

PORTS *and* HARBORS

June-July, 1977 Vol. 22, No. 6-7

10th Conference in Houston



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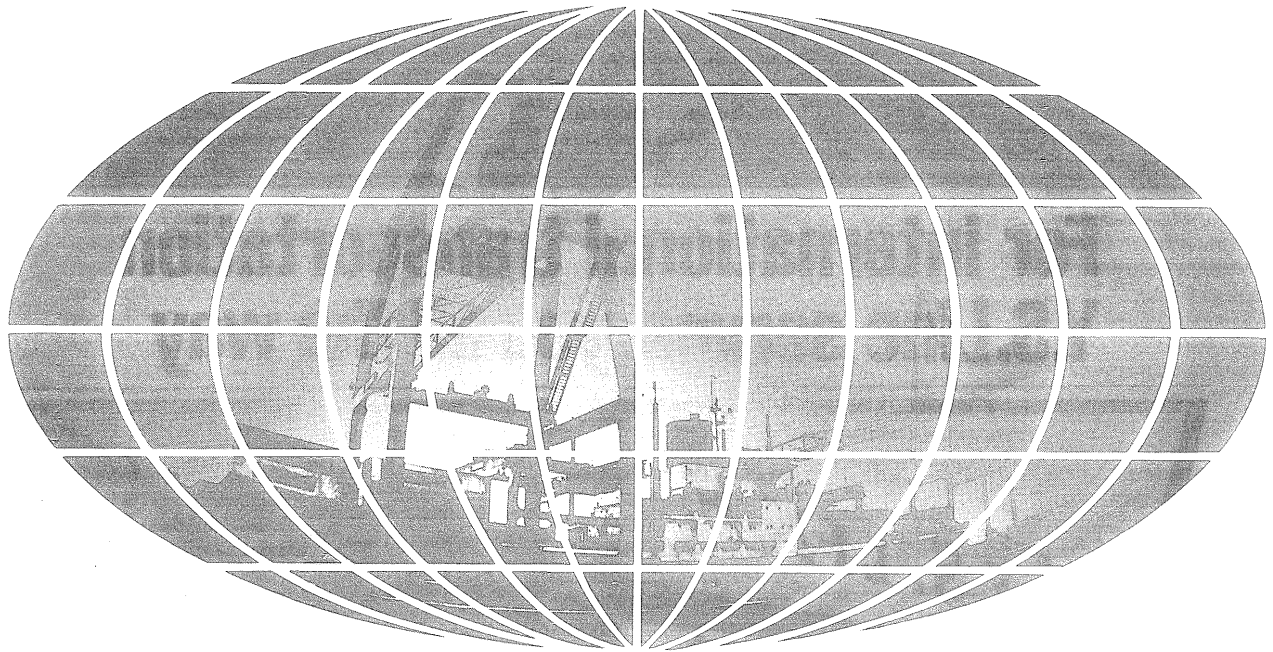
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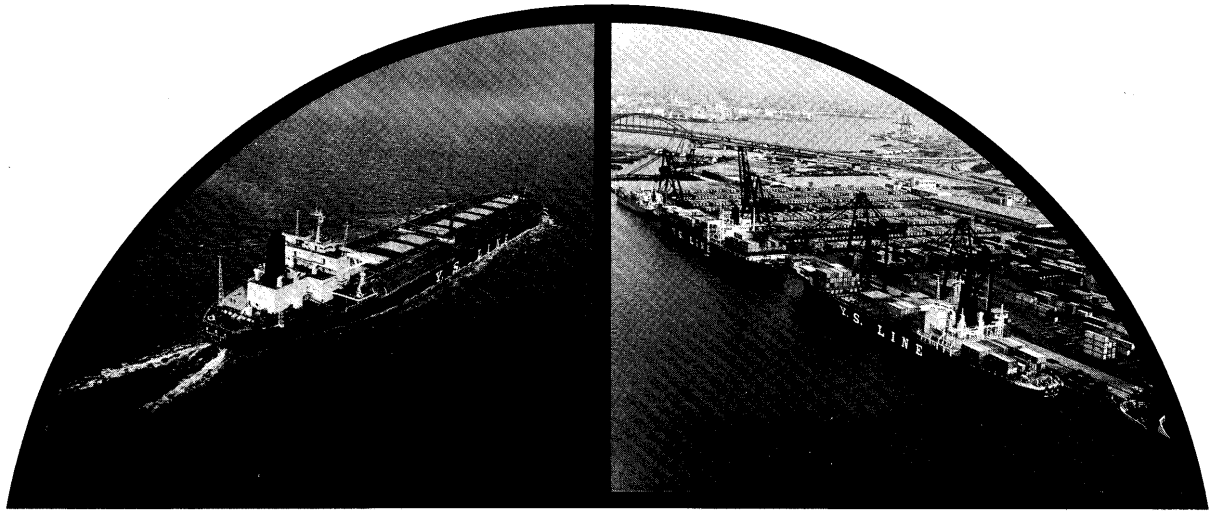


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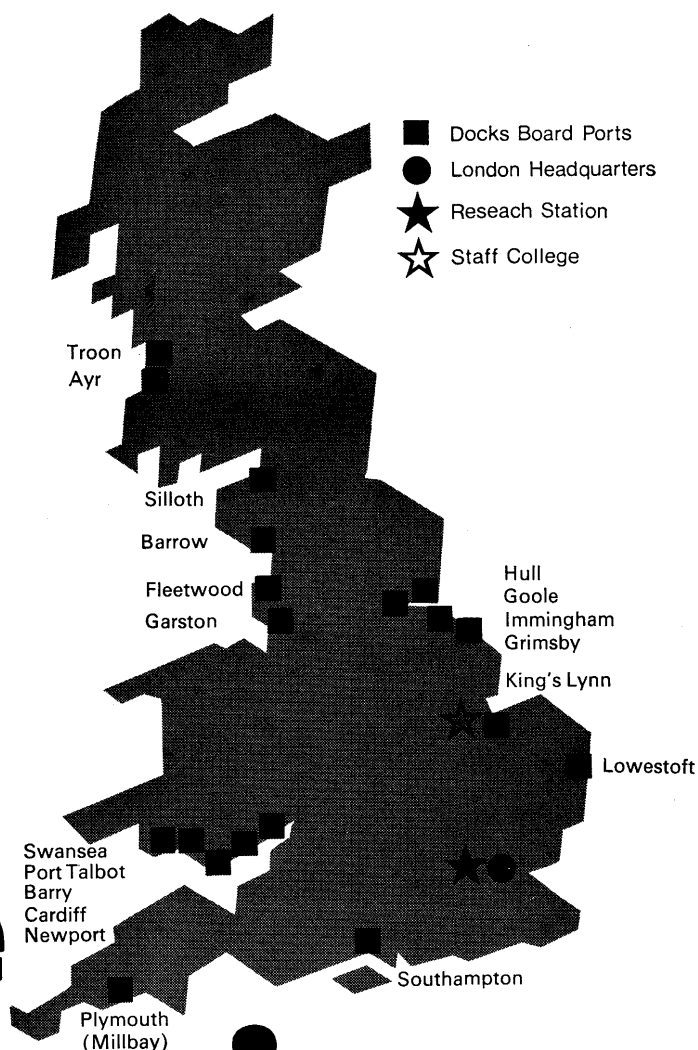
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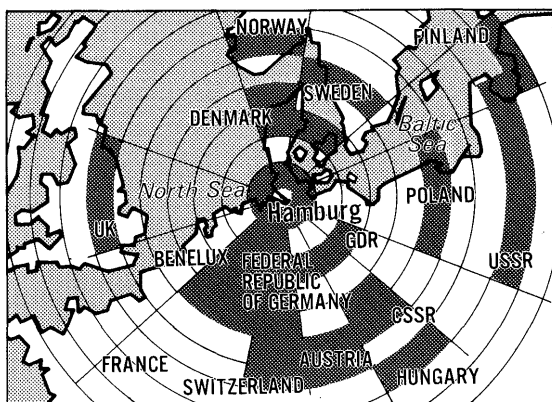


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Opening ceremony of the tenth IAPH Conference in Houston, Texas, U.S.A., held at Shamrock-Hilton Hotel on Monday, April 25, 1977. At the rostrum is Mr. George W. Altvater, Conference Chairman, delivering the address of welcome. He also introduced all the key participants including the U.S. Coast Guard Band, Texas Governor and other speakers, local dignitaries, IAPH officers, proving that he had the whole affair in his stride, and to the last detail, too.	

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PORTS *and* HARBORS

IAPH Head Office Announcements: Pages 7~45

Tenth Conference in Houston Was Spectacular



Governor Rolph Briscoe on the rostrum

Opening Ceremony

The Opening Ceremony of the Conference was held on Monday, April 25, 0930–1030 Hours in the Emerald Room on the first floor of the Shamrock-Hilton Hotel, the conference site. An address of welcome by Mr. G.W. Altvater, Conference Chairman, in his ringing voice braced the air for the occasion. He began with —

Mr. Altvater's Address of Welcome

"Ladies and Gentlemen, good morning and welcome to Houston, Texas. Welcome to the state where the sun shines always. I know many of you have traveled great distances to be with us here this morning. No doubt your internal time clock is twisted a bit, you don't know whether you're ahead of your time or behind, and then to muddy things up

a bit, we put it on Daylight Saving Time to make it a little bit more complex. But in any event, now that you're here, you'll have a chance to get out in our sunshine. It will heal your time frame, put you back in good health, and happiness will be with you all the rest of your days since you're now here in Texas.

Our Commissioners and staff have looked forward to this event, the Tenth Biennial Conference of the International Association of Ports and Harbors, for many years. We're really thrilled to have all of you here with us. It's an event that we want you to enjoy to the fullest. It's an event that I think will bring great messages to those of us in the business who are interested in port development and port problems. This is the largest meeting of the International Association of Ports and Harbors that has ever been held, so that I think that we have over 500 delegates, and ladies. We



Shamrock-Hilton Hotel

are so fortunate in having about 115 lovely ladies come to be with us from abroad so, during the course of this week, all of you will have a chance to see our port, to see our city, to meet our people, learn how we live, and learn something about where you are on the face of the globe.

But in order to put it in proper perspective for you, so you'll never have any more trouble of knowing where you are, I want you to visualize a map of the United States, and on the left-hand border is the west coast and on the right-hand border is the Atlantic coast. You fold the map in the middle, bring up the two ends, crease it at the bottom, open it up, draw a line right down through the center, at the bottom is Houston, Texas—in the middle of the United States."

After Judge Jon Lindsey who spoke next to the Governor, Mr. Fentress Bracewell, General Chairman and Host, gave a cordial address (Page 9). Then Mr. Altwater rose again to introduce messages of congratulations from fellow organizations throughout the world . . . "We have messages of congratulations from the International Chamber of Commerce, the Japan Port and Harbor Association, the Association of Australian Port and Marine Authorities, the New Zealand Ports Authority, the American Association of Port Authorities, the British Ports Association, from some of our Congressmen in Washington . . ." He read out two of them (IMCO and UNCTAD), and subsequently announced one more name (ESCAP, Bangkok), which messages are printed elsewhere (pages 11 and 12).

Governor Briscoe's Address

Thank you, George. Ladies and Gentlemen, it is my great privilege today on behalf of the 12 million citizens of the Lone Star State, to welcome each of you, and to state how very proud we are that your great organization, International Organization of Ports and Harbors, has chosen Houston, Texas, to be the site for this meeting, Houston, one of the most dynamic, energetic, one of the friendliest cities to be found anywhere in the world.

Judging from the program of scheduled events that you have before you this week, I am confident you will have an excellent opportunity to meet many citizens of Texas and to know this great city of Houston, and hopefully, to learn more about our great state. You know, there are those, particularly from other states in the United States, from

some of our sister states, who think that those of us here in Texas are prone to brag about our home state, particularly that was true during World War II. I think when Texans were scattered throughout the United States and throughout the world, and we did always tell them something about our state, and how we always had something a little bigger and a little better back home in Texas, but I want to assure you that this thought of bragging is really not the case because you'll find that Texans really just tell it like it is, and sometimes those from other states think that we're bragging.

As you know, ours is one of the leading states in the nation, capable of addressing itself to two of the major needs of the world today—production of energy and the production of food. Texas produces by far more energy than any other state in the United States. Texas is also one of the major agricultural states of the United States. The industrial might of this great city, and the agricultural productivity of our state, played a major role in working toward solutions to the complex problems in these two significant categories of life throughout the world.

We are very very proud of this great port here in Houston, as you well know, it is the third largest port in the United States in total water-borne commerce. We're proud of it and the market, the outlets it provides for the products produced throughout this great state and throughout the great Southwest. Houston is our "queen port" and we're very very proud of it.

As you know, too, we're relatively new in the field of international trade compared with the older areas of our nation and certainly with our contemporaries overseas. But I am convinced that we are learning and learning fast and learning well about the importance of international trade.

During your activities here in Houston this week, you will have the opportunity to see some of the fine facilities of this great port of Houston, at the dedication later this week, you'll see the port's new container facility at Barbour's Cut Terminal. And I know that I speak for every Texan when I say that we're very interested in working with each of you in further developing our international trade so that the businessman, the investor, the tourist will know more about the Texas story and how we can mutually assist each other in the months and the years ahead.

Our Texas Industrial Commission, for example, aggressively promotes business and industrial expansion through foreign trade. We have an International Trade Division that helps manufacturers get started in exporting. It sponsors trade missions overseas to open new markets for Texas-made products. These and other efforts have enabled Texas to put exports in a position where they lead imports by a ratio of approximately two to one. While we have an international image probably in this state now based mostly on the television and motion picture industry as the cowboys and Indians—and we're proud of that, too—we're learning fast in the international scheme of things and we intend to take larger steps in foreign trade in the years ahead.

I appreciate very much the opportunity to welcome this most important meeting, to Houston and to the State of Texas. When your activities here are concluded, I sincerely hope that you will take this opportunity to spend some time visiting throughout our State. I want to invite you and your families to our Capitol in Austin, to visit the Alamo, the cradle—the shrine of Texas liberty in San Antonio,



Mr. F. Bracewell at the rostrum

perhaps see the great Big Bend country in West Texas, or our beautiful magnificent forest in East Texas, some of our great lakes and to meet some more of our Texans who are always happy to welcome friends from overseas. And I know you will feel at home here.

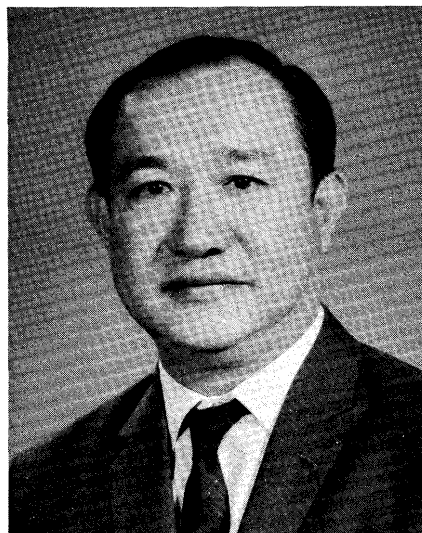
We hope that you have a most delightful stay and visit in our country. Certainly I want to wish you success in your deliberations during this Tenth Biennial Conference of the International Association of Ports and Harbors. We're delighted to have you in the Lone Star State and we hope you will visit with us again in the near future.

I would like to take this opportunity through the authority vested in me by the Constitution of the State and the State Legislature—I would like to present and hereby officially make honorary citizens of the Lone Star State of the officers of your association so that while you are here, you will have all the privileges of citizenship . . . "Here the Governor finished his address by giving the following names: Mr. Howe Yoon Chong, the President, Mr. Stanley Johnson, 2nd Vice President, Mr. A.S. Mayne, 3rd Vice President, Dr. Hajime Sato, the Secretary General, and Mr. Toru Akiyama, the Secretary General Emeritus.

Mr. Bracewell's Address

Thank you, George. Judge Lindsey, Mr. Howe Yoon Chong, distinguished guests, and ladies and gentlemen, perhaps I first should congratulate our new Texans; the officers of this association. Governor Briscoe has conferred upon them the honorary citizenship of this State, has advised them that this carries with it all the privileges and all of the emoluments of a citizen of Texas, and I would like to advise them that in addition to all of those and on a more specific basis, that carries with it the right to pay taxes should they see fit to do so. Governor Briscoe has made my speech—he has said what I would like to say. Let me just add a word or two, if I might. I don't think anyone, any city, any group of people in the world is more aware of the economic advantages of deep water transportation than the people of Houston for, as Governor Briscoe said, Houston is a young port, we're only 65 years of age, almost 65. It was 65 years ago that a group of people in Houston undertook as a community project, the digging of the Houston Ship Channel which brought the Gulf of Mexico fifty miles inland and established the Port of Houston, a man-made port.

The history of Houston is really the history of the Port of Houston because from that beginning Houston has



Mr. Howe Yoon Chong

developed into the metropolitan industrial complex that you see today. For that reason we are extremely aware of the necessity for a good reciprocal trade relationship among the nations of the world. For that reason and many others, we at the Port of Houston are extremely proud to be a part of this wonderful organization, to take our place and participate in your deliberations and activities representing your great ports of the world, all for the common good of the nations of the world. We are delighted to have you here today. As George said, we have looked forward with great anticipation for many years to this moment, and on behalf of the Port of Houston Authority, the Port Commission, staff, it is my special privilege to extend to you a most cordial welcome. We are delighted to have you here, we trust that you will have a very pleasant week, and we look forward to our association. Thank you so much.

Mr. Howe's Opening Address

Mr. Howe Yoon Chong rose to speak in response to Mr. G.W. Altwater's call, as follows:

Thank you, George, I don't know what to say but having just been made a Texan, I presume I've got to follow the good traditions after so many distinguished people have made their statements. Mr. Host Chairman, I thank you, and also the Governor who was unfortunately unable to remain with us, all the kind words of welcome that you have extended to us. I am quite sure, aside from the new Texans, the others who are my fellow delegates and the Guests and the also the people who are here have been overwhelmed by the welcome that all of you have expressed to us. Even the very fast city of Houston, its very good people and the genial climate, one and all—they seem to beckon us and welcome us with the hospitality, cordiality and the generosity so characteristic of the great State of Texas.

It, therefore, gives me great pleasure as President of the International Association of Ports and Harbors, to express the profound gratitude of all the delegates and their ladies and the new Texans for this kindness and warm reception that has been extended to us.

Particular thanks are due to the Port of Houston for hosting this 10th Biennial Conference of the IAPH and to the hard-working Michael Scorcio and his staff for the excellent arrangements that have been made for the comfort and enjoyment of so many people.



At the Opening Session

Having been responsible for the 9th Conference in Singapore, I know what it takes to plan, organise and carry out all the complicated arrangements necessary to ensure the smooth functioning of such a Conference.

I can say without any fear of contradiction that Mr. George Altvater and his staff have done a better job than the 9th Conference. This is as should be, if the Association is to keep on improving.

The facilities are excellent. The programme for work and leisure, well-balanced, sophisticated and elaborate. We can all look forward to a rewarding and enjoyable Conference.

The IAPH Biennial Conference has become widely accepted by port operators and related professional and business circles as a welcome opportunity to get together. Old friendships are renewed and new ones are made. Friends in the port and related occupations look forward anxiously to utilize the occasion for a free and frank exchange of views, to keep up with developments in port management and operational techniques, and to discuss problems of common interests. The latest improvements and innovations in cargo handling, ships and shipping technologies, administrative and economic problems are analysed and discussed in an atmosphere of mutual understanding and fraternal concern.

The underlying theme for this Conference is: "World Ports' Role in Economic Development." All of us are affected by world economic problems. Modern transportation systems, and new developments in science and technology, have brought the peoples of the world closer together. This gathering of distinguished delegates is proof that no matter from which corner of the world our ports may be, we are within very easy means of communications with one another. The world has in fact become so small that whatever problems occur in one port will have repercussions in some other ports.

The continuing growth of world trade, the changing patterns of regional economic development, the advances in shipping and transportation technology, the ever present threat of marine pollution all contribute to exert a constant pressure on the ports of the world to be on their toes and to play an increasingly wider role than just being the traditional haven for ships or places for loading and unloading cargoes.

In the present period of slow recovery when the whole world is looking towards the United States, Western Europe and Japan to take the lead in bringing about more economic activity, any discussion of the factors that

contribute to economic development must be of interest to all of us. The subjects chosen for panel discussions during the course of this Conference cover problems of port congestion, new technology for ports of the future, international trade, and environment and pollution problems. All these are matters of concern to everyone of us. We shall all benefit from the outcome of these panel sessions.

Because of the differing stages of development and wide ranging capabilities and sizes of different ports around the world, there is much that one port can learn from the experiences of another. This 10th Biennial Conference, therefore, provides excellent opportunities for the exchange of ideas and knowledge.

In a situation where every country in the world is fighting against inflation, any contribution that the ports of the world can make towards reducing transportation and distribution costs will be appreciated by the industrial and commercial sectors. Good port facilities, efficient operations and effective port management can bring substantial reductions to transportation costs, obviate delays, and ensure a more efficient distribution of resources.

Recent developments in the systems of cargo handling and transportation reflect the concern not only of the shipping community but also the ports and port users to avoid delays and the wastage of assets caused by port congestion or other factors. Delays to the working of ships or the movement of cargo can only add to costs and contribute to inflation. Containerization, Roll-on and Roll-off, LASH, unitization of cargo, and other systems of transportation all go towards improving the service that ships and ports can offer towards economic progress and international trade. The ports of the world must keep pace with these developments to discharge their share of the responsibilities. The ports and port users must together respond to every challenge. Many of us, irrespective of the size of our operations, find job satisfaction in being able to anticipate our problems and provide adequate solutions for them. But over the years we have come to realize that while each port faces a different set of problems, these problems are by no means unique and there is a veritable pool of experience among the port community which can be tapped and utilized. This Conference, therefore, provides the ideal forum for the exchange of ideas.

Many ports are subject to censure because of congestion. However, a more sympathetic appreciation of the problem will surely show that congestion is often the result of extraneous factors beyond the control of the port, such as some sudden increase in cargo throughput which the port is not geared to accommodate. Development of port facilities requires much investments and time, not to mention the more important operational and management personnel and sophisticated equipment that very often must be purchased from other countries. The superhuman efforts made by certain congested ports to cope with their problems are often ignored in the same way as the contributions of the ports of the world towards improving efficiency in transportation and distribution, and in reducing costs all round for the commercial and industrial sectors. The IAPH would like to appeal to all port users, particularly those in business and industry dealing with international movements of goods, to be more understanding of the problems that ports face and to enlist their co-operation to work out solutions to these problems for mutual benefit.

Since we last met in Singapore in 1975, the ports of the

world have been affected by significant developments in the international arena. Energy problems, environment and marine pollution, the hazards of large oil spills have become important immediate issues that demand more and more attention. In the intermediate term, all of us must contend with the uncertainty of oil prices, the surplus of large tankers, the reversal of the trend towards larger VLCC's. The general mood of gloom that surrounds the oil transportation and tanker building industry is further aggravated by the recent spate of accidents involving oil spills, particularly those around the American coasts.

Already the United States is reviewing its rules and regulations on marine safety. It is very likely that new requirements for tanker design, maintenance, navigation, manning, transfer operations, containment and removal of oil spills, etc., will be imposed that will result in far reaching effects for all tankers calling at U.S. ports. Measures adopted by U.S. ports will eventually find adoption first in other developed countries and then in the less developed countries as well, even though the less developed countries will most likely be ill able to afford such measures.

For the longer term, there are significant developments in the form of various conventions adopted at meetings of the Law of the Sea Conference. Territorial limits, economic zones and other knotty problems continue to exercise the minds of the experts. Though certain conventions have gained limited acceptance, many areas of uncertainty still remain and the Conference of the Law of the Sea is far from over.

The extension of territorial waters will affect traditional sea routes of merchant vessels which had for centuries used them as international waters. The effects on many ports of the nationalizing of traditional international sea routes, even though innocent passage may be permitted, will be far reaching. Some ports will be more adversely affected than others. The effects of these developments will be felt in the years ahead. It is the Association's hope that commonsense and good judgement will prevail over emotional and narrow political considerations.

There will be need for the ports of the world to collectively study these developments and the vexing problems that can arise, and hence prepare ourselves to deal with them. It is possible that through mutual help and co-operation we will be able to minimize the effects of these problems.

In the course of the next few days we will no doubt hear from experts in panel sessions the many viewpoints on the issues that concern ports. No one will expect that at the close of the Conference we shall have found all the answers. But by then we shall all be more aware of them and hopefully more prepared and able to deal with them when they arise.

With this hopeful note, I must thank our hosts again and declare that the deliberations of the Tenth Biennial Conference of the IAPH at Houston open.

Message of IMCO Secretary General

It is a very great pleasure for me to extend to the International Association of Ports and Harbors the very best wishes of the Inter Governmental Maritime Consultative Organization for the success of your 10th Biennial Conference.

Since it was accorded consultative status with IMCO, your association has played a very active and constructive part in our work. Indeed, the IAPH has always been one of the most regular participants at meetings arranged by IMCO, and the contributions which your representatives have made have consistently been of the greatest value. In its capacity as the United Nations Agency concerned exclusively with shipping and related matters, IMCO has a particular interest in promoting an international approach to the many problems which now face the Maritime Nations. Organizations such as yours, which unite organizations from countries from all over the world, have a vital role to play in helping to overcome these problems.

The problems of ports, whether developmental or operational, are of the greatest interest to this organization as they have a crucial impact on international shipping. Eye can, therefore, assure you that eye my colleagues in IMCO will be following the progress made during your conference with the keenest interest. Eye look forward also to strengthening further our close relationship and mutual cooperation.

Best regards,

C.P. Srivastava
Secretary General, IMCO

Message from the Secretary-General of UNCTAD

The United Nations Conference on Trade and Development (UNCTAD) has as one of its goals the extension of developing countries' trade, the vast majority of which is carried by sea. It has long been established that port costs—both direct and indirect—constitute a significant portion of the transportation costs of international shipments. Thus increased port efficiency is an important key to the lowering, or at least the containing, of transportation costs necessary for the stimulation of world trade.

Maintaining standards of port efficiency is one of the primary objectives of IAPH and therefore it is not surprising that both UNCTAD and IAPH have sought to foster an increasingly close relationship over the past several years. We in UNCTAD were particularly pleased that you attached such importance to co-operation between our two organizations as to have specifically appointed someone as UNCTAD liaison officer. Collaboration through your present liaison officer, Mr. Sven Ullman, is already being built up on the foundations laid by the retiring UNCTAD liaison officer, Mr. John Lunch. We were also pleased to be invited to participate in your Special Committee on International Port Development, the aims of which have so much in common with those of UNCTAD's Ports Section.

The title of your tenth biennial conference: World Ports' Role in Economic Development is, as you can imagine, one of particular interest to UNCTAD and, although unable to

participate in this conference myself, I am happy that we are making a substantive contribution to the conference. Having studied your programme, I believe this conference will help increase the contribution which ports can make towards more efficient maritime transport and through this to international trade and development.

I send to your organization and to all the delegates gathered in Houston my warmest greetings and best wishes for the success of your tenth biennial conference.

Gamani Corea
Secretary-General of UNCTAD

Message from ESCAP Executive Secretary

On behalf of

United Nations Economic and Social Commission for Asia and the Pacific, more familiarly known as ESCAP, I cordially congratulate IAPH with its 10th Conference, emphasizing the World Ports' Role in Economic Development.

ESCAP as a regional United Nations Organization is deeply involved in the economic and social development of the region. It considers a strong growth of international trade with the developing countries as an essential instrument for bringing the enormous gap in the level of prosperity between the developed and developing countries. Consequently ESCAP is giving all attention to the development of new and adequate infrastructures in order to facilitate the introduction of modern international transportation, covering new transportation systems as well as techniques.

Although the ESCAP-Secretariat continuously strives to increase its efforts in assisting developing countries—together with other U.N. bodies and specialized agencies, we are well aware that the resources to help ports in developing countries with technical assistance are obviously limited.

Therefore I welcome the efforts by a respected international institution like IAPH to bring together the world ports, to provide for an independent international forum for the exchange of views in the needs of the ports and to initiate studies in order to give differential answers to the rapid development of maritime transportation. The activities of your Association are excellently complementary to the efforts of the United Nations systems of which IAPH is holding an advisory status. The work of your special committees results in remarkable answers to port problems, your superb periodical "Ports and Harbors" provides, inter alia, for an excellent channel of communication, and the comprehensive list of topics considered by you during your Conference undoubtedly broadens the insight and mutual understanding of all those involved in port development.

There is still much to be done. I wish to bring to your special attention the great need for further improvement of communication between ports on the magnitude of subjects they have to deal with. Better communication will lead to better understanding of each other's problems and will recognize the growing inseparability of port and shipping operation.

This is indeed greatly emphasized with the evolutions of new integrated transportation systems and cargo handling methods. These are in many cases based on the introduc-

tion of highly sophisticated capital and maintenance intensive equipment, aimed at integration of activities and thus also resulting in labour reduction in the process. While this might be good for highly industrialized countries it imposes in most cases new problems to ports in the developing countries.

In this light, it is urgent this communication be improved with ports in the industrialized part of the world in order to be advised on any new or expected developments in maritime transportation and hence to be able to timely evolve solutions suitable to their own stage of socio-economic development.

