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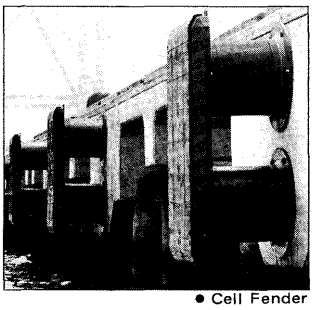

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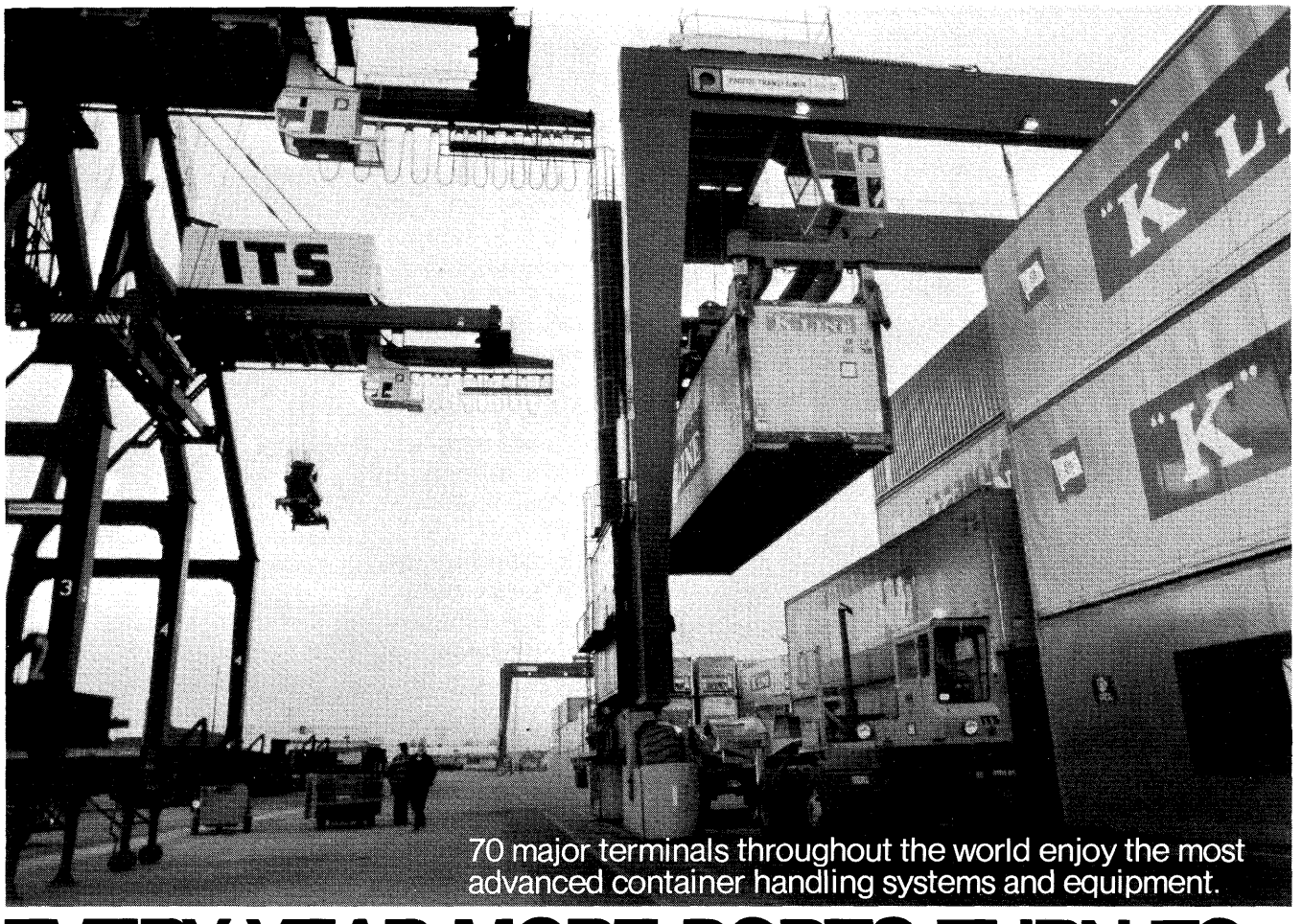

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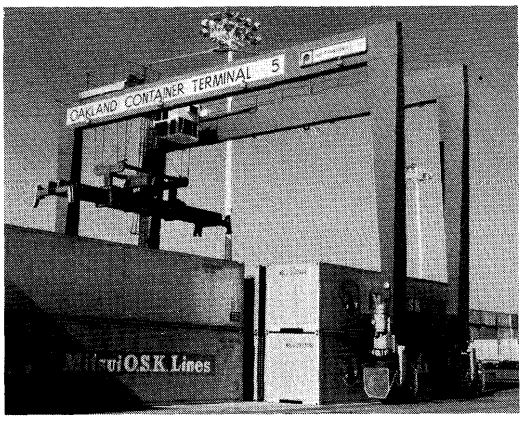

