Scheme is estimated to cost Rs. 15.23 crores. The Banard Pier Expansion Scheme which is estimated to cost Rs. 7.8 crores has been substantially completed.

To meet the urgent requirements of the Port, an order for a Grab Hopper Dredger at an estimated cost of Rs. 3.6 crores has been placed on Mazagon Docks. The dredger is expected to be delivered in July 1977.

Construction of Groupage sheds at Berth No. 12-B Indira Docks, paving of Berth 12-B and purchase of certain equipment for handling containers was originally planned for the purposes of container traffic. While the first two items of work have been completed, the purchase of equipment has been deferred for the time being till such time as the container traffic develops further.

The Port has prepared a Master Plan for a new port at Nhava Sheva. Traffic estimates for this proposed port are being firmed up in consultation with the user agencies.

Detailed Project Reports have been received for construction of a bridge between Butcher Island and Pir Pau and laying of a new oil pipeline thereon in replacement of the existing submarine pipeline at an estimated cost of Rs. 16.14 crores and for the construction of the Fourth Oil Berth at Butcher Island at an estimated cost of Rs. 38.91 crores.

Madras Port

Construction of an Outer Harbour to enable the Port handle deep draughted ore carriers of 1 lakh DWT has been substantially completed and is expected to be opened to commercial traffic in mid-1977. The Outer Harbour has a draught of 46 ft. making it one of the deepest ports in India second only to Visakhapatnam Outer Harbour. The Ore Berth at Madras Outer Harbour would be equipped with high speed mechanical handling equipment with rated capacity or 8,000 tonnes per hour. The entire project is likely to cost about Rs. 22.43 crores.

Work on the construction of an Outer Arm which will provide necessary tranquillity conditions during the monsoon period for handling of vessels in the Outer Harbour at full draught has been started at an estimated cost of Rs. 7.7 crores.

Major Ports Traffic

	Imports	Exports
	('000 tonnes)	
Bombay		
1974-75	13,861	3,866
1975-76	12,654	4,137
1976-77	6,707	2,898
Calcutta (incl. Haldia)		
1974-75	5,085	2,450
1975-76	4,479	3,220
1976-77	2,509	1,781
Madras		
1974-75	4,761	3,155
1975-76	5,409*	2,796
1976-77	2,828	1,856
Visakhapatnam		
1974-75	2,883*	4,272
1975-76	3,449*	5,672
1976-77	1,864*	3,548
Paradip		
1974-75	61*	2,545
1975-76	189*	3,127
1976-77	118	1,601
Mormugao		
1974-75	724	13,408
1975-76	675	12,093
1976-77	379	4,422
Kandla		
1974-75	3,240	304
1975-76	2,924	279
1976-77	1,682	115
Cochin		
1974-75	3,590	1,223
1975-76	3,321	937
1976-77	2,033	676
Tuticorin		
1974-75	74	–
1975-76	251	26
1976-77	170	135
Mangalore		
1974-75	26	65
1975-76	206	133
1976-77	194	66
Total (all major ports)		
1974-75	34,306	31,289
1975-76	33,557	32,419
1976-77	18,484	17,098

*including transhipment cargo.

Cochin Port

Container ships have started calling at the Port, and in May 1976, a sum of Rs. 86 lakhs was sanctioned for providing container facilities (1st Phase) at Berth Q-9.

The South Tanker dolphin was virtually put out of commission by an accident in September, 1974. The construction of new fender dolphins to the north and south of the Berth and the reconstruction of the Central Platform, sanctioned at a total cost of Rs. 17.6 lakhs have been completed.

Work on a Hopper Grab Dredger ordered on Garden Reach Shipbuilders and Engineers has been completed and the dredger delivered in January 1977.

The construction of a Super Tanker Oil Terminal in Bolghatty Channel for the handling of tankers bringing crude oil to the Cochin Refineries is under consideration.

Visakhapatnam Outer Harbour Project

The Ore Berth at the Visakhapatnam Outer Harbour which has been designed to handle ore carriers of 1 lakh DWT in the initial stage was commissioned in December 1976. The mechanical ore handling plant provided at the berth has a rated capacity of 8,000 tonnes per hour which can be stepped up to 16,000 tonnes per hour ultimately. The Outer Harbour Project is expected to cost Rs. 103 crores net.

Kandla Port

A proposal to replace the existing R.C.C. Floating dry dock which has outlived its utility by a steel floating dry dock is under examination. The task of providing infrastructural facilities at an off-shore terminal off Salaya has been entrusted to the Port Trust. The work is in progress and is expected to be completed in the second half of 1977.

A 45 tonne Bollard Pull Tug for handling Very Large Crude Carriers (VLCCs) which are expected to call at the Off-shore Terminal has been ordered on Hooghly Docking and Engg. Co. and is expected to be delivered in early 1978.

Mormugao Port

Mormugao Port Development Project envisages essentially the construction of an ore berth serviced by high speed mechanical ore handling equipment with a rated capacity of 8,000 tonnes per hour. The construction of a Mineral Oil Berth as also improvement to the existing facilities are part of the Project. The total estimated cost for this would be in the region of Rs. 76 crores. The work is expected to be completed towards the end of 1977 when the Port would be able to handle alongside ore carriers of 60,000 tonnes DWT in the initial stage. The design makes provision for the expansion of the facilities to enable the Port to handle carriers of 1,000,000 DWT if necessary.

The new Oil Berth constructed at a cost of over Rs. 2.00 crores was commissioned in December 1976. One twin screw Grab Hopper Dredger with 250 cu. meters hopper capacity was delivered in December, 1976. Two tugs for which orders have been placed are expected to be delivered by end of 1977 or early 1978.

Paradip Port

The Port has a maintained draught of 39 ft. which enables it to handle ore carriers of 60,000 tonnes DWT. The present annual capacity of the ore handling plant at the Port is expected to be stepped up from 3 million tonnes to around 4 million tonnes by certain modifications. Contracts for a Wagon Handling System and construction of a Dumper House and ancillary structures have been placed. To counteract the erosion of the coast-line by severe wave action, it was decided to construct a sea wall from chainage 1300 to 5650. Contract for the construction of the last remaining sections from chainage 1600 to 4750 of the sea wall was awarded in 1976-77.

Purchase of a tug for lighterage operations, procurement of a mobile crane and construction of the warehouses have been sanctioned.

New Mangalore Port

The contracts for dredging of rock and extension of breakwaters in the Harbour in connection with Kudremukh Iron Ore Project has been awarded. The Port is short of tug power and to remedy the situation, the import of a tug has been sanctioned.

New Tuticorin Port

All four Berths at the Port have been completed and work on the two breakwaters is nearing completion. Work on a Permanent Oil Jetty is expected to be completed by early 1978.

Minor Ports

The Central Government gives loans for specified schemes for development of minor Ports and also gives technical assistance whenever sought. But the main responsibility for their development is that of the State Governments concerned.

In the fifth Plan, a provision of Rs. 10 crores has been made for development of Minor Ports under the Centrally Sponsored Schemes. The provision is intended for Fourth Plan. These expenditure of schemes were sanctioned in the Fourth Plan. These schemes relate to the ports of Kakinada, Cuddalore, Beypore, Miryabay and Porbandar. In addition, token provision was made for Gopalpur and Karwar ports. The schemes relating to Gopalpur and Karwar have not, however, been included in the Fifth Plan and those relating to Cuddalore and Miryabay have been completed. The progress of the schemes under execution is as follows:—

(1) *Kakinada (Andhra Pradesh):*

The sanctioned scheme is for Rs. 152.39 lakhs. Some of the important works which have already been completed are dredging of the approach channel, re-allignment of railway track, extension of water and power supply and construction of wharf wall and jetties. Two barges have been commissioned and work on the other three barges is in progress. The entire work is expected to be completed by 1977-78.

(2) *Beypore (Kerala):*

Dredging, which is the main item of the work, is under progress. The scheme was sanctioned for Rs. 11.96 lakhs. Action has been initiated to purchase a Pilot Launch, Mooring boat and navigational aids. With the dredging so far done it is possible for loaded sailing vessels to enter the basin without lightening, thereby facilitating better traffic.

(3) *Porbandar (Gujarat):*

The scheme as sanctioned for Rs. 7.22 crores is under execution. The main item of work is the construction of a breakwater and with the present pace of progress it is expected to be completed by March 1978.

Centrally Executed Schemes

In the Fifth Plan, a provision of Rs. 12.38 crores has been made for harbour works in the Andaman, Nicobar and Lakshadweep Islands and for the Minor Ports Survey Organization. These works are executed by the Andaman Lakshadweep Harbour Works.

Andaman Harbour Works:

A provision of Rs. 911 lakhs has been made to complete the continuing schemes of the Fourth Plan and to take up certain new schemes. All the spill-over schemes have been completed except the bleakwater at Little Andaman which is likely to be completed by May 1977. Certain foreshore facilities such as passenger and cargo sheds are being provided to all the completed jetties and wharves.

Lakshadweep Harbour Works:

An allocation of Rs. 295 lakhs has been made for this. Further, deepening of the lagoons and entrances at Kavaratti and Minicoy have been taken up as well as the construction of jetties in the other Islands.

Minor Ports Survey Organization:

The provision in the F.f.h Plan is Rs. 32 lakhs. During the year, three parties are carrying out surveys at three different places of Andaman, Goa and Karnataka State and the surveys are expected to be completed during the year as programmed.

Central Dredging Corporation

The Dredger Pool of the Central Dredging Organisation was earlier managed on an agency basis by the Shipping Corporation of India. However, in view of the need for having a unified control over various aspects of dredging operations and to improve them, a Public Sector undertaking called the Dredging Corporation of India, was set up with effect from March 1976.

During the year 1976-77, the dredger fleet was strengthened with the addition of one dredger, one survey launch and two tugs. With these additions, we now have seven dredgers, four tugs, one survey launch, three non-self propelled hopper barges and two sets of floating and shore discharge pipelines and accessories. One tug, one survey launch, and one more set of pipelines and ball and socket joints are on order and are likely to be delivered in mid-1977.

In addition, an order for the supply of one Trailing Suction Hopper Dredger of 6,500 cu.m. capacity has been placed in Holland and is expected to be delivered in July 1977. With its addition, there will be sufficient dredging capacity with the Dledging Corpolation of India to take care of capital dredging in the country. They will also be able to supplement the maintenance dredging requirements of major and minor ports.

During the year, the dredgers of the Dredging Corpora-

(Continued on next page bottom)

Penang Port Commission Annual Report

From Twentieth Annual Administration Report and Accounts for the Year ended 31st December 1975 Penang Port Commission, Malaysia

Chairman: Yang Berbahagia Tan Sri Abdul Jamil bin Abdul Rais, P.M.N., P.J.K.
Director General: Tuan Jaji Mohd. Azuddin bin Haji Zainal Abidin, P.K.T., A.M.N., P.J.K.

GENERAL REVIEW

Twenty years ago on 1st January 1956, the Panang Port Commission was established under the Panang Port Commission Act, 1955, to supersede the previous port authority, Penang Harbour Board, and to take over the Prai Wharf undertaking of the Malayan Railway.

The accelerated industrial and agricultural developments in the country and the increase in trade in the region enhanced the demand for improved and modern port facilities. The Penang Port Commission's response to the economic development of the hinterland is reflected in its past 20 years of development progress and its future 20-year Development Plan.

The last two decades saw the commissioning of the Butterworth Deep Water Wharves which became fully operational in July 1969, the ferry service between Penang Island and the mainland in its existing model which was completed in September 1959, the slipway and ancillary service facilities for the Commission's Bagan Dalam Dockyard which were completed at the end of 1959 and the development of Weld Quay into a public landing place on the island of Penang in 1967 to facilitate private lighters to load and unload cargo at all states of the tide. Also during the period, additional mechanical equipment and floating craft were procured to meet the port's traffic growth.

During the Second Malaysia Plan period (1971–1975), the Penang Port Commission in the spirit of the New Economic Policy adopted policies and undertook several development projects which could contribute towards the socio-economic development of the region, particularly the State of Penang. These projects include the Ferry Service Expansion, the Sixth Berth, Container Facilities and Port Storage Godowns and Sheds at Butterworth, the Bulk Cargo Terminal, Prai, and the Bus Terminal/Shopping Complex at Butterworth. Some of these projects will be continued into the Third Malaysia Plan period.

The Penang Port Commission's concern for the future development of the port led to the appointment of Consultants to undertake a study into the port's long term development, which would help to prepare a Master Plan for the development of the port.

The Master Plan for the port takes consideration the socio-economic and industrial development of the port's hinterland, the existing and future port capacity and productivity, and changes in shipping technology, method and intensity. Major development projects recommended for the next five years 1976–1980 are Container Terminal cum Roll-on Roll-off Berth, Vegetable Oil Tanker Pier, Expansion and Modernisation of the Dockyard Facilities at Bagan Dalam, a LASH Barging Terminal, additional floating craft, including pilot launches, a new dredger and tug boats. A study into the feasibility of the deepening of the North Channel of the port will aso be undertaken.

Long term development proposals for the port, during 1980 to 1995, include the provision of additional Deep Water Berth Facilities, Dredging of the North Channel (if found feasible), Replacement of Swettenham Pier, Expansion of Bulk Cargo and Bulk Timber Terminals. The implementation of the long term development projects will depend on their feasibility and viability.

The Penang Port Commission has undertaken development of its port facilities and ferry service to meet the growth of port and ferry traffic during the last 20 years, and this trend will be continued during the next 20 years.

VISITS

The Minister of Communications, Yang Berhormat Tan Sri V. Manickavasagam, made an official visit to the Penang Port Commission on 26th June 1975 and was briefed by the Commission's Director-General on the development projects of the Commission. Following this, he was taken on a tour of the harbour on board one of the new double-deck vehicular ferry vessels.

ORGANISATION AND ADMINISTRATION

Meetings

Ten ordinary and one special meetings of the Commission were held during the year. The special meeting, convened on 11th November 1975, was to consider and approve the Estimates of Income and Expenditure for the year ending 31st December 1976.

The Penang Port Commission Port Consultative Committee met once during the year and Members of the Committee were informed of the development projects being undertaken in the port and the proposed revision to the scale of rates and charges which into effect in July 1975.

ICHCA Conference and IAPH Conference

The Commission continued to be a member of the International Cargo Handling Co-ordination Association and the International Association of Ports and Harbors.

The Chairman and the Director-General represented the Commission at the 12th Biennial Conference of the International Cargo Handling Co-ordination Association held in Florence, Italy, from 12th to 15th May 1975. The Commission is honoured with the appointment of its Chairman as the Chairman of the South-East Asia Regional Section of that Association.

The Chairman, the Director-General and other senior officers were among the delegates at the Ninth Conference

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tion of India have carried out capital and maintenance dredging at Calcutta (Haldia), Okha, Cochin, Mangalore, Mormugao and Visakhapatnam Ports. When the Corporation starts functioning fully, it is expected that they would be in a position to take up contract dredging in other countries as well.

of the International Association of Ports and Harbors held in Singapore in May 1975.

As part of the post Conference tour, some of the delegates to the I.A.P.H. visited the Penang Port Commission where they were briefed on the Commission's facilities and development projects.

Embarkation of Pilgrim Vessels at Butterworth Wharves

In pursuance to Government directive, the Commission made arrangements for the embarkation of Haj pilgrims at Butterworth Wharves instead of at Swettenham Pier.

Twinning of Port of Penang and Port Adelaide

At a brief ceremony held in Adelaide on 25th February 1975 on the occasion of the Penang Week in Adelaide, the Port of Penang and the Port of Adelaide were declared as sister ports. To commemorate the occasion, the Minister of Marine and Harbour of South Australia presented a plaque to Yang Berbahagia Datuk Mohamed bin Yeop Abdul Raof, D.M.P.N., K.M.N., who is a Member of the Penang Port Commission.

Commissioning of Port Security Police Force

The Commission's Port Security Police Force was formally commissioned by the Inspector-General of Police, Yang Berbahagia Tan Sri Mohamed Haniff bin Omar, at a ceremony held at the Butterworth Wharves on 25th July 1975. The Inspector-General of Police inspected a Guard of Honour mounted by members of the Port Security Police Force and of the Royal Malaysian Police.

Co-operation with other Organisations

The Commission continued to co-operate and liaise closely with Government Departments and other Statutory Bodies. The Commission also held consultative meetings with representatives of the Shipping Committees of the Chambers of Commerce in Penang to discuss matters affecting the port users.

FINANCE

Despite a decline in tonnages handled brought about by world recessionary conditions, port operations earned $23,838,316 in 1975. This figure exceeded the revenue earned in 1974 by 8.2%. The increase resulted from the application of new tariff charges with effect from mid 1975. Port operating costs totalled $24,416,758 in 1975, hence port operations incurred a deficit of $578,442 in 1975 which compared favourably with the $2,089,366 deficit suffered in 1974.

DEVELOPMENT

Ferry Service Expansion Project

The Ferry Service Expansion project was completed in mid 1975. Two new ferry terminals adjacent to the existing terminals on the island and on the mainland were constructed. Three new double-decker vehicular ferry vessels were introduced into the service. With the expansion, the ferry service is estimated to have adequate carrying capacity to meet the growth in vehicular traffic up to 1981.

Bus Terminus cum Shopping Complex

The Commission is building a three-storey Bus Terminus cum Shopping Complex near the Butterworth Ferry Terminal at a cost of $6.0 million. The ground floor will be a Bus Terminus and Taxi Park, the first and the second floors will house shops which will be rented out.

Work on the complex commenced in 1975 and by December this year the work on the superstructure was well in progress. The project is expected to be completed in December 1976.

Bulk Cargo Terminal, Prai

This project planned for under the Second Malaysia Plan will be continued into the Third Malaysia Plan period. Tender for works on the project was awarded in September 1975 and work is expected to begin in 1976. This $47 million project should be operational by early 1979.

Sixth Berth, Butterworth Wharves

This project has been modified to be a Sixth Berth cum Container Terminal with provisions for a roll-on roll-off berth, container gantry crane and equipment. The cost of the Sixth Berth project is estimated at $18.7 million. Tender for works on the project was awarded in September 1975 and the project is planned to be completed by the end of 1977.

Container Facilities

Work on other container facilities, such as marshalling yard and container freight station, progressed satisfactorily in 1975 and by the end of December 85% of the work was completed.