This will help to overcome one of today's most serious problems of a heavily unbalanced allocation of resources, particularly that of labour, port infrastructures, ships and equipment, caused by an acceptance of the newly introduced shipping systems without adequate constructive criticism and discussions. A remark made by a participant from a developing country during the Seatec Seminar on Dredging and Port Construction held in Singapore last March said straight forward that "new shipping practises are being dictated to developing ports by the developed countries". This clearly illustrated how equality between ports, linked by shipping, has yet insufficiently been recognize and how communications so far have been inadequate.

Only when we can really achieve a continuous and close cooperation between the developed and the less developed parts of the world, in an atmosphere of mutual understanding, new shipping methods prove to be fully successful and worth the capital investments and human invention. In such an atmosphere the essential transfer of knowledge and skills but also of capital will become most effective.

It is necessary to encourage the governments and the shipping and financial representative in the developed would to give any possible attention to this subject and for this, your Association might well provide the incentives.

I am deeply convinced that IAPH will continue to fulfill its promising role in the further development of the ports of the world in close cooperation with the United Nations System.

I consider this meeting in Houston as a new step in this ongoing process and I sincerely wish every success to your 10th IAPH Conference.

J.B.P. Maramis
Executive Secretary, ESCAP
Bangkok, Thailand

New President, Vice-Presidents and E.C. Members

In accordance with the provisions of the By-Laws, new President, Vice-Presidents, Members of Executive Committee were elected and/or appointed as follows, for the period beginning at the end of the 10th Conference and terminating at the end of 11th Conference.

President: Mr. George W. Altvater, Executive Director, Port of Houston Authority, U.S.A.

1st Vice-President: Mr. A.S. Mayne, Chairman, Melbourne Harbor Trust Commissioners, Australia

2nd Vice-President: Mr. Paul Bastard, Director-General, Bureau of Ports and Harbors, Ministry of Equipment, France

3rd Vice-President: Mr. A.J. Tozzoli, Director, Marine Terminals, The Port Authority of New York and New Jersey, U.S.A.

Special and Standing Committees

At a plenary session of the Houston Conference, the following 5 Special Committees were approved to continue serving.

1. Committee on International Port Development
2. Committee on Large Ships
3. Committee on Containerization, Barge Carriers, Ro-Ro Vessels
4. Finance Committee
5. Membership Committee

The following two Special Committees were terminated and re-started as Standing Committee.

1. Legal Protection and Navigable Waterways Committee
2. Constitution and By-Laws Committee.

The following two Special Committees were newly established.

1. Committee on Trade Facilitation
2. Committee on Community Relations

The members to sit on these Committees were appointed by the New President from among the volunteers who wished to serve on particular committee by filling out the entry form during the Conference.

President Altvater, in appointing the new members to the Committees, introduced the following guiding principle, and also, consideration was given to appointing no same person to serve more than two committees as much as possible, so that the Association's activities might be participated by as many members representing as wide interest as possible.

- 1) There are 3 purely household committees, namely Finance, Membership and Constitution and By-Laws.
- 2) Committee on International Port Development should be deemed as quasi-household committee, because it administers the funds contributed by members as special technical assistance fund.
- 3) Members of above, therefore, must be limited to Regular Members and regional representation should be well balanced.
- 4) For other committees, expertise's knowledge and wisdom must be put together as much as possible, therefore, Associate members can be committee members and regional balance is not so important.

Requested by President, each Committee submitted its "terms and reference" to the post-conference Board Meeting in Houston and obtained approval of the Board,

which we introduce on pages 27 and 28 with the following lists of the Committee Members.

Special Committee on International Port Development

Chairman:

Mr. Sven Ullman, General Manager, Port of Gothenburg
P.O. Box 2553, S-403 17 Gothenburg, Sweden
Tel: (031) 171700, Telex: 20957 SCANPORT S

Vice-Chairman:

Mr. Kang, Chang Sung, Director-General, Korea Maritime and Port Authority
263, Yeunji-Dong, Jongro-Ku, Seoul, Korea

Members:

American Region:

Mr. Walter A. Abernathy, Executive Director,
Port of Oakland
66 Jack London Square, Oakland, California 94607,
U.S.A.

Mr. Lloyd Anderson, Executive Director, The Port of Portland
P.O. Box 3529, Portland, Oregon 97208, U.S.A.

Mr. Y. Gagnon, National Harbours Board
Transport Canada Bldg., Place de Ville, Ottawa,
Ontario K1A 0N6 Canada

Mr. Carlos Salazar, Chief, National Ports Department,
Direccion de la Marina Mercante y del Litoral
P.O. Box 7412, Guayaquil, Ecuador

Mr. James J. Scott, Jr., Managing Director, Jacksonville Port Authority
P.O. Box 3005, Jacksonville, Florida 32206, U.S.A.

European Region:

Mr. R.O. Ajayi, General Manager
National Cargo Handling Co., Ltd.
NASCO HOUSE, Burma Road
Private Mail Bag 1199, Apapa, Lagos
Nigeria

Mr. Joseph Bayada, General Manager, Cyprus Port Organization
P.O. Box 2007, Nicosia, Cyprus

(Continued on page 15)

The Executive Committee of IAPH for 1977-1979

Chairman: Mr. G.W. Altvater, President of IAPH and Executive Director, Port of Houston Authority, P.O. Box 2562, Houston, Texas 77001, U.S.A.

Members:

American Region

1. Ex-officio Members

Mr. A.J. Tozzoli
3rd Vice-President
Director, Marine Terminals
The Port Authority of
New York and New Jersey
One World Trade Center
New York, N.Y. 10048
U.S.A.

European Region

Mr. P. Bastard
2nd Vice-President
Director-General
Bureau of Ports & Harbors
Ministry of Equipment
244, Boulevard, Saint Germain
75700 Paris
France

Asian Region

Mr. A.S. Mayne
1st Vice-President
Chairman, Melbourne Harbor
Trust Commissioners
29 Market Street
Melbourne, Victoria
Australia 3001

Mr. Howe Yoon Chong
Chairman/General Manager
The Port of Singapore
Authority and Immediate
Past President, IAPH
P.O. Box 300, Singapore
Rep. of Singapore

2. Elective Members

Mr. J.H.W. Cavey
Director of Ports
Ministry of Transport
Tower "A", Place de Ville
Ottawa, Ontario
Canada K1A 0N7

Col. Charles R. Clark
Director, Transportation
and Terminals
Panama Canal Company
P.O. Box 5067, Cristobal
Panama Canal Zone

Mr. Thomas T. Soules
Port Director
San Francisco Port
Commission
Ferry Building
San Francisco
California 94111
U.S.A.

Ir. J. den Toom
Managing Director
Port Management of Amsterdam
Havengebouw, de Ruyterkade 7
Amsterdam
The Netherlands

Mr. Alhaji B.M. Tukur
General Manager
Nigerian Ports Authority
Private Mail Bag 12588
26/28, Marina, Lagos
Nigeria

Mr. Robert Boeuf
Ingenieur General des Ponts
et Chaussees
28 Boulevard Raspail
75007 Paris
France

Mr. R.W. Carr
Chairman
Auckland Harbour Board
P.O. Box 1259, Auckland
New Zealand

Mr. Parviz Saffari
Managing Director of Ports &
Shipping Organization
751, Shah Reza Ave., Tehran
Iran

Mr. Fumio Kohmura
Executive Vice-President
Nagoya Port Authority
8-21, 1-chome, Irifune
Minato-ku, Nagoya 455
Japan

3. Appointive Members

Mr. W. Don Welch
Executive Director
South Carolina State
Ports Authority
P.O. Box 817, Charleston
South Carolina 29402
U.S.A.

Mr. J.P. Davidson
Dy. Chairman & Managing Director
Clyde Port Authority
16 Robertson Street
Glasgow G2 8DS, Scotland
U.K.

Mr. P.K. Kinyanjui
Chairman, Kenya Harbours
c/o Mr. Syuki Kyandih
Commercial Officer
Box No. 95009, Mombasa
Kenya

Mr. Gengo Tsuboi
Vice-President
The Japanese Shipowners' Assoc.
c/o Tokyo Tanker Co., Ltd.
Nisseki Honkan Building
3-12, 1-chome, Nishi-Shinbashi
Minato-ku, Tokyo 105, Japan

Mr. A.J. Peel
Director, Dep. of Harbours &
Marine, Box 2195, G.P.O.
Brisbane, Queensland
Australia

(Continued from page 13)

Mr. John Gituma, Dy. Director-General, Mombasa Port
P.O. Box 95009, Mombasa, Kenya

Mr. Claude Mandray, General Manager, Port of Rouen
Authority
34, Boulevard de Boisguilbert, 76037, Rouen Cedex,
France

Mr. Damian A. Ndikumwamj, Principal Planning Officer,
East African Harbours Corporation
P.O. Box 9184, Dar es Salaam, Tanzania

Mr. J. Keith Stuart, Director & General Manager,
British Transport Docks Board
Melbury House, Melbury Terrace, London,
NW1 6JY, England

Asian Region:

Mr. W.A. Cullen, Chief Executive Officer,
The New Zealand Ports Authority
P.O. Box 10059, The Terrace, Wellington,
New Zealand

Dr. Samir A. Ghali, Advisor, Department of Ports,
State Government of Qatar,
P.O. Box 313, Doha, Qatar

Mr. Griff B. Page, Chief Engineer, Papua New Guinea
Harbours Board
P.O. Box 671, Port Moresby, Papua New Guinea

Mr. Yukio Torii, Director-General, Bureau of Port and
Harbours, City of Kobe
Kobe City Hall, Kano-cho, Ikuta-ku, Kobe 650,
Japan

Mr. Premananda Tripathy, Chairman, Paradip Port
Trust, Paradip, Orissa, India

Special Advisors:

Mr. Jan Sisselaar, Regional Port Advisor, Ex-ESAP
(Economic and Social Commission for Asia and
the Pacific)
Frankenslag 352, The Hague, The Netherlands

Mr. Eric Williamson, Chief of UNCTAD's Ports Section
Palais des Nations, CH-1211, Geneva 10, Switzerland

Mr. Bohdan Nagorski
(Former UN Port Consultant)
7 Peter Cooper Road, New York, N.Y. 10010
U.S.A.

Special Committee on Large Ships

Chairman:

Mr. Francis L. Dixon, Jr., Senior Analyst, Logistic
Department EXXON Corporation
1251 Avenue of the Americas, New York,
N.Y. U.S.A. 10020
Tel: (212) 974-3509, Telex: (RCA) 23-3001,
(ITT) 42-0505

Vice-Chairman:

Mr. J.M. Wallace, President, The Maritime Services
Board of N.S.W.
Box 32 G.P.O., Sydney, N.S.W., Australia
Tel: (02) 20545

Members:

American Region:

Capt. Bauman, U.S. Coast Guard

400 Seventh Street SW, Washington D.C., U.S.A.

Mr. Guy Beaudet, President, Guy Beaudet &
Associates Inc.
1130 Sherbrooke Street, West Montreal, Quebec,
Canada

Mr. Jack Ligtermoet, Assistant Port Manager,
Port of Montreal National Harbours Board,
Cite Du Havre, Montreal, Que., H3C 3R5, Canada

Mr. Gordon C. Moulard, General Manager of
Ports of Saint John and Belledune,
National Harbours Board
P.O. Box 6429, Station A, Saint John,
New Brunswick, Canada E2L 4R8

Mr. Duane Orr, Director, Industrial Development &
Port Planning, Port of Corpus Christi
P.O. Box 1541, Corpus Christi, Texas, U.S.A. 78403

Mr. Frederick J.N. Spoke, Port Manager,
Port of Vancouver, National Harbours Board
520-200 Granville, Vancouver, B.C., Canada

European Region:

Mr. J. Dubois, General Manager, Port of Le Havre
Authority, Terre-Plein de la Barre, 76067
Le Havre Cedex, France

Mr. Louis Ribadeau Dumas, Engineer, Port of Le Havre
Authority
Terre-Plein de la Barre, 76067 Le Havre Cedex,
France

Mr. Hugo Ekwall, Technical Director, Gränges AB,
Gränges Shipping
P.O. Box 16 330, S-103 36 Stockholm 16, Sweden

Mr. P.M. Fraenkel, Senior Partner, Peter Fraenkel &
Partners
39 Victoria Street, London SW1H 0EE, England

Dr. Karl-Ludwig Mönkemeier, Director of the Port,
Freie und Hansestadt Hamburg (City of Hamburg)
2 Hamburg 11, Alter Steinweg 4, Germany

Mr. Norman F. Matthews, Trinity House Lighthouse
Service, Trinity House, Tower Hill,
London EC3N 4DH, England

Dr. Christiaan Van Krimpen, Dy. Managing Director
(Nautical), City of Rotterdam, Rotterdam Municipal
Port Management, Europoint III, Marconistraat 12,
3029 AK Rotterdam, The Netherlands

Captain A.T. Young, Harbour Master, Clyde Port Authority
16 Robertson Street, Glasgow, G2 8DS, Scotland,
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Asian Region:

Captain G.P. Horscroft, Nautical Adviser,
Department of Transport
33 Elizabeth Street, Melbourne, Victoria 3000,
Australia

Captain Geoffrey T. Monks, Harbour Master,
Port Hedland Port Authority
P.O. Box 2, Port Hedland, Western Australia 6721

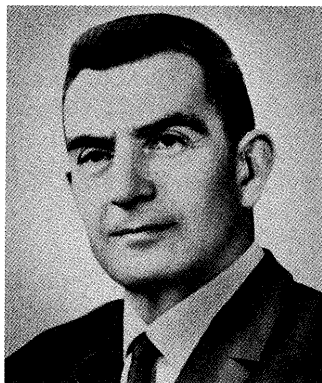
Mr. Gengo Tsuboi, Vice-President, The Japanese
Shipowners' Association
c/o Tokyo Tanker Co., Ltd., Nisseki Honkan
Building, 3-12, Nishi-Shimbashi 1-chome,
Minato-ku, Tokyo 105, Japan

Chairman
Mr. G.W. Altvater
IAPH President
Executive Director
Port of Houston Authority
U.S.A.



Members

of The Executive Committee I.A.P.H. 1977-1979



Mr. P. Bastard
2nd Vice-President, Director-General
Bureau of Ports & Harbors
Ministry of Equipment, France



Mr. J.H.W. Cavey
Director of Ports
Ministry of Transport
Canada



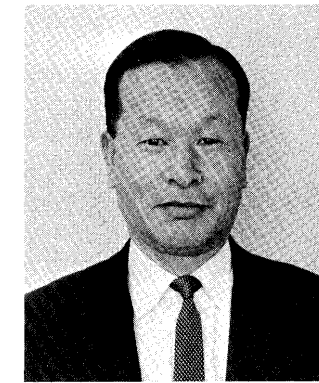
Ir. J. den Toom
Managing Director
Port Management of
Amsterdam, Netherlands



Mr. Fumio Kohmura
Executive Vice-President
Nagoya Port Authority
Japan



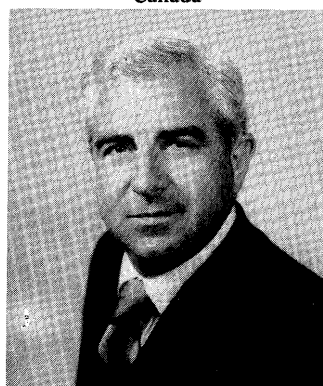
Mr. Parviz Saffari
Managing Director of
Ports & Shipping Organization
Iran



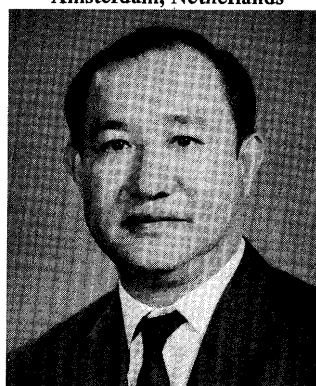
Mr. Gengo Tsuboi
Vice-President
The Japanese Shipowners' Association
Japan



Mr. Robert Boeuf
Ingenieur General des
Ports et Chaussees, France



Col. Charles R. Clark
Director, Transportation &
Terminals, Panama Canal Co.
Panama Canal Zone



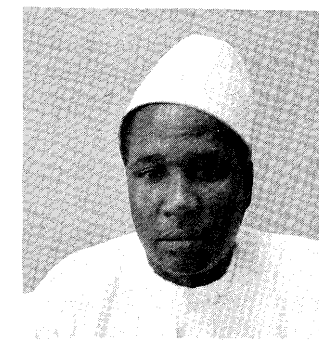
Mr. Howe Yoon Chong
Chairman/General Manager
The Port of Singapore Authority
and Immediate Past President, IAPH



Mr. A.S. Mayne
1st Vice-President
Chairman, Melbourne
Harbor Trust Commissioners, Australia



Thomas T. Soules
Port Director
San Francisco Port Commission, U.S.A.



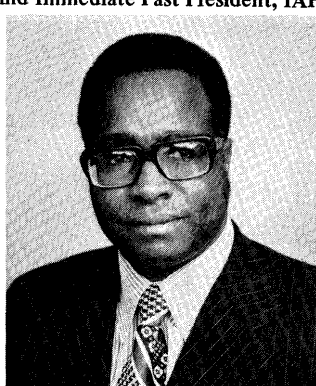
Mr. Alhaji B.M. Tukur
General Manager
Nigerian Ports Authority, Nigeria



Mr. R.W. Carr
Chairman
Auckland Harbour Board, New Zealand



Mr. J.P. Davidson
Dy. Chairman & Managing Director
Clyde Port Authority, U.K.



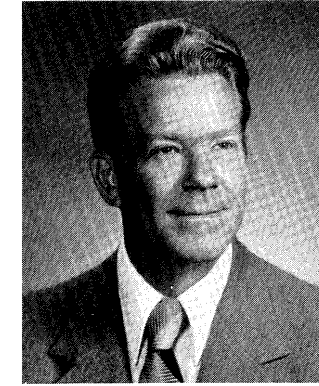
Mr. P.K. Kinyanjui
Chairman
Kenya Harbours
Kenya



Mr. A.J. Peel
Director
Department of Harbours
and Marine, Brisbane, Australia



Mr. A.J. Tozzoli
3rd Vice-President
The Port Authority of
New York & New Jersey, U.S.A.



Mr. W. Don Welch
Executive Director
S. Carolina State Ports
Authority, U.S.A.

Special Committee on Containerization, Barge Carriers and Ro-Ro Vessels

Chairman:

Mr. R.T. Lorimer, General Manager,
Auckland Harbour Board
P.O. Box 1259, Auckland, New Zealand
Tel: 74610, Telex NZ. 2705

Vice-Chairman:

Mr. William Bowey, Managing Director,
The Port of London Authority
World Trade Centre, London, E.1., England

Members:

American Region:

Mr. Walter Abernathy, Executive Director,
Port of Oakland
66 Jack London Square, Oakland, California 94607,
U.S.A.

Mr. Sal N. Bose, Asst. Port Director, Richmond Port
Commission
City Hall, Civic Center, Richmond, California 94804,
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Mr. Charles Bryan, Vice-President, Intercan Logistical
Services Ltd.
751 Victoria Square, Montreal, P.Q., Canada

Mr. Antonio Jose Coello, General Manager,
Empresa Nacional Portuaria
P.O. Box 18, Puerto Cortes, Honduras,
Central America

Mr. John F. Martin, President and General Manager,
PACECO, A Division of Fruehauf Corp.
2350 Blanding Avenue, Alameda, California 94501,
U.S.A.

Mr. Edward S. Reed, Executive Port Director,
Port of New Orleans
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U.S.A.

Mr. Frederick J.N. Spoke, Port Manager,
Port of Vancouver, National Harbours Board
520-200 Granville, Vancouver, B.C., Canada

Mr. W. Don Welch, Executive Director, South Carolina
State Ports Authority
P.O. Box 817, Charleston, South Carolina 29402,
U.S.A.

European Region:

Mr. Bernard Couvert, Naval Delmas Vieljeux
44 Rue de Varenne, Paris, France

Mr. J. Dubois, General Manager, Port of Le Havre
Authority
Terre-Plein de la Barre, 76067 Le Havre Cedex,
France

Dr. Karl-Ludwig Mönkemeier, Director of the Port,
Freie und Hansestadt Hamburg (City of Hamburg)
2 Hamburg 11, Alter Steinweg 4, Germany

Mr. Honore Paelinck
Hof van Delftlaan, 20 2070 Ekeren, Belgium

Mr. Åke Waldemarson, General Manager,
Malmö Hamnförvaltning (Port of Malmö)
Hjälmarégatan 1, S-211 20 Malmö, Sweden

Asian Region:

Mr. Richard D. Barclay, Director of Operations,
The Australian National Line
65-79 Riverside Avenue, South Melbourne,
Victoria 3205, Australia

Mr. Carlos L. Castillo, Assistant Director, Department
of Public Works, Transportation and Communications
(Bureau of Public Works)
Bonifacio Drive, Port Area, Manila, Philippines

Mr. Arthur H. Roberts, Brisbane Wharves &
Wool Dumping
482 Kingsford Smith Drive, Brisbane, Queensland,
Australia

Mr. Sven Ullman, General Manager,
Port of Gothenburg
P.O. Box 2553, S-403 17 Gothenburg, Sweden

Mr. J.M. Wallace, President, The Maritime Services
Board of N.S.W.
Box 32 G.P.O., Sydney, N.S.W., Australia

Finance Committee

Chairman:

Mr. J. den Toom, Managing Director, Port Management
of Amsterdam, Havengebouw, de Ruyterkade 7,
Amsterdam, Netherlands
Tel: 020-221201, Telex: 12247 (AMPOR NL)

Vice-Chairman:

Mr. A.J. Peel, Director, Department of Harbours &
Marine
Box 2159, G.P.O., Brisbane, Queensland, Australia

Members:

American Region:

Mr. Earl M. Perkins, Port Director
The Hamilton Harbour Commissioners
605 James Street North, Hamilton, Ontario
Canada

Ing. Heriberto Reyes, General Manager
Comision Ejecutiva Portuaria Autonoma
Torre Roble Norte, Buleval de los Heroes
San Salvador, El Salvador

Mr. H.R. Ridings, Member, Long Beach Harbour
Commission, Port of Long Beach,
P.O. Box 570, Long Beach, California, U.S.A.

Mr. W. Gregory Halpin, Deputy Administrator
Maryland Port Administration
19 South Charles Street, Baltimore, Maryland 21201
U.S.A.

Mr. Thomas T. Soules, Port Director
San Francisco Port Commission
Ferry Building, San Francisco, Calif. 94111
U.S.A.

(Continued on page 21)

Delegates Were Dazzled by Breath-taking Pace of Events

Panel Sessions

As the schedule of the conference began to unroll, the committees in charge of finance, personnel, bills and resolutions, etc. were galvanized into action for steering the future of the association.

For the general delegates, four Panel Sessions provided irresistible attractions. The Panels went on (Refer to "Ports and Harbors" January, 1977, p. 8-9) as follows: Panel Session No. 1, April 26, "Problems of Port Congestion"; Chairman, Mr. Alhaji Bamanga Tukur, General Manager, Nigerian Ports Authority; Panel Session No. 2, April 27, 1030-1145 Hours, "The Port of the Future, New Technology, Facilities and Problems", Chairman, Dr. F.A.F. Scheuleer, Managing Director, Port of Rotterdam, The Netherlands; Panel Session No. 3, April 27, 1345-1500 Hours, "Port Contribution to International Trade and Development", Chairman, Mr. Robert Boeuf, Ingenieur General des Ponts et Chaussees, Paris, France; Panel Session No. 4, April 29, "Environmental Problems of Ports", Chairman, Mr. T.J. Thorley, General Manager of Long Beach, U.S.A.

Open Symposia

Study committees customarily held biennial meetings at the conference to adopt the chairmen's reports, but this time, the meetings were all made open to all delegates so that they were dubbed "Open Symposia". Actually they took place on Tuesday, April 26 afternoon. The 1400-1545 Hours session covered 1-Committee on Containerization and Barge Carriers and 2-Committee on Large Ships, and the 1600-1745 Hours session covered 1-Committee on International Port Development and 2-Committee on Legal Protection of Navigable Waterways.

Exhibits

In a brief ribbon-cutting ceremony followed by a cocktails reception, the Exhibits were opened to all delegates and ladies at 1800 Hours on Sunday, April 24. Highly technical products related to dredger, cranes, maritime equipment etc. utilizing all kinds of technology were displayed and illustrated. The next day at noon, another reception for delegates and ladies was held at 1145-1215 Hours where more rinks were handed out. Thus throughout the conference period, twenty-seven exhibitors at the Hall of Exhibits enjoyed frequent visits by interested delegates.

"Way Out West" Ranch Party at Valley Lodge

Wednesday, April 27, 1630-2030 Hours. Delegates and ladies were entertained to barbecue, rodeo, Alabama-Coushatta Indians' arts and crafts, Indian Dances, etc. The sponsor was The Journal of Commerce, New York.

As they alighted from the buses, they were met by Mexican style ranch men playing guitar-trio, and were given a red neckerchief each from an attractive lady of the ranch to go with the Texas Cowboy Hat worn by everyone.

The weather was fine again. As people drank beer and cocktails, watched the Indian art crafts, and then the Indian

Dance, some of them entered the cafeteria hall and enjoyed the loud electric band music. Presently the barbecue was ready and all ate at the long tables spread outdoors in the wood. After the barbecue the crowd was ushered to the rodeo ranch where the rodeo show was staged until dark.

Barbours Cut Terminal Dedication and Time Capsule Sealing

On Thursday, April 28, 1100 Hour, nine buses departed from the Shamrock-Hilton Hotel one after another with all the delegates and ladies aboard, headed east for Barbours Cut Terminal. True to all the previous information, the swanky new container terminal is cleanly staked out, with plenty of space to the west for more container wharfs, and to its east for ro-ro and LASH jetties.

The Dedication Ceremony for the Terminal was initiated by Mr. Fentress Bracewell, Master of Ceremonies, Chairman of the Port Commission. Guest Speaker was Lieutenant General J.W. Morris, Chief of Engineers, Department of Army.

Presently the Time Capsule Sealing Ceremony began. Materials donated by related organizations including overwhelmingly numerous friendly ports all over the world were buried in the capsule at the foot of the flag pole of the Terminal, to be opened November 10, 2014, the Port of Houston's 100th birthday.

The Time Capsule contained letters, reports, Newspapers, Bicentennial Proof Coin Set, Port of Houston Authority Magazine, April, 1977, History of the Port of Houston and other records. There were 71 items of letters and reports, of which 46 were from IAPH members ports and port organizations.

Then in the open space of the Terminal where a tent hall was erected for the purpose, reception and luncheon were offered for all the delegates and ladies.

NASA

Around 1330 Hours the caravan of buses departed for NASA (National Aeronautics and Space Administration) Lyndon B. Johnson Space Center, 25 miles southeast of downtown Houston. The enormous educational values of the 1969 moon landing and safe return to Earth of the Apollo 11 crew beamed from every piece of instruments and life-size models. At 1600 Hours the buses departed for Hotel.

Luncheons

For three days running, from Monday, April 25 till Wednesday, April 27, luncheons were given, presided over by Mr. Howe Yoon Chong, President, at the Grand Ballroom.

The first day, the guest speaker was Mr. Robert R. Herring, Chairman, Houston Natural Gas Corporation, Houston. The second day, the guest speaker was Captain Eugene Cernan, Astronaut, Executive Vice President, International, Coral Oil Company, Houston. On Wednesday, the guest speaker was Mr. Louie Welch, President, Houston Chamber of Commerce.

Another luncheon, an elaborate one, was held on Friday, April 29, in the Emerald Room. The occasion was for introducing new IAPH officers and directors, and was preceded by a reception 1230–1300 Hours in the Embassy Room.

Dinners

Dinners were magnificent. Sunday, April 24, 1830–2100 at the Emerald Room, the eve of the Opening Ceremony, it was “Welcome to Houston” Reception and Buffet for Delegates and Ladies.

Monday, April 25, Reception and Dinner for delegates and ladies, at River Oaks Country Club. The host was Bay Houston Towing Company.

Thursday, April 28, Reception and Buffet for delegates and ladies, at Petroleum Club. Dance music was provided.

Friday, April 29, IAPH Conference Reception, in the Emerald Room. Dinner/dance for delegates and ladies. It was a farewell evening. Drinking and dancing lasted till late.

Farewell Breakfast

Saturday, April 30, 0730–1000 Hours, “Come and Go” Farewell Breakfast in the Cabaret Room for delegates and ladies.

Ladies Program

Ladies’ schedule was cleverly woven into the general goings-on of the men’s affair. Ladies could join men in all of the dinners, luncheons and Exhibits Hall receptions, as well as the official Conference sessions.

Otherwise, on Sunday, April 24, 1400–1600 Hours, a tour of the Port of Houston on Inspection Vessel M/V S m Houston was scheduled, available by reservation only to ladies and delegates.

Monday, April 25, at 1345 Hours, a tour of Medical Center, Civic Center, River Oaks and other points of interest was scheduled, returning to Hotel at 1530 Hours.

Tuesday, April 26, a tour of the Astrodome and a Brunch at Astrodome Club, and shopping at Galleria was scheduled.