The Commission also purchased equipment, including straddle carriers, prime movers and trailers, forklifts and spreaders for the Container Section. The total cost of the project is $5.0 million.

Master Plan Study on the Development of the Port

A firm of Consultants, E.G. Frankel Inc. (U.S.A.) completed the Master Plan Study of the Port of Penang in early 1975. The study which was for the duration of eight months dealt with several areas including the Economic Base Survey, the Transport System, the Changes in Shipping Pattern, Cargo Handling and Storage, Engineering Study, Financial and Management Study and Environmental Analysis. Based on the study, the Consultants recommended several development projects to be undertaken in the short term and long term periods. These projects are as follows:–

Short Term 1975–1980

1. Container Terminal, Butterworth Wharves
2. Vegetable Oil Tanker Pier, Butterworth Wharves
3. Bagan Dalam Dockyard Expansion and Modernisation
4. LASH Lighter Terminal, Prai
5. Coaster and Lighter Facilities, Prai
6. Procurement of Floating Craft–Tug Boats, Pilot Launches, Lighters and a Self-Propelled Dredger
7. Bulk Timber Terminal, Butterworth
8. Pre-feasibility Study on Deepening of the North Channel
9. Investigation into New Cargo Facilities and Deep Draught Wharves

Management has studied the above projects and some of the projects recommended are included in the Proposed Third Malaysia Plan 1976–1980.

Long Term Development 1981–1995

1. North Channel Dredging

(Continued on page 25 bottom)

Orbiter Probe

For Low-cost Unitising Method

London, (Press Information from ICHCA=International Cargo Handling Co-ordination Association):—A report published by the International Cargo Handling Co-ordination Association points out that pre-slinging is a relatively simple low-cost method of unitising a variety of cargoes.

In addition to being probably the best method of unitising several commodities, it is a possible alternative for a wide range of others. Consequently many transport operators and shippers who have hitherto only used break-bulk cargo handling methods make their first move towards unitisation by pre-slinging.

Although a great deal of user experience has been gained over the years with pre-slinging, up to now there has been no real attempt to disseminate this information or to provide unbiased information and guidance on it. The report by ICHCA's Technical Advisory Sub-Committee (TASC) has been published to fill this gap.

TASC chairman Mr. E.J. van Dijk said the report is intended primarily as a guide to pre-slinging for those who have not up to now been greatly involved with the problems of handling pre-slung cargo.

It will also prove useful to those who already have experience in the field. He added that the report concentrates on flat synthetic fibre slings, which are the main sling type in use for pre-slinging purposes. Safety and regulatory aspects have been given particular emphasis.

The second part of the report looks at an alternative to pre-slinging, the use of strapping as a means for lifting cargo.

The report does not make any general recommendation for or against the use of strapping as a means for lifting cargo.

The report does not make any general recommendation for or against the use of pre-slinging or strapping. Instead, the potential gains and possible pitfalls are described, and the accumulated experience of ICHCA members is given as guidance.

Pre-slinging is the process whereby a sling is placed around a cargo unit at the point of origin, and remains in place on the unit for most or all of its subsequent journey, whether by road, rail, air or sea, with the purpose of reducing the time spent in cargo handling.

Theoretically, almost any break-bulk cargo may be pre-slung if desired. In practice, whether or not a commodity is pre-slung depends upon the commercial and practical viability of the proposal. Practice of the trade, rate incentives and so on, are also factors to be considered.

Certain commodities have historically proved to be commercially attractive propositions for pre-slinging. These include: timber, pulp, newsprint and paper, bagged goods (cement, fertiliser, cereals, coffee etc): steel products, mainly tube or bars: cartons and cased goods: baled goods (wool, cotton, etc).

The main reason for adopting pre-slinging is the improvement in cargo handling speed obtained and the benefits which go with this. The claims of sling makers in this respect have been substantially verified by the experience of ICHCA members, who have reported improvements in handling rate of up to 300%, with an average improvement of 50%. This has often been accompanied by a reduction in the number of dockers working in a gang, though trades union regulations often prevented this.

THE REPORT CAN BE OBTAINED FROM ICHCA, ABFORD HOUSE, 15 WILTON ROAD, LONDON SW1 ENGLAND.

(Continued from page 23)

2. Development of New Cargo Facilities and Deep Draught Wharves
3. Swettenham Pier Replacement
4. Bulk Timber Terminal Expansion
5. Prai Bulk Terminal Expansion.

The Long Term Development Projects are subject to further study before implementation.

PORT OPERATIONS

Cargo handled in the Port of Penang

The Port of Penang handled 3,843,744 tonnes of cargo in 1975 compared to 4,360,686 tonnes in 1974, a decrease of 12%. This decline was due to the general economic recession that prevailed throughout the whole of 1975.

General cargo decreased by 13% from 3.02 million tonnes in 1974 to 2.63 million tonnes in 1975. In the case of bulk cargo, the decline was from 1.34 million tonnes to 1.22 million tonnes, a drop of 9.5%.

Cargo handled by the Commission

1. Total Cargo

The total volume of cargo handled by the Panang Port Commission amounted to 2 million tonnes compared to 2.2 million tonnes in 1974, a drop of 11% over the previous year.

2. General Cargo

The volume of general cargo handled by the Penang Port Commission fell from 1.8 million tonnes to 1.6 million tonnes, a reduction of 12%.

3. Containers

A total of 8,370 twenty-foot containers and 242 forty-foot containers were handled in the Port of Penang in 1975.

"Portos e Navios"

Rio de Janeiro, Brazil, June, 1977:—

Ports & Waterways

- An agreement has been signed between the State of

Pernambuco and BNH, in the value of 376 million cruzeiros, for the completion of the studies, project and construction of the industrial and port area of Suape.

- On May 14 took place the I Seminar of Navigability of the Tietê, at Laranjal Paulista, being present 21 mayors of the area, directors and experts from Portobrás, IPT, Transesp, CESP, Waterways Department and Fepasa.
- At the Hydraulics Technological Center, in São Paulo, the Port of Praia Mole, State of Espírito Santo, for the transport of ore and coal, is being extensively model tested.

Chairman of the Port of Montréal Authority

Montréal, Québec, Canada (Summer 1977 "Port of Montréal"):—On June 30, 1977, Mr. J.M. Chabot completed his five year term as Chairman of the Montréal Port Authority and returned to the supervision of his many interests in the business world. His keen interest in all port activities and his dedication to the task of making Montréal increasingly attractive to port users will be greatly missed around the port.

At the last regular meeting of the Montréal Port Authority a special vote of thanks was passed to recognize his valuable contribution and dedication to port affairs.

To succeed to Mr. Chabot, the Hon. Otto Lang, minister of transport has invited Mr. Roger O. Beauchemin to serve as acting chairman until the implementation of the contemplated new port policy.

An engineer by profession, Mr. Beauchemin has been a member of the Port Authority since its inception in 1971 and served as its vice chairman for the past six years.

A Worthwhile Promotion Tour

Montréal, Québec, Canada (Summer 1977 "Port of Montréal", Editorial):—Earlier this year the former Chairman of the Montréal Port Authority and myself visited England, France, Algeria and the U.S.S.R. for the purpose of port promotion. We returned to Montréal convinced that, though the trip severely taxed our energies, the time was well spent.

I was greatly impressed by the increasing support in the Port of Montréal which was in evidence in each of the countries visited. Particularly significant was the interest received from various quarters in the container terminals at the Port of Montréal.

In reviewing the experiences in each of the four countries visited, my principal reaction was a sense of gratification and great encouragement.

However, someone has said that words of censure are like feathers loosed upon a wind, never to be overtaken, never recalled. During this trip it was disappointing to learn that there is a large measure of truth to this statement.

Years ago theft of cargo was a major problem at this port. The rapport between labour and management deteriorated, productivity dropped and the port experienced several costly strikes. As a consequence, the Port of Montréal received some highly unfavorable publicity.

These conditions no longer exist. For years theft has been negligible. Labour statility is good and productivity has returned to an acceptable rate and is still improving.

Despite my efforts to make these facts known, some people were encountered who were unaware of the remarkable improvements that have been effected. This will serve as a stimulus to even greater efforts to reach all potential port users with facts to prove to them that Montréal has the facilities, the security and the efficiency which are the essential ingredients of a great port.

N. BESHWATY
Port Manager

Vessel Traffic Management System

Montréal, Québec, Canada (Summer 1977 "Port of Montréal"):—The St. Lawrence River has an enviable record for marine safety. This is attributable to several factors, two of which, the Aids to Navigation System and the work of the river pilots, have been dealt with in an earlier issue. A third, and very important, component of the aids to safety is the Vessel Traffic Management System.

This organization was formed by the Ministry of Transport in 1968 with the following objectives:

1. To prevent collisions between ships.
2. To prevent collisions between ships and channel obstructions.
3. To maintain a safe, orderly flow of traffic on the river.
4. To alert appropriate authorities when ships are in need of assistance.

The 500 miles of river between Sept Iles and Montréal, which is under the jurisdiction of Vessel Traffic Management, is divided into six sectors each of which has a number of mandatory reporting points. Each ship must obtain clearance before moving out of one sector into another. When passing each mandatory point it must report to the Traffic Management control centre specified information by VHF radio on frequencies designated for each sector. At frequent intervals all ships are advised by the control centres as to the location and type of all vessels in the sector, weather conditions and, in winter, ice conditions, channel obstructions, salvage operations, dredging, diving, water levels, information on any changes in aids to navigation, or other features which may require caution by ships.

This organization also monitors ships with a length of 750 feet or more, a draught in excess of 34 feet or a breadth of 100 feet or more to make certain that they do not encounter difficulties in transiting curves or in the event of a temporary reduction in channel depth at any point. During the winter months it acts as communications coordinator for the Canadian Coast Guard ice breakers operating on the river.

Vessel Traffic Management reports to the Pilotage Authority the expected time of arrival of vessels at points where pilots are taken aboard in order that pilots may be available. It also reports to port authorities the expected time of arrival in port of all ships and, in turn, advises each ship of the berth or anchorage assigned to it by the port authority.

When in port, all ships must receive clearance from Vessel Traffic Management before departure or a move to another berth.

"Nanaimo Harbour News" September 1977

Nanaimo Harbour Facilities

- 3 deep sea berths with 40 acres of lumber storage area
- 100,000 sq. ft. of warehouse space
- 25 materials handling vehicles

Serviced by land, rail and sea

Duke Point Studies

Major studies on the Duke Point development will shortly be available. They are: an environmental impact study, a study on the inventory resource of the Nanaimo River estuary and a study on the economic and social impact of the development on the Nanaimo area.

They will be submitted to various government departments, for evaluation, including Environment Canada, Federal Fisheries and the Provincial Fish and Wildlife Branch and Land Branch.

A meeting to brief Tommy Douglas, M.P. for Nanaimo and the Islands, and Dave Stupich, Provincial M.L.A. for Nanaimo, was held recently and attended by Doug Greer, chairman of the Nanaimo Harbour Commission, Port Manager Lloyd Bingham, Peter Breikss, project manager for the B.C. Development Corporation and John Lampman, Nanaimo representative of B.C.D.C.

The Corporation is also funding a study to establish water demands of the new project, the sources of supply and any effects on the city's present water system.

PUBLIC SUPPORT

A survey by the Nanaimo Free Press asking for support or opposition to the Duke Point development proposal, resulted, to the middle of August of 1,973 replies of which 95 percent were in favour.

Among the comments published were: Unless development comes to Nanaimo, unfortunately a lot of people will have to leave."

"Stop talking, start acting."

"I want to see development . . . but use all possible safeguards to disrupt the local environment as little as possible."

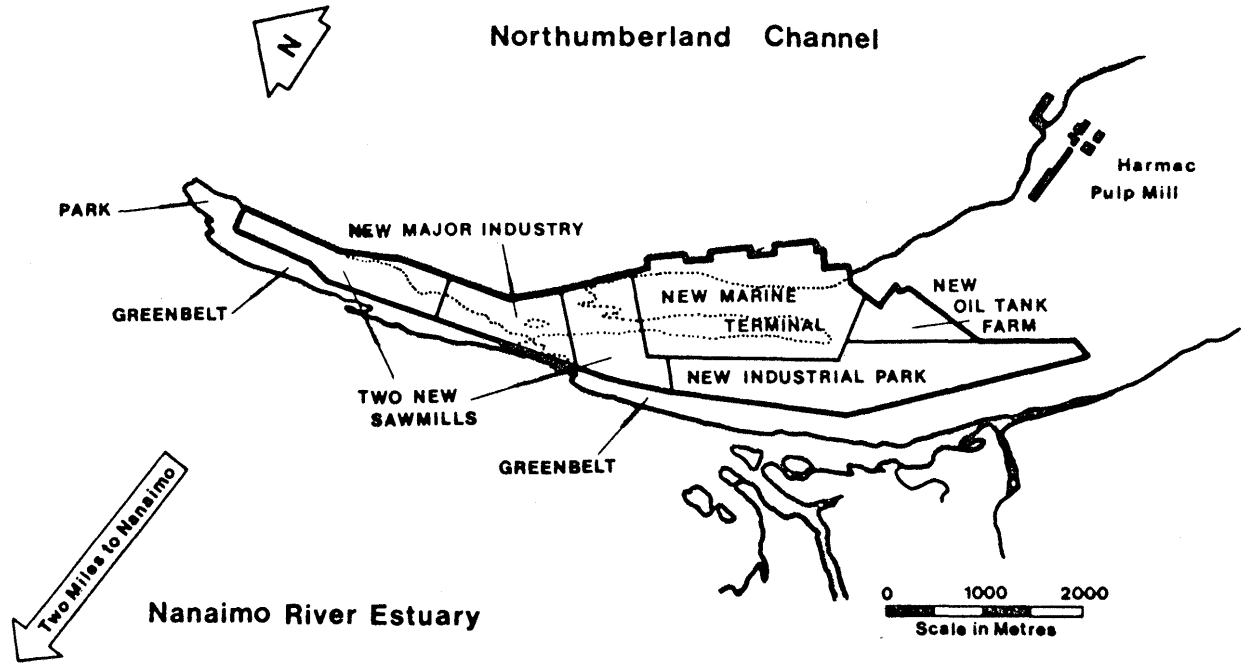
Some respondents favoured Duke Point for development but suggested Jack Point should become a park.

Ports Watch Rising Costs

Ports on the Pacific Coast have similar problems, although their types of administration vary widely, according to Doug Greer, chairman of the Nanaimo Harbour Commission.

Mr. Greer and other Commissioners recently attended the annual meeting of the Pacific Coast Association of Port Authorities in Seattle.

"Most of the United States ports are responsible to the municipalities in which they operate," said Mr. Greer.



DUKE POINT MARINE TERMINAL

A new plan of the proposed Duke Point Development, showing the part park and green belt and the terminal's relation to the present Harmac Pulp Mill.

"However, it was obvious during the conference that they were as concerned, as we are in Nanaimo, about long term development, marketing and the rapidly rising costs of doing business. We had an opportunity to tour the Port of Tacoma which gave us a valuable insight into how a large and highly mechanized port operates."

In addition to the annual meeting, there was a special Port Management Seminar for Commissioners.

"This was a most interesting two-day seminar," commented Mr. Greer.

"It dealt with a wide range of subjects such as: the Organization structure and how the various managers fitted into it; authority and responsibility of Commissioners and the staffs; management by objectives and the development of port marketing programs."

"All ports are very cost conscious and striving to improve their efficiency in today's inflation economy," said Mr. Greer.

"The administrators also realize how necessary it is to emphasize the importance of a port in the local economy. In Nanaimo, for instance, one out of every ten jobs depends upon the port's activities."

Shipments Ahead of Last Year

Shipments through the port of Nanaimo are running well ahead of last year and 1977 could prove to be another outstanding operations year. For the first seven months of the year, to the end of July, both lumber and pulp shipments were up as follows: (1976 figures in brackets) lumber 255,248,078 f.b.m. or 382,500 s. tons (165,408,534 or 247,500 s. tons); pulp 242,506 s. tons (226,574 s. tons).

"For all of 1976 the total export of lumber was 275,369,154 f.b.m. or 413,054 s. tons and of pulp 373,216 s. tons," commented Port Manager Lloyd Bingham.

"We expect to see both these tonnages surpassed before the end of the year. Lumber shipments reflect the upswing in the U.S. construction market. The forecast is that the market will continue to improve and we can look for a strong demand into mid-1978.

"Our record month for lumber shipments so far this year was April with 51,269,473 f.b.m. Newsprint is the only export commodity that is down. In the past two years we have become an export terminal for Ocean Falls newsprint, which is shipped down by scow. However, the competition for cargo has become so competitive that ships are calling into Ocean Falls for very small loadings.

"The pulp market has been soft but production has continued at normal levels with the result that we are warehousing more tonnage than normal. We expect to see this excess tonnage shipped before the end of the year."

Mr. Bingham also pointed out that long range planning forecast increasing tonnages through the Port.

"Even if Duke Point gets the go ahead this year we can see the present port facilities being worked to full capacity for at least five years and probably longer," he added.

Harbour Management Team

Following a re-alignment of responsibilities, two members of the Senior Management team of the Nanaimo Harbour Commission have been given new titles.

R.D. "Bob" Chase, formerly Trade Development Officer, becomes Manager of Marketing and Public Relations and, Harold Brown, formerly Secretary-Treasurer, becomes Manager of Finance and Administration.

"These changes reflect more accurately the added managerial responsibilities under our new administrative program," commented Port Manager Lloyd Bingham. "With the impending development of Duke Point, a major marketing program is required and this is one of Mr. Chase's major jobs.

"Mr. Brown is now responsible for long range financial planning; this will involve millions of dollars over the next few years."

The third member of the management team is Captain W.H. "Bill" Hill, who, as Harbour Master, is responsible for all Commercial Inlet Basin and Harbour Operations.

Fire Prevention Trophy

Port of Saint John, New Brunswick, Canada (July-August 1977, "Saint John Port News"):—Mr. R.A.W. Switzer, Dominion Fire Commissioner has announced the names of the winners of Public Works Canada's 1976 Fire Prevention Contest.

The Port of Saint John, New Brunswick is the winner of the Howard Green Trophy. The Howard Green Trophy is awarded for competition between multi-building complexes of Federal Government civil departments and agencies.

Reviewing the various entries, the Fire Commissioner said: "The Port of Saint John, N.B. had an excellent program covering year round inspections, organization activities and employee education. Fire losses in Federal Government properties have not shown any noticeable upward trend, despite the increase in property value. As fire losses on a national scale continue to rise year by year, the favourable loss record of the Federal Government is attributed, to some extend, to the extensive fire prevention activities in Federal Government Departments created by the contest."

General Manager Gordon C. Mouland said the win by the Port of Saint John is a direct result of the National Harbours Board's intensive fire prevention program under the direction of Donald F. MacGowan, Fire, Safety & Pollution Control Officer.

Winnipeg International Airport, Winnipeg, Manitoba placed second in competition for the Howard Green Trophy, and Institution Leclerc of Laval, Québec came in third. Nine entries received honourable mention including Dorchester Penitentiary, Moncton Airport in New Brunswick and the Port of Halifax, Nova Scotia.

The formal presentation of the Trophy will be made in Saint John during Fire Prevention Week in October.

In recognition of the Howard Green Trophy coming to Saint John, waterfront workers will be wearing a badge with the words, "Port of Saint John No. 1 in Fire Safety Let's Keep On Top". Saint John Fire Chief Percy Clark presents a badge to port General Manager Gordon C. Mouland.

Port of Toronto Day

Toronto, Ontario, October 11, 1977 (The Toronto Harbour Commissioners):—Member of Parliament Donald Macdonald, whose Rosedale riding includes a section of Toronto's waterfront, officially opened Port of Toronto

Member of Parliament Donald Macdonald snips a banner to officially open Port of Toronto Day. Holding the banner are Ernest B. Griffith (left) general manager of the Toronto Harbour Commission and J. Bryan Vaughan, a member of the Board of Toronto Harbour Commissioners.

Day by snipping a banner as hundreds of school children looked on and cheered.

More than 2,000 students from across Metropolitan Toronto visited the port September 28 and took part in a general community program that included special ferryboat tours of the waterfront, an assortment of displays and exhibits at Marine Terminal 27 and free hour-long bus tours of the port.

The vessels open for public inspection included the Griffon, Canadian Coast Guard; the Limnos, Environment Canada; and the Monitor 1V, Ministry of the Environment.

Port of Toronto Day was held in conjunction with Canadian Port and Harbour Week (Sept. 25–Oct. 1) which had been proclaimed by Federal Transport Minister Otto Lang earlier in September.

In a public notice declaring September 28 as Port of Toronto Day, Mayor David Crombie said, "Canada's ports are vital national assets with Toronto's port being a key link in our transportation chain."

Almost 400 port customers and members of the city's business community attended an evening reception sponsored by the Toronto Harbour Commission on board the Jadran, a former cruise ship.

Hamilton Commissioner Elected President of CPHA

Toronto, Ontario, October 20, 1977 (John Jursa, Chairman, Promotion and Public Relations Committee, Canadian Port and Harbour Association):—A member of the Board of Hamilton Harbour Commissioners is the new president of the Canadian Port and Harbour Association.

Nowbray Alway, who was named to the post during the association's annual meeting held recently (Sept. 18-21) in Victoria, British Columbia, succeeds Chris Brown, Chairman of the Fraser River Harbour Commission.

Henri Allard, Port of Québec, Québec, is First Vice-President while Gordon Mouland, Port of Saint John, New Brunswick, is Second Vice-President.

Other members of the Board of Directors are: William Selby, Oshawa Harbour Commission, Ontario; Donald Rawlins, Nanaimo Harbour Commission, British Columbia; Fred Spoke, Port of Vancouver, British Columbia; Gerald Simmons, Port of Halifax, Nova Scotia; Lucien Morin, Port of Sept-Iles, Québec; and Fred Lawton, Transport Canada, Ottawa, Ontario.

Gary F. Reid, Secretary to the Board of Toronto Harbour Commissioners, was re-appointed secretary-treasurer.

First North Slope Oil Transits En Route to U.S. East Coast Ports

Balboa Heights, Canal Zone, Panama, September 2, 1977 ("The Panama Canal Spillway"):—A shuttle service that will take crude oil from Alaska to the Gulf ports and East Coast of the United States began Wednesday when the SS *Washington Trader* carried 39,500 tons of oil through the Panama Canal.

The transit was made just 1 month after the first North slope oil reached the Alaskan pipeline port of Valdez.

The transport of the United States oil from the West Coast to the East Coast and Gulf ports through the Canal will involve two fleets of U.S. flag ships and a British flag vessel situated permanently about 15 miles off the coast of Panama in Parita Bay in the vicinity of Chitre.

The terminal ship, *British Resolution*, will receive crude oil from tankers making round trips from Valdez to Parita Bay to Valdez and will discharge the oil into tankers sailing out of Gulf and East Coast ports through the Canal, to Parita Bay, and back through the Canal.

Working around the clock, the crew of the *British Resolution* can receive and discharge 6,000 tons of oil an hour through 12-inch hoses. This will increase to a 10,000 ton-an-hour capability when she is fitted with 16-inch hoses.

The discharge vessels will arrive at Parita Bay about every 5 days and three transit ships are expected to pass through the Canal every 4 days.

C. Fernie & Co. Inc. is the ships' agent at the Canal.

Highest Ever Operating Revenues

Jacksonville, Florida, October 21, 1977 (News Release from Jacksonville Port Authority):—For the second straight year, Jacksonville Port Authority total operating revenues reached an all-time record high ($11,555,871) nearly 2 percent greater than the previous banner year. Cargo tonnage moving over JPA-owned wharves also continued to climb back up to the pre-crisis level, edging past last year by nearly 1 percent, to close out fiscal 1976/77 at 2,637,204 tons.

JPA figures reflect the worldwide trend toward greater containerization in the shipping industry. While general cargo imports and exports were down, containerized and bulk cargo tonnage increased sufficiently to more than offset the drop.

Importation of automobiles was another bright spot, with a total of 241,108 vehicles being offloaded at JPA facilities, an increase of 10 percent for the 12 months

ended September 30. There also were significant increases in importation of tractors, lumber and automobile tires to offset decreases in steel and plywood shipments. Locomotives were exported through Jacksonville for the first time, but sharp declines in the export of paper products and steel scrap outweighed the new business.

Although the revenue picture is bright, the rising cost of operating two deepwater marine terminals and three airports in inflationary times is reflected in the 17 percent increase in net expenses to $6,581,223 and the resulting decrease of 21 percent in net income to $2,643,102. It should be noted, however, that net income for the previous year ($3,365,000) was the greatest ever in JPA history. Largest expense increases in the Marine Division were for casual labor, dredging, and repairs to wharves and other facilities.

Despite the drop in net income, the JPA governing board again decided to forego the $800,000 appropriation which the city is required to provide from its general fund. In addition, the board agreed to pick up the $454,000 principal and interest payment due from the city on the airport general obligation bonds. This marks the third successive year in which the Authority has turned back the $800,000 appropriation and brings to $2,854,000 the total amount which the Authority has returned to the city for other uses over the past 36 months.

A year-end breakdown shows that while the JPA's Marine Division revenues dropped 31 percent to $2,020,455, the Aviation Division experienced a healthy 43 percent increase, to $622,647, due in part to an increase in the number of air passengers and to the inauguration of a new intrastate airline service at Jacksonville International Airport. A saving of $155,000 for the year was realized when the JPA decided to employ its own firemen at JIA rather than use city personnel.

Expansion of cargo handling facilities at Blount Island included the addition of a second container crane and extension of the marginal wharf by 550 feet. The growing terminal now has two full 900-foot container berths, with container cranes and three 600-foot general cargo berths serviced by two gantry cranes. A container freight station was constructed to provide greater intermodal flexibility and additional storage acreage was paved.

At Talleyrand Docks & Terminals, a 50-ton gantry crane was put into operation, giving the busy general cargo terminal its first heavy-lift capability.

Capital projects planned by JPA for the coming year include extension of the Blount Island and TD & T marginal wharfs, construction of an auto processing facility and T-shaped open wharf at Blount Island, and extension of the main runway and construction of a federal inspection facility at JIA.

ITS Orders 2 Transtainers

Alameda, Calif., October 3, 1977 (Paceco News):—Paceco, Inc., A Subsidiary of Fruehauf Corporation, Alameda, California has received an order for two new Transtainer cranes for International Transportation Service, Inc. The cranes will enable ITS to handle a greater volume of containers at their Port of Long Beach terminal.

ITS terminal started its Paceco container handling system of Portainer® and Transtainer cranes with two 30 ton capacity MACH Portainer cranes in 1971. Shortly thereafter they put four 40 ton capacity Transtainers and two additional MACH (modular automated container handling) Portainers into service. The new order will bring the total to four ship loading cranes and six terminal cranes. The new cranes will utilize single lift telescopic spreaders to handle 20 ft. and 40 ft. ISO containers. Container stacking capacity is four high and six wide. An automatic steering feature on each of the Rubber Tired cranes will speed the handling of containers throughout the entire terminal.

ITS Terminal, Long Beach, orders two more Paceco built Transtainers similar to the ones shown here.

Hoegh Lines Calling at L.A.

Los Angeles, Calif., October 13, 1977 (Port of Los Angeles News):—Hoegh Lines, one of Europe's largest shipping companies, will soon begin calling at the Port of Los Angeles as part of its new West Coast-to-Northern Europe service, Fred Crawford, Los Angeles Harbor General Manager announced today.

Crawford said that the Port has enjoyed excellent relations with Hoegh Lines at the Harbor for many years. He added that a contact made by Harbor Department representatives with the line in Oslo, Norway, last year included a presentation of Port facilities available for just such occupancy.

Offering tri-weekly service for containers and bulk cargo such as wood pulp, the Line will call at Wilmington Container Terminal, Berth 131, Wilmington, where it will be serviced by a recently erected 40-ton Paceco container crane.

The Oslo-based line expects to initiate its new services

Long Beach, Calif., 101377 (Port of Long Beach News):—SIX PRETTY FINALISTS VIE FOR MISS PORT OF LONG BEACH TITLE—Judges from the Long Beach Port Ambassadors had a problem trying to select only one Miss Port of Long Beach from the six finalists—pictured atop the Harbor Administration Building. From left are Judith Novick of United States Lines, Karen Delaney, Long Beach City College, Debra Haines of Bobby McGee's Conglomeration, Renee Cowart, Long Beach City College, Laurie Carroll of Bob's Big Boy restaurant, and Janice Carr, also from Bobby McGee's. The winner was Debra Haines, with Laurie Carroll and Janice Carr sharing the runnerup honors. Debbie's knowledge of four languages proved popular a few days later as she hosted the cruise through Los Angeles and Long Beach Harbors for delegates to the FIATA meeting at the Bonaventure Hotel.

October 30 with the arrival of the Hoegh Musketeer, to be followed by Hoegh Mallard, —Merit and—Merchant. All vessels are rated at 45,000 DWT, are 660 feet in length, 101 feet in breadth and can carry 1,400 TEUs. Agent for the Line is Norton-Lilly and Company, Los Angeles.

CAPA Elects Officers

Los Angeles, Calif., October 21, 1977 (Port of Los Angeles News):—The California Association of Port Authorities at its annual meeting in Los Angeles elected its slate of officers for fiscal year 1977-78.

Fred J. Di Pietro, Port Manager, Port of Redwood City—was named president of the Association.

CAPA members also elected Walter A. Abernathy, Executive Director, Port of Oakland, 1st Vice President; Melvin Shore, Director, Port of Sacramento, 2nd Vice President; Robert H. Johnson, Comptroller, Port of Long Beach, Treasurer.

A resolution commending three retiring CAPA executives was passed by acclamation at the meeting. The retirees are: C.R. Nickerson, who has been CAPA's Executive Secretary since 1966; Loren "Tip" Cornish, Treasurer and J. Kerwin Rooney who has served on the Law and Legislative Committee for over 25 years.

Ellen K. Carver of San Francisco is now the CAPA Executive Secretary.

Long Beach, Calif., 101377 (Port of Long Beach News):—ISRAEL PORTS AUTHORITY OFFICIALS VISIT LONG BEACH HARBOR—Recent visitors to the Port of Long Beach to study container terminals were Yosef Yalon, second from left, Deputy Executive Director of Economics and Finance of the Israel Ports Authority, and Moshe Haral, second from right, Haifa Port Manager. They are pictured as they were presented with color photographs of two Zim Container Line ships on berth at the ITS Container Terminal in Long Beach by Harbor Commissioner James H. Gray, left, and Commissioner Reed Williams, right.

Trade Documentation Bibliography

New York, N.Y., August/September 1977 ("Via Port of New York-New Jersey):—"International Trade Documentation—Simplification, Standardization, and Automation"—is the title of a bibliography recently compiled by the library of The Port Authority of New York and New Jersey. The bibliography is a revised and augmented version of one compiled for the recent seminar "Automation for International Documentation and Transportation Information" held at the World Trade Institute. It updates what is currently being attempted and what has recently been accomplished by the various national and international bodies and agencies involved in the simplification, standardization, and automation of international trade documentation.

Requests for the publication, which is free of charge, should be made on company letterhead to: Library, 54 North, The Port Authority of New York and New Jersey, One World Trade Center, New York, N.Y. 10048.

Domestic Waterborne Cargoes

New York, N.Y., September 1977 (News from The Port Authority of New York & New Jersey):—The Port of New York-New Jersey's premier status among American ports in the handling of export/import general cargo is well known throughout the trading world. Not so well known is that the bi-state port also handles even greater volumes of domestic waterborne cargoes, most of which is of the bulk variety.

In figures recently released by the U.S. government for 1975, the latest year for which data are available, it is seen

Long Beach, 101377 (Port of Long Beach News):—JAPANESE STUDY TEAM TOURS PORT OF LONG BEACH—A 27 member study team sponsored by the Japan Maritime Daily toured the Port of Long Beach recently to inspect the ITS Container Terminal operated by a K-Line subsidiary and other facilities in America's most modern port. Keisuke Oyama, president of the publication and leader of the group, is shown at left as he was presented with flags of Japan, the United States and the Port by Harbor Commission president Richard G. Wilson. Second photo finds the study team in front of the famous maritime mural on the Long Beach Harbor Administration Building.

that the port's total domestic and foreign waterborne commerce amounts to an astonishing 177.8 million tons. Of this total, foreign trade accounted for almost 56 million tons or 31%. The remaining 69% is composed of three categories of domestic trade—coastwise, inland, and local.

Coastwise shipments—which include traffic to and from Puerto Rico—accounted for 54.7 million tons. Although most of this was in the form of petroleum product, there was also a substantial volume of containerized freight.

Inland movements via water amounted to 20.4 million tons and consisted primarily of waste and scrap metals, residual fuels and gasoline, and sand, gravel and crushed rock.

Local waterborne cargo moving within the confines of the Port of New York and New Jersey covered by the twelve-month period of the report totalled 47 million tons. It was composed mostly of petroleum and large quantities of industrial by-products moving via barge.

Federal Laws on Hazardous Cargo

Port of Hampton Roads (July/August 1977 "Virginia Ports"):—"THIS IS NO DRILL!" Those are familiar words to anyone who has ever served in the military. It meant simply that the time for practice was over, and what

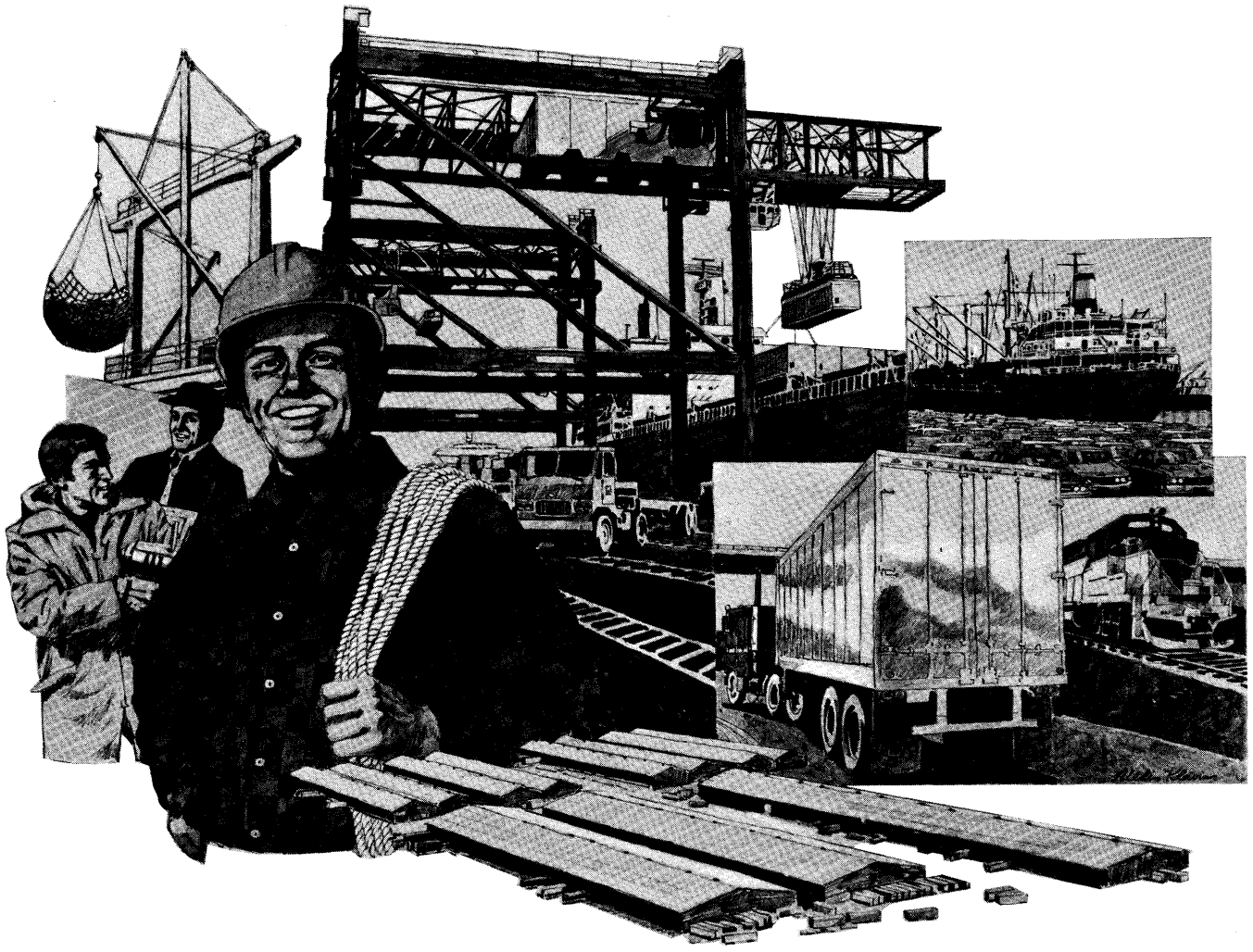
Los Angeles, Calif., 091677 (Port of Los Angeles):—Fred Crawford, center, general manager of the Port of Los Angeles is shown presenting a plaque commemorating the first arrival of the M/s Songkhla to Captain K.A. Starup Nielsen, master of the vessel. Present to greet the East Asiatic Line ship on its maiden voyage were from the left: Mike Karmelich, Overseas Shipping Company; Gorm Larsen, president of The East Asiatic Company, Inc.; Fred Crawford; Captain Starup Nielsen and Walter L. Rabenston, Overseas Shipping Company. The 22,403 dwt vessel is the second EAL ship to enter service to the Port of Los Angeles and other Pacific West Coast ports this year. Overseas Shipping Company serves as general agent for the 518 foot-long Danish flag vessel.

happened from there on out was real. Today, at rail, truck and marine terminals throughout the United States, the word is out concerning the handling of hazardous cargo . . . "This Is No Drill!" Federal laws are being strictly enforced . . . and violators are being subjected to fines up to $10,000. For those involved in enforcing the new regulations . . . it is simply a matter of protecting lives and property . . . perhaps **YOURS**. The days of requesting compliance are over. Any individual party, combination, or all parties involved in the improper packing, handling and movement of hazardous cargo are subject to fines under the new laws. Enforcement agencies include the U.S. Coast Guard, U.S. Department of Labor, and the U.S. Department of Transportation.