Wednesday, April 27. Tour of Bayou Bend, Historical Home and Gardens. Brunch at the Junior League Tea Room.

Friday, April 29. Cocktails followed by luncheon at Warwick Hotel. Shopping at Galleria (optional).



“Welcome to Houston” —2



“Welcome to Houston” —3



“Welcome to Houston” —4



“Welcome to Houston” —5



“Welcome to Houston” Reception and Buffet, Sunday, April 24.—1



“Welcome to Houston” —6

(Continued from page 18)

European Region:

- Mr. Robert Boeuf, Ingenieur General des Ponts et
Chaussees, Ministry of Equipment, France
28 Boulevard Raspail 75007—Paris, France
- Mr. William Bowey, Managing Director, The Port
of London Authority, World Trade Centre,
London E. 1, England, UK
- Dr. Karl-Ludwig Mönkemeier, Director of the Port
Freie und Hansestadt Hamburg (City of Hamburg)
2000 Hamburg 11, Alter Steinweg 4, Federal Rep.
of Germany
- Mr. Alj. B.M. Tukur, General Manager
Nigerian Ports Authority, Private Mail Bag 12588
26/28, Marina, Lagos, Nigeria

Asian Region:

- Mr. Abudullah Hamad Almansouri, Chairman
Ports and Aviation
P.O. Box 422, Mina Zayed, Abu Dhabi
- Mr. A.G. Field, Chairman, Townsville Harbour Board
P.O. Box 1031, Townsville, Queensland, Australia
- Mr. Fumio Kohmura, Executive Vice-President
Nagoya Port Authority, 8-21, 1-chome, Irifune
Minato-ku, Nagoya 455, Japan
- Mr. James B. Willie, Chairman, Sabah Ports Authority
P.O. Box 1430, Kota Kinabalu, Sabah
Malaysia



"Welcome to Houston" —7



"Welcome to Houston" —8

Constitution and By-Laws Committee (Standing Committee)

Chairman:

Mr. J.H.W. Cavey, Chief, Ports and Harbours
Canadian Marine Transportation Administration
Ministry of Transport, Tower "A", Place de Ville
Ottawa, Ontario K1A 0N7, Canada
Tel: (613) 992-8291

Vice-Chairman:

Mr. P.K. Kinyanjui, Chairman, Kenya Harbours
c/o Mr. Syuki Kyandih, Commercial Officer
Box No. 95009, Mombasa, Kenya

Members:

American Region:

- Mr. William Colburn, Counsel, Port of Houston
Authority
P.O. Box 2562, Houston, Texas 77001, U.S.A.
- Mr. James H. McJunkin, General Manager,
Port of Long Beach
P.O. Box 570, Long Beach, Calif., U.S.A.
- Mr. Edward S. Reed, Executive Port Director
Port of New Orleans, P.O. Box 60046, New Orleans
Louisiana 70160, U.S.A.
- Mr. Leslie E. Still, Jr., Deputy City Attorney
Port of Long Beach, 925 Harbor Plaza, P.O. Box 570
Long Beach, California 90801, U.S.A.

European Region:

- Mr. J.P. Davidson, Deputy Chairman and Managing
Director, Clyde Port Authority, 16 Robertson Street
Glasgow G2 8DS, Scotland, U.K.
- Mr. Andre Pages, Ingenieur General, Port Autonome
de Marseille, 23, place de la Joliette 13 217,
Marseille Cedex 1, France
- Mr. Sven Ullman, General Manager, Port of Gothenburg
P.O. Box 2553, S-403 17 Gothenburg, Sweden
- Mr. Jens Zeuthen, Port of Copenhagen Authority
7, Nordre Tolbod, DK-1259, Copenhagen, Denmark

Asian Region:

- Mr. Lee Lien Chih, Director, Kaohsiung Harbor Bureau
62 Lin Hai 2nd Road, Kaohsiung, Taiwan,
Rep. of China
- Mr. A.J. Peel, Director, Department of Harbours and
Marine
Box 2159, G.P.O., Brisbane, Queensland, Australia
- Mr. J.F. Stewart, General Manager, Wellington Harbour
Board
P.O. Box 893, Wellington, New Zealand
- Mr. Gengo Tsuboi, Vice-President, The Japanese
Shipowners' Association, c/o Tokyo Tanker Co., Ltd.
Nisseki Honkan Building, 3-12, 1-chome,
Nishi-Shinbashi, Minato-ku, Tokyo 105, Japan

Membership Committee

Chairman:

Col. Charles R. Clark, Director, Transportation and Terminals, Panama Canal Company
P.O. Box 5067, Cristobal, Panama Canal Zone,

Vice-Chairman:

Mr. Fumio Kohmura, Executive Vice-President
Nagoya Port Authority, 8-21, 1-chome, Irifune
Minato-ku, Nagoya, Japan

Members:

American Region:

Mr. Antonio Jose Coello, General Manager, Empresa Nacional Portuaria, P.O. Box No. 13, Puerto Cortes, Honduras, Central America

Mr. L.H. Flowers, Acting Port Director
The Nassau Port Authority, Box 1417, Nassau
New Province, Bahamas

Eng. Arno Oscar Markus, President, Empresa de Portos de Brazil S.A.—Portbras, Praca Maua
10 Rio-RJ-Brazil

Mr. R.J. Prettie, Vice Chairman, Lakehead Harbour Commission, Lakehead Harbour Port
P.O. Box 2266, Thunder Bay, Ontario P7B 5E8,
Canada

Mr. William T. Stonehouse, Manager, Port of San Diego
3165 Pacific HWY, San Diego, California 92116,
U.S.A.

Mr. H.L. Tjon A. Ten, Director, Suriname Port Authority
V/H Hogerhuysstraat, P.O. Box 2307 Zuid,
Paramaribo, Suriname

European Region:

Mr. R.O. Ajayi, General Manager
National Cargo Handling Co., Limited
NASCO HOUSE, Burma Road
Private Mail Bag 1199, Apapa, Lagos
Nigeria

Mr. J.P. Davidson, Deputy Chairman and Managing Director, Clyde Port Authority, 16 Robertson Street, Glasgow G2 8DS, Scotland, U.K.

Mr. P.K. Kinyanjui, Chairman, Kenya Harbours
c/o Mr. Syuki Kyandih, Commercial Officer,
Box No. 95009, Mombasa, Kenya

Dr. F.A.F. Scheurleer, Managing Director, City of Rotterdam
Rotterdam Municipal Port Management,
Europoint III Marconistraat 12,
3029 AK Rotterdam, Netherlands

Asian Region:

Mr. Parviz Saffari, Managing Director of Ports & Shipping Organization, 751, Shah Reza Ave., Tehran, Iran

Mr. F. Wilson, General Manager, Port of Brisbane Authority, G.P.O. Box 1818, Brisbane 4001, Australia



Exhibits-1



Exhibits-2



Exhibits-3

Special Committee on Trade Facilitation

Chairman:

Mr. Robert L.M. Vleugels, Director-General,
Port of Antwerp, City Hall, Antwerp, Belgium

Vice-Chairman:

Mr. W. Don Welch, Executive Director, South Carolina
State Ports Authority
P.O. Box 817, Charleston, South Carolina 29402,
U.S.A.

Members:

American Region:

Mr. Fred B. Crawford, General Manager,
Port of Los Angeles
P.O. Box 151, San Pedro, California 90733, U.S.A.

Mr. Townsend Lucas, The Port Authority of New York
and New Jersey
One World Center, New York, N.Y. 10048, U.S.A.

Mr. Thomas F. Moakley, Port Director, Massachusetts
Port Authority
99 High Street, Boston, Massachusetts 02110, U.S.A.

Mr. R.W. Innes, Chairman,
Port Authority of St. John's
P.O. Box 190, Newfoundland, Canada

European Region:

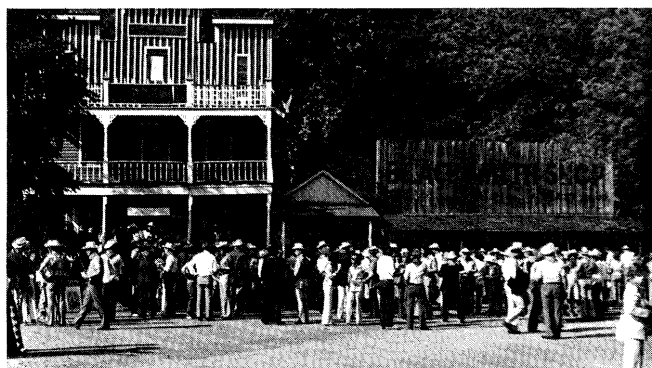
Mr. C. Mandray, General Manager,
Port of Rouen Authority
34, Boulevard de Boisguilbert, 76037 Rouen Cedex,
France

Mr. Damian A. Ndikumwamj, Principal Planning
Officer, Dar es Salaam Port
P.O. Box 9184, Dar es Salaam, Tanzania

Mr. Joseph Ekpo Nkpang, Assistant General Manager
(Operations and Marine Services),
Nigerian Ports Authority
Private Mail Bag 12588, 26/28, Marina, Lagos,
Nigeria



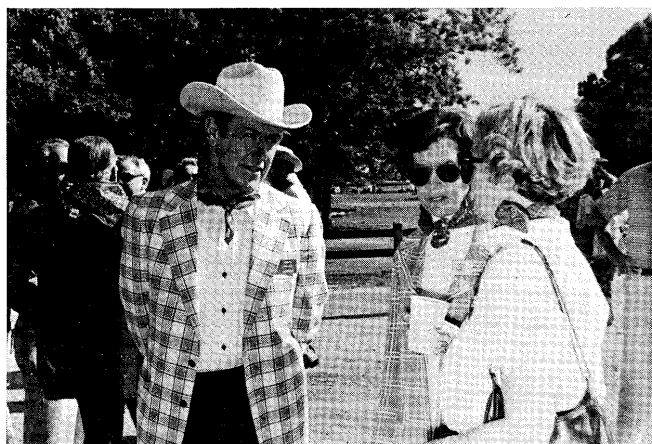
Valley Lodge—3



Valley Lodge—1



Valley Lodge—4



Valley Lodge—2



Valley Lodge—5

Mr. Oleg A. Terekhov, General Manager,
Sea Commercial Port of Leningrad
Mezhevoi Kanal 5, Leningrad—198035, U.S.S.R.

Asian Region:

Mr. W.A. Cullen, Chief Executive Officer,
The New Zealand Ports Authority
P.O. Box 10059, The Terrace, Wellington,
New Zealand

Mr. J.G. Griffith, Director of Marine & Harbors,
Department of Marine and Harbors
Box 1672, G.P.O., Adelaide, South Australia 5001

Mr. Toshikatsu Tsurumi, Director-General,
Bureau of Port and Harbour, City of Yokohama
Industry & Trade Center Building, 2 Yamashita-cho,
Naka-ku, Yokohama 231, Japan

Special Advisers:

Mr. J. Raven, Vice-President, SITPRO UK Board
11/12, Waterloo Place, London SW1Y 4AU,
England

Mr. Arthur Baylis, Executive Director,
National Committee on International Trade
Documentation, 30, East 42nd Street,
New York, N.Y. 10017, U.S.A.

Special Committee on Community Relations

Chairman:

Dr. J. Bax, Director, External Affairs Department,
City of Rotterdam, Rotterdam Municipal Port
Management, Europoint III, Marconistraat 12,
3029 AK Rotterdam, The Netherlands

Vice-Chairman:

Mr. V.R. Mehta, Director, Ministry of Shipping &
Transport, Transport Bhavan, 1, Parliament Street,
New Delhi 1, India

Members:

American Region:

Mr. W.A. Abernathy, Executive Director,
Port of Oakland
66 Jack London Square, Oakland, California 94607,
U.S.A.

Captain H. Allard, Port Manager, Quebec Port,
National Harbours Board
P.O. Box 2268, Quebec, G1K 7P7, Canada

Mr. James R. Kelly, Director, World Trade Division,



Barbours Cut Terminal Opening. Mr. F. Bracewell Speaking.

Delaware River Port Authority
Public Ledger Building 6th & Chestnut Street,
Philadelphia Pennsylvania 19106, U.S.A.

Mr. W. Gregory Halpin, Deputy Administrator
Maryland Port Administration
19 South Charles Street, Baltimore, Maryland 21201,
U.S.A.

European Region:

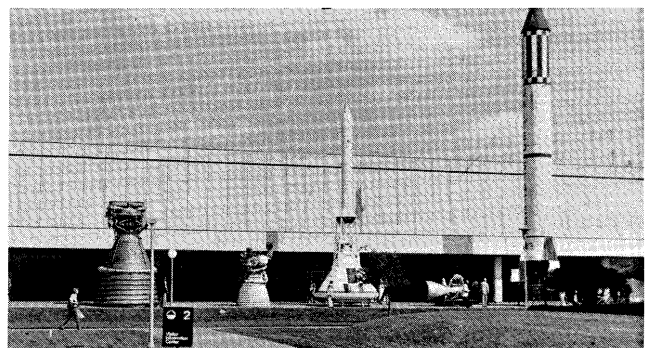
Mr. J. Dubois, General Manager, Port of Le Havre
Authority
Terre Plein de la Barre, 76067 Le Havre Cedex,
France

Mr. J. Gituma, Dy. Director-General, Mombasa Port
Kenya Harbours
P.O. Box 95009, Mombasa, Kenya

Mr. D.K. Redford, Chairman & Managing Director,
The Manchester Ship Canal Company
Ship Canal House, King Street, Manchester
M2 4WX, England



Barbours Cut Terminal Opening, Time Capsule being buried.



NASA-1



NASA-2

Asian Region:

Mr. Carlos L. Castillo, Assistant Director, Department of Public Works, Transportation and Communications (Bureau of Public Works)
Bonifacio Drive, Port Area, Manila, The Philippines

Mr. R.T. Lorimer, General Manager,
Auckland Harbour Board
P.O. Box 1259, Auckland, New Zealand

Mr. F.M. Wilson, General Manager, Port of Brisbane Authority
G.P.O. Box 1818, Brisbane 4001, Australia

Legal Protection of Navigable Waterways (Standing Committee)

Chairman:

Mr. Andre Pages, Ingénieur Général des Ponts et Chaussées
Palais de la Bourse—2, Place Gabriel
33075 Bordeaux-Cédex, France

Vice-Chairman:

Mr. A.J. Smith, Secretary, British Ports Association
3 Queen Square, London WC1N 3AR, England, U.K.

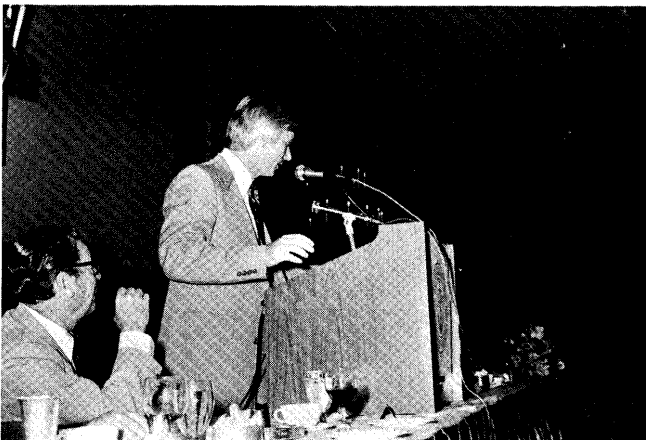
Members:

American Region:

Mr. J. Wells, Assistant City Attorney,



Mr. Robert R. Herring, luncheon speaker on Monday, April 25.



Capt. Eugene Cernan, luncheon speaker on Tuesday, April 26.

Port of Los Angeles

P.O. Box 151, San Pedro, California 90733, U.S.A.

Dr. Fred K. DeVos, Chief Economist, Ministry of Transport, Canadian Marine Transportation Administration
Tower "A", Place de Ville, Ottawa, Ontario, Canada

Ing. Hector J. Orea, Gerente General de Operaciones, Instituto Nacional de Puertos
Edificio Torre Las Mercedes, Calle Veracruz cruce con Cali, Urb. Las Mercedes, Edo Miranda, Venezuela

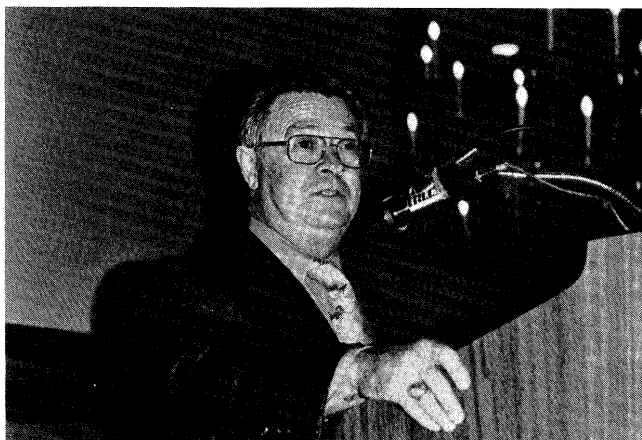
Mr. Patrick J. Falvey, General Counsel, Port Authority of New York & New Jersey
One World Trade Center, New York, N.Y. 10048, U.S.A.

Mr. Thomas Moakley, Seaport Director, Massachusetts Port Authority
99 High Street, Boston, Massachusetts 02110, U.S.A.

Mr. Heriberto Reyes, General Manager
Comision Ejective, Portuaria Autonoma
Torre el Roble Boulevard de Los Heroes
El Salvador

European Region:

Mr. Eigil Andersen, General Manager, Port of Copenhagen Authority
7, Nordre Toldbod, DK-1259, Copenhagen, Denmark



Mr. Louie Welch, luncheon speaker on Wednesday, April 27.



One of the luncheon tables.

Mr. E.F. Ellen, Chief Constable
Port of London Authority Police
World Trade Centre, London E. 1
England, U.K.

Mr. John Syuki Kyandih, Commercial Officer,
Kenya Harbours
Box No. 95009, Mombasa, Kenya

Mr. Lennart Bergfelt, Legal Adviser, Port of Gothenburg
P.O. Box 2553, S-403 17 Gothenburg 2, Sweden

Asian Region:

Mr. J.F. Stewart, General Manager, Wellington
Harbour Board
P.O. Box 893, Wellington, New Zealand

Mr. Akbar Saffari, Head of Legal Office, Ports &
Shipping Organization, Ministry of Roads &
Transportation, 751, Shah Reza Ave., Tehran, Iran

Mr. V.R. Mehta, Director, Ministry of Shipping &
Transport
Transport Bhavan, 1, Parliament Street,
New Delhi 1, India

Mr. T.J. Lewis, Chairman, Fremantle Port Authority
1 Cliff Street, Fremantle, Western Australia 6160

Legal Counselors

Chairman: (up to the end of 1977)

Mr. J. Kerwin Rooney, Port Attorney, Port of Oakland
66 Jack London Square, Oakland, California 94607,
U.S.A.

Chairman Designate: (from Jan. 1, 1978)

Mr. Patric J. Falvey, General Counsel
The Port Authority of New York and New Jersey
One World Trade Center, New York, N.Y. 10048,
U.S.A.

Vice-Chairman:

Mr. Leslie E. Still, Jr., Deputy City Attorney,
Port of Long Beach, 925 Harbour Plaza,
P.O. Box 570, Long Beach, California 90801,
U.S.A.

Members:

American Region:

Mr. Cyrus C. Guidry, Port Counsel, Board of
Commissioners, Port of New Orleans,
P.O. Box 60046, New Orleans, U.S.A.

Mr. D.M. Greer, Chairman, Nanaimo Harbour
Commission
104, Front Street, P.O. Box 131, Nanaimo,
B.C., Canada

Mr. J. Wells, Assistant City Attorney,
Port of Los Angeles
P.O. Box 151, San Pedro, California 90733, U.S.A.

European Region:

Dr. Karl-Ludwig Mönkemeier, Director of the Port,
Freie und Hansestadt Hamburg
(City of Hamburg)
2 Hamburg 11, Alter Steinweg 4, Germany

Asian Region:

Mr. Gengo Tsuboi, Vice-President, The Japanese
Shipowners' Association, c/o Tokyo Tanker Co.,
Ltd.
Nisseki Honkan Building, 3-12, 1-chome,
Nishi-Shinbashi, Minato-ku, Tokyo 105, Japan



At the Joint Board of Directors/Executive Committee Meeting—2.



At the Joint Board of Directors/Executive Committee Meeting—1.



Special Committee Chairmen reporting in turn at the Plenary Session.

Terms of Reference to the Special and Standing Committees of IAPH (1977 – 1979)

1. Special Committee on International Port Development

This Committee was established with a view to providing ways in which ports in developed countries can assist ports in developing countries to improve their operation, facilities and administration through collaboration with world organizations, such as the United Nations, the World Bank, the Organization for Economic Co-operation and Development.

The Committee on International Port Development concentrates on considering:

1. To propose and to up date the necessary details of training and technical assistance in the ports field which is available to developing countries from members of IAPH and other sources;
2. To propose and to administer schemes to encourage the study of methods to improve the efficiency of ports, particularly those of the developing countries; and
3. To study means of increasing the participation of developing countries in the activities of IAPH.

2. Special Committee on Large Ships

The Committee will examine the problems arising from the presence of ships in approaches and in ports, especially very large ships carrying dangerous goods.

In particular, the Committee will examine the following problems:

1. Management of traffic in approaches and in ports
2. Port Safety procedures
3. Pollution prevention and control
4. Fire prevention and fire fighting methods
5. Coping with the sub-standard ships

The Committee will coordinate its activities where appropriate with other international organizations such as IALA, PIANC, OCIMF, IMPA.

This Committee is sub-divided into the following three working groups with respective program:

- I Bringing Ships Into Route of Port
 - Traffic Control

- Pilot Influence
- Tug Assistance

II Safety & Pollution Prevention While in Port

- Safety Procedures (Double Check)
- Maintenance Mooring (Large Ships & Dangerous Goods)
- Speed Controls – Passing Ships
- The Vapor Emission – HC in Water
- Waste Handling

III Crisis Management

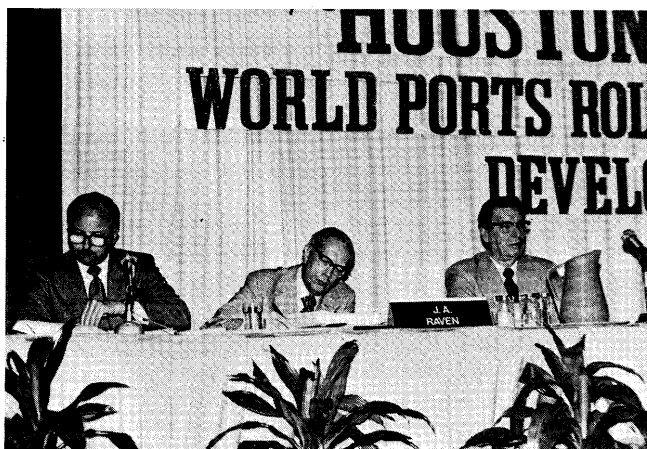
- What Firefighting Hardware at Berths – In Harbor
- What Pollution Pickup Equipment
- Procedures/Cooperatives
- Drills – Drills – Drills

3. Special Committee on Containerization, Barge Carriers and Ro-Ro Vessels

It will be a recommendation that the Committee, in terms of its order of reference will continue to study and make available to members of the Association information on the operation, planning and development of facilities and systems as applicable to the three forms of transportation.

In particular the Committee will endeavour to:

1. Ensure that the information derived from the statistical returns on container operations is evaluated and disseminated as required.
2. Finalise and promulgate the reports on
 - (a) Standard Glossary of Maritime Terms
 - (b) Standardisation of R/o-R/o Ramps
3. Update the Survey of facilities and operations of terminals providing for containers, Ro-Ro and Lash Systems.
4. Evaluate the different types of equipment and methods of operation adopted by ports.
5. Render assistance and advice as necessary to ports on experienced gained from established operators.



Panel Session, part of speakers' table—1



Panel Session, part of speakers' table—2

6. Liaise with the Large Ships Committee to obtain regular up-to-date information on trends in ship size and design.

The Committee will coordinate and cooperate with other Committees established by the Association and with other International organizations such as ICHCA, UNCTAD, PIANC and the proposed International Container Terminal Operators Association.

4. Finance Committee

For a solid future of IAPH we have to take into consideration the following items:

- the funds of the Foundation are limited; we cannot go on leaning upon the Foundation for many years.
- IAPH took in 1973 the decision to try to be independent in 1977.
- Notwithstanding the raise of dues with 10% in 1978 and another 10% in 1979, both financial years show a deficit, subsidized by the Foundation.

To be in balance and self-supporting as from January 1, 1980 we need during the year 1980 about 40% more revenue than is expected to be received in 1979. On top of that 40% we need during the year 1981 another 15% – 20% raise of revenue to be in balance.

This means that IAPH has to take very important decisions at its conference at Le Havre in 1979.

It is the difficult task of the Finance Committee to prepare recommendations about what has to be decided during the IAPH Conference in 1979 at Le Havre, but the Committee should tackle the problem.

The due raise inevitably leads to the danger of losing members. Therefore, the help of the Membership Committee and of all of the IAPH are required to moderate future raise of dues.

5. Standing Committee on Constitution and By-Laws

In accordance with the Resolution by this Committee adopted by the Board of Directors at its meeting on Sunday April 24, 1977, this Committee has now been given the "power and duty to perform a continuing review of provisions of the Constitution and By-Laws of the Association and to make recommendations to the Board of Directors for their appropriate amendment."

Members of the former Special Committee have already given considerable thought to these matters and it is anticipated that a Working Group of one representative from each Region appointed by the Chairman would be set

up to do the basic analyses and examination for consideration by the entire Committee and subsequent submission to the Executive Committee and Board of Directors Prior to the next Conference of the Association.

Specifically, the Working Group will be in their activities guided by the principles, objectives and framework outlined in the discussions recorded in this Committee minutes of meetings on April 23, 1977 as well as in the resolution approved by the Board of Directors on April 24, 1977.

6. Membership Committee

It will be our intention to increase interest in our organization and thus our membership. We will target aggressive efforts in ports of the world where we are under represented, such as Central and South America, parts of Africa, third world countries and communist countries and the Middle East.

We will make efforts first to contact regional port councils with the aim of convincing their members to expand their horizons through world membership with IAPH. We have already started this effort in Central America. We will be discussing with the American Association of Port Authorities, a Western Hemisphere organization.

We will set at this time as our immediate goal a 10% increase in IAPH membership by the time of our 11th biennial Conference. Regardless of the outcomes of our efforts, please be assured of our highest and best efforts.

7. Special Committee on Trade Facilitation

This Committee was established with a view that cumbersomeness of paper works and procedures in ports is hampering the efficiency of ports everywhere in the world, and improvement in this regard is actually required by all port related industries.

Therefore, this Committee will have, as the scope of activities, the followings:

- To take an active part in promoting the simplification of port related trade documentation and procedures to improve port efficiency.
- To gather the knowledge and suggestions from banks and shipping companies and IAPH members in the field.
- To spread the information on progress made among the membership of IAPH.
- To keep contact with CCC, and establish close cooperation between the two.

8. Special Committee on Community Relations

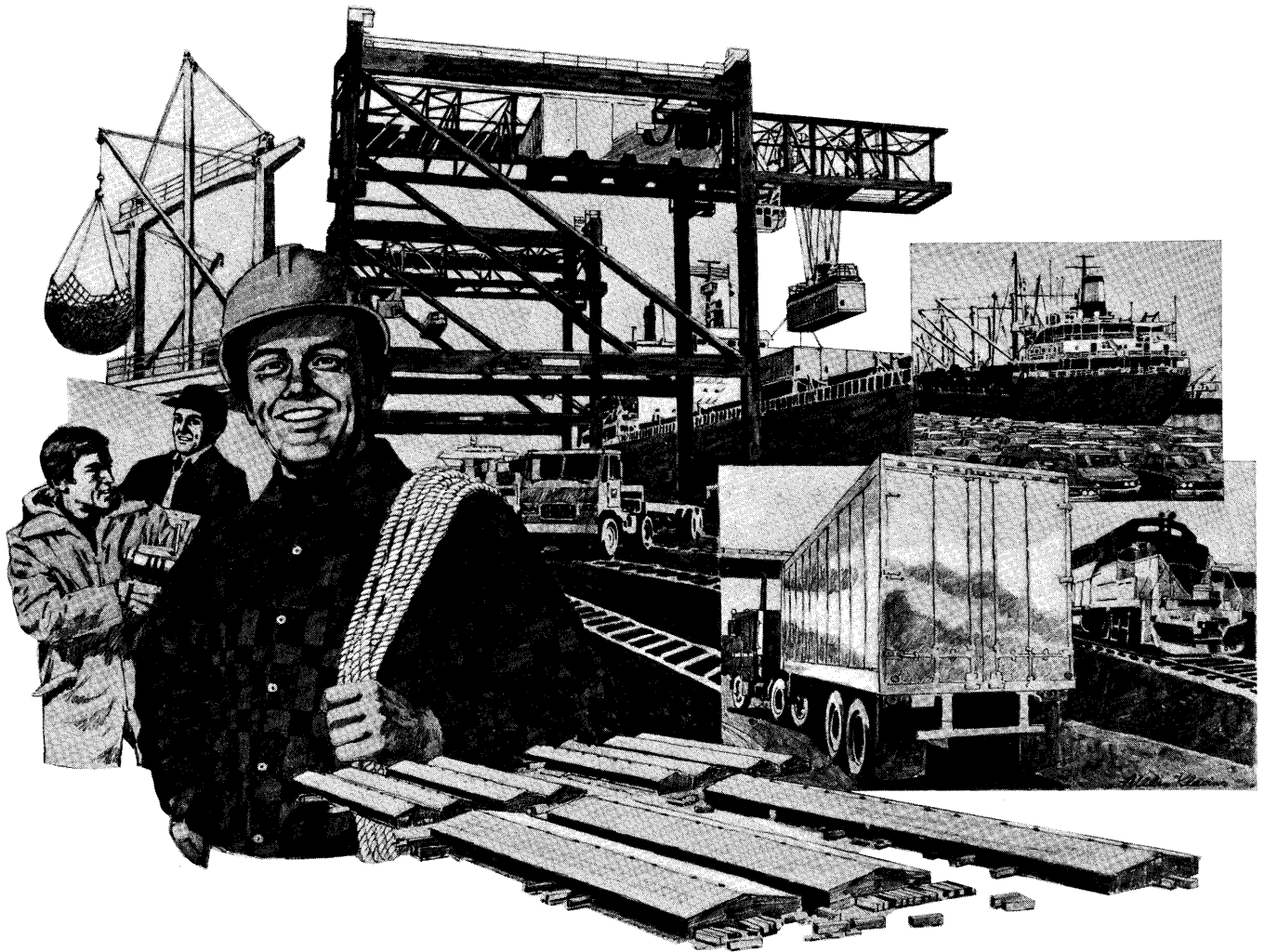
The basic reasoning for the establishment of a Special Committee on Community Relations may be found in the following:

- I. Traditionally, ports and cities were inseparable entities supported by communities which were very much port oriented.
- II. Especially after World War II, we have seen dramatic changes in the ports because of new transportation techniques, big vessels requiring water facilities, greatly increased traffic flows, the large scale introduction of modern industries dependent on deep water and hinterland infrastructural networks, etc. The traditional aspects of the port, have been replaced by an industrialized complex.

(Continued on page 30 bottom)



Panel Session, part of speakers' table-3



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Bills and Resolutions of the 10th Conference

The following bills and resolutions were passed at the Conference.

- 1) Two Bills to Amend Section 5 of the By-Laws (Bill No. 1 and No. 2)
- 2) One Bill to Amend Section 10 of the By-Laws (Bill No. 3)
- 3) One Bill to Amend Section 4 of the By-Laws (Bill No. 4)
- 4) Four Resolutions of Condolence (No. 1, No. 2, No. 3 and No. 4)
- 5) One Resolution of Thanks (No. 5)

No. 1

A BILL TO AMEND SECTION 5 OF THE BY-LAWS

BE IT ENACTED by The International Association of Ports and Harbors in a Conference assembled at Houston, Texas on the 25th day of April, 1977, that Section 5 of the By-Laws shall be and the same is hereby amended to read as follows:

"Membership Dues

"Sec. 5. Effective January 1, 1978, membership dues of the Association shall be as follows:

"Each Regular Member shall pay membership dues of U.S. \$550.00 per annum per subscribed membership unit.

"Each Regular Member shall subscribe to the number of membership units based upon the annual tonnage handled by that member as shown in the following table:

Tonnage

Less than 1,000,000
1,000,000 or more but less than 2,000,000
2,000,000 or more but less than 5,000,000
5,000,000 or more but less than 10,000,000
10,000,000 or more but less than 20,000,000
20,000,000 or more but less than 40,000,000
40,000,000 or more but less than 70,000,000
70,000,000 or more

Number of Membership Units

1
2
3
4
5
6
7
8

"For the purposes of this section, the term 'tonnage handled' shall be deemed to mean the cargo tonnage in metric tons which passed in and out of the member's port or the port's boundaries, whether ocean going, coastwise, or by lake, river or canal. Such tonnage shall be calculated on the weighted formula of 100% for general cargo and 20% for dry and liquid bulk cargo.

"Notwithstanding the foregoing, those Regular Members consisting of public and governmental agencies, of whatever kind, performing purely governmental functions and not charged with any duties relating to the operation of the port, shall not be subject to membership dues based upon tonnage handled and shall instead pay membership dues of

(Continued on page 32)

(Continued from page 28)

III. The changes and physical expansion of port areas have evoked often violent reactions on the part of the population. Local action groups resent the ongoing development of port areas, the continual changes, all kinds of pollution (air, water and visual pollution), and dynamic economic growth in general.

IV. As a result, it is becoming increasingly difficult for ports to realize plans necessary to adapt themselves to the changing needs of World trade.

Therefore, the objects and actions of this Committee are as follows:

Objects: Ports are still essential service instruments to World Trade. The "hold the world together" by serving the trade needs of nations. As developing countries enter into World Trading patterns, it becomes even more important that ports have the possibility to adapt to changing circumstances. However, in order to do this, ports need the support of the politicians and the general public.

Actions: A. The Committee make research and make clear to the public, the vital functions ports fulfil with regard to World Trade and their contribution (economic and social) to the communities of which they are part.

B. The Committee mobilize the large amount of communication skills and expertise already present within the IAPH members.

C. The Committee put before the Association, action plans, on a worldwide scale, to clarify the essential functions of the ports. It would not try to disregard the claims of anti-port groups, but point out compromises so that ports and cities both may develop and support each other.

9. Standing Committee on Legal Protection of Navigable Waterways

This Committee shall have the duty to perform a continuing review of those matters currently under coordination by the Legal Committee of IMCO, and other organizations, related to the subject of Legal Protection of Navigable Waterways, and related subjects.

The items this Committee is expected to look after will include, among others, the following:

- work of the International Maritime Committee, on the liability of terminal operators
- IMCO review of the 1969 Convention on civil liability for oil pollution
- IMCO works on wreck removal and related issues
- IMCO works on regime of ships in foreign ports
- Works of the International Association of Airports and Sea Port Police, on crime in ports.

Hitachi container terminals.

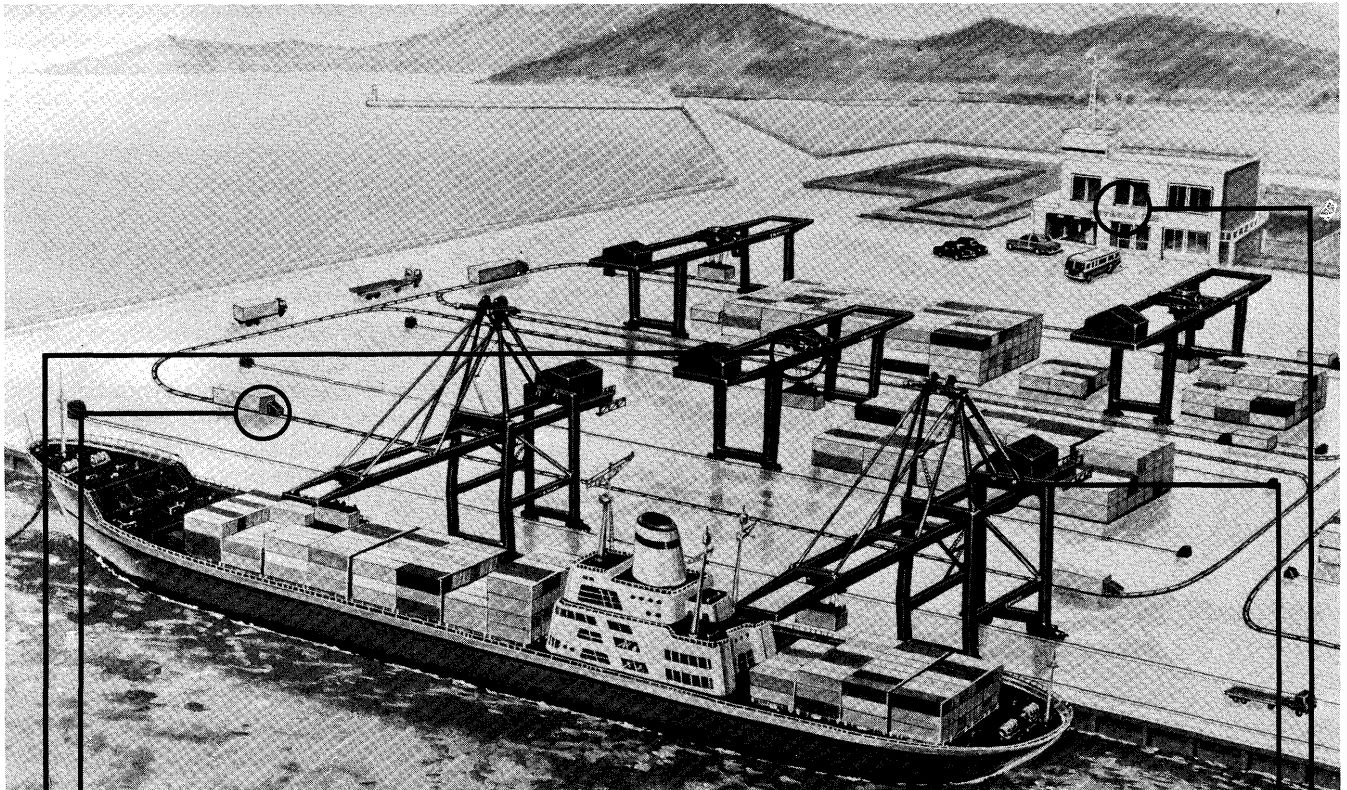
Computer designed. Computer controlled.

Efficiency oriented.

Computerization is the key to utmost container terminal efficiency. Hitachi achieves it. In design, with computer simulation analyses to develop the optimum layout and equipment capacities. In operation, with computer control of all terminal functions and equipment to minimize manpower requirements, speed handling and

increase accuracy.

Hitachi achieves container terminal efficiency like this through its experience as a leading maker of cranes and handling systems. Computers and computer systems. And electrical machinery and equipment. So we supply everything. And that's about as efficient a system as you can find.



Unmanned marshalling equipment

Intra-yard transport can be accomplished by automatically controlled linear motor cars in place of conventional chassis units or straddle carriers to reduce manpower requirements.

Completely automated yard cranes

Cranes are rail-mounted for easy positioning for gantry and trolley travel, and equipped with sensors on the spreaders to allow unmanned operation. Multi-stage stacking greatly improves stacking efficiency.

60% increase in handling efficiency, container sway reduced to ± 5 cm in 5 seconds

Quay cranes are equipped with Hitachi's exclusive Sway Stop System which dampens container sway to ± 5 cm in 5 seconds, a Memory System for high-speed cell guide positioning and an Independent Loading/Unloading System for ships and trucks which increases handling efficiency of container buffers by 60%.

Centralized computer control

Used to monitor and control all yard and equipment operations, prepare lists for ship loading and unloading, manage containers in the yard, and handle clerical operations for optimum terminal efficiency.



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U.S. \$550.00 per annum per subscribed membership unit. For purposes of this section, Regular Members who contract with others for the operation of their port facilities shall be subject to membership dues based upon the tonnage handled in that port.

"Where a Regular Member or applicant for regular membership performs purely governmental functions and is not charged with any duties relating to the operation of a port, it shall pay membership dues as follows:

"(a) One membership unit if the major port under its jurisdiction is already a Regular Member and pays membership dues based upon tonnage handled, and

"(b) More than one membership unit, based upon tonnage handled, if the major port is not a Regular Member, subject to the limitation, however, of not being charged for more than the number of membership units payable by the major port under its jurisdiction, if it were a Regular Member paying dues based upon tonnage handled.

"In the event a member disagrees with the classification assigned, the member may appeal the decision to the Executive Committee, which shall have the power to affirm, reverse or modify such determination.

"Regular Members and Associate Members shall have the privilege of subscribing for any number of membership units in addition to the units required by other provisions of this section.

"Class A Category One Associate Members whose annual gross sales are U.S. \$5,000,000.00 or more shall pay

membership dues of U.S. \$460.00 per annum per subscribed membership unit; those whose annual gross sales are more than U.S. \$2,500,000.00 but less than U.S. \$5,000,000.00 shall pay membership dues of U.S. \$310.00 per annum per subscribed membership unit; and those whose annual gross sales are U.S. \$2,500,000.00 or less shall pay membership dues of U.S. \$155.00 per annum per subscribed membership unit.

"Class A Category Two Associate Members whose annual gross sales are U.S. \$2,500,000.00 or more shall pay membership dues of U.S. \$460.00 per annum per subscribed membership unit; those whose annual gross sales are more than U.S. \$1,500,000.00 but less than U.S. \$2,500,000.00 shall pay membership dues of U.S. \$310.00 per annum per subscribed membership unit; and those whose annual gross sales are U.S. \$1,500,000.00 or less shall pay membership dues of U.S. \$155.00 per annum per subscribed membership unit.

"Class A Category Three Associate Members whose annual gross sales are U.S. \$500,000.00 or more shall pay membership dues of U.S. \$460.00 per annum per subscribed membership unit; those whose annual gross sales are more than U.S. \$250,000.00 but less than U.S. \$500,000.00 shall pay membership dues of U.S. \$310.00 per annum per subscribed membership unit; and those whose annual gross sales are U.S. \$250,000.00 or less shall pay membership dues of U.S. \$155.00 per annum per subscribed membership unit.

"Class B and C Associate Members shall pay membership dues of U.S. \$460.00 per annum per subscribed membership unit.

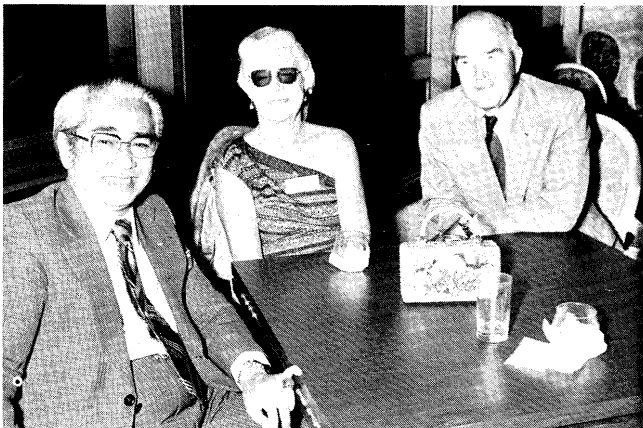
"Class D Associate Members shall pay membership dues of U.S. \$75.00 per annum per subscribed membership unit.

"Class E Associate Members shall pay membership dues of U.S. \$55.00 per annum per subscribed membership unit.

"Any individual who held the status of Life Supporting Member as of the 12th of June, 1971 and who had paid the sum of U.S. \$150.00 or more per subscribed membership unit shall retain such status and not be subject to the payment of further annual dues.



River Oaks Country Club, Reception and Dinner, Monday, April 25-1.



River Oaks Country Club, Reception and Dinner, Monday, April 25-2.



River Oaks Country Club, Reception and Dinner, Monday, April 25-3.



River Oaks Country Club, Reception and Dinner, Monday, April 25-4.

"Honorary Members shall have the privilege of attending Conferences but shall not be required to pay membership dues.

"Effective January 1, 1979, membership dues of the Association shall be increased by ten per cent (10%) rounded out to the nearest \$10.00, over the dues in effect January 1, 1978."

No. 2 A BILL TO AMEND SECTION 5 OF THE BY-LAWS

BE IT ENACTED by The International Association of Ports and Harbors in a Conference assembled at Houston, Texas on the 25th day of April, 1977, that Section 5 of the By-Laws shall be and the same is hereby amended by adding to the fifth subparagraph, at the end thereof, the following:

"Each Regular Member shall file with the Secretary General, on the first day of July in each odd numbered year commencing with the year 1979, a report of the tonnage handled during the calendar year immediately preceding the filing of such report. Such tonnage report shall be used for the purpose of calculating the number of membership units to which that Regular Member shall subscribe until the suc-

ceeding tonnage report is filed as herein required, irrespective of any fluctuations in the volume of tonnage handled in the meantime."

No.3 A BILL TO AMEND SECTION 10 OF THE BY-LAWS

BE IT ENACTED by The International Association of Ports and Harbors in a Conference assembled at Houston, Texas on the 25th day of April, 1977, that Section 10 of the By-Laws shall be and the same is hereby amended by changing the second sentence thereof to read as follows:

"Each elective Director and Alternate Director shall hold office from and after the closing of the Conference following his election until the closing of the next Conference and until his successor shall be elected and take office."

No. 4 A BILL TO AMEND SECTION 4 OF THE BY-LAWS

BE IT ENACTED by The International Association of Ports and Harbors in a Conference assembled at Houston, Texas on the 25th day of April, 1977, that Section 4 of the By-Laws shall be and the same is hereby amended by



Petroleum Club, Reception and Buffet, Thursday, April 28-1.



Petroleum Club, Reception and Buffet, Thursday, April 28-3.



Petroleum Club, Reception and Buffet, Thursday, April 28-2.



Petroleum Club, Reception and Buffet, Thursday, April 28-4.

changing the first sentence thereof to read as follows:

"Honorary Members of this Association shall consist of individuals who have rendered meritorious services in the field of port and harbor administration or development or to this Association and who are selected by this Association as being entitled to this honor."

Resolution No. 1 RESOLUTION OF CONDOLENCE UPON THE PASSING OF BENNETT J. ROBERTS

WHEREAS, an untimely death has taken BENNETT J. ROBERTS, a former Chairman of National Harbours Board, Canada; and

WHEREAS, BENNETT J. ROBERTS served as the First President of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS and was an Honorary Member and a sincere friend and staunch supporter of this Association; and

WHEREAS, the members of this Association desire to record their cherished memory of him and their respect, esteem and affection for him; now, therefore, be it

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby testifies to its deep sorrow in his passing and to its sincere feeling of loss and that this Tenth Conference of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS be adjourned in the memory of him and as an expression of his friendship and affection its members bore for him.

Resolution No. 2 RESOLUTION OF CONDOLENCE UPON THE PASSING OF W.H. BROTHERSON

WHEREAS, an untimely death has taken W.H. BROTHERSON, President of the Maritime Services Board of New South Wales, Australia; and

WHEREAS, W.H. BROTHERSON served as Vice President of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS and was a sincere friend and staunch supporter of this Association; and

WHEREAS, the members of this Association desire to

record their cherished memory of him and their respect, esteem and affection for him; now, therefore, be it

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby testifies to its deep sorrow in his passing and to its sincere feeling of loss and that this Tenth Conference of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS be adjourned in the memory of him and as expression of the friendship and affection its members bore for him.

Resolution No. 3 RESOLUTION OF CONDOLENCE UPON THE PASSING OF CHUJIRO HARAGUCHI

WHEREAS, an untimely death has taken CHUJIRO HARAGUCHI, a former Mayor of Kobe; and

WHEREAS, CHUJIRO HARAGUCHI served as President of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS and was an Honorary Member, a Founder Honorary Member and a sincere friend and staunch supporter of this Association; and

WHEREAS, the members of this Association desire to record their cherished memory of him and their respect, esteem and affection for him; now, therefore, be it

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby testifies to its deep sorrow in his passing and to its sincere feeling of loss and that this Tenth Conference of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS be adjourned in the memory of him and as an expression of the friendship and affection its members bore for him.

Resolution No. 4 RESOLUTION OF CONDOLENCE UPON THE PASSING OF LOUIS C. PURDEY

WHEREAS, an untimely death has taken LOUIS C. PURDEY, a former Executive Director of Toledo-Lucas County Port Authority; and

WHEREAS, LOUIS C. PURDEY served as a Member of the Executive Committee of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS and was a

(Continued on next page bottom)



Petroleum Club, Reception and Buffet, Thursday, April 28-5.



Petroleum Club, Reception and Buffet, Thursday, April 28-6.

Mr. Howe's Closing Address

Mr. Chairman, Distinguished Delegates, Ladies and Gentlemen:

By all accounts, we have had an excellent Conference. We must now accept that all good things must come to an end. It is now time for the Conference to come to a close. It is my pleasant duty, on behalf of all the delegates and their ladies, to thank the good people of Houston, the many dignitaries who have spent time with us, for the gracious and charming hospitality that they have so warmly extended to us and made us feel so very much at home.

It is also time for me to hand over the responsibilities of President of the International Association of Ports and Harbors for the next term to Mr. George W. Altvater, Executive Director of the Port of Houston Authority and our Conference Chairman. He had been many years with the IAPH and is fully conversant with its affairs. All of us know that he has the competence to lead the Association for the 2 years ahead.

Over the last 22 years, the Association has had 10 changes of holders of this office. These Presidents have come and gone. The Association not only continues to function effectively, but has grown from strength to strength. This permanency and continuity is due to the

sincere friend and staunch supporter of this Association; and

WHEREAS, the members of this Association desire to record their cherished memory of him and their respect, esteem and affection for him; now, therefore, be it

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby testifies to its deep sorrow in his passing and to its sincere feeling of loss and that this Tenth Conference of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS be adjourned in the memory of him and as an expression of the friendship and affection its members bore for him.

Resolution No. 5 RESOLUTION EXPRESSING APPRECIATION

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby expresses its appreciation to its host, Port of Houston Authority; Mr. Fentress Bracewell, Chairman, Port Commission, Port of Houston Authority and Host Chairman of the Conference; Mr. George W. Altvater, Executive Director, Port of Houston Authority and Conference Chairman; Mr. Michael Scorcio, Executive Secretary to Port Commission, Port of Houston Authority and Conference Coordinator; all members of the Organizing Committee; the Ladies Committee and Mrs. Fentress Bracewell, its Chairman; all the sponsors of the evening functions; Chairman and Panelists of Working Sessions; Secretariat of the Association; all the Exhibitors; and the members of the press for their respective contributions to the success and enjoyment of the Tenth Conference of this Association.

hard work of the Secretary General, supported by his efficient Secretariat staff in Tokyo. They worked tirelessly and diligently to maintain this excellent record. Not only do they run the Secretariat in the most efficient manner, but also they are responsible regularly for the necessary preparations for the Executive Committee Meeting and the Biennial Conference. To this gallant group of men and women in the Tokyo IAPH Secretariat, we must give them warm applause.

In trying to express our gratitude to our host, the Port of Houston, I must admit that words fail me. To Mr. Fentress Bracewell, Chairman, Port of Houston Commission, and Mr. George W. Altvater, the Conference Chairman and his excellent staff responsible for the organization and planning of this Conference, all of us say "thank you". The effort and the trouble that they have taken to make this Conference a success deserve our every praise.

Time does not permit me to do sufficient justice to express the gratitude of the IAPH to the many people and international organizations that have assisted the Association through the years and given it much support and encouragement. I shall only mention a few:—

- (1) IAPH must record its appreciation for the support and encouragement from the many international agencies that deal with shipping, trade and maritime affairs. Our liaison officers and the many friends who help to maintain the links and the non-governmental consultative status of the IAPH, particularly those involved with ECOSOC, UNCTAD and IMCO, deserve our thanks.
- (2) To the many Standing and Sub-Committees for the Association and for this particular Conference, we must express our appreciation for the splendid work that they have done in their many recommendations and suggestions that will improve the work of the Conference and the Association for the years ahead.
- (3) Particular mention must be made of four distinguished members of the Association. These four distinguished members have been for many years the pillars of the International Association of Ports and Harbors. They are Mr. Stanley Johnson, our 2nd Vice-President and member of various Special Committees, and Mr. Ben E. Nutter, the Chairman of the Special Committee on Containerization and Barge Carriers and Mr. J. Kerwin Rooney, the Chairman of Legal Counselors, and Mr.



Mr. Howe Yoon Chong, outgoing president, during his closing address, presents Mr. Altvater with a package of gift.

Thomas J. Thorley, the Chairman of Finance Committee for many years. All are distinguished leaders in their professions and in the field of port management and port operations. They have contributed to the advancement of port operations and port management for many years and have reached the top of their profession executive positions. For reasons of their own they have chosen to retire. IAPH will certainly miss the advice and counsel of these four gentlemen, and the Association will be that much poorer for their experience. We wish them a happy retirement, with the further wish that they will keep in touch with IAPH and its affairs.

To the ports in the developing countries, I would like to make an appeal that they participate more actively in the affairs of the IAPH. They have much to gain from the experience of the ports, big and small, new or old, rich or poor. With the full participation of every member, we can look forward to dramatic advancements in the role that IAPH can play to upgrade the standards of international trade and transportation, and to improve the marine environment all over the world.

The new President of the IAPH can look forward to challenging times ahead. With his wisdom and experience and the support of the hardworking Secretariat, he should find no difficulty in furthering the development of IAPH into a proper world forum for all ports. We can assure him of the support of every member of the Association and wish him every success.

Thank you.

Inaugural Address by Mr. Altvater, New President

Now ladies and gentlemen, it is my purpose to express to you my humble appreciation for having considered me and charged me with the office of President of this Association for the next two years. I am indeed impressed and I am indeed somewhat overwhelmed if I may be honest with you. I have been associated with the organization since 1963 in one way or another, and it was never dreamed by me at least, that I would have this exalted position to represent all of you in connection with our association effort. So I promise to you here and now that I will try to warrant your confidence. I plan to dedicate these next two years to working primarily on association efforts. I have had the support of my board, my chairman and commissioners to devote more time to this effort. I'm grateful to them for making this opportunity possible for me.

I am enthused about our organization, I really am enthused, I found out this week we have received another eight (8) to ten (10) new members. I think this is marvelous. Just think—20 years ago it was only the nebula of an idea, and today we are now reaching 189 ports—who are regular members throughout the world. I'll never forget what was mentioned while we were in Singapore. Mr. Howe Yoon Chong, Mr. Akiyama, Mr. Stanley Mayne and Bob Vleugels and myself went to call on the Minister of Communications and Trade—a very fine gentleman. As you will recall he had us out to the governmental residence for a reception one evening—and frankly he had not known too much about what the association was doing—had formerly served on the United Nations for several years. And he said “you meant to tell me that some 67 nations can sit together, friendly, talk out your problems and come up with some results. He said you all need to become part of the United Nations or not at least communicate what you are doing to them.” That is an amazing thing about this association—we are trying to reach to all areas of the world, and the world is large, I can't help but be amazed at how our communications hold together so well when tremendous distances are involved—time distances as well—and yet we are able to meld together in a common purpose.



Mr. Altvater gives an inaugural address as the New President.



Mr. J. Dubois, General Manager of Port of Le Havre, speaks to invite members to the 11th Conference in Le Havre in 1979.

Now the Association as I say is quite young—I think it's in its big formative years at the present time. I think on our dues formula, and on our ideas about trying to find a way to bring in smaller ports, that in the next ten (10) years we are going to see an amazing change in the structure and total membership in this Association. It's a great service organization to all port directors and to their commissioners throughout. We are able to find a way to solve some of our common problems and as I feel the development of trade and commerce. Now it's through the development of trade and commerce that I believe we all throughout this world come closer together. That we will be a more peaceful type of people throughout the world and that this Association is a great step forward in that direction.

So as I say again—I think we are on the threshold of a very great career for this Association in future years. Keep in mind too when you travel overseas—contact your associate—drop in and say hello—he will be delighted and honored to see you. Don't look at it from the aspect of something competitive—No—Look at it from the aspect of what is good on trade in his port may very likely prove to be good for trade through your port, because if you are able to develop a new flow of commerce from your port to overseas—then the man overseas has also received that same new business and it works both ways.

I am going to ask all the committees to bear heavily on their activities and be enthusiastic about their charge too. We have some wonderful committees. I didn't tell you earlier because they weren't ready then—but they are now—we have the list of the committees now—their chairman and vice chairman and the committee members—that will be posted and is being posted in the registration area. There will be some extra copies. This also will be printed in our forthcoming issue of "Ports and Harbors" magazine. Please look over the committee assignments and I urge you to give us all your support. We have a great opportunity before us. All we need to is to participate.

Well now—those are my remarks—it has been fun for us here in Houston to put on this conference this week. We wanted you to get a thumb nail sketch on what our community is like. To show those of you who are in our country for the first time, just what America is like. We hope that you will try to visit the other ports as you travel to your homes, and we urge and pray that you will travel safely to your destination. I have any number of announcements to make—check the pigeon holes it says also that the mail facility will close this afternoon, so if you wish to mail some papers back home, take advantage of that at this time. The exhibit area is going to close at noon time and will not be open tomorrow. Mr. Cavey, Chairman of Constitution and By-Laws Committee will meet tomorrow morning at 9:00 am—the room will be announced shortly. Today's luncheon is for all delegates and for their ladies. There will be a cocktail reception in the Embassy room immediately behind you—followed by lunch in this room shortly thereafter. We will then resume with a meeting of the new Executive Committee and new Board of Directors at 2:30 pm this afternoon. Let's put the show on the road folks and do a good job for the association in the years ahead. Thank you.

The 11th Conference

Time and site for the coming 11th Conference of IAPH were officially decided as follows.

Time: May 12–18, 1979 Site: Le Havre, France

Mr. Jacques Dubois, Director General, Port of Le Havre Authority, representing the host port delivered an invitation speech at the Closing Session held on April 29 with a film presentation. Mr. Dubois' speech follows.