The improper handling of hazardous materials for export creates almost terrifying possibilities . . . fire aboard ship . . . explosion at sea . . . the loosing of clouds of poisonous fumes aboard ship . . . or even the contamination of other cargo. Some commodities which by themselves are not hazardous, become so when placed next to or with other commodities. If they are incompatible, the potential for tragedy is there.

At the marine terminals in Hampton Roads, steps are being taken to curtail or eliminate the possibility of such tragedies occuring. This is being done in two ways. One . . . less than truckload shipment manifests are being very closely examined to detect any possible hazardous commodities. If they are properly manifested, the packing is examined to insure adherence to federal regulations. Second. training programs are being established for all marine terminal cargo handling personnel to acquaint them with the methods of recognizing hazardous cargo. They will look for improper documentation, improper packaging, improper labeling or placarding, etc. All hazardous cargo must be listed separately on a hazardous cargo manifest. If any violations are found, the Norfolk Marine Terminal

(Continued on page 34)



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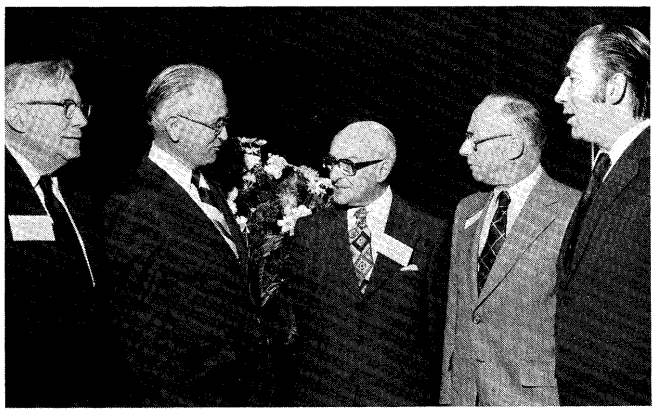
Oakland, Calif., October 5, 1977 (Port of Oakland):—HOW SWEET IT IS—Making the first call of her maiden voyage, Toko Line's "Sweet Sultan" berthed at the Port of Oakland's Ninth Avenue terminal last week. To welcome her to Oakland, Captain I. Song Lin, left, was presented with a specially-inscribed print of the steam sailer "Bear of Oakland" by Robert Crandall, center, Manager of the Port's Marine Terminals department, with Captain Odd Rost of Fritz Maritime also on hand for the occasion. The spanking new break-bulk ship, being operated on a voyage charter by Japan Line, slid down the ways this last April at Ehime, Japan, where she was constructed by Kurushima Shipyards.



San Francisco, Calif., 10/18/77 (Marine Exchange of the San Francisco Bay Region):—Two coasts, two nations and two organizations participated in a recent meeting by the Golden Gate, in part commemorating birth there 18 years ago of the United States program to cut excessive paperwork burdening international trade. Taking part in the one-day seminar were Robert Schellberg (left), board chairman of the National Committee on International Trade Documentation and vice president, Eastman Kodak Company. NCITD was created in response to the challenge posed in 1959 San Francisco publication of "Merchant Shipping on a Sea of Red Tape" by the Marine Exchange, whose executive director, Robert Langner (right) chaired the program. Other participants included Leonard Back, NCITD director and vice president, Citibank, New York; Bernard Wheble, chairman of the Banking Commission, International Chamber of Commerce, London, and Cees Roks, vice president, United California Bank, Los Angeles. Almost a hundred banking, trade and shipping officials heard reports from nine NCITD leaders, that progress was being made to reduce the still-heavy burden of an estimated $8 billion annual paperwork toll on U.S. exports and imports. Progress was also cited by Wheble as needed to bring static banking and letters-off-credit practices into line with dynamic cargo and transportation changes. Raven provided a concluding overview of worldwide facilitation efforts.

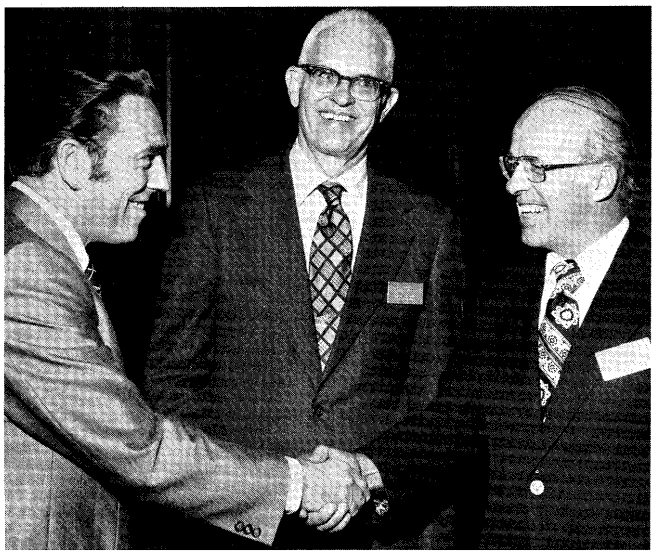
Association has ordered its members to reject the shipment. Again, "This Is No Drill!"

A notice, dated May 9, 1977, was sent by the Association to all users of the marine terminals in the port of Hampton Roads. The notice states: "The following data is required for the delivering of hazardous cargoes to the terminals in the Hampton Roads area: (1) Complete shippers name and address, where possible telephone number for emergencies. (2) Carrier, either list it separately or in the billing letterhead. (3) Complete consignee's name and address, this is to include the overseas port of destination on exports. (4) Proper DOT shipping name, this is the technical name of the chemical involved. It must be as listed in the Code of Federal Regulation Title 49-Part 172.101. NOTE: Use an application described in 172.200 thru 172.203. (5) Hazardous class of material being shipped. (6) Kinds and number of containers and individual weights or total weight. (7) Labels required. (8) Shippers certification. A shipper's certification must appear on every bill of lading or shipping document provided. The correct wording of this certification is as follows:

THIS IS TO CERTIFY THAT THE ABOVE-NAMED MATERIALS ARE PROPERLY DESCRIBED, CLASSIFIED, PACKAGED, MARKED AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION. (This is to be accompanied by a legible signature of the person certifying.) (9) Properly documented special instructions, exceptions or exemption information, if required.

ALL OF THE ABOVE MUST BE COMPLIED WITH OR THE SHIPMENT WILL NOT BE RECEIVED BY THE TERMINAL OPERATORS OF THE HAMPTON ROADS AREA."

No one likes to be subjected to fines ranging up to $10,000, but even more important, no one wants to be even partially responsible for a tragedy with loss of property of LIVES. Hampton Roads marine terminals intend to fully comply with the federal laws regarding hazardous cargo, and thus do everything in their power to insure the safe movement of both import and export cargo. They ask your complete cooperation.



San Francisco, Calif., 10/17/77 (Marine Exchange of the San Francisco Bay Region):—Warm greetings were recently extended to visiting European shipping officials at a World Trade Club reception hosted by the Port of San Francisco and the Customs Brokers and Freight Forwarders Association. G. Moris, South Caroline State Ports Authority, Brussels (left), was welcomed by San Francisco Port Director Tom Soules and Association President Bill Bosque, also partner of J.E. Lowden & Company. The post-conference group visited San Francisco after the FIATA Congress in Los Angeles—the second such gathering in the United States of the worldwide freight forwarding body.

Cargo Volume Booming

Portland, Oregon, August 1977 ("Portside"):—Cargo volume at the Port of Portland's distribution facilities has increased 139 per cent in the first six months of 1977 over the same period last year. The rise, from 7,422 short tons to 17,768 short tons, has largely been attributed to a streamlining of distribution procedures and construction of a 200,000-square-foot distribution warehoulse in November 1976.

The intermodal facility is 150 yards from the Port's John M. Fulton Terminal 6 container docks, where all ships carrying containerized Far East cargoes are berthed. The warehouse was designed to store imported cargo with rates highly competitive with other West Coast ports, according to Port Marine Marketing Development Manager Vernon W. Chase. Low-cost, long-term warehousing contracts also are available.

Port marketing staff can point to a number of benefits unique on the West Coast—among them, the fact that Portland, as the coast's only major operating port, has the ability to negotiate rates based on each element of service. "We control costs—from vessel stevedoring to computer control, documentation and truck and rail loading—and we can therefore pass the savings on to our customers," Chase said.

Because of the proximity of the warehouse to Terminal 6, transfer of cargo is free; shippers are not burdened with customary terminal transfer charges. Both facilities are located within the Port's Rivergate Industrial District, an

San Francisco, Calif., 10/14/77 (Marine Exchange of the San Francisco Bay Region):—NATIONAL VESSEL TRAFFIC INFORMATION SYSTEM may well be feasible, was the conclusion presented to government and industry officials by the study's sub-contractors. At a recent San Francisco meeting, the report was reviewed by (from left) Marvin Pitkin, Assistant Administrator for Commercial Development, U.S. Maritime Administration; Arthur Haskell, president of the Marine Exchange of the San Francisco Bay Region, and sr. vice president, Matson Navigation Co., and Thomas McCarthy, sr. engineer representative of ARINC Research Corporation of Annapolis, MD., which performed the study under the supervision of the Exchange, which was in turn funded by the government agency. The consultants concluded that development of a national program to insure integrated data flow of vessel traffic at U.S. ports was decidedly feasible on a technical basis, and would be economically feasible if approximately 15 additional ports formalized their systems of collecting and inputting ship movement reports. The income produced in the sale and distribution of this information would be adequate to pay operating costs covering the 23 participating port areas, and for the centralized cooperative network. ARINC estimated further that such a program could optimally be put into operation in as short a period as 15 months. Result would be availability for the first time of near real-time information on anticipated and actual 90,000 arrivals and departures of ships which transport more than 700 million tons of cargo valued at over $200 billion annually thru U.S. deep water ports. The technical consultants recommended further leadership of the Marine Exchange of the San Francisco Bay Region—the nation's oldest maritime service agency—in cooperation with the Maritime Administration, to form an industry advisory group to develop plans for a national, industry-sponsored vessel traffic information cooperative.

area of nearly 3,000 acres with adequate land available for terminal or warehouse expansion.

Inventory control is maintained at the warehouse through computerized or manual services, depending on the complexity of the transaction. Customers are provided with detailed and timely status reports.

To watchdog the efficiency of the total cargo distribution system, the Port has designated a team to monitor productivity. Among current customers taking advantage of the Port's distribution system are leading apparel manufacturers who merchandise cargo to local and regional wholesale and retail outlets; Hitachi Ltd., and Ecko Products, which brings in flatware, cookware and dinnerware. Seasonal items such as lawn furniture, toys and artificial flowers also are accommodated at the facility.

Since a 1975 study was published by Handling and Shipping Magazine naming Portland as one of the top distribution centers in the country, national as well as regional attention has been focused on Portland's capabilities. Steamship service is available between Portland and 101 ports in 46 countries, with Portland as the last port of call for many Far East sailings. The transportation network extends inland with service by four transcontinental railroads, 52 truck lines and 10 airlines.

Chase said rail intransit time to Midwest markets, one of the Port's key areas of emphasis, is three to four days.

The Terminal 6 warehouse space represents half of the Port's total 400,000 square feet of import-export warehousing, including 100,000 square feet of U.S. Customs bonded space.

Alaskan oil for domestic trade

Seattle, August ("Tradelines", Port of Seattle):—A change in the Federal Code of Regulations, effective June 30, ensures the availability of sufficient U.S.-flag tankers in handling the movement of Alaskan oil to the lower 48 states.

The new rule was prepared for publication in the "Federal Register." It outlines procedures under which American tankships of 100,000 deadweight tons or more, built for use in U.S. foreign trade under the Federal construction-differential subsidy (CDS) program, could be employed temporarily in the carriage of Alaskan oil in the domestic trade.

The regulations specifically limit the use of such vessels to the trade between Alaska and the Pacific Ocean side of the Panama Canal. Oil brought down from Valdez, Alaska, in the large CDS tankers would be offloaded at receiving facilities or onto other vessels. It would then be transshipped in smaller U.S.-flag tankships through the canal to ports on the U.S. Gulf or Atlantic Coasts.

Under the Merchant Marine Act of 1920 (the Jones Act), the Alaskan oil may be carried only on vessels built in the United States and owned by U.S. citizens.

Vessels constructed with CDS, under the Merchant Marine Act of 1939 (as amended), may not operate in the domestic trades, except with the written consent of the Secretary of Commerce and only for a temporary period not to exceed six months in any year. During such periods, CDS funds which were provided to help build the vessels must be repaid proportionately.

The purpose of the new regulations is to prescribe conditions of eligibility for the temporary employment of subsidized tankers as they may be required in the Alaska-Panama Canal trade.

Oil from Alaska's North Slope began flowing through the trans-Alaska pipeline June 20. The first tanker is scheduled to be loaded at Valdez in late July. The initial rate of throughput will be 600,000 barrels per day, which is about the maximum needed to meet West Coast demands. The pipeline throughput is expected to double by next fall, with about 500,000 barrels per day being surplus to West Coast demands.

PR Plus Marketing

Tampa, Florida, 10/6/77 (News from the Tampa Port Authority):—The Tampa Port Authority has announced that Frank Clewis, Director of Public Relations, has been charged with the additional responsibility of the marketing functions for the Authority. In this position he will seek out new sources of general cargo which can move through the Port of Tampa.

Clewis, 25, joined the Port Authority in 1976 as Director of Public Relations and will now be spearheading the solicitation program in conjunction with the Traffic, Commerce & Development Department.

This reorganization will coincide with the completion of the marketing study currently being conducted by Booz-Allen & Hamilton, Inc. The study will identify new markets and determine how port operations should be expanded to best stimulate the growth of cargo through the Port, and its conclusions will be considered heavily in the implementation of the Port's new marketing strategy.

Port of Bristol News

Bristol, October 5, 1977 ("Portfolio" A Newspaper for the Port of Bristol):—

• "Longest six minutes of my life"

It was only the prompt action of docks policeman Danny Cooney that averted a major disaster in the port's Oil Basin last month.

Shortly after 11 p.m. on Saturday, 17th September, fire broke out on a coastal tanker, Tillerman, discharging 1,050 tonnes of four star petrol into storage tanks at Avonmouth Docks.

Docks Policeman Danny Cooney, on duty at the Oil Basin, was patrolling near the vessel when he saw a blue flash leaping 30 ft in the air and heard an explosion, coming from the pump room.

Tillerman, from Milford Haven, had started pumping fuel ashore at 11.05 p.m. By 11.25 when P.C. Danny Cooney discovered the fire there was still about 1,000 tonnes of fuel on board.

On seeing the flash, P.C. Cooney alerted the vessel and together with Captain Alan Everett they raced to the nearest 40-gallon mobile fire extinguisher on the quay wall, dragged it to the ship's side and pumped foam into the smoke-filled pump-room.

For six minutes P.C. Cooney and Captain Everett controlled the fire until the arrival of the Fire Brigade.