Invitation Address by the Host of the 11th Conference

Mr. President

Mr. Secretary-General

Ladies and Gentlemen

It was in May 1973 (nineteen seventy-three), on our return from the Eighth Conference in Amsterdam/Rotterdam, that the then Director-General of the Port of Le Havre, Mr. Paul Bastard, first suggested that our port should offer to hold one of the next IAPH conferences, and right from the moment the idea was put forward there could be no doubt at all that everything possible would be done to bring it to fruition.

When, in June 1975 (nineteen seventy-five), shortly after the Ninth Conference in Singapore, I had the honour of being appointed Director-General of the Port of Le Havre in succession to Mr. Bastard, who a few weeks later was himself appointed Director of Seaports and Navigable Waterways for the whole of France, one of my very first concerns was to press ahead with our application.

You are not unaware, of course, that for the first time in the IAPH's history, there were several applications to hold the Eleventh Conference and that the Executive Committee had to make a preliminary choice before proposing a venue for the 1979 (nineteen seventy-nine) Conference to the entire membership. Bristol, Hamburg and Le Havre found themselves in friendly competition, and naturally one of them had to be chosen.

The honour of being appointed finally fell to us, it is a pleasure to pay tribute here to the very real spirit of fair play which marked our amicable encounter.

The port of Le Havre has many facilities that we shall be proud to show you in May 1979. Moreover, on the south bank of the Seine, less than ten miles away as the crow flies, we have the great good fortune of being able to count on Deauville, a seaside resort of world-wide fame, whose hotels and other amenities are such as to guarantee the success of the Eleventh Conference. We feel that Deauville provides the ideal setting for the serious work of the conference.

To give you a preliminary idea of what this part of France is like, we have put together a certain amount of "literature", which will be handed out in a moment, and which I hope will tempt you to delay no longer before getting out your diaries for 1979 (nineteen seventy-nine) and setting aside for us the week from 12th to 18th of May. After Singapore and Houston, both so obviously part of a booming, modern world, the Eleventh Conference will be held against the background of Old Europe and all its long centuries of history. The film to be shown in a few minutes will give you an idea of the main features of Deauville.

So far as the Port of Le Havre is concerned, you will see

that its age—of about four hundred and sixty years—does not weigh over-heavily upon it, and that it even tends to feel full of youthful vigour and quite capable of competing unflaggingly with younger colleagues.

After the magnificent Texan cowboy, who symbolises both the Tenth Conference and all the vitality of America, our ancestor, The Gallic warrior Asterix will serve as a reminder of the historical overtones which make up the charm of the Old Continent. It is a charm that we shall do our very best to bring home to you, not just in and around Deauville during the conference itself, but also during the post-conference excursions, which we are organizing in such a way as to give you as wide a choice as possible, so that you can enjoy to the full the cultural heritage of all these centuries of human creativity.

Ladies and Gentlemen, you have been kind enough to confirm to choice of Le Havre, and thereby set the seal of international approval on the port which I serve. It is an honor done not only to us, but to France itself. May I, in the name of the Port of Le Havre, and of all who are, in their different ways, connected with it, express to you our deepest gratitude.

As has been the case with all the Conferences so far, and especially with the one now ending, for which I extend to Mr. Altwater my very warmest thanks and congratulations, I can promise you that everything will be done to ensure that the Eleventh IAPH Conference, to be held at Deauville in 1979, will also be remembered for a long time to come.

Thank you very much.

Executive Committee Meeting in 1978

Time and site for the next meeting of the Executive Committee were decided as follows at the post-conference meeting of the Committee held on April 29, 1977 in Houston.

Time: The First Week of April, 1978 Site: Mombasa, Kenya

Port of Trieste, Italy was another port who wanted to host the 1978 meeting, however, Mombasa, Kenya won the voting finally.

The 12th Conference

At the post-conference joint meeting of the Board and Executive Committee held on April 29, 1977, in Houston, among others, site for the 12th Conference to be held in 1981 in the Asian region, was discussed.

For the 1981 Conference, three organizations, Port of Nagoya Authority, Japan, Ministry of Shipping and Transport, Government of India and Korea Maritime and Port Authority, offered the willingness to host it, and made enthusiastic invitation speeches respectively. As a result of the voting, Nagoya Port Authority, Japan was decided to be the host for the 12th IAPH Conference in 1981.

New Honorary Members

The 10th Conference of IAPH elected 6 new Honorary Members.

At the closing session held on April 29, 1977, Mr. Thomas T. Soules (Port Director, San Francisco Port Commission), Chairman of the Honorary Membership Committee of the 10th Conference, made report on the recommendation of the members and the following gentlemen were given the position of honorary member and commended with a scroll.

Mr. Howe Yoon Chong, Immediate Past President of IAPH, Chairman/General Manager, Port of Singapore Authority, Republic of Singapore.

Mr. Stanley Johnson, Immediate 2nd Vice-President of IAPH, Former Managing Director, British Transport Docks Board, U.K.

Mr. Ben E. Nutter, IAPH Executive Committee Member and Ex-Chairman of Special Committee on Containerization, Barge Carriers and Ro-Ro Vessels, the then Executive Director, Port of Oakland, U.S.A.

Mr. J. Kerwin Rooney, Chairman of the Legal Counselors of IAPH, Port Attorney of Port of Oakland, U.S.A.

Mr. Thomas J. Thorley, Ex-Chairman of the Finance Committee of IAPH, the then General Manager of Port of Long Beach, U.S.A.

Mr. Bernard J. Caughlin, IAPH Founder Member and Former Chairman of the Finance Committee, Former General Manager of Port of Los Angeles, U.S.A.



Conference Reception/Dinner/Dance, Friday, April 29—1.



Conference Reception/Dinner/Dance, Friday, April 29—2.

Visitors

— On April 13, 1977, Mr. Kwang Soo Lim, President of the Korea Port & Harbour Association, visited the Head Office and was received by Dr. Hajime Sato, Secretary-General, and his staff. The Korea Port & Harbour Association is the newly created organization of Korean port and is expected to act for the promotion of the port industries in Korea. Mr. Lim has told that his Association was very much interested in the IAPH activity and the matter was approved by the Association. And, the membership application was duly submitted by him to Dr. Sato and duly accepted.

— On April 19, 1977, Mr. J.A. McPhail, General Manager and Mr. P.G. Morgan, Container Terminal Manager of Lyttelton Harbour Board, New Zealand, visited the Head Office and were received by the Secretary-General and his staff. They were on a port mission to the Far East and Europe.

— On April 20, 1977, Mr. Howe Yoon Chong, President, IAPH and Chairman/General Manager, The Port of Singapore Authority, visited the Head Office to meet Dr. Sato and his staff to discuss the things about the Conference. He opined during the meeting that he could at least visit the Head Office one time during his tenure as the President of the Association, because he could not visit here due to his governmental assignment as a member of the Singapore Government Mission to Peking when he last came to Tokyo in March 1975. As in the capacity of the President of The Development Bank of Singapore, Mr. Howe has been in Tokyo since April 16 to organize the opening of the Bank's Tokyo Office.

— Mr. Lien Chih Lee, Director, and Mr. Ting Cheng Tai, Chief of Marine Terminal Office of Kaohsiung Harbour Bureau, visited Japan during the second week of May, after their attendance to the Houston Conference. During their five days visit from May 10 to May 14, they visited the Ministry of Transport and met Mr. Kiichi Okubo, Director-General of Bureau of Ports and Harbours, Port of Yokohama where they were received by Mr. Toshikatsu Tsurumi, Director-General, Bureau of Port & Harbour, City of Yokohama. In Kobe, they were met by Mr. Taisuke Sameshima, Director-General of the 3rd District Port Construction Bureau, Ministry of Transport, who also has been in Houston representing the Ministry and acting as a

panelist.

— On May 16, 1977, Mr. Yoo, Ho Moon, Director-General, Bureau of Industrial Development, Ministry of Construction of Korea visited the Head Office and met Dr. Sato, Secretary-General. During the meeting, Mr. Yoo told that the industrial development in Korea was very rapidly growing and the necessity of the port facilities for the shipment of the industrial materials and products were met by the energetic efforts by the government.

— On May 18, 1977, Mr. J.A. Raven, Vice-President of SITPRO UK Board, visited the Head Office and met Dr. Sato and his staff to discuss the possible work schedule of the newly created special committee on Trade Facilitation to which Mr. Raven was to take part as the special advisor. He opined that the dissemination of the information on the present situation of Ports' involvement in the processing of trade documents should be done in order to attain the members' general attention toward the matter. He assured that he would be prepared to liaise with other international organizations like EEC, ISC and others which were carrying various works involved in the matter so that the IAPH's position would be clarified more comprehensively. He has been in Tokyo for four days together with Sir Reginald Wilson, Chairman of SITPRO to discuss the matters with JASTPRO.

— On May 25, 1977, Mr. Irvin J. Good, President of Philadelphia Port Corporation, and Mr. James R. Kelly, Director of World Trade Division of Delaware River port Authority, visited the Head Office accompanied by Mr. Charles H. Dickey, Far East Representative of the Port Authority in Tokyo, and were received by Dr. Sato and his staff. The delegates visited the Ministry of Transport and were met by Mr. Shigeya Gotoh, Director-General of Bureau of Shipping and Mr. Kiichi Okubo, Director-General of Bureau of Ports and Harbours of the Ministry of Transport. They also visited the Keihin (Tokyo Bay) Port Development Authority and met Mr. Koichi Takabayashi, President, and Mr. Kidokoro, Director of Planning Division. After visiting the Ohi Container Terminals Complex in Tokyo, they proceeded to Yokohama to inspect the Port of Yokohama by the courtesy of Mr. Toshikatsu Tsurumi, Director-General of Port and Harbour Bureau of the City of Yokohama. They have been on the trade promotion mission trip to this part of the world, including Korea, Taiwan and Hongkong.

— On May 27, 1977, Mr. H.A. James, Chairman, and Mr.



Conference Reception/Dinner/Dance, Friday, April 29-3.



Conference Reception/Dinner/Dance, Friday, April 29-4.

J.F. Stewart, General Manager of Wellington Harbour Board, New Zealand, visited the Head Office and met Dr. Sato and his staff. They were visiting Tokyo to meet the representatives of shipping companies and trading firms for the promotion of the trade through Wellington. They were on a port mission to England, Germany and Italy after attending the Houston Conference. On May 30, they visited the Container Terminal Complex at Ohi to observe the container operation. They left Tokyo on the same day to proceed to Hongkong and home.

— On May 30, 1977, the delegates of Port of Oakland visited the Head Office and were received by Dr. Sato and his staff as well as Mr. Gengo Tsuboi, a resident member of the IAPH Executive Committee. Delegates were Mr. H. Boyd Gainor, Mr. Thomas L. Berkley and Dr. Raymond L. Eng. Commissioners of Board of Port Commissioners of Port of Oakland, Mr. Ben E. Nutter, Executive Director and Mr. Walter A. Abernathy, Dy. Executive Director of Port of Oakland. Among the guests invited to the reception held in the evening of May 31, by the Port, there were Mr. Yoshiya Ariyoshi, Chairman of Board, N.Y.K. Line, Mr. Michael Someck, Maritime Attache, U.S. Embassy, Mr. Kiyoshi Kato, Mitsui & Co., Ltd.

— On May 30, 1977, Mr. Kim, Jung Hack, Dy. Director-General, Korea Maritime & Port Authority, accompanied by Mr. Kang, Dong Suk, Chief, Port Management Division of the Authority, and Mr. Lee, Sang Chod, Chief of Mukho Port Construction Office of the Authority, visited the Head Office and were received by Dr. Sato and his staff. Mr. Kim was visiting Japan to discuss the maritime matters with the maritime authority in Japan and to inspect the port facilities in Tokyo, Yokohama and Kobe. During his stay in Tokyo, he visited the Ministry of Transport and met Mr. Shigeya Gotoh, Director-General, Bureau of Shipping and Mr. Kiichi Okubo, Director-General, Bureau of Ports and Harbours. (rin)

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IMCO Reports :

The Reports on the meetings of the following three IMCO Committees were sent to the Head Office from Mr. A.J. Smith, IAPH Liaison Officer with IMCO, who had covered the sessions.

1. Sub-Committee on the Carriage of Dangerous Goods (17 to 21 January 1977)
2. Sub-Committee on Bulk Chemicals (24 to 28 January 1977)
3. Sub-Committee on the Safety of Navigation (14 to 18 February 1977)

Also received were the following two papers prepared by Mr. A. Pages, Chairman of the Committee on Legal Protection of Navigable Waterways.

- 1) A note on the Limitation of Liability for Maritime Claims Convention, 1976 and the furtherance of the 1969 International Convention on Civil Liability for Oil Pollution Damage;
- 2) The verbatim interventions of Mr. Pages at the Diplomatic Conference which resulted in the 1976 Convention.

The text of the reports and papers by Mr. Pages are presented under in the sequence as above: (TKD)

I.M.C.O. REPORT

The second session of the Sub-Committee on Bulk Chemicals was held from 24th to 28th January, 1977 in London.

This highly technical Sub-Committee discussed the improvement of the Bulk Chemical Code; Overflow Control of Bulk Chemicals and Liquefied Gases; Carriage of Dangerous Chemicals in Deep Tanks of Dry Cargo Ships; Hazard Evaluation of Noxious Substances and Procedures; and Arrangements for the Discharge of Noxious Liquid Substances.

In dealing with the improvement of the Gas Carrier Code consideration was given to the concept of carrying bulk liquid chemicals on gas ships. There was agreement that this could be done provided that the same level of safety was maintained. In general, it is thought, gas ships should meet all the requirements of the Bulk Chemical Code, except the survival assumptions and possibly the requirements for accommodation location.

The Sub-Committee will next meet from 17th to 21st October, 1977.

I.M.C.O. REPORT

A meeting of the Sub-Committee on Safety of Navigation took place, in London, during the week beginning 14th February 1977.

Matters of general interest to ports dealt with by the Sub-Committee included routing and traffic separation schemes; international requirements and recommendations regarding navigational aids and equipment with reference to radar beacons and transponders and operational requirements for Omega differential correction systems.

Of particular interest to ports was the fact that the Sub-Committee had before it a considerable number of proposed amendments to the 1972 Collision Regulation submitted by the Netherlands, Norway and the USSR concerning errors, inaccuracies and inconsistencies in the texts of certain Rules. It was recognised however that formal amendments could not be submitted at this stage and the matter was therefore set aside.

IAPH members will welcome the fact that a draft Resolution was agreed for approval by the Maritime Safety Committee on an amendment procedure for the Standard Marine Navigational Vocabulary based on the procedure adopted for the International Code of signals.

Members will also wish to know that the United Kingdom Government is preparing a revised tape recording of the approved version of the vocabulary, a copy of which will be made available to each IMCO Member State. They should therefore request access to this tape recording.

The Sub-Committee agreed that a document could be incorporated in the Standard Marine Navigational Vocabulary on the use of VHF at sea containing sections on VHF communications techniques, procedure and examples of standard messages.

Arising out of a marine casualty report on the collision between the SS Sea Witch and SS Esso Brussels in New York Harbour in June 1973, the Sub-Committee considered a proposal to study a general speed control of vessels underway in harbours, channels and fairways. Unfortunately however the proposal was not supported on the grounds that such provisions are governed by local or national regulations. Whilst this is of course a true statement of the position, IAPH may wish to consider the relevance and capability of application of international rules covering this matter. Indeed IAPH may, itself, wish to initiate such a study on its own behalf in the first instance.

The 20th session of the Sub-Committee has been tentatively scheduled from 5 to 9 September, 1977.

The Sub-Committee on the Carriage of Dangerous Goods held its 27th session, in London, from 17 to 21 January 1977.

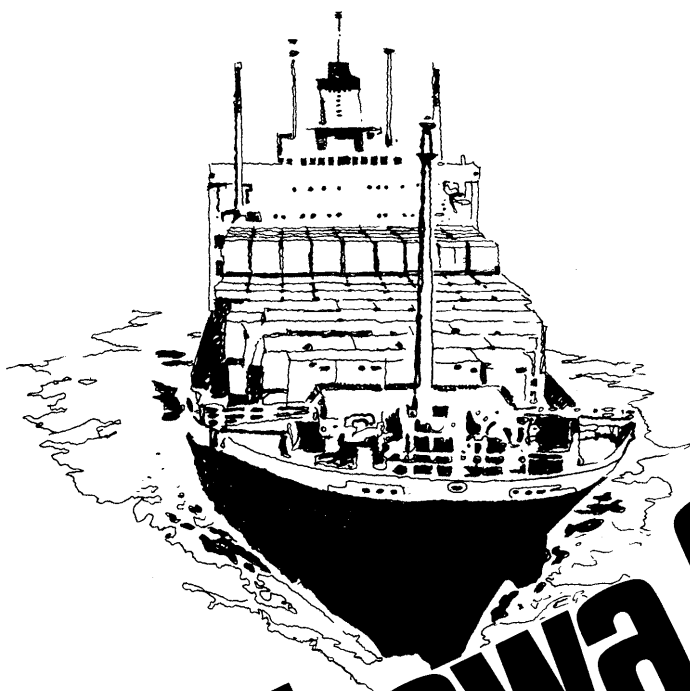
The subject matter discussed by this Sub-Committee had more than a passing interest for IAPH members.

The range of topics considered continues to be wide, varied and technical and included fire safety measures and emergency procedure for ships carrying dangerous goods; portable tanks; the carriage of solid dangerous substances in bulk; revision and amendment of the International Maritime Dangerous Goods (IMDG) Code.

On this last subject, reference was made to the carriage of dangerous goods in unitized forms and to the possibility that a relaxation of standards could take place. The Sub-Committee, whilst aware that shipments by mutual agreement of the competent authorities concerned are taking place, was of the opinion that "house to house" transport cannot be guaranteed in all cases; in some ports of final destination the means of handling unit loads are not available; and, as yet, no internationally acceptable criteria and test procedures exist which would justify a relaxation in the standards of the individual packagings comprising the unit load. It was agreed therefore not to accept changes at this stage and it was accepted that it would be necessary to develop criteria and tests for the guidance of competent authorities so that relaxations in packaging standards could be permitted without adverse effect on the overall integrity of the unit and the required safety during handling and transport.

The significance of this meeting of the Sub-Committee from the point of view of IAPH is that your representative, jointly with the representative from the Permanent International Association of Navigation Congresses (PIANC) stressed the need for early amplification of IMCO Resolution A289 (VIII) of 20th November 1973 which dealt with

(Continued on page 44)



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(Continued from page 42)

Safe Practice on Dangerous Goods in Ports and Harbours.

In this regard reference was made to the work of the British Ports Association which has developed and greatly expanded the IMCO Resolution in the form of "Notes for the Guidance of Port Authorities on the Conveyance and Handling of Dangerous Goods in Harbour Areas" for recommended adoption by port and terminal operators and for use as a basis for training programmes.

The Sub-Committee was advised that the Notes for Guidance would be sent for consideration by IAPH and PIANC respectively.

In consequence of this development the Sub-Committee has agreed that first priority should be given to the subject of Safe Practice on Dangerous Goods in Ports and Harbours at the next session from 19 to 23 September, 1977.

THE 1976 CONVENTION

AND

THE FURTHERANCE OF THE 1969 INTERNATIONAL CONVENTION ON CIVIL LIABILITY FOR OIL POLLUTION DAMAGE

I—THE LIMITATION AMOUNTS OF THE 1969/1971 CONVENTIONS, AND OF THE 1976 CONVENTION

According to the 1969 Convention, the limits of liability for oil pollution damage are calculated as follows:

- 2 000 Gold Francs (or US\$160) per gross ton.
- within the maximum of 210 millions Gold Francs (16,8 millions US\$) for 105 000 gt. The 1971 Convention has raised this maximum to:

- 450 millions Gold Francs (36 millions US\$), for 225 000 gt.

According to the 1976 Convention, the limits of liability for property damage, of any nature, are calculated as follows:

US\$200 000	for vessels not exceeding 500 gt
US\$200	for each gt from 500 to 30 000 gt
US\$150	for each gt from 30 000 to 70 000 gt
US\$100	for each gt in excess of 70 000 gt

Up to 85 000 tons gross tonnage, the compensation provided by the 1976 for property damage of any kind is better than that provided by the 1969/1971 Conventions for oil pollution damage. Over 85 000 gt the situation is the reverse. In fact, this limit of 85 000 gross tonnage may vary according to the vessel since:

- The limitation amounts of the 1969 and 1971 Conventions are calculated upon the Oslo gross tons.

- The limitation amounts of the 1976 Convention are calculated upon the London 1969 gross tons.

II—CONSEQUENCES

II—1. The 1969 and 1971 Conventions, on oil pollution damage need to be up dated.

The limitation amounts should be calculated upon the gross tonnages of the 1969 tonnages measurement Convention.

The per ton/ratio should be substantially increased, to make up for the currencies devaluation since 1969 and 1971, and to provide the victims of this exceptional kind of damage with a fait compensation.

The monetary unit of the Gold Franc has, recently, been abandoned and replaced by the Special Drawing Right of the International Monetary Fund. But, furthermore, an adequate system of periodical review is still needed, in

order to make up for the erosion of the national currencies, and of the Special Drawing Right, in the future.

II—2. Furthermore, the furtherance of the 1969/1971 Conventions should Primarily cover:

- oil and petroleum products of every kind (crude, as well as refined products, liquid, liquefied, as well as gaseous ones, methane, propane, butane, fuel oil, diesel oil, lubricating oil . . .)

- products carried as bunkers as well as carried as cargo

- and dangers of every kind involved in the transportation of these products (fire, explosion, especially when cleaning tanks, spillage of very cold substances like liquified methane . . .)

II—3. It must be considered:

- whether it should, also, be advisable, to ask for the enlargement of the scope of the 1969/1971 Convention to a limited number of other noxious products, of other hazard (explosion, fire . . .).

- or whether it should be preferable to make note of the capacity of the insurance to cover such increased exposures of risks, and to ask for a better compensation of damage of every kind, at the occasion of the next review of the limitation amounts of the 1976 Convention.

Friday 5th November 1976

Articles 4 and 6

(Effects on the capacity of insurance of the breakable or unbreakable character of the limitation clause)

1—The following remarks concern the combined effects of:

- Article 4 (case where the limitation clause lapses through the fault of the beneficiary), and
- Article 6 (level of the general limits of responsibility).

2—The argument has been put forward that, in practice, it would be preferable to make the limitation clause unbreakable in order to:

- Take the greatest possible advantage of the world capacity of liability insurance, and at the same time.
- Obtain this insurance under the most advantageous conditions possible as regards the level of the premiums. But with this reasoning, it is not coherent to hope to:
- Make the limitation of responsibility unbreakable, and at the same time.
- Keep the revalorization of the limitation amount to such a level that it is hardly sufficient to compensate for the erosion of money since 1975.

3—The wishes of the IAPH in this matter are as follows:

- That the cost of removing wrecks and repairing damage sustained by the ports should be reimbursed without limitation; or, if this is not possible,
- That the limitation amount under the Convention of 1957 should be multiplied by a coefficient of 4 to 5, as would have been the case automatically if the effects of the gold clause appended to the Convention of 1957 had not been impeded, and
- That the limitation amount should be established on the basis of the gross tonnage defined by the London Convention of 1969, with a minimum for purposes of calculation of 3000 tonnes.

INTERNATIONAL CONFERENCE ON
THE LIMITATION OF RESPONSIBILITY IN MATTERS
OF MARINE CLAIMS
(London, 1st to 19th November 1976)

Remarks made during the proceedings
as an Observer on behalf of the
International Association of Ports

Thursday 4th November

Article 6: Compensation funds for
personal damage (excluding passengers)
and property damage.

(Problem of a single fund or two
separate funds)

1—The port authorities are interested in both aspects of this question, since they can be the victims of damage sustained by their personnel as well as by their property. Moreover, not all ports are important institutions subsidized by the State or by large towns. For some ports, the costs involved in repairing damage causes serious problems.

2—The measure of solicitude and priority given to personal damage is normal. But property damage can also be expressed in human terms when it has harmful effects on the environment, or causes unemployment through the destruction of plant and equipment.

3—The splitting of a compensation fund into separate and independent amounts would result in certain amounts being practically unused while other might be insufficient for their requirements. If it is decided to adopt two distinct funds, one for personal damage and the other for property damage, the reversibility of any surplus from one fund to the other should be applicable to both funds.

4—Considerations concerning the possibility of covering responsibilities by insurance, and the cost of such insurance, are important.

As regards the possibility of cover, it would appear that the world capacity of liability insurance is sufficient.

As regards the cost, it should be underlined that a saving by one party becomes an expense for the others, and that what actually happens is that the costs incurred by the shipowner, the shipper and the port, are transferred to the user and the taxpayer.

Contrary to what has been said, cases where damage is insufficiently indemnified due to the current limitations of responsibility are now frequent.

The goal to be aimed at is to reduce the total extent of the damages supported by all the parties concerned, and not simply the fraction supported by one of the parties, namely the shipowner.

WEDNESDAY 10th NOVEMBER 1976

Article 12 para. 5

Object: Possibility for the instigator of damage to participate in the sharing out of his own limitation fund.

The ports are very sceptical of the interest of Article 12 para. 5 for the victims. They are very sceptical of the possibility that a court would have to make a division between the reasonable preventive measures taken by the person responsible in order to limit the damage, and therefore chargeable to the fund, and other measures which are not chargeable to the fund.

The ports share the opinion expressed by the Dutch delegation in "Working Paper No. 60", according to which the possibility for the instigator of damage to participate in the sharing out of his own limitation fund should be excluded.

WEDNESDAY 10th NOVEMBER 1976

UNIT OF MEASUREMENT OF SHIPS' TONNAGES
(Article 6 para. 4)

The question of the units of tonnage to be used for measuring the size of ships is of primordial interest to the ports, since it directly affects their revenue.

A unit of measurement fails in its purpose if it is of no practical application, which was not the case for the units of measurement prior to those of the Convention of 1969.

Discussions were continually being held in the ports between the shipping agents on the one hand, and the pilotage and towage companies and the port authorities on the other hand, concerning the following points:

- The difficulty of verifying the accuracy of tonnages,
- The existence of ships with multiple tonnages depending on whether certain spaces are open or closed,
- The anomalies resulting from the arbitrary definition of strength decks.

Thus in numerous ports throughout the world, there has been a flight away from the use of international units for the purpose of taxing port services.

And the desire to take the greatest possible advantage of the peculiarities of the various methods of calculating tonnages, has exerted an unhealthy influence, from a technical point of view, on ship design and construction.

The tonnages of the Convention of 1969 show a considerable progress over those used previously.

The net tonnages are not yet entirely free from all the old evils of sophistication.

The gross tonnages appear to be much closer to what is required in the way of practical application. Their substitution for those of the Convention of 1957 would only cause serious variations in the abnormal cases mentioned above, which must in any case be remedied sooner or later.

TUESDAY 9th NOVEMBER 1976

FREQUENCY OF REVISION OF
LIMITATION AMOUNTS
(Article 6)

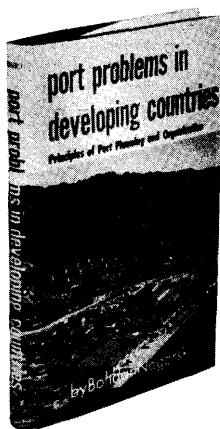
Thank you for giving the floor to a representative of the ports, which are amongst the most frequent victims of navigation incidents. Although I suppose that the international association of passengers or shippers, if they exist, could say the same thing.

Since 1957, the ports have stood helplessly by while the amounts fixed at the Brussels Conference have rapidly whittled away. This whittling away started as early as 10th October 1957 when the Convention came into force, and this is only part of the trouble, since the amounts were by that time already very much out of date.

The IAPH has expressed its desire to see an automatic and periodic revision of limitation amounts.

Naturally, the decision concerning the solution to this problem of the limitation of amounts rests in the hands of the Conference.

The IAPH, for its part, hopes that the methods used to solve the problem will be simple, rapid and effective.



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Ports & Waterways

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- The Santa Catarina—Paraná Pipeline built by Petrobrás starts operation with the transfer of refined products for consumption at the States of Paraná and Santa Catarina.
- Petrobrás contracts with the Companies A. Araujo Engenharia e Montagens and Prontoferro S.A. Indústria e Comércio the construction of two oil production platforms for operation at the Robalo and Guaricema Fields, off Sergipe.

JANUARY 1977

Ports & Waterways

- Portobrás increases its capital to 2.5 billion cruzeiros, in order to be able to subscribe shares of the subsidiaries in the various States.
- A Brazilian platform shall be built at Le Havre's Industrial Area.
- Coal Centrals are to be installed at the Ports.
- The Port Improvement Tax is going to be increased from 2 to 3%.
- Portobrás receives a new dredger: the “Macapá”.
- Port System shall receive 4 billion cruzeiros in 1977.

Hard Hats for Longshoremen

Hamilton, Ontario, April 4, 1977 (Port of Hamilton News Release):—Hard hats will now be worn by all longshore labour at the Port of Hamilton as of April 1st, 1977.

The Hamilton Harbour Commissioners and the Maritime Employers Association provided the first hard hat for their employees and made it mandatory to be worn during longshoring operations on the waterfront. This is in order to comply with a Federal directive, effective April 1st, 1977.

A colour coding system has been developed to designate Supervisors/Longshoremen/Checkers and Visitors.

The hard hats were distributed to employees, Friday, April 1st by the Port Safety Committee and as well as number of films shown on Safety awareness at a meeting attended by Supervisors, Longshoremen and Checkers.

This Safety Committee was established in April of 1976 and this is just one of a number of significant projects that have been implemented for the overall health and welfare of the Port Employees.

“Top-Hat” Ceremony

Hamilton, Ontario, April 7, 1977 (Port of Hamilton News Release):—Qualifying as the first lake vessel to enter the Port this year was the “Quetico”. To celebrate the opening of another shipping season, the Hamilton Harbour Commissioners conducted the traditional “Top-Hat” Ceremony. Captain Gerald Playford was the Master to receive the honour for '77.

Although the antique silk top hat returns to the Commissioners for safe-keeping until its next annual appearance Captain Playford was given a handsome set of cufflinks by Harbour Master Mort. Helseth, on behalf of the Hamilton Harbour Commissioners. Representatives from Stelco, Canada Steamship Lines and the Hamilton area Media were also on hand for the special occasion, Tuesday, April 5th.

“Quetico”, a self-unloader, is owned by the Canada Steamship Lines. She came laden with 25,000 tons of ore from Minnesota for Stelco. The vessel was unable to navigate the waters before the Seaway's closing last year and had taken winter berthing at Port Colborne.

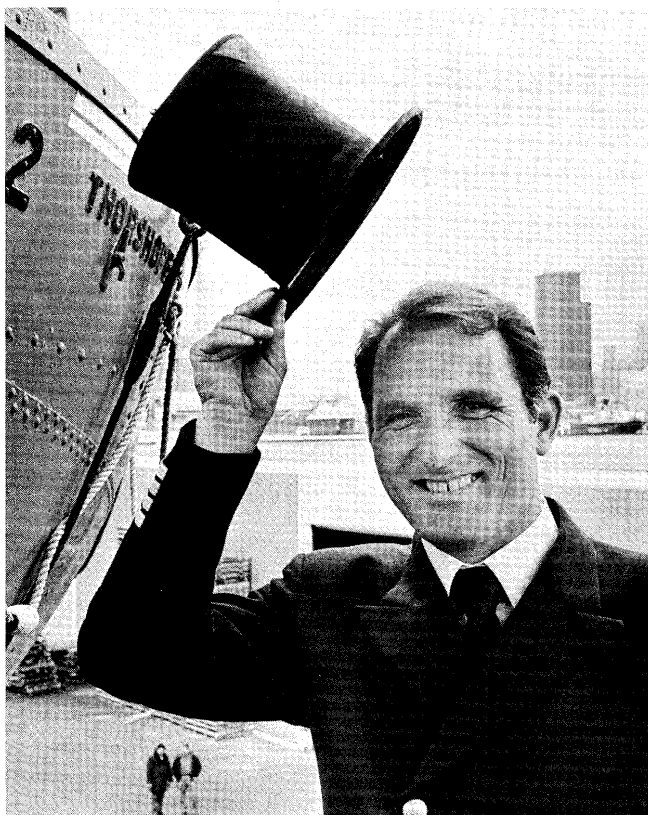
A Look at 1976

Montréal, Quebec, Canada (Port of Montréal Bulletin, Winter 1977):—Amidst unfavorable economic conditions which have affected many major ports of the world, the Port of Montreal has completed the year 1976 with a 5% decline in the handling of cargo over the previous year.

While this slight decrease took place mainly in the area of bulk commodities, I am pleased to report that we experienced a healthy recovery of some 20% in general cargo traffic which rose to 3.5 million tons in 1976 from 3 million tons in 1975. Container traffic also posted a significant gain of more than 40% over the comparable period, and the number of units handled increased from 93,000 to 123,000 with 1.7 million tons of cargo and just short of the best annual performance ever recorded in 1973. It is worthy to note that a very small amount of this increase resulted from the labor difficulties which occurred on the East Coast. With this record, the Port of Montreal continues to maintain its rank as the first container port in Canada.

The overall performance of 1976 resulted in 21.5 million tons of cargo being handled as compared with 22.6 million tons in the previous year of 1975, and the resulting drop is attributable particularly to a decrease of traffic in the grain and petroleum sectors.

Although our overall results do not compare as favorably with some of the previous year, I believe, however, that the operations of the past year were generally encouraging. The gain in the lucrative general cargo business indicates positive results from our marketing program, which will continue to be advanced vigorously in the months ahead. With regard to



Captain A.H. Gjevik, master of the Thorshope (Christensen Canadian African Lines), doffs the Port of Toronto's traditional top hat during ceremonies to mark the start of the 1977 shipping season. (Port of Toronto)

the grain business lost last year, a concerted effort will be made to regain our full share of this commodity. I am confident that our efforts will meet with success.

At the Port of Montreal, we are entering into a new operating year with confidence that the satisfying features of last year's operations will be enhanced and that the unfavorable trends which have adversely affected some of our traffic will be reversed.

N. BESHWATY
Port Manager

Conference on Cranes in S.F.

Alameda, Calif., April 13, 1977 (PACECO News):—Paceco, Inc., a Subsidiary of Fruehauf Corporation, recently held its Third International Conference at the St. Francis Hotel in San Francisco. The Conference was prepared for Paceco licensees from around the globe and included both business and social events. The first International meetings were held in Tokyo in 1968, and the second Conference was held in Oakland, California in 1972. This year's meetings took place the week of March 20th.

The San Francisco Conference consisted of papers presented by the Licensee participants and the Paceco personnel on the newest engineering and the most recent developments in container handling equipment. Progress made with additional automation components for the



Paceco Holds Third International Conference—in San Francisco.

Paceco MACH (Modular Automated Container Handling) cranes was also discussed.

Licensees were taken on tours of the Bay area container terminals and those in the Ports of Long Beach and Los Angeles. Another tour in the Bay area provided for the visitors a demonstration of Paceco's completely automated crane model. Separate tours were provided for the wives, one of which was a trip through the California Napa Valley wine country.

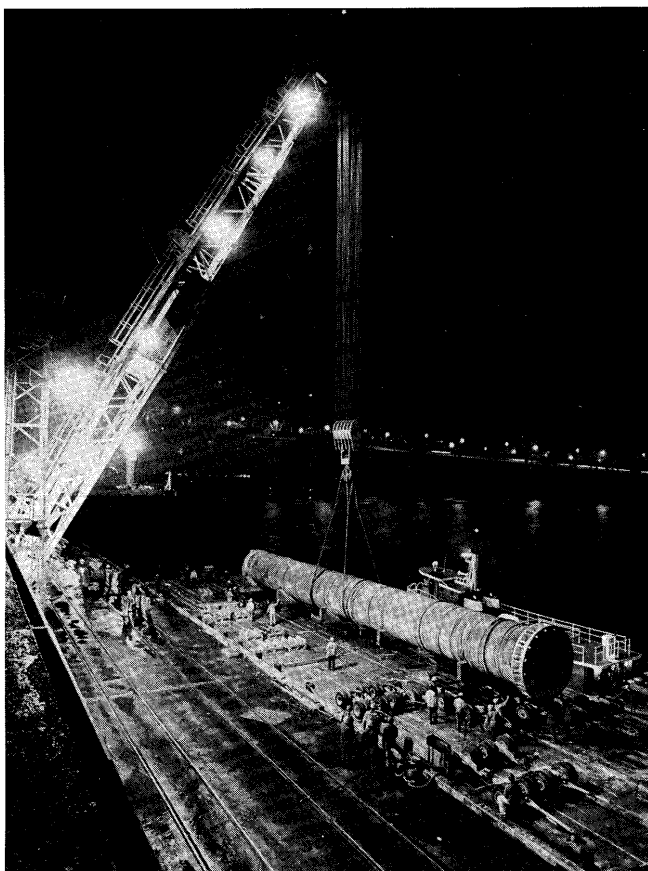
Director of New MPA Planning, Research Department

Baltimore, Md., May 16, 1977 (News From Maryland Port Administration):—The Maryland Port Administration has established a Department of Planning and Research. Louis W. Willett, formerly Chief of Planning for the Engineering Department, has been named Director, reporting to Dr. Walter C. Boyer, Deputy Port Administrator for Engineering and Planning.

The Planning and Research Department primarily will coordinate and administer port development programs relative to maritime resources, Mr. Willett said. Further, it will initiate projects relative to the orderly development and expansion of existing port's facilities. Currently the department is formulating MPA input into the State of Maryland's Coastal Zone effort and MPA Master Planning study. In addition, it is laying the groundwork for development of another container terminal in the port of Baltimore comparable to the Dundalk Marine Terminal.

"Twenty years ago, 'planning and research' were almost off-hand procedures," commented Dr. Boyer on the need to establish the new department. "Today, however, largely due to more complex regulatory requirements, planning efforts must be formalized. Research and planning formerly was a section under the Engineering Department, one we always intended to raise to the status of a department when its time came. Its time has come."

Mr. Willett joined the Maryland Port Administration in June 1972 as a Project Planner. Prior to that he served as the architectural and engineering consultant for the Medusa Cement Corporation; project manager and office engineer,



Charleston, South Carolina (Trade News, South Carolina State Ports Authority):—When it comes to tireless weightlifting, the Port of Charleston's 400-ton derrick (affectionately called, "The Monster") knows no midnight. Here the super crane easily handles a fertilizer plant component weighing more than 300 tons. It was one of 50 major pieces of a port record, 2,943-ton heavy-lift shipment. The plant's equipment was designed and manufactured by C.F. Braun & Company of Alhambra, Cal. and consigned to Columbia Nitrogen Company's Augusta, Ga., plant. Three ocean-going barges brought the material to Charleston and 20 flatbed motor carriers were needed to move it inland to its destination. Richard F. Gualt, Braun's traffic manager, spent a week in Charleston supervising the massive off-loading and re-loading operation.

as well as manager of a subsidiary building company, with a Baltimore construction firm; and was affiliated with Faisant and Associates, consulting engineers.

A native of Baltimore, Mr. Willett graduated from Baltimore Junior College, majoring in construction engineering. He received a Bachelor of Science Degree in Civil Engineering from The Johns Hopkins University.

His professional affiliations include membership in the American Society of Civil Engineers; the American Concrete Institute; and member of the Board of Directors of the Engineering Society of Baltimore; and part-time instructor in the Engineering Technology Department of the Community College of Baltimore. Mr. Willett, his wife and his son live in Towson.

The new Planning and Research Department also includes Joseph W. Lorenz, Project Planner; David S. Sofsky,



Long Beach, Calif., 040177 (Port of Long Beach News):—**WORLD TRADE WEEK WELCOME IN SOUTHERN CALIFORNIA:** Southern California is where World Trade Week originated more than half a century ago and this year's 51st observance of what has since evolved into a national celebration will be the biggest ever, with a full calendar of events scheduled from May 20 through May 29. Waving a welcome to visitors from all over the world during a recent boat tour of the Port of Long Beach are Joan Zimmerman, Flying Tigers executive who is "Miss World Trade-Pacific", and TWA hostess Vickie Fournier, who is serving as "Miss World Trade-Atlantic". The two will visit countries in the Far East and Europe prior to World Trade Week to invite foreign businessmen to increase trade with Southern California. Long Beach's modern banana terminal can be seen at rear offloading 11,000,000 bananas from Salen's refrigerated ship Loch Lomond.

Assistant Project Planner; and William C. McCord, Environmental Specialist.

Record Foreign Trade in 1976

Houston, Texas, April 6, 1977 (Port of Houston News Release):—The Port of Houston handled 41,896,905 tons of foreign trade goods in 1976 valued at \$9.6 billion, setting all-time records for foreign trade at the Port.

Port Authority figures show that increases in crude petroleum imports moved Saudi Arabia to second among the Port's top ten foreign trading partners, replacing West Germany which had been second for more than 10 years.

Japan remained first in the trading partners list with \$1.1 billion worth of trade exchanged through the Port, followed in order by Saudi Arabia, \$1 billion; West Germany, \$645 million; Brazil, \$500 million; Nigeria, \$421 million; Great Britain, \$373 million; Mexico, \$371 million; The Netherlands, \$354 million; Iran, \$328 million; and Algeria, \$294 million.

More than 21 million tons of crude petroleum imports, mainly from Middle Eastern countries, represented 50% of the Port's total foreign trade tonnage for 1976. Valued at \$1.7 billion, crude petroleum was the top import commodity in both tonnage and dollar value.

Wheat was the leading export tonnage commodity at 4.9 million tons, while oil field and construction machinery was



Long Beach, Calif., 042077 (Port of Long Beach News):—**STATES LINE'S RO/RO SHIP NEVADA LAUNCHES LONG BEACH SERVICE:** States Steamship Company's newest Roll On/Roll Off vessel Nevada made its maiden westbound call at the Port of Long Beach recently, resulting in this dramatic departure portrait taken from a hovering helicopter with Long Beach and its harbor as a backdrop. The 684-foot RO/RO ship has joined her sisterships Maine and Arizona in transpacific service, with the fourth and final vessel, the Illinois, due for delivery to States in June. With a bale capacity of two million cubic feet accessible across a 65 ton ramp at the stern, the only four U.S.-built RO/RO's offer shippers virtually unlimited storage space, according to Warren B. Penland, Vice President and Manager, Los Angeles District.

the leading dollar value export at \$786 million.

Total tonnage moved through the Port in 1976, including foreign and domestic equaled 90 million tons.

“JAXPORT '78”

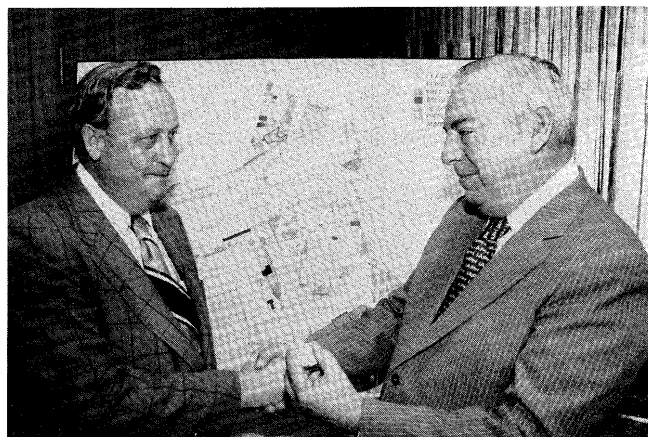
Jacksonville, Florida:—“JAXPORT '77,” a shipping trade conference which drew more than forty of the nation's top corporate executives to Jacksonville, Florida in March, will be repeated and expanded next year.

JAXPORT General Chairman Thomas L. Mainwaring said today “JAXPORT '78” will open at the Sea Turtle Inn in Atlantic Beach on Sunday, March 12, 1978, and will run through March 14th. The second annual Tournament Players Championship golf tournament scheduled later in the same week will be held at Sawgrass, located a few miles south of Jacksonville on the Atlantic Coast.

Approximately 75 executive officers of selected businesses will be guests for the two-day conference, designed to promote Jacksonville as a prime port city and a superior distribution center serving the entire southeastern United States, Mainwaring said.

He said the overwhelming success of “JAXPORT '77” motivated the sponsors to schedule the conference again next year.

The Jacksonville Area Chamber of Commerce and the city's port community again will serve as sponsors, according to Mainwaring, and financing will be sought from the entire local business community.

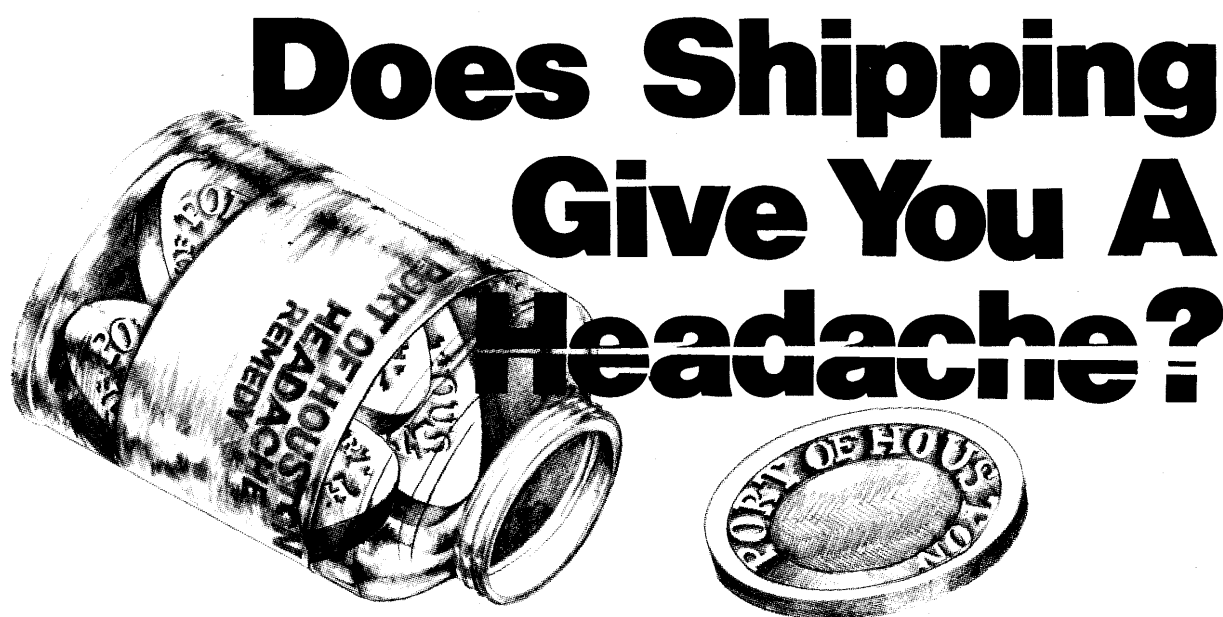


Long Beach, Calif., 042077 (Port of Long Beach News):—Thomas J. Thorley, general manager of the Port of Long Beach, is pictured at right as he was presented with his 30-year service pin recently by Long Beach Harbor Commission president Richard G. Wilson. Thorley recently announced his retirement from the Long Beach Harbor Department, effective June 1.



Long Beach, Calif., 042077 (Port of Long Beach News):—Among recent visitors to the Port of Long Beach was a contingent from British Leyland, which exports automobiles to the West Coast via Pasha Services' auto processing facility on Pier J. Pictured from left during discussions in the Harbor Administration Building are Robert W. Boehm of Leyland, Pasha president George Pasha, Douglas Sansom, Leyland's International Traffic Manager and Port general manager Thomas J. Thorley.

Mainwaring, Executive Vice President of Ryder Truck Lines here, will be General Chairman for “JAXPORT '78”. Among those working with him will be Thomas A. McCandless of the Jacksonville Port Authority—Fund Raising; Rudy A. Kraft of Mercedes-Benz of North America—Program; Fred J. Bostick, Jr. of Ryder Truck Lines—Invitations; K.C. Caldabaugh of Jacksonville National Bank—Finance; and Tom Hoey of the Port Authority—Promotion.



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Long Beach, Calif., 042077 (Port of Long Beach News):—Christening ceremonies for the pilot boat *Polaris* at the Port of Long Beach found Harbor Commissioner James H. Gray, left, presenting porthole plaque to R.J. "Dick" Jacobsen, vice president of Jacobsen Pilot Service, which has been guiding vessels in and out of Long Beach for over half a century. The sleek new pilot boat, seen in distant background, thus joins her sistership *Venus* in getting the pilots out to the entrance to Queens Gate to board incoming cargo ships. Nearly 3000 vessels moved more than 31.4 million tons through Long Beach in 1976.

11th Container Crane Is Seen

Los Angeles, Calif., April 20, 1977 (Port of Los Angeles News):—Construction of Los Angeles Harbor's eleventh container crane will be closely monitored for Port of Los Angeles specifications as the result of action today (Wed. April 20) by the Los Angeles Harbor Commission.

The Board authorized the Robert W. Hunt Company to inspect and test the \$2.7 million container crane during its fabrication at Pacific Coast Engineering Company, Alameda, California.

As with Paceco cranes already in operation at Berths 89, 131 and 234, the regular inspections are required to check materials quality and assembly accuracy. The Hunt Company has successfully performed this monitoring service on previous cranes to assure they meet the exacting requirements set by the Harbor Department Engineering Division.

The crane is expected to be installed at Berth 232 following completion of slip-fill and wharf development projects at that Terminal Island location.



Los Angeles, Calif. (Port of Los Angeles):—Political differences and geographical distances were bridged by a handshake when Los Angeles Harbor Commission President Nate DiBiasi greeted Capt. Aram Oganov of the Soviet passenger liner M/S Mikhail Lermontov on the vessel's recent arrival in the Port of Los Angeles. The greeting took place during a reception held aboard the Lermontov, the first Russian passenger ship to call at a West Coast port.



Los Angeles, Calif. (Port of Los Angeles):—Escorted up the Main Channel by a Los Angeles Harbor patrol boat, the Soviet passenger liner M/S Mikhail Lermontov recently steamed into the Port of Los Angeles for a two-day visit during the first call to the West Coast of any Soviet passenger ship.

Master plan for Bayovar, Peru

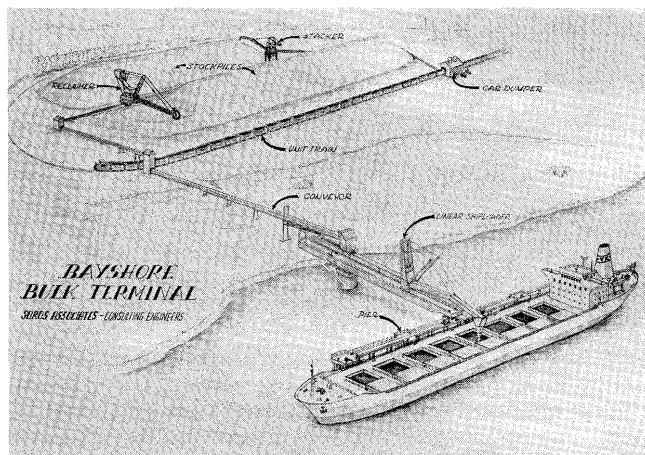
New York, March 29, 1977 (Soros Associates):—The Government of Peru selected an engineering group headed by Soros Associates of New York to prepare the Master Plans of a new port complex at Bayovar. Other members of the group are Lainez-Lozada Navarro y Asociados of Lima, Peru and David Volkert and Associates of Miami, Florida.

The Bayovar Port complex is part of the regional development plan of Northwest Peru. The Port Master Plan will include facilities for crude oil, petroleum products, petrochemicals, ores, phosphates, fertilizers, salt, sulphuric acid, and general cargo, as well as the cooling water intake and outflow of an electric power station. The \$970,000 study, to be completed in one year, covers investigation of

the Bay of Bayovar, preliminary designs, economic feasibility studies, and a determination of the environmental impact on the fishing industry.

Soros Associates is an engineering firm specializing in port development, offshore terminals, and bulk handling systems, currently engaged on projects in 20 countries.

San Francisco Bulk Terminal



New York, April 21, 1977 (Soros Associates):—The Port of San Francisco signed a contract with Bayshore Bulk Terminals, owned by Soros Associates to develop a modern bulk terminal at Pier 94N. Soros Associates is an international engineering firm specializing in port development and bulk handling. The terminal will be served by Southern Pacific unit trains, handling low sulfur coal and possibly other bulk cargoes. The 70 acre site accommodates a loop track and up to a million ton stockpile capacity. Bulk carriers of up to 100,000 DWT will be loaded at a free standing Linear Loader berth, taking advantage of the natural 55 foot water depth at San Francisco.

The terminal is planned to provide environmental protection features that meet or exceed existing standards. Soros Associates has been a pioneer in this field and a winner of the 1977 Engineering Excellence Award competition for the design of a shiploading installation incorporating advanced concepts in environmental control. Work on the engineering investigations and applications for the necessary permits to construct the Bayshore Bulk Terminal has started.

New Deputy Executive Director

Oakland, Calif., March 31, 1977 (Port of Oakland):—Thomas G. Bertken, Chief Engineer at the Port of Oakland since December, 1974, has been promoted to the position of Deputy Executive Director, effective July 1 when Walter A. Abernathy moves from that position to succeed Ben E. Nutter as the Port's Executive Director, it was announced today by William Walters, President of the Oakland Board of Port Commissioners.

Nutter recently announced his retirement from the Port after 20 years' service shaping Oakland into one of the world's leading and most specialized containerports.

To succeed Bertken, Clay Boisvert, who has more than



Thomas G. Bertken



Clayton Boisvert

29 years experience in the Port's Engineering Department, most recently as Assistant Chief Engineer, has been advanced to the position of Chief Engineer and Special Assistant to the Executive Director, Walters said.

Bertken has more than 20 years professional engineering and administrative experience with responsibilities in the planning, design and construction of major transportation facilities.

He came to the Port of Oakland from the San Francisco Airports Commission, where he served as Deputy Director of Airports, Planning and Development. In that capacity he managed the activities of the airport staff and consultants with prime responsibility for the development and implementation of a \$390 million Airport Expansion Program.

Previously, Bertken's experience included 15 years with the State of California Department of Transportation, engaged in planning, engineering and management assignments for projects of the California Toll Bridge Authority.

He has administered economic feasibility analyses, environmental and transportation planning studies, preliminary engineering design and site surveys. He is a native of San Francisco, and graduated from the University of Santa Clara with a bachelor's degree in Civil Engineering.

Boisvert will direct the activities of the Port's 179-member Engineering Department, including the long-range and immediate requirements for planning, design and maintenance of marine terminal facilities, Oakland International Airport and commercial and industrial properties.

Boisvert joined the Port of Oakland staff in 1948 as an assistant engineer, and has held increasingly responsible positions since. He has served in the capacity of Assistant Chief Engineer since 1970, acting as Port representative in negotiations with various governmental agencies, including the Bay Area Rapid Transit District, the California Division of Highways and the U.S. Army Corps of Engineers.

Boisvert received his degree in civil engineering from the University of California.

2nd International Intermodal Conference, Oakland, September 1977

Oakland, Calif., March 22, 1977 (Port of Oakland):—The problems and the promise of intermodal cargo movement—the key to trade expansion during the 1970's and 80's—will be analyzed in depth by freight industry and government spokesmen during the Second Annual International Inter-



Oakland, Calif., April 18, 1977 (Port of Oakland):—**SISTER CITY BROTHERHOOD**—In April, 1975, a Sister City relationship was formally adopted between Oakland, California and Nakhodka, U.S.S.R. On the second anniversary of that agreement, a delegation from the Russian port city—on the Pacific Coast of Siberia, near Vladivostok—visited Oakland to renew acquaintances with Port and City representatives who had journeyed to Nakhodka earlier. Shown flanking Oakland Mayor John H. Reading in his office during that visit last week are Ben Nutter, Executive Director of the Port of Oakland; G. Krylov, a member of the Supreme Soviet of the U.S.S.R. and head of the construction team of the port of Vostochny, near Nakhodka; Alexei A. Tkachiev, vice chairman of the Executive Committee of the Nakhodka Soviet of Workers' Deputies; Alexander Zinchuk, Consul General of the U.S.S.R. in San Francisco; Capt. Anatoly V. Korotaev, Harbor Master of the Port of Nakhodka and vice president of the Primorsk Shipping Company; and Vladislav Krymov, Consul of the U.S.S.R. Consulate General. In Russian, the Soviet visitors noted, Sister Cities are translated "Brother" Cities.

modal Conference to be presented by the Port of Oakland September 29 and 30, 1977.

The conference, a West Coast feature of National Port Week, will be held at the Oakland Hilton Inn under the joint sponsorship of the Port of Oakland, the Oakland Chamber of Commerce, the Oakland World Trade Club, the Marine Exchange of the San Francisco Bay Region, and the San Francisco Customs Brokers & Freight Forwarders Association.

Through informal round-table discussions, policy-makers and shirtsleeve experts will examine legislative and regulatory aspects of intermodalism, funding and insurance protection questions, pricing and paperwork, geopolitical developments, air cargo horizons and a case study of business opportunities in Southeast Asia created by intermodal innovations.

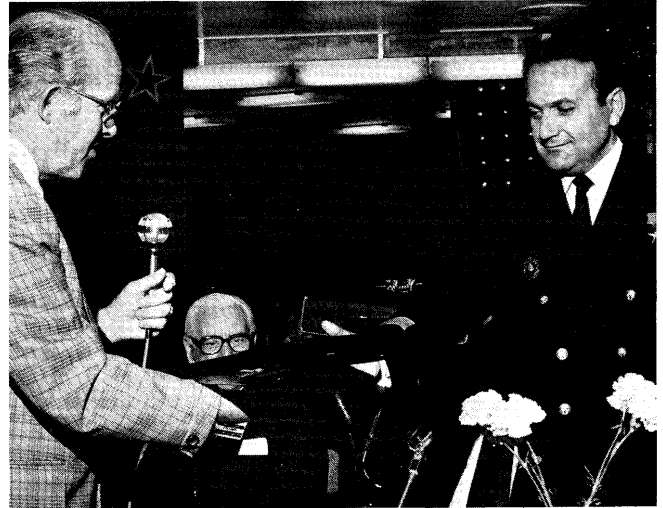
Registration fee for the intensive two-day seminar, including luncheon and materials, is \$40. For further program information contact Robert W. Crandall, Manager, Marine Terminal Department, Port of Oakland, 66 Jack London Square, Oakland, California, 94607, (415) 444-3188.