P.C. Danny Cooney, who has been with the Docks Police

(Continued on page 38)

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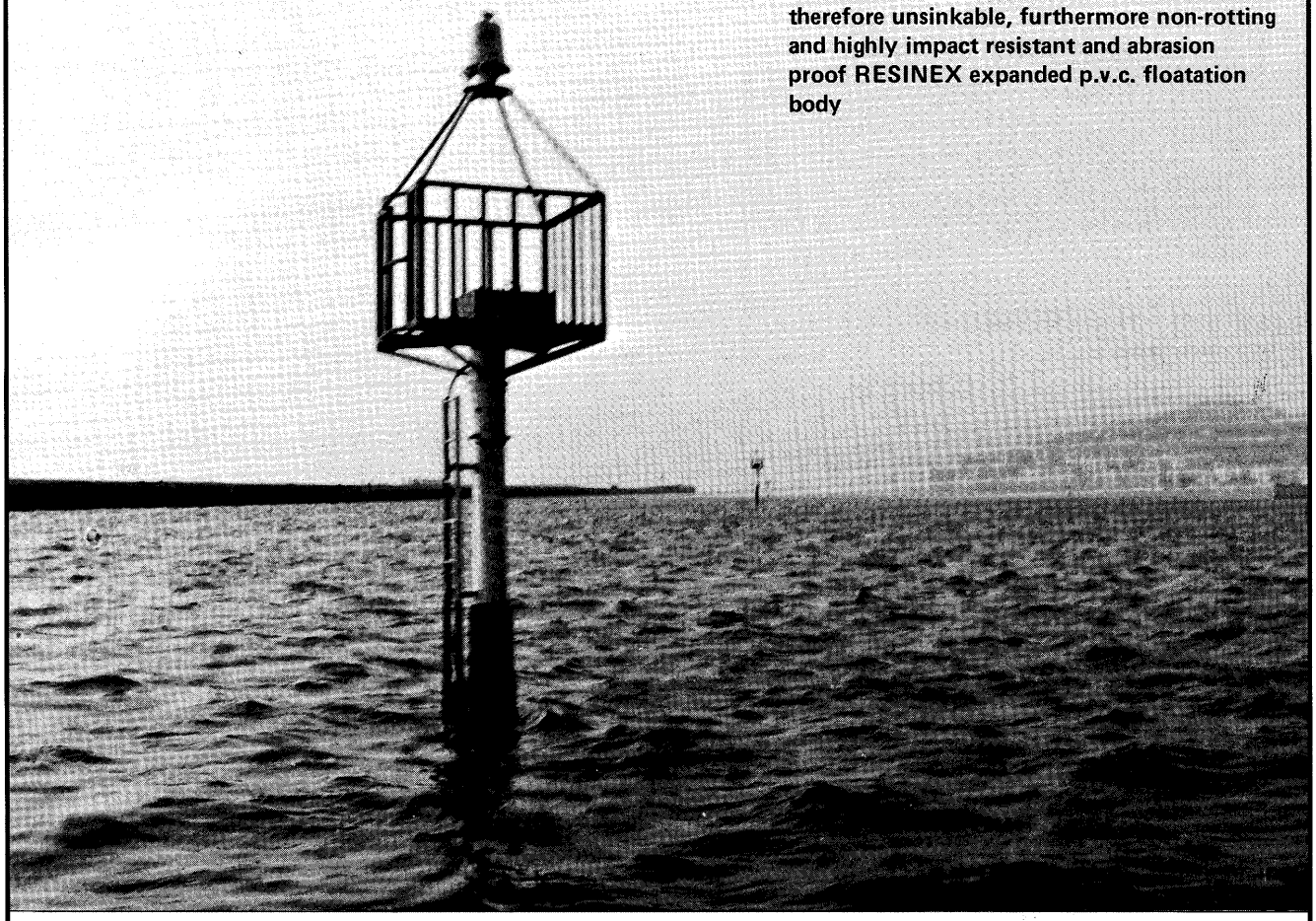

The Resinex Resilient Beacon is primarily designed for harbours with narrow entrance channels, where displacement of any signal must be reduced to a minimum and also for open sea positions, where long-range optic and radar is required.-

Installation in water depths from 5 to 50 mt, with lantern focal height at a variety from 2 to 8 mt.-

The displacement caused by heeling in a tidal range of 1 mt, with winds up to 150 km/h combined with wave height of 5 mt and length of 60 mt is 3 mt. maximum.-

The special 'Resinex' patented mechanism reduces lantern inclination to only 5° with respect to the vertical and ensures distinct signalling all along the path.-

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(Continued from page 38)

for nine years, said afterwards that it was the longest six minutes of his life.

The cause of the fire in the pump-room is believed to have been the expansion of a metal joint on one of the pumps resulting in petrol being sprayed on to hot machinery.

Eight fire appliances and thirty-five men arrived on the scene just in time to take over from Captain Everett and P.C. Cooney as the heavy mobile fire extinguisher ran out of foam.

Later the pump-room was cleared by pumping petrol and water into a road tanker on the quayside.

• New move for securing port peace

A meeting between Docks Committee members, Transport and General Workers Union Regional Secretary, Ron Nethercott and representatives of the registered dock work-force was the latest move, at the time of going to press, in the bid to end the dispute at the Port of Bristol.

The meeting was held at the Council House in Bristol yesterday.

The dispute began early last month following a disagreement over a claim by registered dockworkers of Reed Stock & Sons Ltd., for a special payment for handling tin ore ex the m.v. Ortega.

The men had requested a special payment for handling the commodity because of "the nature of the stowage of the cargo", but this was rejected by employers' representatives who considered that the condition of stowage was not allowable for an award under the laid-down procedure.

This rejection was in line with a letter which had been sent out by Port employers to all registered dockworkers the previous week, stating that because of the escalation in the scale and frequency of claims the employers had no alternative but to insist that only awards allowable under Clause 6 of the Green Book (official procedure) would be paid.

The relevant part of Clause 6 of the Green Book states: "No claims for extra payments shall be advanced or accepted, except in the case of fire, water-damaged or iced-up cargoes, or collapsed stowages not attributable to the manner in which the men have worked the cargo."

In the case of the Ortega, the employers had examined the cargo and considered that it did not, in fact, fall within Clause 6. They did offer, however, to make up the men's normal bonus earnings on an hourly basis.

R.D.W. Union representatives in turn claimed that this offer constituted the first stage of local arbitration and that being unacceptable the dispute should now follow the normal local arbitration procedure.

The employers reiterated that they did not consider the case allowable under Clause 6, in which case the local arbitration procedure could not be invoked.

A basic issue of principle, not fact, was therefore in dispute.

A series of lightning strikes involving various groups of registered dockworkers followed. Strikes which union leaders claimed were "spontaneous demonstrations of grievances of pay and conditions".

A letter was sent to all members of the Local Joint

Council by the employers, offering independent arbitration on the question of interpretation of the rule by the National Joint Council for the Port Industry. A.C.A.S., the Government's arbitration and conciliation service, became interested in the dispute but an offer by them, and the previous offer, to provide independent arbitration to interpret the rule, were rejected by union representatives.

Following another letter to all registered dockworkers informing them that further stoppages would mean all registered dockworkers affected would face having their pay stopped, the union asked for a Local Joint Council (composed of employer and union representation) meeting, to attempt to resolve the dispute. Following two meetings and a constructive proposal from the employers which union representatives reported to a full body of shop stewards, a further stoppage occurred this Monday.

Meanwhile, two of the major shipping conferences reacted to the continued disruption predictably.

The India/Pakistan/Bangladesh Conferences Lines increased its surcharge on the port from 10-15% and Ceylon/U.K. Conference Lines increased their surcharge on the port from 5-15%.

Sir Humphrey Visits Japan

London, 21 October 1977 (British Transport Docks Board):—Sir Humphrey Browne, chairman of British Transport Docks Board, is visiting Tokyo this week (Sunday 23 October) for a series of meetings with Japanese shipping lines, trading companies, and major import/export houses at which he will be accompanied by Mr. Richard Tarry, the Board's commercial director.

During the past few years BTDB have substantially increased their trade with Japan, not only through the container services operated from Southampton by the Trio and ACE consortia, but also in bulk traffics such as steel and vehicles. The meetings being held this week will discuss future port requirements with existing customers in Japan as well as possibilities for further expansion.

The BTDB are particularly keen to discuss the wide range of opportunities which their ports offer in the UK for industrial developments of all types, especially for port-related activities.

Commenting on this before leaving London, Mr. Tarry said that many Docks Board ports were well suited as sites for development, offering both dock capacity and land availability. "We have substantial schemes for expansion of port facilities in various ports of the UK and are actively marketing these possibilities in Japan and elsewhere," he said.

"Our visit is part of an increasing overseas marketing programme in which Sir Humphrey has taken a close personal interest, and which so far this year has involved BTDB executives in visits to no fewer than 22 countries," Mr. Tarry added.

New PLA Chairman

Mr. John Cuckney

London, 3rd October, 1977 (PLA News):—Mr. John Cuckney will take up his duties as Chairman of the Port of London Authority on Monday, 3rd October, following the retirement of Lord Aldington.

Mr. Cuckney joins the PLA after wide experience in industry, finance and the Civil Service. He continues as Senior Crown Agent and Chairman of the Crown Agents for Oversea Governments and Administrations.

Mr. Cuckney is 52 years old, married and lives in London.

First ship loads for the Lowestoft/Casablanca run

London, 7 October (British Transport Docks Board):— The first ship on the recently announced new liner service between the British Transport Docks Board's port of Lowestoft and Morocco, the "Zeida", is loading for Casablanca today, Friday, 7th October.

This new service, run by a joint Moroccan enterprise called Mafrableine, will call at Lowestoft every three weeks, loading both general cargo and containers for Casablanca, but will extend its service to Tangier, Kenitra, Mohammeda, Safi and Agadir on inducement.

Welcoming the new service, Lowestoft's Docks Manager, Mr. Stuart Bradley says, "It is a desirable addition to the list of liner services already operating from Lowestoft, and it is particularly gratifying to realise that we were chosen as a result of a comprehensive market research survey of UK East Coast Ports carried out by the shipping line and its UK general agents. We are accommodating the service at No. 2 Berth, North Quay, which is ideally equipped to handle such a conventional/box service, with a modern transit shed and 35-tonne container handling crane.

"Apart from the physical attractions of the port, an equally important factor taken into consideration by the line is the first class reputation of the port's labour force, who are to be applauded for their constructive attitude towards handling both new and existing traffics."

" Marseilles / Fos Europort South "

The monthly magazine of the Port of Marseilles Authority

July / August 1977

EDITORIAL

The industrial development of the Arab world provokes reflection on the development of the Mediterranean world in general.

Oil refining, petrochemicals and the iron and steel industry are the main options chosen by the oil-producing countries in developing their industries. These are also the options chosen by Europe for the creation of its heavy industrial installations on the Mediterranean seaboard.

But perhaps it is time to put a brake on the expansion of the major intermediary products, in favour of more sophisticated products arising from today's advanced technology and industrial experience, which would find ready markets in the Mediterranean. The food processing and capital goods industries are good examples of the future type of seaboard industry that can be envisaged.

The Mediterranean is France's trump card in this respect, representing a market where real Euro-Arab co-operation is coming into existence.

The Port of Marseilles Authority, which is a striking example of this co-operation in the field of port technology, can also be one of the leaders in this industrial redeployment due to the key geographical position of its vast industrial zone of Fos.

• In the Boardroom

The first months of the year have enabled the Board of Directors to take into consideration not only the new port construction work to the West of Fos (reported in previous issues), but also the maritime regulation centre at Port-de-Bouc, the remodelling of Pinede basin at Marseilles, and the various improvements to drydocks 8, 9 and 10. The financial policy has aimed at defending the commercial position of the Port and increasing the level of employment within the framework of a balanced budget, which is becoming increasingly rare nowadays.

At its meeting on 24th June, the Board of Directors of the Port of Marseilles Authority, under the presidency of Mr. Paul FABRE, Vice-President, closely studied the ship repair situation and the measures to be taken to maintain this important activity which is essential to the economic life and level of employment of the Port and City of Marseilles.

The Board also approved the work of developing the ground surfaces on the mole between Dock 2 and the future Dock 3 at Fos. These ground surfaces will be used partly for container traffic and partly by the future service port. The development of facilities and ground surfaces for receiving RO/RO ships at berth 93 in La Joliette dock was also approved.

Finally, the Board adopted a project for the renovation of the boilers of the deballasting station at Mourepiane.

• Port Traffic in May

May was a particular satisfactory month for port traffic, with all sectors showing substantial increases:

- General cargo ..... +26 %
- Dry bulk ..... +75.4%
- Liquid bulk ..... +14.7%
- Oil products ..... + 9.2%

Representing a total of 8,497,987 tonnes, an increase 15.9% over May 1976.

For the first five months of the year, traffic has increased in all sectors:

- General cargo ..... +19.8%
- Dry bulk ..... +48.7%
- Liquid bulk ..... +28.2%
- Oil products ..... + 2.6%

Representing a total of 43,470,822 tonnes, an overall increase of 7.1%.

• New Line Marseilles-Alexandria

The Egyptian shipping company Alexandria Shipping Corporation has just bought three RO/RO ships, the "Cotignac", "Cabries" and "Cogolin" operated by Fabre & Co., from Chargeurs Réunis. The new line, with sailings every fifteen days at present, was inaugurated by the "Ras El Khaima", ex "Cotignac", which loaded 6,000 tonnes of synthetic resin on trailers at berth 60 on 10th June.

The two other ships, the "El Malek Fayçal" ex "Cabries", and the "El Malek Khaled" ex "Cogolin", are assigned to another of this company's lines, Venice, Alexandria, Latakia.

The agents for the Alexandria Shipping Corporation in Marseilles are Ruys & Co.

• New Containerized Service to South Africa

Important news for the Port of Marseilles Authority: from the 1st of July, a containerized service will link Fos to South Africa: the "South Africa Europe Container Service".

This service is operated by the following shipping companies:

- Compagnie Maritime des Chargeurs Réunis,
- Overseas Container Lines,
- Safmarine,

Agents: CMCR–FABRE.

- Lloyd Triestino; agents: Agence Maritime Générale.

The service will call at Capetown, Port Elizabeth, Durban, with transshipment on feeders to East London, Maputo, Beira and Walvis Bay.

During the initial period (up to the end of 1977), two 1,350-cell container ships (Lloyd Triestino's "Africa" and Safmarine's "Langeberg") will be sailing from Fos every twenty days, and this service will be backed up by conventional ships sailing from Marseilles every ten days.

From the beginning of 1978, a third 1,350 cell container ship, Lloyd Triestino's "Europa", will come into service on this run, stepping up the sailings from Fos to one every ten day.

(Continued on next page bottom)

"Rouen Port" International Issue

28th June 1977

• More dockhands needed

The Bureau Central de la Main-d'Œuvre (B.C.M.O.) of Rouen Port decided, during the course of its last two meetings (6th and 17th May, 1977) to embark on recruiting 200 dockers and 25 tally-clerks.

This step became absolutely necessary in view of the lengthening stays of ships in port observed more and more.

It should be recalled that trade made a great surge forward in 1976, especially in general cargo trade. There was nearly an 11% increase. For the first four months in 1977, another 11% increase was noted. Moreover, the greatest increases related to trade with countries that are developing at a very high rate, and this leads us to think that these upward trends are likely to continue.

Having to face up to this situation, the extra 225 dockers and tally clerks taken on will allow waiting time for ships in our port to be progessively standardised.

• Board of Directors Meeting

The Port Authority's Board of Directors met on the 19th April in Rouen under the chairmanship of M. Pierre CINTRAT, assisted by M. Claude MANDRAY, General Manager.

In the course of this meeting, the chief points dealt with were as follows:

• Better Cargo Handling at Fos

The ore terminal on Dock 1 at Fos is going to be enlarged to cope with increased traffic of bauxite, iron ore and various bulk exports. In the first phase, a crane and conveyor belts will complete the two 20-tonne gantry cranes already in service.

The fourth PACECO container gantry at Fos will come into operation at the container terminal on Dock 2 at the beginning of July. The characteristics of this gantry are identical to those of the two other PACECO cranes already in service, except that the free passage of the containers and the width between the legs has been increased.

• P.M.A. at "The Living Sea" Exhibition

"The Living Sea" is the title of a new exhibition organized by Radio France and conceived by Michel TAURIAC in collaboration with the Ministry of Culture and Environment, Antenne 2, FR.3, and the S.F.R.

From 2nd June to 3rd July, Radio France presented in its showrooms an immense diorama on the theme of the sea, its riches and promise for humanity, and the dangers which threaten it. Amongst other numerous subjects, "The Living Sea" dealt with economic and industrial activities, the development of the coast, and the various forms of pollution and the means of fighting them. The Port of Marseilles, which is naturally very concerned by these problems, participated in the exhibition with a series of photographs on these subjects.

Financial account for 1976: the financial account for 1976 was approved and the balance was slightly favourable. From the accounts angle, this means the year was satisfactory for tonnages. Thanks to the increase in trade, the Port has been able to pursue its investment policy while still ensuring a notable increase in the personnel's salaries.

Coal Trade: In 1976 the E.D.F. imported through the port of Rouen about 3,700,000 tonnes of industrial coal fuels for their power stations. Their intention is to pursue its policy of using imported coal as long as it remains below the cost of petroleum products.

The Port Authority and the State have undertaken large-scale further work in the estuary. Now, it seems, it will prove of interest to complete this work by seaborne equipment helping out in the improvement in channel conditions in the Port of coal ships.

The following improvements will be carried out by the Port of Rouen Authority before the 31st December 1977:

– enlarging the turning space at the entry to the Bassin Jupiter to allow ships of 200 metres to turn round at this spot;

– re-inforcement of the waiting berths at Moulineaux and Biessard to reduce altogether the waiting in the roads when many coal ships come in;

– improved facilities at the S.C.A.C. quay with a view to making it possible to receive simultaneously two big coal ships (lengthening the «sump» to 411 metres long for drawing alongside with a minimum depth of 10 metres in view, and lengthening the berthing front to 336 metres). The E.D.F. intends to arrange coal movement in quantity for some years, quantities on the 1976 scale, and they have planned to undertake partial financing of the investment programmes to which the Port Authority has committed itself. To offset the resulting saving, the E.D.F. will pay from the 1st January 1977 a surtax of 0.30 F. per tonne for imported coal via the port of Rouen. The Council approved this projected agreement between the E.D.F. and the P.A. Rouen.

Miscellaneous:

– The P.A.R. is going to build (upriver from Shed No. 129 at Rouen-Quevilly) social centres (with every toilet facility) up to 200 sq. metres for dockers'use.

– The Council has given its consent to abandoning the Syndicat Mixte for the industrial development of the Rouen-Elbeuf region, as it has lost its purpose.

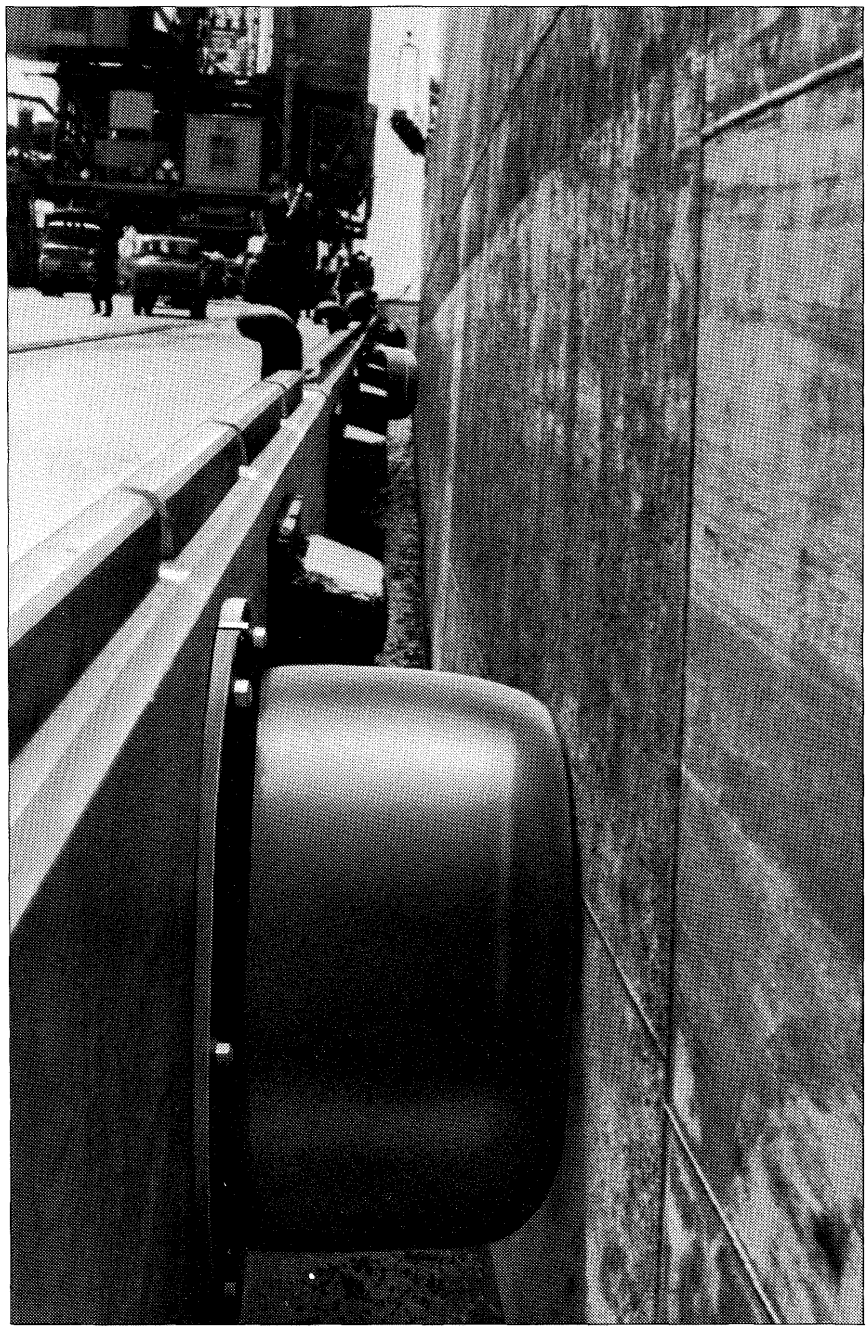
– The two weighbridges at the banana shed, now unusable because of the increased length of the road transport vehicles, will be put up for sale. On the other hand, the one at the Emile Duchemin Quay (12.50 metres long) will be modified by stepping up its weighing capacity from 40 to 50 tonnes.

• Indian Ocean container link

A new container service to the Indian Ocean Islands has been announced by Containerbases Ltd. and Worms Cargo Service UK. With the aim of providing UK shippers in the

(Continued on page 44)

ABF's Assure Perfect Berthing & Mooring



ABF's(Air Block Fenders)are epoch-making pneumatic rubber fenders, featuring bolt installation on the quay wall, developed by Yokohama Rubber.

The low reaction force of ABF's assures less stress to quay wall and vessel, inclined berthing can be enlarged, while contact pressure performance is outstanding.

ABF's are excellent against rolling, swaying, yawing and all other forceful movements of wind and waves.

This means maximum safety and shock-protection whether berthing or mooring —with no possibility of damage to the ship hull nor berthing structure.

Several years of severe testing in Japan under adverse conditions have proven the quality and performance of this important harbor equipment.

An additional advantage is that problems inherent in solid type fenders are solved by the new ABF design.

Recommendable for following installations:

* Wharves subject to high waves and strong wind conditions.
* Pier-type wharves where reaction force should be lessened.
* Wharves where usually the curved face of a ship's bow or stern is subject to contact.
* All wharves that must provide special protection to ship hull.

Available sizes:
from 300mmH × 400mmϕ
to 1,500mmH × 2,000mmϕ.

YOKOHAMA

THE YOKOHAMA RUBBER COMPANY LTD.
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LONDON OFFICE: 3rd Floor Standbrook House, 2-5 Old Bond Street London W1X3TB, England Tel: 01-499-7134/5 Telex: 885223 YOKOCO

(Continued from page 42)

North of England with a through bill of lading facility, Worms Cargo Service has appointed Containerbase Manchester to act as the receiving depot for groupage cargo destined for the Seychelles, Reunion Isles, Mauritius and Madagascar.

From Containerbase Manchester the cargo moves by international groupage trailers to connect with fortnightly sailings from Rouen, operated by Navale et Commerciale Havraise Peninsulaire, a sister company of Worms Cargo Service.

- **Shipping record at Rouen**

The Liberian tanker OLYMPIC-CHIVALRY, which came up to us on the 5th April last, has not been able to hold the title for record length and record size for long at the Port of Rouen. For the 19th April saw the arrival of the Greek ship ERMOUPOLIS at the Port of Rouen with greater statistics than the Liberian.

The ERMOUPOLIS has in fact raised the record for length by 8.34 metres over that of the OLYMPIC-CHIVALRY.

The record for dead weight has likewise been beaten, as the ERMOUPOLIS can boast of a dead weight of 69,497 tonnes as against the 59,865 of the OLYMPIC-CHIVALRY—an extra 9,632 t.

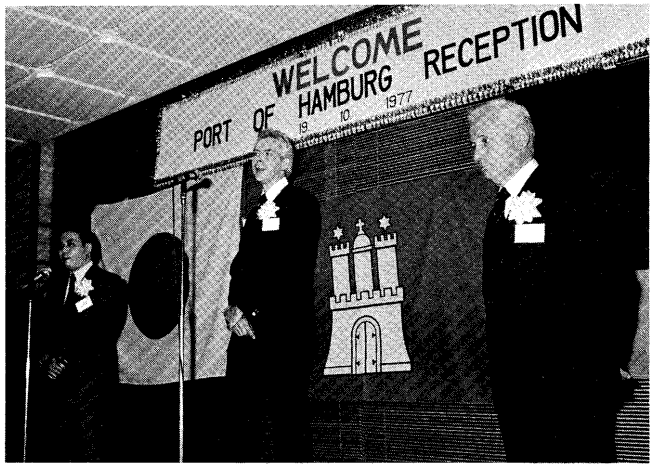
By contrast, the ERMOUPOLIS only had on board just an ordinary-sized cargo of 16,400 tonnes of sulphur from Vancouver. The bulk of her cargo had previously been discharged at Ghent. Her berthing was in the hands of the Maprochim Company, and her cargo was delivered to the Rhône-Poulenc Chimie Minérale plant.

The ERMOUPOLIS has a beam of 32.26 metres, hold-depth of 19.51 metres and a draught of 13.65 metres when fully laden; she has a M.A.N. engine of 18,400 H.P. giving her a speed of nearly 17 knots. She is a ore-bulk-oil carrier built in 1967 at Kobe by the Kawasaki Dockyard Company and named GOLAR-OBO for a Liberian company of the American Gotaas-Larsen group; she was acquired in 1972 by the Compania Ulysses S.A. of Panama, one of the companies of the Trans-Ocean Steamship Agency Inc., of New York, who registered her under the Greek flag, with Syros as home-port.

Hamburg hosts reception in Tokyo

Tokyo, October 20 (News Release from the Representative of the Free and Hanseatic City of Hamburg):—The Port of Hamburg hosted a reception inviting representatives of shipping and maritime transport-related organizations yesterday evening (Oct. 19) at the Hilton Hotel in Tokyo. In attendance were some 130 guests from shipping firms, government, the national railways and various maritime groups.

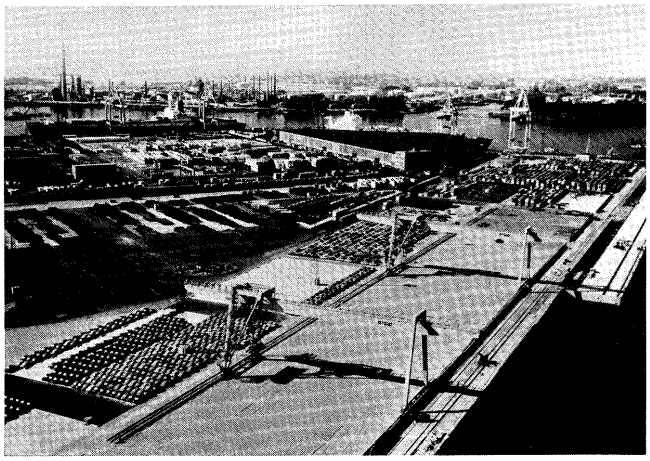
The welcome remarks were made by Klaus-Dieter Fischer, executive director and representative of the Port of Hamburg. He stressed that one aim of the reception was to promote relations and exchange of ideas and views with representatives of Japanese shipping firms and other groups associated with maritime transportation. Mr. Fischer noted that in the field of container transport, containers from Japan accounted for the highest percentage handled at the



port. The port is said to have the largest facilities in Europe for handling this type of cargo.

Photo shows Mr. Fischer (center) welcoming the guests. Others are (from left) Hideaki Miyanohara, Port Division, Tokyo Representative Office, Hamburg City and Wolfgang Buechs, representative, Representative Office of the Free and Hanseatic City of Hamburg in Japan.

New Bulk Cargo Subterminal at Hamburg



General view shows the new bulk cargo subterminal of the Burchardkai Container Terminal of HHLA at the Port of Hamburg.

Tokyo, October 18 (News Release from the Representative of the Free and Hanseatic City of Hamburg):—A DM54 million (6,048 million yen) subterminal for handling bulk cargo has been completed at the HHLA container terminal at Burchardkai, Hamburg Port.

The new subterminal is designed to handle bulk cargo such as steel tubes and pipes, bars, strips, sheets, coils, billets and forgings; large-size vehicles and components of various types of industrial plants.

The principal facilities of the 200,000 square meter subterminal include the following: No. 8 berth having a length of 460 meters, which has a concrete ramp of stern loading/unloading Ro-Ro operations. A paved back-up area of 50,000 square meters with 1½ kilometers of railroad trackage. A shed area of 38,000 square meters, which

increases the terminal's total covered area to 143,000 square meters. Two heavy duty gantry cranes having a span of 90 meters and capable of stacking up to 45-ton loads to a maximum height of 15 meters. Three high-speed, 36-ton-capacity mobile cranes. No. 8 container crane has a lifting capacity of 85 tons.

Bulk cargo of the type to be handled at the new subterminal accounts for some one million tons which accounts for about 20 percent of the total cargo handled by the company.

The completion of the new subterminal brings to some DM350 million (39,200 million yen) the total investment in the overall container terminal.

Europort Expects Record Attendance

Amsterdam, September 1977 (Amsterdam News Letter):—Europort '77—the 16th international exhibition for shipbuilding, marine engineering and port equipment—promises to live up to its claim of being the world's largest marine congress and exhibition. Scheduled this year for November 15-19, this giant trade show, held annually in Amsterdam's RAI Congress and Exhibition Center, has 50,000 square meters (538,000 sq. ft.) of space reserved for more than 420 participants from some 20 different countries. Canada, Czechoslovakia, France, the German Democratic Republic, Japan, the United States and West Germany are among those expected to have government and national representation.

In conjunction with the displays, the Europort Conference on November 15 and 16 has its theme "Propulsion Machinery for Increased Ship Efficiency." The topic is of particular significance in view of the present situation in international shipping. The conference, sponsored by the Europort Advisory Committee, will include papers covering every aspect of machinery selection, operation, maintenance and engineering staff training.

More than 40 of the leading diesel engine manufacturers, plus a large number of combustion engine manufacturers will exhibit equipment. In addition, large stands have been allocated for international navigation and communication companies. Shipbuilding, too, is to be prominently featured. Major shipyards such as RSV, Howalds Werke-Deutsche Werft, Schiffscommerz, IHC Holland, Van Rees, Setenave, H.V.O., Navimor and all the members of the Dutch Associations of Cebosine and Conoship are participating.

With this line-up, it is anticipated that international attendance in 1977 will easily top last year's tally when more than 64,000 marine specialists were present.

Economic impact of the Amsterdam Port

Amsterdam (Press Release from vereniging "De Amsterdamsche Haven"):—Ports are rated worldwide by the amount of international seagoing goods traffic they handle. While this gives a fairly good indication of a port's role in the imports and exports of the country, this international figure (which for Amsterdam in 1975 was 18.4 million tons) does not give the full picture. Other cargoes generated by a port, usually very labour-intensive, give an indication of the economic impact any port has.

Therefore, a port's relative importance to the nation's economy must include other modes of transport, both international and domestic. The Port of Amsterdam is a good example of this as it contributes to Holland's economy much more than the international figures would indicate.

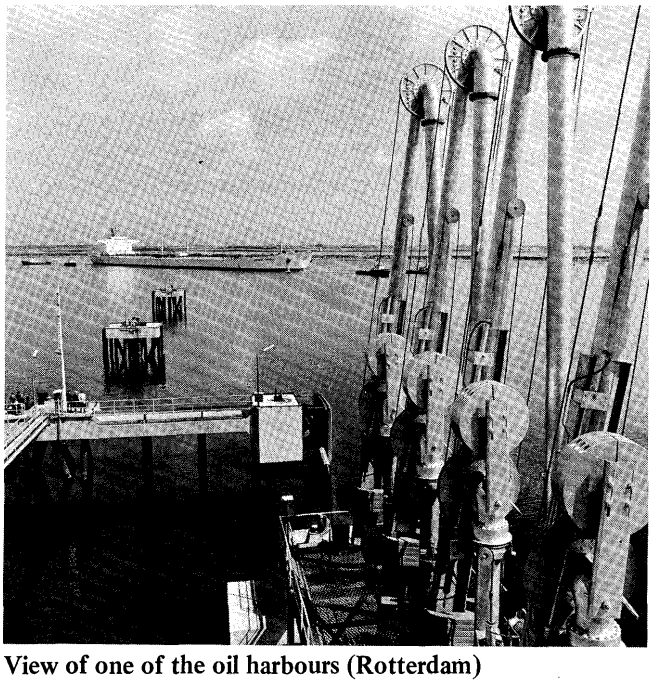
In 1975, the latest year for which all figures are available, Amsterdam handled 16.2 million tons of domestic cargoes in addition to the 10.0 million tons of international cargo, other than sea-transport handled that year.

As impressive as these additional figures are, they do not include cargoes shipped through the Port of Amsterdam which is served by two major canals, The North Sea Canal to IJmuiden and thus the open sea, and the Amsterdam-Rhine Canal, connecting the Capital Port to the Dutch branches of the Rhine and other inland waterways throughout Holland.

Also, a product made in the Zaan region, north of the city and shipped to Utrecht or the Ruhr area, or steel made at the Hoogovens plant at IJmuiden are not included in any of these figures. Nevertheless, these cargoes pass physically through the Port of Amsterdam.

Thus in 1975, the Port of Amsterdam loaded or discharged in all modes of transportation a total of 28,331,000 metric tons of international cargo, while over 16 million tons of domestic cargo was also handled.

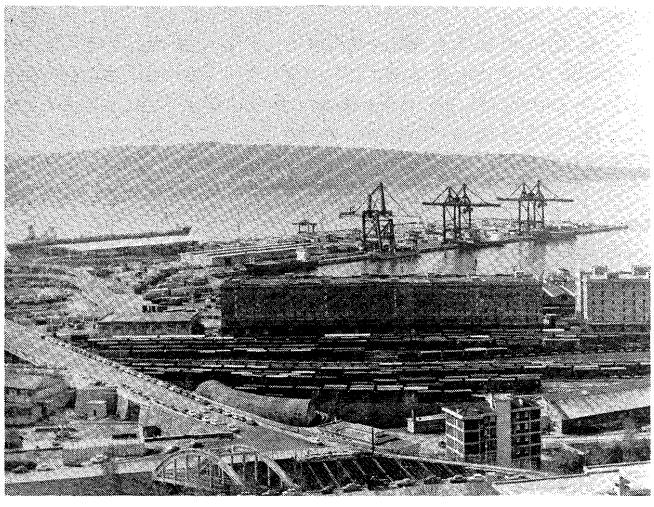
When the North Sea Canal area is taken as a whole, the economic impact is even greater. The North Sea Canal Ports of IJmuiden/Velsen, Zaanstad and Amsterdam handle some 35 million tons of international sea-going goods traffic each year. Total inland transport probely amounts to 65 percent more.



View of one of the oil harbours (Rotterdam)

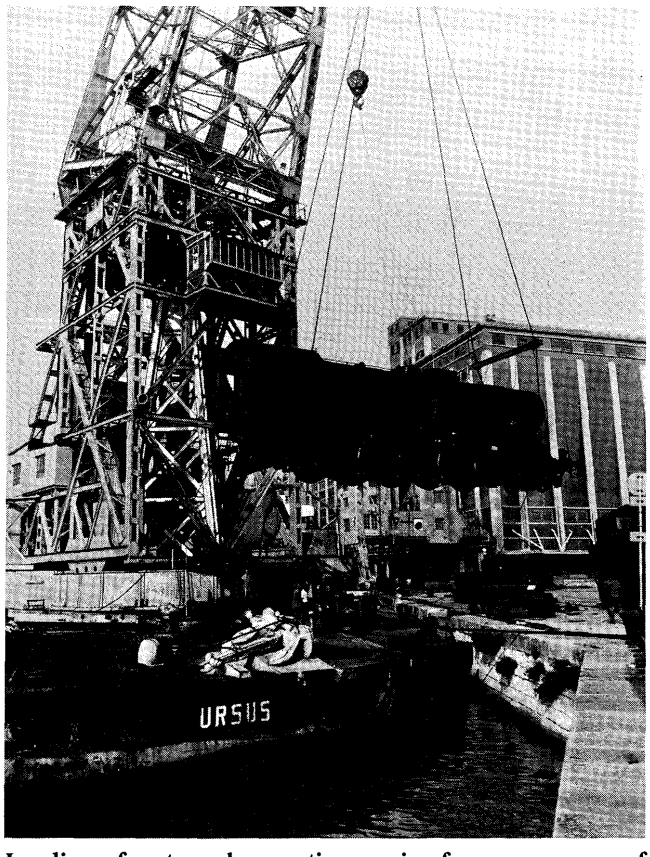
Port of Trieste, Italy—Photos (See front cover also)

(Ente Autonomo Del Porto Di Trieste)



"The Wharf 7" Container Terminal of Trieste.