San Francisco, Calif., 3/8/77 (California Marine Affairs and Navigation Conference):—COSTA MESA, ORANGE COUNTY—A critique of California's business climate—"Is the Weather Changing?"—was presented to the state's navigational interests by the chairman of the Assembly's Ways and Means Committee. Port of Richmond Director Thomas Eddy (left), president of the California Marine Affairs and Navigation Conference, discussed the hard-hitting analysis of Assemblyman Daniel E. Boatwright, at C-MANAC's spring meeting in Costa Mesa. Reacting to slowed development and new job-creation—most recently, cancelation of a \$500 million (Dow Chemical, USA) petro-chemical complex adjacent to the Suisun Bay deepdraft channel—the Contra Costa legislative leader cited pending new laws and administrative actions to ease "red tape" delays afflicting industrial and other new California projects. Participants included Frank C. Boerger, C-MANAC director, treasurer and chairman of the Bay Region dredging committee, and Paul Hughey, general manager of the Contra Costa County Development Association.



San Francisco, Calif., 3/8/77 (San Francisco Customs and Freight Forwarders Association):—First honorary "Customs Broker" was the title recently bestowed on George K. Brokaw (center), San Francisco District Director of Customs. President of the San Francisco Customs Brokers and Freight Forwarders Association, William Bosque, also partner of J.E. Lowden & Co., presented "certificate number one" to Brokaw at a recent association meeting. The group's vice president and Customs Committee chairman, Bonnie Beijen, vice president of W.J. Byrnes and Co., participated in the ceremony. The San Francisco Customs District headed by Brokaw has the fourth highest Customs receipts in the U.S.



San Francisco, Calif., 3/9/77 (Marine Exchange of the San Francisco Bay Region):—A welcoming gift was presented to Captain Aram M. Oganov whose ship, the M.V. Mikhail Lermontov, was the first Soviet passenger vessel ever to call at the Port of San Francisco. Presenting the Marine Exchange's traditional maiden voyage engraved tray was William Bosque, Exchange director and partner of J.E. Lowden & Co. Also on hand for the colorful ceremonies were San Francisco Port Director Tom Soules, representatives of the City, State Department, U.S.S.R. Consul General Alexander Zinchuck, executives of Moram Agencies (agents for Baltic Shipping Co.) and representatives of the maritime community. From San Francisco, the cruise ship sailed to Australia before resuming its summer schedule of New York-Leningrad.

New Container Service

Seattle, Washington, April 19, 1977 (News Release from Port of Seattle):—Evergreen Line has selected the Port of Seattle for its new container service with an exclusive Korea/Taiwan/Hong Kong to Seattle direct call, it was announced by Gary Syverson, executive vice president of Evergreen Line, Long Beach, California.

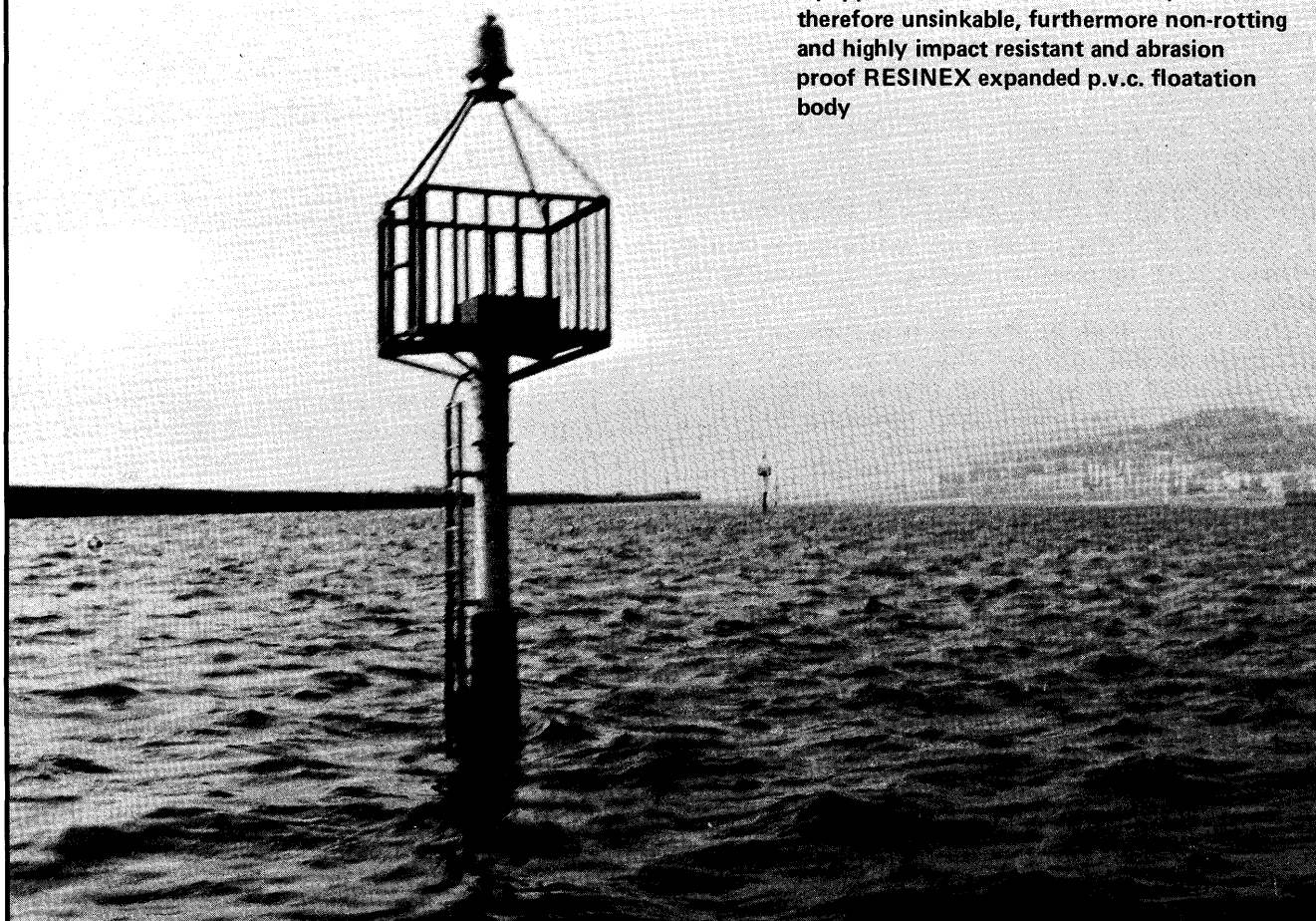
Syverson spent last week with Evergreen's president, William M.C. Wang, and C.C. Cheng, executive vice president. They conferred with the Port's marketing director, H.J. Levinger and with regional manager Dave Rystrom and made final berthing arrangements for Terminal 18 and establishing a Seattle branch office.

Wang stated that starting early in summer, their first vessel of the initial three to inaugurate service will be the recently built "Ever Modest." A multi-purpose 500 TEU capacity vessel, she will be followed by equally new vessels "Ever Moral," and by the "Ever Superb" which is now being jumboized to carry 900 TEU's. (TEU's are twenty-foot equivalent unit containers since the vessels carry mixed sizes).



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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.-

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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.-

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11.1% Traffic Growth in 1976 In the Port of Antwerp

Antwerp, Belgium, 18/2/1977 (Port of Antwerp Promotion Association Press Release):—The provisional figures of the Harbour Master's Office, Quays and Sheds, reveal that in 1976 67,157,988 tons cargo have been shipped in the port of Antwerp.

This means that the results of 1975 have been exceeded with over 11.1%.

This increase is reflected in the bulk cargo sector (+14.70%) as well as in the sector general cargo (+5%).

Remarkable in the general cargo traffic is the shifting which occurred between the outgoing and incoming traffic in the course of 1976.

Indeed, apart from the relatively more important incoming traffic of iron and steel products in relation to the outgoing traffic the fact is there that also other kinds of general cargo show more rapidly increasing and more important import than export figures.

Record year for grain traffic

For what the evolution of the bulk cargo trade is concerned for 1976, a considerable increase is ascertained for the incoming as well as the outgoing traffic (+15% and +13.70% respectively). The increase in the incoming traffic mainly was possible thanks to the gain made in the ore traffic (+17.3%) and the coal traffic (+57.7%).

The outgoing traffic of bulk cargo products has also been influenced by the grain traffic totalling almost 5.5 million tons meaning an absolute record.

Furthermore an important increase was registered in the traffic of fertilizers (+27%) as well as in the so-called industrial traffic (+11.8%) being mainly situated along the Canal-Dock.

Container traffic in 1976: +11.6%

The containerized tonnage amounted to 3,723,225 tons, which means the above mentioned proportional increase of 11.6% as compared to 1975 when the containerized tonnage was 3,335,558 tons.

The number of containers handled increased from 222,506 units in 1975 to 247,400 in 1976, meaning a gain of 11.1%.

One has to take into account that these figures do not include the number of empty containers handled (45,891 in 1976) and that the tonnage given here reflects the net result.

To make a comparison possible with other ports, where often the number of containers handled is being expressed in TEU, the port of Antwerp handled 335,440 of these 20' units.

For what the specific destinations and origins are concerned once more the considerable share of the North American traffic is shown. Here one distinguishes the fact that the incoming container traffic viz. coming from the U.S. and Canada, has increased much more (+14.4%) than the outgoing container traffic (+4.2%), viz. container traffic with destination to the U.S.A. and Canada.

Although at present no definite data regarding the evolution of the total general cargo traffic in the port of Antwerp are known for 1976 it can be safely stated that the containerized share has been about 16%.

Fire at Westerlund Warehouses in Antwerp

Antwerp, Belgium, 21/2/1977 (Port of Antwerp Promotion Association Press Release):—In Antwerp once again the concept "service" is proven to be not just an idle word.

After the disaster destroying one of the big warehouses of the Westerlund company at Churchill-Dock's No 414 the cargo insurance companies have taken immediate measures to indemnify the insured.

The company Westerlund from its side was insured for building and material risks with the best insurance companies. The possibilities of this company which has an excellent reputation in Belgium as well as abroad in the fields of handling and storage of forest products will by no means be affected.

Notwithstanding the serious fire damages Westerlund is able—with the company Sasse responsible for the customs and distribution formalities—to continue the distribution of Scandinavian and Canadian forest products from its numerous other warehouses that are situated at quay number 414 as well as at first Harbour Dock and in other areas of the port.

Awaiting the re-building of the destroyed warehouse the extension of the existing space will shortly be started at quay 414. These new storage capacities will be operational as from the first of July, 1977.

An important load of forest products is expected to arrive at Westerlund's. The normal re-distribution is assured in cooperation with Sasse.

3rd Contact Days "Animal and Vegetable Oils and Fats"

Antwerp, Belgium, 3/2/1977 (Port of Antwerp Promotion Association Press Release):—With the aim of establishing and consolidating contacts on an international level between persons involved in the trade, processing, storage and transport of animal and vegetable oils and fats, on Thursday 9th and Friday 10th June 1977 for the third time Contact Days "Animal and vegetable oils and fats" will be organized in Antwerp.

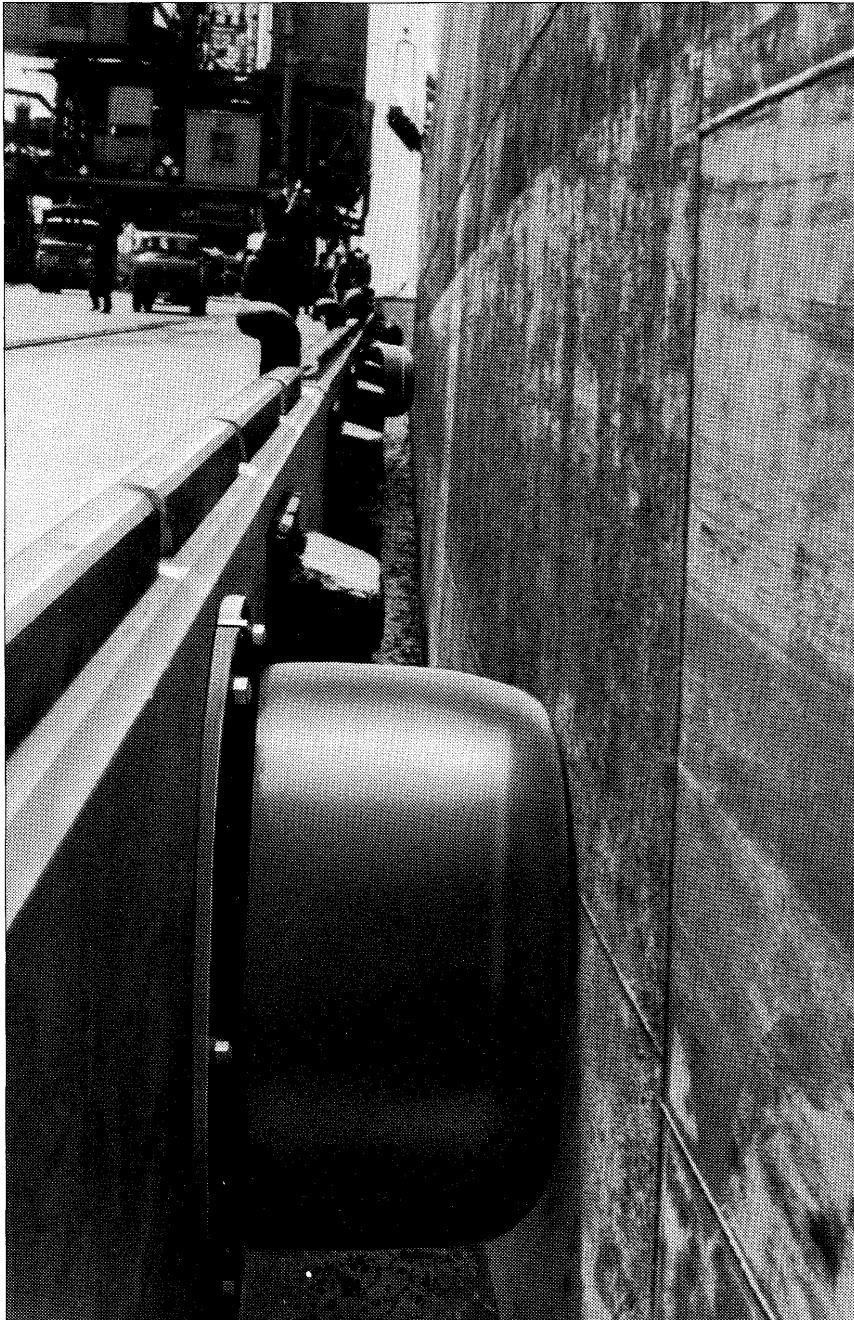
On these Contactdays working sessions are being held during which specialists will deliver technical papers on recent developments in this sector. In connection therewith visits to specialized installations and enterprises are planned.

The vehicle will be English. An adapted programme for ladies accompanying their husband is being arranged for.

All participants will also have the opportunity to attend some cultural events that are being organized in Antwerp in

(Continued on page 58)

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 × 400mm ϕ
to 1,500mmH × 2,000mm ϕ .



THE YOKOHAMA RUBBER COMPANY LTD.

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(Continued from page 56)

the framework of the commemoration of Rubens.

The Contactdays which link up with those held in 1973 and in 1975, are set up by the Chamber of Commerce and Industry of Antwerp and the Professional Association UCOGRAS, in cooperation with the City Council and the Port of Antwerp Promotion Association.

The secretariat of the Contactdays has been entrusted to the latter association, from which all information regarding themes, conditions for inscriptions, practical organization etc. can be obtained. Contact address: Port of Antwerp Promotion Association, Brouwersvliet 33, bus 5, B-2000 Antwerpen, tel. 031/31.44.73, telex 33069.

Know-How at the service of development cooperation

Antwerp, Belgium, 21/1/1977 (Press Release, Annex to "Hinterland 91 E"):-It is common knowledge that not all seaports were able to face the fast growing trade. In the course of the past decades the international maritime cargo traffic has not only doubled but also its structure underwent a considerable change. With the coming into use of palletization, the bundled load and due to the start of the container the necessary supra- and infrastructure works needed to be adapted and/or extended. When larger vessels were put into use for specialized traffics the ports got another function to carry out, viz. storage and distribution. A modern port therefore needs increasingly larger areas.

Not everywhere in the world the same precautions were taken in time to face this increased and considerably changed world maritime cargo traffic. Port congestion, the situation in which port infra- and suprastructures have not been sufficiently adapted to the constant increase in the imported cargo mainly in African, Asian and South-American seaports is a regretful fact. However, other ports can contribute to fight this problem in third world countries by making available, like Antwerp, its port know-how. Private enterprises—such as dredging companies and engineering firms—as well as the General Management of the Port are prepared to contribute to better port politics in overseas territories. Thus for instance in the course of the past years trainees from Turkey, Nigeria, Ivory Coast, Senegal, Zaire . . . have spent several months in various departments of the General Management of the Port of Antwerp. Also many Antwerp experts have been in countries with port problems to advise them in their problems.

The background of this port congestion problem and the present and future role of the port of Antwerp therein are described in Hinterland No 91, by Mr. F. Suykens, deputy General Manager of the General Management of the Port of Antwerp.

In other pages attention is paid to the functions of the Maritime House, and columns such as Port Economics, Insurance, Transport by Road, Inland Navigation, and Services and Firms inform the reader about the port of Antwerp.

Successful Trade Mission

Bristol, U.K., May 4, 1977 ("PORTFOLIO" A Newspaper for the Port of Bristol):-Portfolio spoke to the General Manager of the PBA, Mr. Stanley Turner, immediately after his return at the end of last month from a visit to Australia and New Zealand, in company with the Chairman of the Docks committee, Councillor Wally Jenkins.

Mr. Turner said: "I was required to attend the Conference of the International Cargo Handling Coordination Association in Melbourne, and specifically as International President of ICHCA, after completing the maximum allowable period of four years, to hand over to Stanley Mayne, Chairman of the Melbourne Harbor Commissioners.

"In view of the amount of trade we have with Australia and New Zealand it was sensible for the Chairman and me, whilst in the area, to engage in trade promotion for the Port.

"We made arrangements to meet representatives of the Producer Boards, shippers and shipowners in Melbourne, Sydney and Wellington, where we took the opportunity of informing them of the new developments at the West Dock, but concentrated on traffic we wish to see maintained and increased at Avonmouth.

"Unfortunately, as a result of our joining the EEC, Australian trade has been reduced, but as far as New Zealand is concerned, meat, wool, fruit and canned goods have been well maintained.

"The message which we endeavoured to give in NZ was that while much trade is to be containerised in the near future we are anxious and willing to cater for non-containerised trade at Avonmouth. In this respect we emphasised the excellent motorway connections of the M4 and M5.

"We were assured by the Chairman of the NZ Meat Producers Board that they were happy to continue using Avonmouth, particularly because of the Transit Cold Stores and the other Cold Stores, available together with the road communications available, but it was made quite clear that to hold the business and get additional trade we will have to continue to give the service required by shippers and shipowners.

"In that connection, it was a disappointment, having persuaded the Fruit Board of our anxiety to handle their business at Avonmouth, to find from Quay Notes of April 21st, on my return, a report of a poor performance on the "Port Chalmers".

"There is no doubt that goodwill exists towards Bristol in Australia and NZ, and they now have a better appreciation of the advantages we can offer and what we are prepared to do at Avonmouth and the West Dock.

"But if we are to retain and increase trade we must give the service and productivity that shippers, shipowners and receivers require."

Mr. McCrae steps down

Glasgow, U.K., April, 1977 (Clydeport News):-Mr. Alister G. McCrae, who has headed the Clyde Port Authority since it came into being in 1966, has relinquished the chairmanship in order to, in his own words, "make way for a younger man".

(Continued on page 60)

It's quite natural for Nippon Steel to be more than a producer of steel. You see, besides having steel-making know-how, we've accumulated diverse technologies through constructing ten of our own steelworks.

That's why we can offer a wide range of services for offshore, urban and industrial development.

For oil/gas-related offshore projects, for instance, we handle everything from design to installation.

BEYOND STEELMAKING.

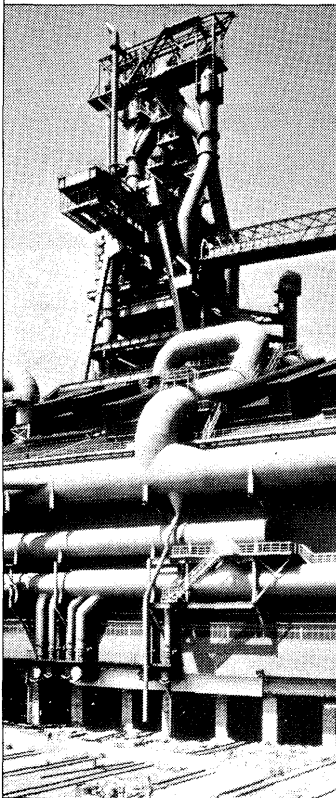
Introducing the versatility of Nippon Steel.

We even have our own fleet of work boats.

On land, we're active in many areas. Suspension bridge erection is one of them. Housing is another. A lot of people are now living comfortably in pre-fabricated housing developed by us.

Naturally enough, you'll find us involved in the manufacture of steel mill equipment and facilities. And, since we're the world's largest steelmaker, you won't be surprised to learn that we provide engineering for integrated steel mill construction. Along with operational guidance.

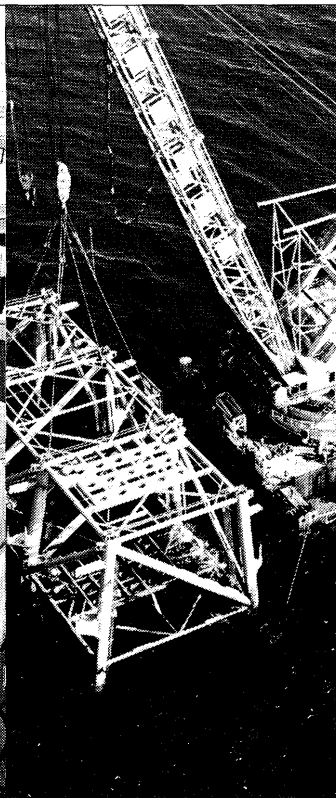
Like to know more? Send for our Engineering Divisions Group brochure. Write to: 6-3, Otemachi 2-chome, Chiyoda-ku, Tokyo 100, Japan.



Manufacture of steel mill equipment and facilities has long been a Nippon Steel specialty.



Nippon Steel can engineer entire steel mills—and provide guidance for their operation.



Nippon Steel undertakes all aspects of oil/gas-related offshore projects.



Nippon Steel's prefabricated housing systems answer the need for economical housing.

NIPPON STEEL

Tokyo, Japan

(Continued from page 58)

The new Chairman, from April 1, is Mr. Robin G. Duthie who has been a board member since July, 1971.

At the same time Mr. Frank P. Rait—with Mr. McCrae, the longest serving member of the board—has retired.

In his place, the Minister for Transport in the Department of the Environment has appointed Mr. A. Robertson.

Mr. McCrae, who was made a Commander of the British Empire in the Birthday Honours List four years ago, has done much to help establish the Clyde in the ports' "big league" since Clydeport became Britain's first estuarial authority.

Happily, his long experience of the industry will not be lost for he is remaining on the Clydeport board.

The new Chairman, Mr. Duthie—who is Chairman of Black & Edgington Ltd.—was first appointed to the Authority by Greenock Chamber of Commerce. He remained on the new ten-man board when the Authority was restructured two and a half years ago.

Mr. Rait, who represented Glasgow Chamber of Commerce on the Clyde Navigation Trust and subsequently on the Authority, was Clydeport's Deputy Chairman from 1969 till the end of 1975 when he stepped down and Managing Director Mr. James P. Davidson became Deputy Chairman.

The new board member, Mr. Robertson, is Managing Director of Hugh Smith (Glasgow) Limited and a Director of Glasgow Chamber of Commerce.

Board members re-appointed by the Transport Minister are Mr. J.E. Boyd, Mr. C.I. Gray, Mr. A. McMahon and Mr. T.S. Shearer.

Best-ever year in 1976

Glasgow, U.K. April, 1977 (Clydeport News):—Clydeport had its best-ever year in 1976 with a net surplus of £2.341 million.

Total turnover of all of the Authority's business interests—warehousing, road haulage, export packing and data processing in addition to traditional dockland activities—reached a record £18.729 million. This yielded an operating profit, before interest and depreciation, of £5.245 million—nearly £2 million more than in 1975.

Announcing these results Deputy Chairman and Managing Director, Mr. James P. Davidson, said: "These figures reflect the wisdom of the Authority's policy in broadening our commercial base. Though the economic climate was not ideal, each of our separate profit centres succeeded in making a contribution to the excellent overall result".

He summarised the year's performance, compared with 1975, as follows:—

	1976	1975
	£m	£m
Group revenue	18.729	13.704
Operating surplus	5.245	3.449
Interest charges	2.349	2.141
Depreciation	0.878	0.807
Net surplus for year	2.341	1.203

The Authority's capital expenditure during the year

amounted to £2.4 million, towards which the E.E.C. Regional Development Fund contributed grants of £650,000.

Reviewing the year's trade through the port Mr. Davidson said that while the total of imports and exports had fallen by more than two million tonnes to 10,090,766 tonnes this was due mainly to the continuing decline of crude oil imports at Finnart as a result of North Sea oil coming on stream.

There was, on the other hand, an increase of some 20% in iron ore imports and in general cargo liner exports through Glasgow docks.

On prospects for the current year, Mr. Davidson commented: "I am confident that we will maintain our position among the most commercially successful ports in Britain".

"VIEWPOINT"

Glasgow, U.K., April, 1977 (Clydeport News):—Record breaking of any kind is a thrilling business, usually accompanied by fanfares and several kilowatts of limelight, then followed by television repeats galore. Unlike Red Rum's third National win, Clydeport's £2.3 million profit for 1976 will not feature in a Guinness book—but it is a highly significant record, for all that.

Profitability is the only meaningful measure of the success of any commercial enterprise. There is no substitute, and without the enthusiasm profit motivation generates, an organisation can quickly die. The fact that Clydeport is consistently successful reflects credit on the undertaking's entire management and staff. The record surplus for 1976 is particularly pleasing because it speaks volumes for the wisdom of enlarging the scope of the Authority's activities to encompass businesses outside dockland.

Separate profit centres in the fields of road haulage, export packing and data processing, as well as stevedoring and warehousing, have all contributed to the overall success.

Continuing profitability is the key to autonomy, stability and the ability to take advantage of fresh opportunities. Allied to efficient service to customers, it is the stuff that security is made of in even the most difficult economic times.

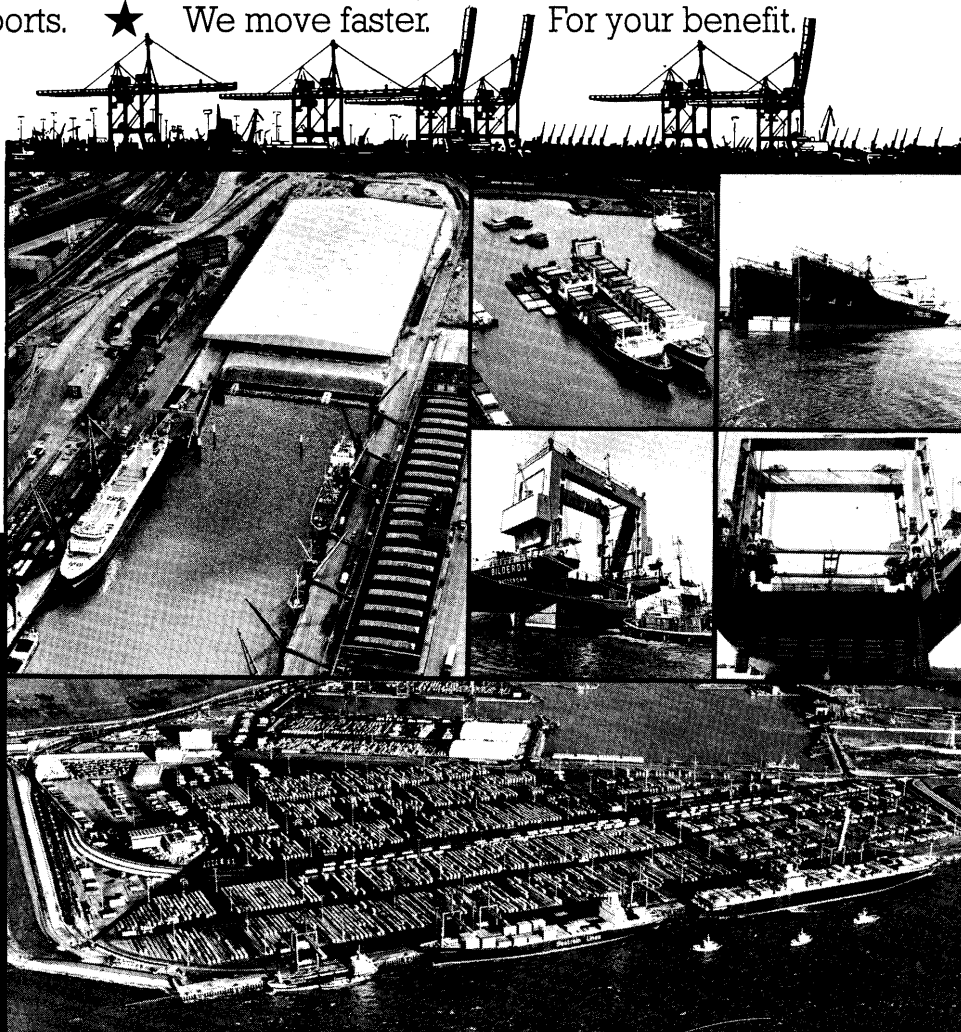
Slainthe !