Roll-on/Roll-off operations in the Port of Trieste.



Loading of a steam locomotive coming from a museum of Vienna and destined for an exposition in Tokio (Pontoon Ursus, 150 ton capacity).

Timber loading at the Timber Free Zone "Scalo Legnami" of Trieste.

Port Charges

Adelaide, South Australia, 6/10/77 (Press Statement by the Minister of Marine):—Some shipping and port charges are to be increased in South Australia under a new system of more frequent reviews.

The Minister of Marine, MR. DES CORCORAN, gave details of the charges following today's Executive Council meeting.

He said pilotage and wharfage charges would rise by a maximum of 15 per cent, the extent to which cost increases had affected port operations during the past 12 months. The increases would apply from the 17th of this month.

At the same time MR. CORCORAN announced that there would be no increase in wharfage charges for containers; no increase in conservancy dues and tonnage rates for ships; and that the existing concession of 33 1/3 per cent on general cargo exported from the State would continue.

"The decision not to alter the wharfage charge for containers is in line with the State Government's plan to promote the Port of Adelaide's increasing container traffic," he said.

MR. CORCORAN said the new rates had regard as far as possible to those charged in other major Australian ports. However, concessions had been retained to encourage State export industries, the container trade and to ease the cost burden on shipping companies.

Under the new review system, increases would be inevitable from time to time, but they would be generally more acceptable because they should be lower and less economically disruptive.

"We know as well as anybody the effects of price increases," he said. "For that reason we gave early advice of the new rates to the Australian Chamber of Shipping, the South Australian Exporters' Association, and the South Australian Importers' Association."

Prior to last year there had been no increase since 1973.

The new rates should lift port revenue by $720 000 during the remainder of the current financial year and by just over $1 000 000 in a full year.

MR. CORCORAN emphasised that the increased revenue would not involve any bonanza for the Department of Marine and Harbors, which expected an overall deficit of $5.4 million in the current financial year.

He said the new rates applied only to pilotage and wharfage charges. Bulk handling rates, which normally apply from the start of a calendar year, will be reviewed in the immediate future.

Looking in more detail at the new charges, the Minister made the following points:—

- Pilotage rates would rise by the overall 15 per cent, giving a maximum rate in the Port of Adelaide of $258 (existing $225). In this area, the revenue increase would be around $64 000 in a full year.
- The 15 per cent from higher wharfage rates would return $0.675 million this year and $0.953 million in a full year.
- Referring to interstate ports, MR. CORCORAN said that Fremantle and Melbourne both increased their rates from 1/1/76 and 1/2/76 respectively, while Sydney brought down new charges on 1/1/77. It is understood Brisbane adjusted its rates from 1/7/77.

"The Pacific 1000"

Brisbane, Australia, 4.10.77 (Press Statement by the Honourable A.M. Hodges, M.L.A., Minister for Tourism and Marine Services):—A convoy of high-powered off-shore racing boats left Brisbane for Cairns today to take part in the world's longest powerboat race—the Pacific 1000.

The convoy, worth an estimated quarter of a million dollars, were flagged off from Brisbane city square at precisely 9.00 a.m. by Lord Mayor Frank Sleeman.

The convoy is due in Cairns on Friday.

The Pacific 1000—from Cairns to Southport in six days of daylight racing—will begin at 8.00 a.m. on Monday, October 10, from the Cairns Marlin Wharf, and finish at Southport on Saturday, October 15.

The race, over 1000 nautical miles has attracted some of the biggest names in competitive ocean racing.

"The Week in Hong Kong"

Hong Kong, September 10, 1977 (Hong Kong Government Information Services):

• Tougher Pollution Laws Needed

Existing legislation on environmental pollution will need to be strengthened and extended to take account of changes that have occurred in recent times and likely developments in the future, The Environmental Protection Adviser, Dr. Stuart Reed, said on Monday.

He told members of the Rotary Club of Victoria that the basis for the new legislation would be formed by the final report of the Government's consultants on environmental matters, together with the comments by the Advisory Committee on Environmental Pollution.

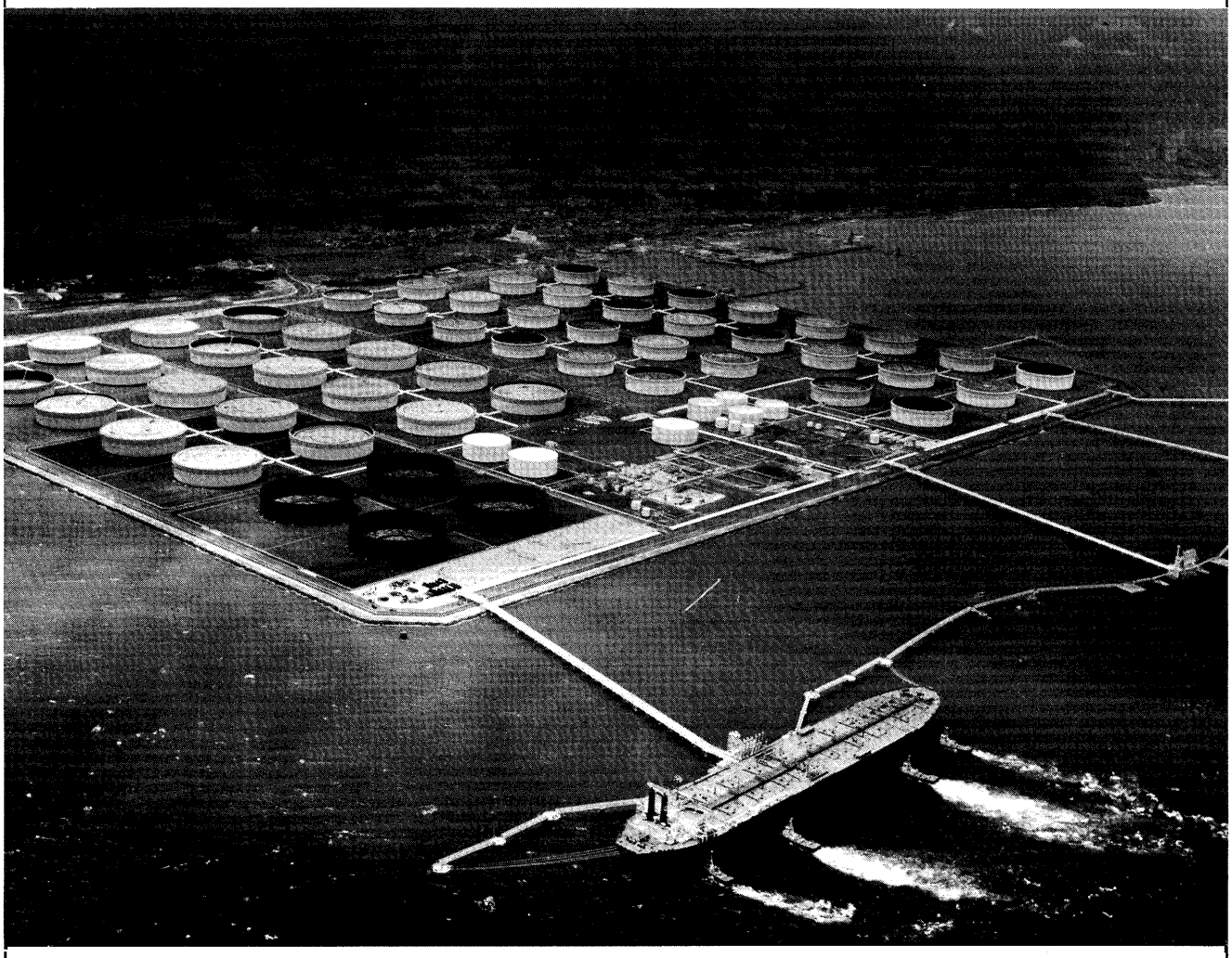
• Our Free Port Status Not Changed

The recent retitling of the Preventive Service to Customs and Excise Service in no way represents a change in Hong Kong's free port status, nor does it herald any change in Hong Kong's free trade policies.

Addressing a passing-out parade of customs officers over the weekend, the Acting Chief Secretary, Mr. Philip Haddon-Cave, said the absence of a general customs tariff and the unrestricted movement of cargo in and out of Hong Kong would continue, except where, for one special reason or another, control was necessary.

Mr. Haddon-Cave said he was aware that many serving members of the service had long felt that the previous name—the Preventive Service—was often misunderstood overseas and not truly descriptive of the functions they perform.

Port of Kiire



The world's largest tanker "NISSEI MARU" (484,337 DWT) assisted by a fleet of 4,000 B.H.P. tugs sides up to discharge a full cargo of valuable Arabian Light at the world's largest (6.6 million tons) storage farm. All are owned and operated by our group of companies. The investment is indicative of the Group's positive outlook and, confidence in the future of the petroleum, tanker and related industries and, as the trained eye will evaluate, we are well prepared to meet the demand for oil in the coming upsurge in the world economy.

TOKYO TANKER CO., LTD.

Dredging Proposed at Newcastle Harbour

October 14, 1977, Press Release from The Maritime Services Board of N.S.W. Sydney, Australia

The President of the Maritime Services Board of New South Wales, Mr. J.M. Wallace, announced today that a contract worth almost $70 million had been let by the Board to WestHam Dredging Co. Pty. Ltd., of Sydney, for the deepening of Newcastle Harbour in furtherance of the Board's policies for the future development of the Port of Newcastle.

"The Board is firm in its resolve that Newcastle's position as one of Australia's leading ports will not only be maintained but its expansion to keep ahead of shipbuilding trends towards larger bulk carriers, with greater freight savings, will continue to be given top priority. Likewise, rising trade potential in the region's primary and secondary industries, notably coal, grains and steel, can only be enhanced by the Board's foresight in planning this great project", stated Mr. Wallace.

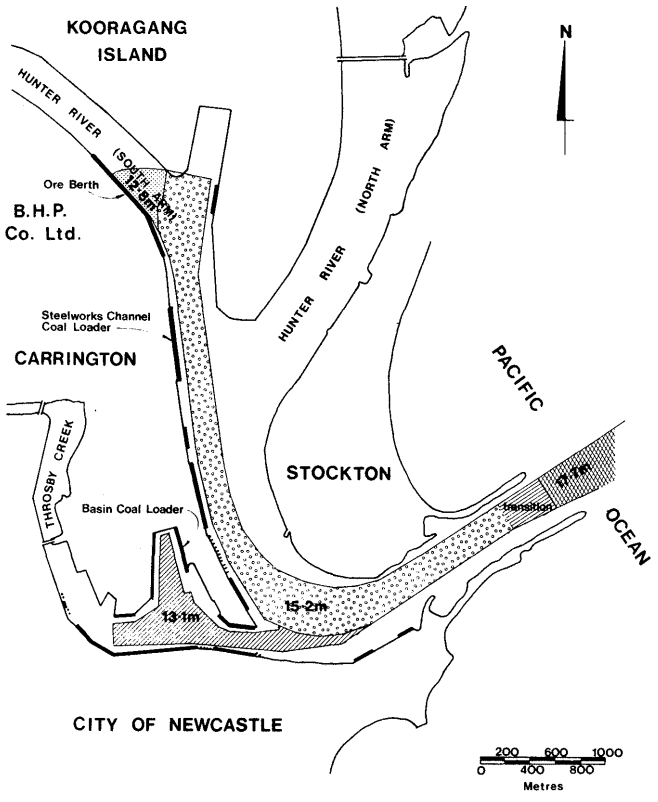
"The deepening of Newcastle Harbour will be a most complex dredging operation. It will require the removal of some 10 million cubic metres of various materials, including about 1.8 million cubic metres of rock. The combination of the hard rock and the variable sea conditions prevailing off the N.S.W. coastline, together with the volume of shipping using the Port, which must be allowed access through the channels while work is in progress, will make the dredging at the entrance to the Harbour and the entrance approaches one of the most difficult major dredging operations in the world.

"The dredging programme will start almost immediately and the work will be completed before the end of 1981.

"The entrance and main channels of Newcastle Harbour will be deepened in two stages–the first, which will be completed by the end of 1979, will take the depth from the present 11 metres (36 feet) to 13.1 metres (43 feet) and the second to 15.2 metres (50 feet)."

"This two-stage method has been adopted so that fully-laden vessels up to 80,000 D.W.T. (dead-weight tons) can use the Port at the end of the first stage and vessels up to 120,000 D.W.T. will be able to load or discharge when the second stage is completed.

"The WestHam Dredging Company has carried out many



PROPOSED DREDGING, NEWCASTLE HARBOUR

dredging assignments in the Ports of New South Wales and elsewhere in Australia. These include the major deepening of the Port Kembla Inner and Outer Harbours from 1973/75, as well as the Stage I Reclamation dredging in Botany Bay in 1972. Currently, the Company is also working in Botany Bay as the dredging sub-contractor for around $11 million of dredging work for the Leighton-Christiani Joint Venture in the Container Berths Project.

"Each of the three dredges to be used by WestHam in the Newcastle Deepening has been built in N.S.W. in recent years, the "Resolution" and the "Kunara" being constructed at the State Dockyard, Newcastle and the "Goomai" in Sydney."

Mr. Wallace continued, "For the past three years, the Board has been conducting extensive research and exploratory work to ensure that all information necessary to overcome difficulties in deepening the Port and to assist contractors when preparing tender prices would be available. The total cost of these investigations exceeded $1.5 million.

"The project will create additional employment opportunities for the Newcastle work-force and the advantages for local engineering, manufacturing and supply companies will also be considerable. In addition, approximately 500,000 cubic metres of dredged material will be pumped on to Kooragang Island to create a further 50 acres of industrial land.

"Substantial contributions towards the cost of the project are already flowing from the industrise, which will benefit most from the harbour deepening. Since May 1, 1976, a special additional harbour rate of $1 per tonne has been paid, by agreement, on coal exported overseas by various companies and on iron ore imported by The Broken Hill Proprietary Co. Ltd. The return from these increased charges, together with the participation of the Board by the use of loan funds from the Government, will ensure that this major development will be adequately financed."

In conclusion, Mr. Wallace stated, "Distinct economic advantages will accrue as a result of the expansion opportunities for trade and industry, made possible in the Newcastle area and the Hunter region generally, by the entry of larger vessels into the Port of Newcastle, during and following the harbour deepening. By the completion of the project, Newcastle, with its increased port depths, will match the newer Queensland ports and Port Kembla in its capacity to handle modern deep-draught bulk carriers".

Port of Penang News

Berita Pelabuhan

Penang Malaysia

• Their Majesties Tour Penang Harbour

Their Majesties, the Yang DiPertuan Agung and the Raja Permaisuri Agung made their first official State visit to Penang from 7th April to 11th April 1977.

Included in the elaborate programme drawn up by the State for their Majesties was a tour of the harbour in one of the Port Commission's vehicular ferry vessels. In the Harbour tour on 10th April 1977, the Yang DiPertuan Agung and the Raja Permaisuri Agung witnessed a special mini sea carnival held off the Esplanade. A water display by the Port Commission's fire fighting tug, water skiing and a dragon boat race were some of the events in the sea carnival specially held for their Majesties.

• Modernisation and Expansion Study of Dockyard

A consultant from the International Executive Service Corps., U.S.A. Mr. John Blake was recently appointed to undertake a study of the Commission's Bagan Dalam Dockyard with the view of modernising and expanding it to meet the Commission's present and projected future floating craft requirements.

All floating craft of the Commission are presently serviced at the Bagan Dalam Dockyard which has 3 slipways. The recent expansion of the ferry service fleet by three new vehicular ferry vessels and the purchase of other floating craft have fully stretched the facilities of the Dockyard.

Besides supervising the expansion programmes, the consultant will also help introduce new systems in planning and control and at the same time provide training to the Dockyard's management personnel.

• Port Tonnage

During the period January to March 1977, the Port of Penang handled 1,127,398 tonnes of cargo. This was 95,600 tonnes or 9.2% more than the volume handled during the same period last year.

Imports for the period was 651,680 tonnes as compared to 614,379 tonnes handled during the same period in 1976. Import commodities which recorded increases were petroleum products, wheat and oats, fuel oil, iron and steel

products, animal feed and sugar.

Exports for the period was 475,718 tonnes as compared to 417,419 tonnes in 1976. Ilmenite ore, bulk palm oil, and wearing apparel were export commodities which recorded increases.

During the same period January/March 1977, Penang Port handled 3,956 T.E.U.'s as compared to 3,137 T.E.U.'s. This was a rise of 26%. The volume of cargo handled through containers was 58,227 tonnes comprising of 25,709 tonnes imports and 32,518 tonnes exports. The main import commodities were plastic materials, textiles, cotton yarn and machinery and parts, while the main export commodities were rubber, rubber goods, wearing apparel and electrical appliances.

• Feasibility Study of Deepening of the North Channel Begins

The engineering study into the feasibility of deepening the North Channel is now underway. This project partly financed by the U.S. AID will look into the possibility of deepening the North Channel which is presently too shallow to permit Penang Port to handle bulk carriers, container vessels and other large modern vessels with drafts in excess of 32 feet. The Port of Penang has an excellent harbour with an anchorage with a natural depth in excess of 40 feet chart datum (ACD). However both the North Channel and the South Channel approaches to the port have low water depths of about 26 feet (ACD) and 22 feet (ACD) respectively.

M/s E.G. Frankel Inc. in association with Sepakat Setia Perunding Sdn. Bhd. have been commissioned to carry out the study. Phase I of the project consisting of the Hydrographic survey and soil investigation work have been awarded to M/s United Surveyors and Malaysian Soil Investigation Sdn. Bhd. respectively. Actual survey work will commence some time in April 1977 and is expected to be completed by June 1977.

In June the results of the hydrographic and soil surveys will be evaluated to determine the feasibility of dredging the North Channel to about 36 feet (ACD) and to make recommendations in an interim report, as to whether or not the study should continue into Phase II which will involve some additional survey work and an evaluation of the probable volumes of annual dredging required to maintain the North Channel at the new proposed depth. Then with the computed costs of the capital and maintenance dredging requirements, the consultants will determine the benefits to be derived from the operation of the Port of Penang at a deeper depth and determine the economic feasibility of deepening the North Channel entrance to the Port.

Three-fold Increase in Lighterage Cargo

Singapore, 9 October, 1977 (PSA Press Release):—PSA's Pasir Panjang Wharves recorded an overall 54 per cent increase in the total cargo throughput for the first eight months of this year as compared to the corresponding period for 1976.

From January through August, the cargo tonnage totalled 2,046,800 tonnes—some 720,500 tonnes more than the figure for the same period of 1976.

This new gateway, commissioned for operation at the end of 1974, is establishing itself as an important regional trade centre as well as a new base for lighter operations.

The number of lighters using the facilities at Pasir Panjang jumped by over 68 per cent and cargo handled by them recorded a three-fold increase over the same period of last year. Some 551,500 tonnes of cargo were handled by 1,057 lighters during the review period of this year as against 626 lighters handling about 176,900 tonnes of cargo for the eight months in 1976.

Coastal vessels handled some 1,373,600 tonnes of cargo, a 40 per cent increase over the 978,900 tonnes handled last year. Nine hundred and eighteen vessels berthed at the wharves as compared to 773 in 1976.

Though significant increases have been recorded in coastal and lighterage cargo, the freight handled by LASH (lighter-aboard-ship) barges have dropped by 29 per cent during the period. Some 121,000 tonnes were handled in 1977 as compared to the 170,600 tonnes last year. This was largely due to the suspension of LASH services of one of the operators whose vessels are being converted for container operations.

Pasir Panjang Wharves now serve as an important gateway for iron and steel products, machinery, manufactured articles, rubber, fertiliser and sawn timber to and from ASEAN countries, Japan, People's Republic of China, Hong Kong, Taiwan, Australia, New Zealand, Middle East, USA and Africa.

Besides functioning as a port, the gateway's unique feature is its large warehousing complex behind the wharves.

Some 143,000 sq m of covered area are provided here in line with Singapore's role as a warehousing and distributing centre. Warehouses offer either common user space or partitioned modules for lease. The latter allows complete flexibility in warehousing operations. The occupancy rate of these modules is over 70 per cent.

Meanwhile, work has begun on the second phase development of Pasir Panjang Wharves. Its present facility comprising 676 metres for seven coastal ships and 553 metres for 27 lighters and barges will be increased by another three coastal and three oceangoing berths measuring 250 metres and 540 metres respectively.

The extension costing some $29 million is due for completion by mid-1979.

Port of Kobe

Newly-opened Harbor Highway (center) and Rokko Island under construction (upper right)

PORT OF KOBE is
not only the place providing . . . . .
Highest Business Facilitation for the Users,
Best Work-Environment for the Labor,
but also . . . . .
A Most Friendly Neighbor to Any of You,
giving the visitors quite at-home feeling
and pleasant reminiscences !

Port and Harbor Bureau, Kobe City Government

Napier-Europe Ro/Ro Service Is Just Round the Corner

Hawke's Bay Harbour Board, New Zealand

The three Scandinavian shipping companies, the Transatlantic Shipping Co. of Gothenburg, Wilh. Wilhelmsen of Oslo and The East Asiatic Co. Ltd. of Copenhagen, serving New Zealand under the trade name of ScaNZeal, announced in March this year their decision to order two angled stern ramp roll-on/roll-off vessels, to be built by Mitsubishi Heavy Industries in Japan.

At the same time they announced that their New Zealand and Australia operations would be integrated, and that the vessels will be operated by ScanAustral (Scandinavian Australia Carriers Ltd.), who at present operate five ro/ro ships on behalf of the three abovementioned Scandinavian companies, in the Australian trade. ScanAustral's Head Office is at Hovik, on the outskirts of Oslo, Norway.

A total of seven ro/ro ships will in the future be operated in an integrated service from New Zealand and Australia to Europe, and vice versa, the name of the new integrated service has not yet been decided.

This ro/ro service will offer to New Zealand exporters and importers 13-14 sailing per year, i.e. 27 days between each sailing from and to New Zealand. Auckland, Napier and Timaru will be the ports of call. Cargo from and to Wellington will be centralised/decentralised via Napier. Similarly cargo to and from Christchurch and other areas on the South Island will be centralised/decentralised via Timaru. By tentatively having chosen to operate through Napier and Timaru, the non-container ports should now have a reasonable service in the New Zealand trade as it is furthermore understood that other members of the Conference will have a number of conventional vessels also working outside the main ports during the peak of the export season.

The ports of call in Europe are still being considered in the new service, but it is envisaged that only few changes in ScaNZeal's present ports of call will take effect.

The two newbuilding will be delivered at the end of June and end of August 1978 respectively (and be the biggest ro/ro ships in the world). They are of the same concept as the five ro/ro ships developed by the Scandinavian owners for operation by ScanAustral, and they represent a further significant development towards a more efficient and economical transport by sea.

Already from the 1st January 1978 the New Zeland service will be operated under the new management, with the existing conventional tonnage employed in the New Zealand trade. These ships will gradually be phased out, starting in the second quarter of 1978, and a ro/ro service introduced with the ro/ro ships already in operation, with the second new ro/ro ships delivered at the end of August 1978, a full ro/ro service will be implemented to and from New Zealand.

Through ordering these two new ro/ro ships, the Scandinavian Lines have again confirmed their confidence in the ro/ro concept. The experience gained with these interesting and efficient ships in the Australia trade over the last 5 years, will in the future fully benefit the Line's New Zealand customers. The main feature is the versatility and flexibility which these ships offer.

They can carry cargo in containers, in units, on pallets on bolsters or loose. For New Zealand's main export products, the ro/ro concept offers the trade, e.g. for wool—the choice between shipping their cargo in units or containers, for reefer cargo—in reefer chambers or refrigerated integral containers, for sheepskins—in containers or units, and the same for most other cargo.

With regard to typical import products, hereunder agricultural machines, the vessels are optimally designed for carrying the wide variety of such products imported into New Zealand, and for example self movable cargo such as cars, tractors, harvesters, mobile cranes, trucks or buses present no problem to these ships. The fact that such self movable cargo is driven onboard and ashore minimises the risk of damage, and reduces packing costs. The ships are able to carry cargo of almost any shape or form which cannot be loaded into a container. Virtually they can call at any port with sufficient depth of water where they can put their stern angled ramp ashore. The ships are independent of shore facilities such as container cranes, because they carry their own equipment for the handling of the cargo.

The new ships will have a deadweight capacity of 22.500 tons at a draught of 9.05 meters and an underdeck capacity of 60.750 CBM. The container capacity will be about 1700, 20 foot equivalents against a capacity of 1420, 20 foot equivalents for the existing vessels. Reefer capacity will be 2.200 CBM divided into two reefer chambers. In addition there will be power points sufficient for the carriage of 250 containers, giving a total reefer capacity of approximately 8600 CBM.

The ships will have two bulk cargo tanks each of 350 CBM, with a heating capacity to maintain a temperature of up to 60°C. The existing vessels each have 4 tanks with a total capacity of 1.271 CBM. These tanks are specifically designed for the transport of tallow oil. Hoistable and fixed car decks will be installed, giving a car capacity of 600 medium sized cars. The angled stern ramp of the two new vessels is of considerable dimensions. It will have a clear width of 12 meters, be about 53 meters long, and this ramp has a much greater capacity than any existing quarter ramp. Under special conditions and by using special double bogie trailers, it is feasible to handle lifts in the vicinity of 500-600 tons over the ramp.

Good cargo protection is a specific feature of these ships, and similar to the five ro/ro ships already in operation, all holds are mechanically ventilated.

Within the ships, internal ramps permit the transport of the goods between the three decks and the weatherdeck.

The service speed will be about 21 knots. Other particulars of the newbuildings are:—

Length overall	228.5 meters
Length between perpendiculars	210.0 meters
Breadth	32.26 meters
Draught	9.05 meters at 22.500 DW
Main Engine	Mitsubishi Sulzer 9RND 90M developing to 30.150 BHP

With the introduction of our ro/ro vessels, the New Zealand-Europe trade will have one of the most sophisticated services possible, for the versatile nature of the ro/ro operation makes them a very attractive alternative to the pure cellular container vessel, especially as they are not restricted in the ports they can serve.

Another satisfied customer—and more calls scheduled

July 1977, Christchurch, N.Z. ("Portside" The Port of Canterbury News, A Lyttelton Harbour Board Publication):—Container Terminal operations at Lyttelton are underway on a regular basis: an extensive programme of calls at the Lyttelton Container Terminal is already scheduled, including 20 visits annually by the ANZECS and six by ACT/ANL in the UK-Europe services.

The second fully-containerised ship handling operation was processed smoothly when the Jervis Bay, an ANZECS vessel and the first OCL vessel to call at South Island container ports in the service, arrived on July 8 and left three days later.

In the four-day turnaround of the "Jervis Bay" at the Lyttelton Container Terminal, 927 TEU exchanges were handled at a net rate of 21.54 (17.3 gross) an hour, representing approximately 6000 tonnes of cargo. The figure included 915 20 ft containers and six 40 ft units.

The best results for a 7½ hour shift were recorded on Saturday morning when rates of 26.8 nett (21.42 gross) containers an hour were maintained.

Handling rates showed an improvement on the net figures of 15.31 containers an hour achieved with ACT 2, largely the result of better stows (or longer runs of containers with a greater proportion of below deck work) and the greater experience of terminal staff.

A further tribute was paid to staff ability and dedication at a function held at Lyttelton to mark the "Jervis Bay's" inauguration of the ANZECS service.

Guests of the Lyttelton Harbour Board on this occasion included representatives of OCL, Messrs W.A. Fraser (P & O Wellington) and A Darroch (Container Fleets Ltd, Wellington), D. Baker (OCAL Australia) and K.D. Ranking (South Island Area Manager, P & O); Shipping Corporation of New Zealand, Mr. R.M. Henshaw; Seabridge, Mr. T.W. Moore; and local shipping company managers as well as representatives of local organisations. A silver salver suitably inscribed and the Board's crest were presented to Captain G. C. Barrett, Master of the "Jervis Bay" by the Board's Chairman, Mr. J. Brand.

The next scheduled call at the terminal was the "Lindfield" on July 27, inaugurating Shaw Savill's West Indies container service, and on August 1st, OCL's "Flinders Bay" is scheduled to make her sole New Zealand call at Lyttelton in the ANZECS service.

ANZECS comprises two large container shipping consortiums, Overseas Containers Limited and Seabridge (NZ) Limited.

OCL represents P & O, Shaw Savill, and Shipping Corporation of NZ, while Seabridge's European partners are Nedlloyd (Dutch), Hapag Lloyd (German), Lloyd Trestino (Italian) and Messageries Maritime (French).

Other container runs currently being considered for Lyttelton include the ACT-West Coast North America service and Blue Star's Middle East service. Port management also continues to promote the container service to Japanese Lines and it hopes this trade will eventually take advantage of the Lyttelton facility.

Specialised Container Ro/Ro Vessel

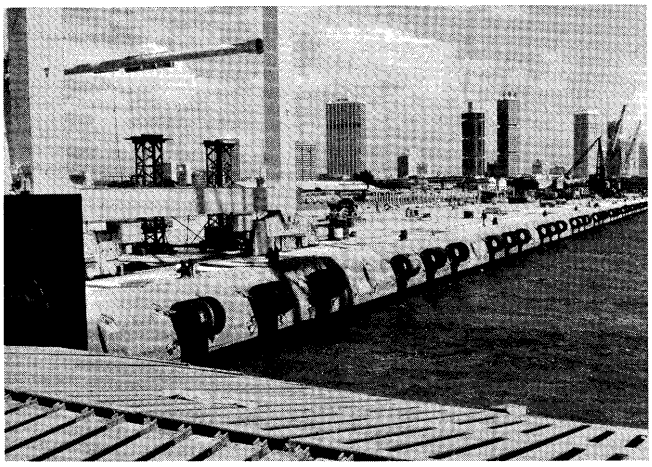
Singapore, 14 October, 1977 (PSA Press Release):—Sea containers' special design ro/ro container vessel "Opal Bounty" was in Singapore recently on its maiden voyage from Hiroshima, Japan.

The "Strider" class vessel arrived at the PSA Container Terminal to inaugurate its Australia, Singapore, Persian Gulf trade service.

The British flag, 6,500 DWT vessel has a capacity to carry 330 TEUs including reefers. "Opal Bounty" looking like a mobile Container Terminal moors stern-to or alongside using a quarter ramp for loading and discharging. The 115 m long ship has a 38-ton gantry crane to service vehicles driven on deck via the stern ramp. The container trailer drives on to the poop deck, through the superstructure and along the top of the hatch covers on the weather deck for simultaneous unloading/loading of containers.

A reception was hosted on board the vessel by the local agents, Cross World Navigation to commemorate the occasion. At this function, Mr. Tan Peng Chuan, Traffic Manager, (Container Terminal) (centre) presented a special pewter tray as memento to the Master, Captain R.M. Cosgrove (right).

Box Traffic Up at Port of Singapore



Singapore, 23 October 1977 (PSA Press Release):—The Port of Singapore handled some 3.8 million tonnes of containerised cargo for the first eight months of this year, an increase of over 25 per cent over the coresponding period for 1976.

Container throughput for the eight months this year also recorded an increase of over 16 per cent as compared to 1976. Some 259,800 TEUs (Twenty-foot Equivalent Units) moved in and out of the port from January through August 1977. In 1976, Singapore handled some 223,100 TEUs during the corresponding period.

Meanwhile the Port of Singapore Authority's special shorebased ramp at its new container berth is being tested before it is commissioned for operations.

This roll-on roll-off ramp, the first of its kind in Singapore, is incorporated in the first of the two new container berths now nearing completion at the PSA Container Terminal at East Lagoon. It is designed to service ships which have straight stern access and are dependent on shore facilities.

Costing some $700,000, it consists of a main ramp 28.7 metre long hinged to the shore end and a 6.2 metre "link span" bridging the space between the main ramp and the vehicle deck of the ship. This, with its levelling flaps, allows for the minor movements of a berthed vessel. The main ramp is capable of adjusting for operations from a 10% upward grade through to a 10% downward grade.

It is adjusted by an overhead wire rope suspension system using electrically-operated winches and locked in its adjusted position with a rack and pin device.

The two new berths are part of the second phase extension programme for container handling facilities in Singapore to meet the upsurge of container traffic.

Under the programme, two berths totalling 640 metres in length will be added to the existing five container berths measuring 1,340 metres. The new wharf deck of 45.7 metre width is detached from the shore and is served by three bridges: one from the existing marshalling yard on the sough-west and the other two from the shore. The whole structure is on piled foundation.

The first berth is due to be completed by the end of this month while the second is scheduled for June 1978. The whole project is estimated to cost some $66 million.

Greek Vessel on Maiden Voyage

Singapore, 25 October, 1977 (PSA Press Release):—Captain George Paleologos the Master of m.v. "SYRA" (left) was pleasantly surprised when the Traffic Manager (Sembawang Wharves), PSA, Mr. Han Hansen (right) dropped in to present a special pewter tray to commemorate the vessel's maiden voyage to Singapore recently.

The 169.5 m long vessel owned by Syra Compania Maritime S.A. is named after Syracuse, an important city in South Eastern Sicily. Syra, in the earlier days, was also the chief greek city of ancient Sicily, where early Christianity is believed to have originated.

Built by Oshima Shipbuilding Company of Japan, the vessel was on charter to Japan Line and sublet to Yulsan Lines for the voyage.

The 27,451 DWT bulk carrier loaded some 4,000 tonnes of timber at Sembawang Wharves for the Middle East.

Enjoy the hospitality of Japan worldwide.

Hospitality is a highly refined art in our country. So wherever and whenever you fly with us, you'll be an honoured guest. Whether it's a short hop or a long haul, you'll appreciate the graceful service of our hostesses in the air and the helpful service of our staff on the ground. Let the tradition of service which JAL is respected for worldwide, go with you worldwide.

We never forget how important you are.

JAL

JAPAN AIR LINES

MITSUI Computer Control System for Container Terminals

Huge piles of data!
How do you process them for efficient handling of containers?

Our System can help solve your problems and enable you to reap the true benefits of container transportation.
Developed in 1972, this System has proved its efficiency at the busy Ohi Pier, Port of Tokyo, and we are now prepared to aid you in solving your terminal problems, particularly those in the fields of cargo information and operations systems.

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3. Loading/Unloading Operations System
4. Marshalling/Shift Operations System
5. Report Generating System
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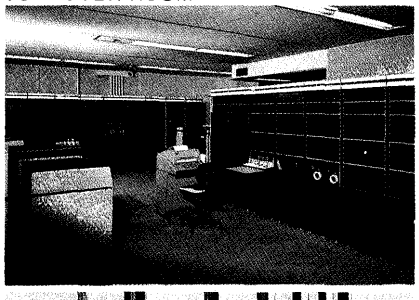
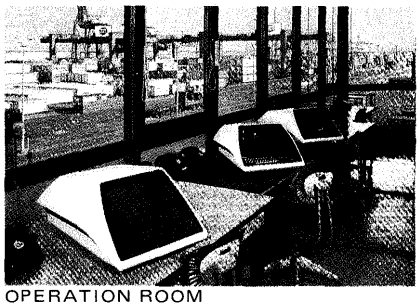
7. Back up & File Control System

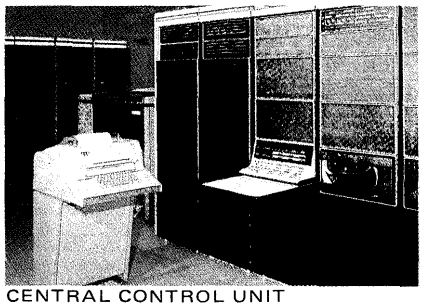
COMPUTER ROOM



GATE OFFICE



OPERATION ROOM



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