Happily, the port's most valuable export commodity, whisky, apparently continues to go down well overseas. Statistics for 1976 show foreign exports of "Beverages" totalling 266,392 tonnes, compared with 248,962 the previous year. Of this total, Scotch whisky amounted to 247,543 tonnes—probably the highest ever annual throughput.

— Clydeport News

Container Ro/ro-Lash

Intermodal traffic needs speed, efficiency, and flexibility. ★ We've got the facilities and the know-how. ★ That's why more and more lines are calling at our ports. ★ We move faster. For your benefit.



***The Ports of
Bremen-Bremerhaven***

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Bremer Lagerhaus-Gesellschaft, 285 Bremerhaven, Steubenstr., Phone 48 41, Telex 02-38722

Coke on Conveyor

London, 22 April 1977 (British Transport Docks Board):—A new high-speed conveyor system for the shipment of coke is to be installed by the British Transport Docks Board at Barry, South Wales, at an estimated cost of £400,000.

This decision follows an agreement between the Docks Board and National Smokeless Fuels Ltd, (a subsidiary of the National Coal Board) who own three coking plants at Cwm, Coedely and Nantgarw. National Smokeless Fuels Ltd. plan to ship world-wide at least 500,000 tonnes of coke and breeze/fines through Barry over the next five years.

Mr. John Williams, Port Director, South Wales said "This new contract represents a major boost to the port's trade. Barry's reputation was built on coal and it is particularly encouraging to see this export traffic returning again."

The new system, which will be situated at No. 2 Dock, will load the fuel from road or rail vehicles at an estimated rate of 300 tonnes per hour. A 15-acre stocking area, from which the conveyor can also be fed, will be provided as well. A possible future development will be the construction of a further belt, which will transfer the fuel to and from the stocking area.

Coke will be discharged into a pit by bottom-door rail wagons or tipper lorries, and be carried on a 48-inch wide conveyor belt over a distance of 270 metres to the ship's side. After passing over a belt weigher, it will be deposited into the ship's hold by means of an adjustable conveyor shiploader.

National Smokeless Fuels Ltd. General Manager for Wales, Mr. Syd Maskell said, "This new conveyor system should prove of considerable benefit to the South Wales coking and carbonisation industry. We have a healthy overseas market for our products and this facility will prove a highly efficient method of loading vessels at the docks."

The installation is expected to take about a year to complete, and will replace the two 30-tonne capacity coal hoists at No. 1 Dock, which are life-expired and are being withdrawn from service.

Bremen News

Bremen International

• Container-Run on Bremerhaven

Bremerhaven, 28.3.77 (BremIn). The present run of container shipping companies on Bremerhaven and the continuing over-proportionally high growth-rate of the major German container-terminals has, in mid-March 1977, led to the decision of the Bremen/Bremerhaven port-group to bring forward and to commence immediately with the considerable additional port expansion which had been scheduled for 1978/79. With DM 130 millions, the river quay adjacent to the present container terminal on the Outer-Weser at Bremerhaven is to be extended another 570 metres (330 m for a 4th container-ship berth, with 240 m as reserve). A 120,000 sq.m. water-area is to be filled-in

behind the quay. The total available area for containers in Bremerhaven will then amount to 921,500 sq.m.,—nearly one complete square kilometre.

The topmost edge of this newest section of river-quayage will then also be 7.5 metres above tidal datum and a flooding of the berths, even in storm tides, will be prevented by large wave-chambers below the concrete covering. The harbour-bottom, off the river quay, is to be deepened in two stages, to 14 and then 17 metres below chart datum. The extended quay is also to be outfitted with the required handling equipment (additional container-bridges, rail tracks etc). The preparatory work, alone at a cost of DM 7 millions, has been started. The quick decision of the port-group and its approval by all committees, right up to the port-senator and parliament, within a period of only a few days, is just another indication of the high flexibility of the Bremen ports, including that of the investment sphere.

The surprising decision taken, simultaneously with the current construction program for 1977, to put the work scheduled for 1978 and 1979 immediately in hand is attributable to the unusually great demands being made by container lines. The ever tighter sailing schedules of big shipping companies and consortiums, with their ever larger ships costing up to DM 100,000 daily, have led, thanks to the modern container handling plant facilities with their well-oiled, computer-controlled, systemised organisation in the Bremen ports, to a concentration of all the significant container lines—and related feeder services—on the ocean-proximate container-terminal of Bremerhaven. The number of liner services has now risen to 37 and will increase still more in the near future. Four new services have already been notified. In Bremerhaven one is calculating on services to the Near and Middle East, to South Africa, Pakistan, India, Thailand, Indonesia, the Philippines and, not last, to South America—particularly to Brasil. In the long run, up to 80 percent of general-cargo on these trades will be suitable for containerisation. To this must be added the expansion in present trades.

This also explains the over-proportionally high growth-rate. The container proportion of general-cargo of the Bremen/Bremerhaven port-group, has increased from 1% in 1966, through 5% in 1968 and 10% in 1969, to 15.5% in 1970. It already rose to 21% in 1971, 26% in 1972, 30% in 1973 and attained 36.5% in 1976. In Bremerhaven it is expected that by 1980 the container share of general-cargo will have reached 45% and by 1985—50%. This is undoubtedly no exaggerated expectation when one considers that the current share of containerised general-cargo of the USA trade for Bremen/Bremerhaven already stands at 60%, Tonnagewise, the container-handling over these 11 years since 1966 increased from 0.072 to 3.703 million tons (1976) for Bremen/Bremerhaven. One is anticipating 4.9 for 1980 and 6.5 million tons in containerised general-cargo for 1985.

• Senator Brinkmann visits Brasilia, Rio, Sao Paulo, Porto Alegre

Bremen, 28.3.77 (BremIn). Accompanied by leading representatives of the Bremen economy and experts of the state-government, the Bremen Senator of Ports, Shipping and Traffic, Oswald Brinkmann, will, between April 16th and May 1st 1977, be meeting comparative representatives

of Brazilian politics and economics in Brasilia, Rio de Janeiro, Sao Paulo, Porto Alegre and Rolandia, for discussing the further promotion of German-Brazilian cooperation and Bremen-Brazilian trade. The annual Bremen-Brazilian trade and goods-exchange runs into the hundreds of millions of Deutsche Marks, even reaching nearly DM 2 milliards in 1974 and has doubled since 1970.

● **Bremen Shipping Company Constructs Own Container Terminal in Damman**

Bremen, 28.3.77 (BremIn). The Bremen shipping company DDG Hansa is, at a cost of DM 12 millions, building its own container terminal in the Arabian port of Damman, for handling the liner services of large roll-on-roll-off ships from Europe and the USA, w.e.f. July 1977. The shipping company estimates an initial handling of at least 500 containers per month. At the moment pre-fabricated buildings (for offices and vehicle-servicing) are being erected for 40 employees on a 50,000 sq.m. site. The DDG Hansa will, between July and November 1977, be placing 4 new, large ro-ro ships into service, each having a 500-container capacity for trading between Europe/North America and Arabia.

● **Hapag-Lloyd takes over "Otto Hahn"**

Bremen, 12.4.77 (BremIn). From April 1st, Germany's biggest shipping company, Hapag-Lloyd AG., is operating and freighting the "Otto Hahn" (16,870 GRT)—the first and—till now—the only nuclear propelled freighter in the world. She has already covered some 500,000 sea-miles calling at ports in 22 countries, without once having experienced trouble with her reactor plant. The ship, named after the German scientist who split the atom, was launched on June 13th 1964, received a second reactor nucleus in 1972, and has been operated until April 1st 1977 by the Association for Nuclear Energy Evaluation in Ship Construction and Shipping (GKSS), in which the Federal Republic of Germany is participating with 90% and the 4 North-German coastal states of Bremen Hamburg, Lower-Saxony and Sleswick-Holstein participate with 10%.

More tonnage in 1976

Amsterdam, March 1977 (Amsterdam News Letter):—In 1976, the Port of Amsterdam showed an increase of 3.75 percent in the overall amount of sea-going tonnage handled—19,500,000 in the past year, up from 18,794,000 in 1975. Significant gains were recorded by mineral ores (+16.7%), general cargo (15.4%) and miscellaneous coal and cokes (+23.1%), general cargo (15.4%) and miscellaneous products (+49.3%). Molasses, seed oil and cattle fodder accounted for the bulk of the sharp increase in the last-named category.

Last year, approximately 5,625 ships—totaling 17,029,000 net registered tons (NRT)—called at the Port of Amsterdam.

The average net registered tons per ship was 3,027—a three-fold increase since 1950, when ships calling at the Dutch capital averaged 1,053 NRT.

Association Chairman Elected

Dublin, Ireland (Irish Port Authorities Association Press Release):—At a General Meeting of the Irish Port Authorities Association held in Dublin on 17th November 1976, Mr. Paul Byrne, Chairman, Dublin Port and Docks Board, was elected Chairman of the Association.

Gray Mackenzie Monthly Bulletin

FEBRUARY 1977

● **Abu Dhabi**

Delays varied between 27 to 32 days during the month. Number of vessels registered and waiting for a berth were on an average 44 during the month.

The first stage contract for the new harbour (please refer January Bulletin) for the construction of offshore breakwater, inland breakwater and retaining work for the future reclamation valued in the region of £43 Million (\$73.9 Million) has been won by Dong Ah Construction Company of Korea.

The Howard Algeemi Construction, an associate Company of John Howard & Company International of U.K. has won extension to the naval jetty contract. The work involves construction of a 435 meter sheet piled wharf. The contract is valued at £1.2 Million (\$2.04 Million).

● **Dubai**

During February, 1977, 152 ocean vessels discharged 299,762 deadweight tons of cargo at Port Rashid which included 14,128 tons bulk cement.

Berthing delays for new arrivals averaged from 62 to 65 days.

Following is the text of a message sent to all Shipping Conferences by the General Inspector of Port and Customs, Government of Dubai, dated 5th March, 1977:—

"Four additional deepwater berths in Port Rashid Extension are in use from 5th March although initially they will be restricted basically to direct delivery type cargo. Nevertheless this will greatly assist the improving situation at the port where the number of waiting vessels has reduced from 197 to 120 in last two months and the longest waiting time is now 65 days. However, earlier advices are reiterated that this applies only to longest waiters with no measure of priority cargo and that 60% of vessels calling receive priority treatment resulting in from Nil waiting time to less than 30 days on average. In view of this improved situation and the efforts and expenses being incurred to serve port users and the excellent service the Port rendered until this congestion started which now regrettably no longer appears to be reciprocated by liner companies, all Conferences are called upon by the Government and the Trading community as a whole to immediately and favourably review the current high level of surcharges and to contribute towards a reduction of inflation in the area generally. Your immediate acknowledgement and response is awaited."

● **Khorramshahr**

During February 77 vessels discharged 307,095 tons of import cargo.

There was a berthing delay of up to 5 days.

● **Kuwait**

During the month of February, 124 vessels called at Kuwait port discharging 270,520 tons cargo inclusive of 6 cement carriers which discharged 84,108 tons.

Berthing delays at Kuwait ranged from 48 to 50 days for Conference Lines and from 90 to 95 days for Non-Conference Lines.

General

The floating drydock "Mishrif" arrived during the month and is temporarily moored at No. 18 berth Shuwaikh. The dock has a lifting capacity for vessels up to 14,000 D.W. tons and we believe will be fully operational by March, 1977.

The Port Authority are contemplating allocating berths 9 and 10 Shuwaikh to Conference vessels in addition to Berths 1-8 already used by Conference member vessels. A decision is expected shortly.

Work has started in the Shuwaikh area to receive a passenger vessel which will be beached and "cemented in" for use as hotel accommodation. The name and details of the ship concerned will be advised when known.

A Kuwaiti company intend running a car ferry service between Kuwait and Khorramshahr. It is understood the service will not commence before June and will carry about 12 average sized saloon cars.

MARCH 1977

● **Bahrain**

Vessels were subject to a berthing delay of 28 to 31 days during the first half of the month which reduced to 18 days during the second half.

Tenders will be issued this year for the 25 kilometre \$800 Million causeway between Bahrain and Saudi Arabia for a completion target date of 1981.

Saudi Arabia is to finance a \$38 million sports city in Bahrain. Tenders are expected to go out by the end of this year. There will be a 30,000 seat stadium and an Olympic-sized swimming pool and the target completion date is 1980.

The first two new berths of the Bahrain (Mina Sulman) Port development will be completed in September, 1977. Thus in September 12 berths will be in operation which includes two new jack-up berths from Singapore which will be fitted in March, 1977.

An area of 2,300 feet in length and 100 feet inland at Sitra has been offered to the Port Authorities for consideration as a possible Container and Direct Delivery cargo facility. Dredging is taking place to a depth of 36 feet and this should complete in July, 1977.

● **Dammam**

122 vessels called at Dammam during March, 1977, to discharge 401,332 tons including 166,082 tons cement. In March 1976, 85 vessels offloaded 362,908 tons and loaded 11,000 tons urea. Vessels were not subjected to any berthing delays.

● **Abu Dhabi**

80 vessels called at Mina Zayed during the month of March, 1977, and discharged 122,286 deadweight tons of cargo. Imports consists of 48,866 tons of general, 10,679 tons steel, 54,741 tons cement, 8,000 tons bitumen plus 1,229 vehicles, 7,722 cubic meter of timber, 6,532 heads of sheep, 3 heavy lifts, 2 cranes and 4 lash barges.

Additionally, 1 tanker called and discharged 23,000 tons of gas oil.

There has been no significant change in berthing delays and these still vary between 25 to 28 days.

The Container Service which is being introduced by certain of the Shipping Lines appears to be gaining popularity. Whilst no priority is giving to the Container vessels, the Port Authorities have extended their co-operation by making available direct delivery berths for such vessels.

● **Khorramshahr**

During March 77 vessels discharged 290,627 tons of import cargo.

Berthing delays ranged from two to six days.

Nagoya Port News

March 1977

● **-Cargo Tonnage Nears 100-Million Mark—Nagoya Celebrates 70th Birthday as International Port**

It is just 70 years since Nagoya was officially inaugurated as a worldwide port. From its modest scale in 1907, it has grown into one of the world's largest ports within two-thirds of a century, a development confirmed by international stature both in name and fact.

Cargo handling last year came close to 100 million tons, and the yen total was just over 3,150 billion, twin figures which topped anything in the port's 7 decades as a world port and making her 70th anniversary all the more deserving of celebration. Various events will be held in connection with the anniversary, among them the long-awaited Exhibition of the People's Republic of China, which will take place in May right in the heart of the port at Kinjo Pier. Preparations for these events are moving ahead steadily at port facilities, and efforts are also being made to shape the port into a port for people, with close ties to surrounding communities. Three round table discussions on the 'Port For People' theme were held last year. After a fourth this coming July, a new port development policy will be in the offing.

Automotive exports, the leader in outgoing cargo, showed a big 38.8 percent increase. Cars, the key export item, numbered some 1.4 million. They were bound for such destinations as America, Europe, the Middle East, Australia and Southeast Asia.

Container cargo soared sharply to 35.1 percent over the earlier figure. The New Zealand route was added to the present lines (North America, Australia, Nakhodka, etc.), and this spring saw the first call by a containership on the Iran Line.

● -'76 Foreign Trade Outstrips Domestic Total— An International Port Worthy of the Name

Despite the sluggish national scene, fresh statistics show an extremely favorable upturn in port figures from the not so spectacular ones of a year before, as cargo volume and ship tonnage came in at record-breaking levels. Cargo volume, sparked by the surge in vehicle exports and crude oil imports, saw foreign trade totals surpass the domestic figures. Truly, Nagoya has become worthy of its name as an international port. Here is the breakdown on ships of call and cargo handling.

Ships of Call

In 1976, a total of 57,692 ships (112,576,640 gross tons) dropped anchor in Nagoya. This represented an increase of 2,622 ships (7,645,988 gross tons) over the 1975 figures. In other words, the rate of increase was 4.8% for vessels visiting and 7.3% for their tonnage, and the greater rate for tonnage compared to the number of ships calling underscores the trend to larger-sized ships. Containership held steady both as to number and gross tonnage, but ferries took a downturn. Forty-nine tankers tied up at the seaberth facilities, and dead weight tonnage averaged 215,412 per vessel.

Cargo Volumes

Overall cargo volume reached 98,935,128 tons, just a step away from the 100-million mark. This was a 14.2% gain over the year earlier and, of course, the highest figure in port history. Foreign trade outstripped domestic trade, and this was an outstanding accomplishment attributable to spurts in imports such as crude oil, lumber, other wood items and petroleum products, and to the good growth of exports like vehicles, iron and steel, and ceramics.

Container cargo came in at a husky clip, showing an increase of about 2.5 million tons or 35.1% over the previous year. Considering the number of containerships was virtually the same as the year before, one realizes how efficient container traffic is becoming at Port of Nagoya.

Some 77.5% of the crude oil coming into Port of Nagoya is handled at the Ise Bay Seaberth, and the 51.6% increase in crude oil intake over the year before catapults it into first place. Supply sources are Saudi Arabia, the United Arab Emirates and Indonesia, among others.

Lumber and other wood items coming in showed a good recovery, and the huge facilities at the Timber Port on the west were really kept busy handling the imports.

● Long-Awaited Chinese Exhibition

On February 26th, the Nagoya Port Authority was honored by a courtesy call by Mr. Lo Fun Chun, Director of the International Trade Promotion Association of the People's Republic of China and fellow members of the forthcoming Chinese Exhibition Survey Team, which is now preparing for the event to be held in Nagoya. After saying hello and discussing matters at the Port Authority, the group visited the exhibition site, expressed satisfaction with facilities and said how much the success of the exhibition would mean in terms of closer relations between Japan and the People's Republic of China.

With the eagerly awaited Chinese Exhibition just a month away, the preparations are moving ahead on Kinjo

Pier in and around the International Exhibition Hall. This mammoth Hall measures 134 meters across and has approximately 15,000 square meters of exhibition space in which display facilities, attractions and sales booths can be nicely arranged. The coming exhibition will feature six different displays, one of which has Sino-Japanese Friendship as the theme. Plans call for movies, performances by song and dance groups, sales of Chinese products, and a program filled with many interesting attractions.

The exhibition runs from May 3rd through the 22nd, and since the event coincides with a number of Japanese holidays, a great crowd of visitors is expected. Access to the exhibition site will be by car and bus, and the subway will also serve as a fast, convenient means of transportation. To alleviate the strain on overland traffic, authorities plan to use Port Tour boats to carry exhibition-goers from the Central Pier out to the Kinjo site.



Mr. V. Thirupathy, PSA Kelpel Wharves Zone "A" Manager presents a commemorative salver to Captain Edmundo Bianchi, Master of M.V. "LA RIOJA" on her maiden voyage call to PSA on 24 Feb. 77. The 10,229 GRT vessel which is owned by the Argentinian national line Empresa Lines Maritimas Argentinas (ELMA) and plying South America—Far East—Japan route loaded some 1,600 tonnes of rubber and gunnies before sailing back to Buenos Aires. (Port of Singapore Authority)

Lucky Port of Brisbane : New Scheme for Fisherman Islands

Port of Brisbane Authority



Sir Charles Barton, Chairman of the Port of Brisbane Authority

Brisbane, Australia, April 13, 1977:—Brisbane: If Australia is the lucky country, as writers have proclaimed, then Brisbane must qualify as being fortunate to a singular degree.

To be more precise—it is the Port of Brisbane that is being watched with envious interest by harbour administration and shipping people.

The port is about to embark on a multi-million dollar regeneration project which will see new, modern facilities created and which inevitably will give the port more status and more business in the toughest of all leagues—international trade.

The master scheme is to complement the “old” port facilities in the Brisbane River, with new facilities on Fisherman Islands (Located right at the mouth of the river) where there are no land or space restrictions to inhibit proper, planned growth and development.

It is an opportunity that is available to relatively few modern day ports.

Directing the mammoth task is the newly established Port of Brisbane Authority.

The Authority (comprising nine members, appointed by State Government) came into being on December 6, 1976. It held its first board meeting on December 17, 1976.

The composition of the board has attracted a great deal of favourable comment.

The members comprise an excellent and energetic combination of talents covering expertise in the fields of administration and organisation, engineering, union, shipping, transport, local government, finance, and port operation.

It has been estimated that in the initial stages, \$40



Mr. F.M. Wilson, General Manager of the Port of Brisbane Authority

million will be invested in the islands' project and that in the first ten to twelve years the outlay will be \$90 million.

Tenders for two major contracts already have been called:—

A contract for the construction of a causeway-bridge to link the mainland at Lytton to the islands has been awarded to Thiess Bros Pty Limited and tenders have been received for the supply of two container cranes.

Decisions on the cranes are expected to be made shortly. If all goes well, the first new wharf on the islands should be receiving its first ship and its first container in 1979.

For the uninformed, the preceding information might give the impression that the Port of Brisbane has reached its present launch position with undue and unnecessary haste.

This is far from the truth.

Thes “story” goes back to 1971. Every move . . . every step . . . has been made carefully, and deliberately, and only on the basis of survey, study, planning, evidence and proven fact.

The time-table below will give some insight into the procedures and organisation that were necessary:—

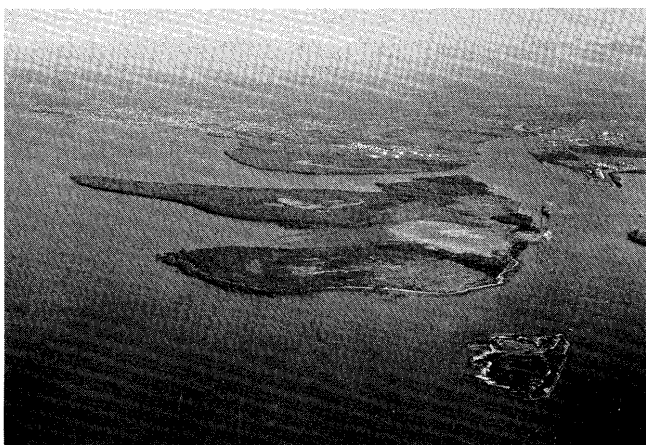
1971 Port of Brisbane Division was formed as part of the Department of Harbours and Marine.

1971 The Division almost immediately set itself to examine the problems of the port and infrastructure. The investigation took about two years and became known as the Port of Brisbane Strategic Plan study.

1974 Port of Brisbane Strategic Plan completed. (The main findings were that the port should be phased out of the river to Fisherman Islands and that an authority be established as an autonomous body to co-ordinate, control, develop, and manage the port.)

1975 Strategic Plan accepted by State Cabinet and presented to Parliament.

1975 Experts called in to produce a master plan for port



Fisherman Islands—located at the mouth of the Brisbane River—now being developed for the Port of Brisbane Authority as a “new port” site. First wharf should be operational by 1979.

development.

1976 A bill to set up the Port of Brisbane Authority goes before State Parliament.

and—so, we come to 1977.

For Brisbane, the shift of emphasis and policy from a river port to an islands/bay port was not just a question of improving the opportunities for trade—it was a question of long term survival.

With each passing month, the internal port, operational, handling and transport problems were becoming more serious—and, of course, as the ships became bigger, so these problems were compounding.

Just one example—without further, very expensive dredging (and this already is costing \$4 million a year just to maintain the status quo) the largest general cargo ship which can comfortably use the Hamilton Reach of the river is about 28,000 d.w.t.

By transferring the port to Fisherman Islands, Brisbane will be “open” to general cargo ships of up to 60,000 d.w.t. and only minimal dredging will be required.

At the same time, the port development automatically will remove for the shipowner the delay factor which he encounters today waiting on tides so that his ship can enter the river channels.

The big bonus which may accrue to the port as a direct result of the islands’ project, is that Brisbane will be offering the shipowner—particularly the traffic originating in Japan and South East Asia—a more than satisfactory alternate terminal on the eastern seaboard for the Sydney market.

It is proposed that Fisherman Islands will have a standard gauge railway that will connect directly with the New South Wales network. Some shipowners are almost certain to take advantage of the facility to cater for Sydney cargo.

Those considerations aside, there still remains the urgent and pressing need for Brisbane to update, improve, and modernise so that the port will be ready for the challenge of the 80’s.

Current projections are that by 1985 or 1986, the trade through the port will have trebled to something in the order

of 25 million tonnes.

For Brisbane, the question of:

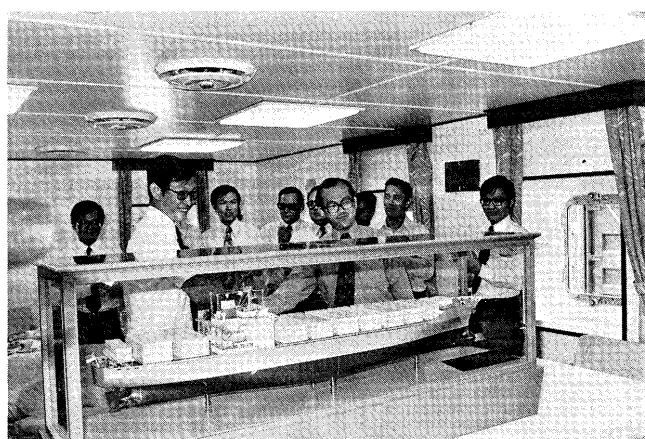
“Will the port be ready?” does not arise.

If Brisbane is to survive as a port city, and a recognised and major international trading centre, she **MUST** be ready.

The first Chairman of the Port of Brisbane Authority (Sir Charles Barton) summed up the situation in these words—

- “In its span of about 150 years, the Port of Brisbane has never faced a more challenging and exciting period than that which it has now entered.
- “Not one of the board members underestimates the size of the task ahead; nor the importance of that task.
- “Brisbane always has been an international trading port.
- “Our job is not only to ensure that it remains so, but to provide the facilities and impetus for continued growth.
- “The port is a vital part of our community, touching the lives and employment of tens of thousands of people.
- “Our sole concern is that 100 years from now the port still will be an integral part of the life of Brisbane.”

“Neptune Coral” maiden voyage



Picture shows, Mr. Chung (2nd from Left) receiving the “Neptune Pearl” on behalf of the Maritime Museum from Mr. Lua (4th from Right).

Singapore, 5 April, 1977 (PSA Press Release):—M.V. “NEPTUNE CORAL”, the fourth fully cellular containership of Neptune Orient Lines (NOL) sailed into PSA Container Terminal on 21 Mar. 77 with a special cargo on board.

The 31,077 GRT vessel which was also on her maiden voyage from Japan brought a S\$10,000 model of her sister ship, the “NEPTUNE PEARL” as a gift to the Port of Singapore Authority’s Maritime Museum in Sentosa.

NEPTUNE CORAL is 207 metres long and has a container capacity of 1569 TEUs, including 97 reefers. Built in Kure, Japan, she is equipped with sophisticated

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Capt. J. Ruthkowski admires the pewter tray presented by PSA while Messrs. Lua (Right) and Chung (Left) look on.

serving Far East/Europe trade route.

At a ceremony to mark the occasion, Mr. Chung Kek Choo, Director (Management & General Services), PSA presented a pewter tray and a book on Singapore to the master Capt. Jerzy Ruthkowski. The "Neptune Pearl" model was handed over to Mr. Chung by the Lines' Senior Liner Manager Mr. Lua Cheng Eng.

safety features such as prediction type of radar, satellite navigational system and a transverse thruster for safe and easy berthing. There is also a loadicator for computerised storage of containers. She has a service speed of 23 knots and will become the seventh ship to join the ACE group

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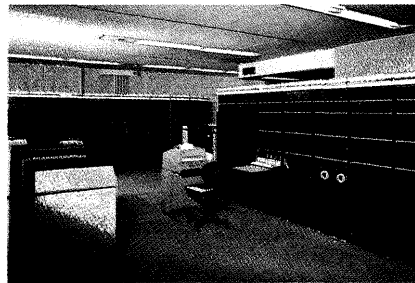
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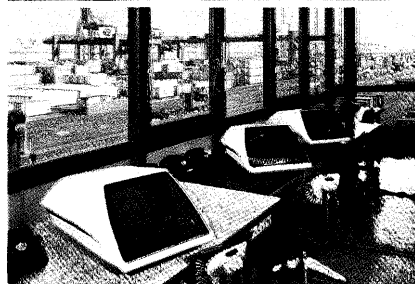
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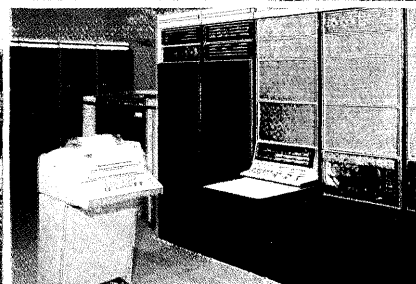
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