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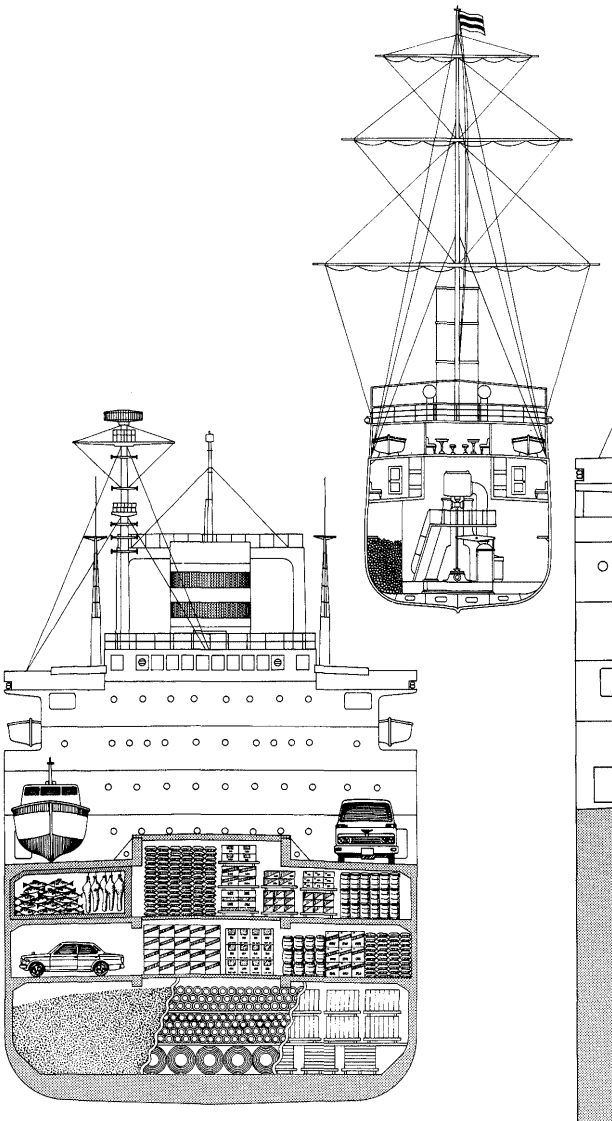

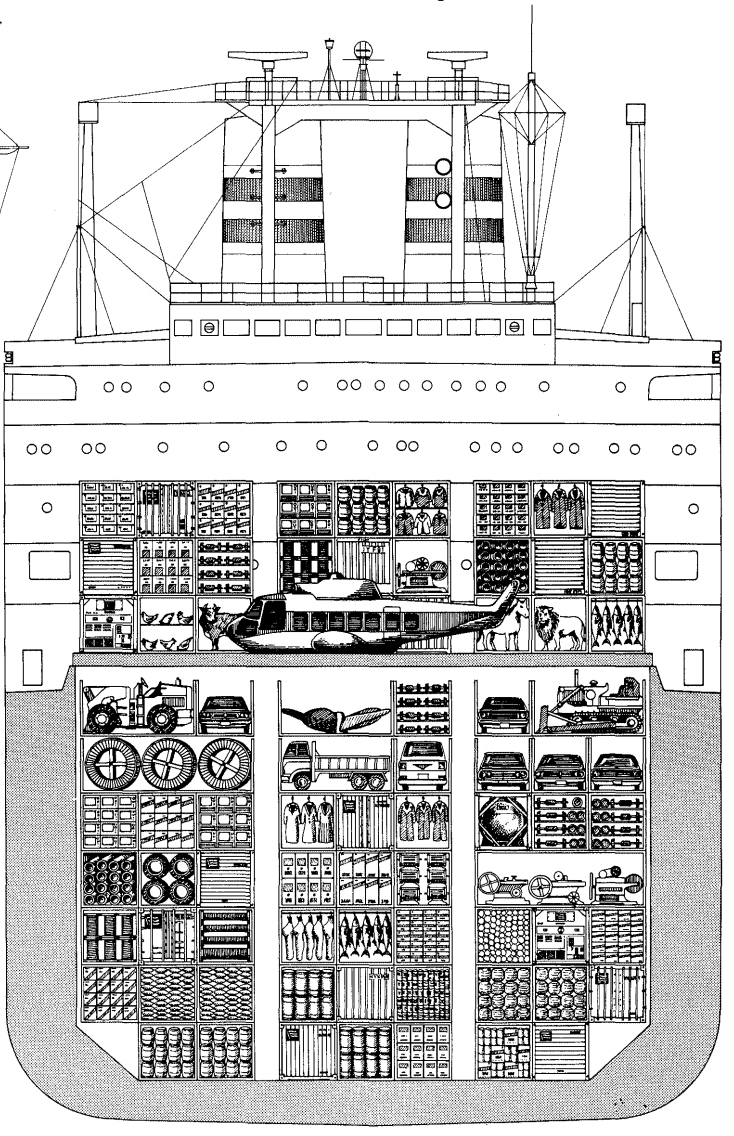

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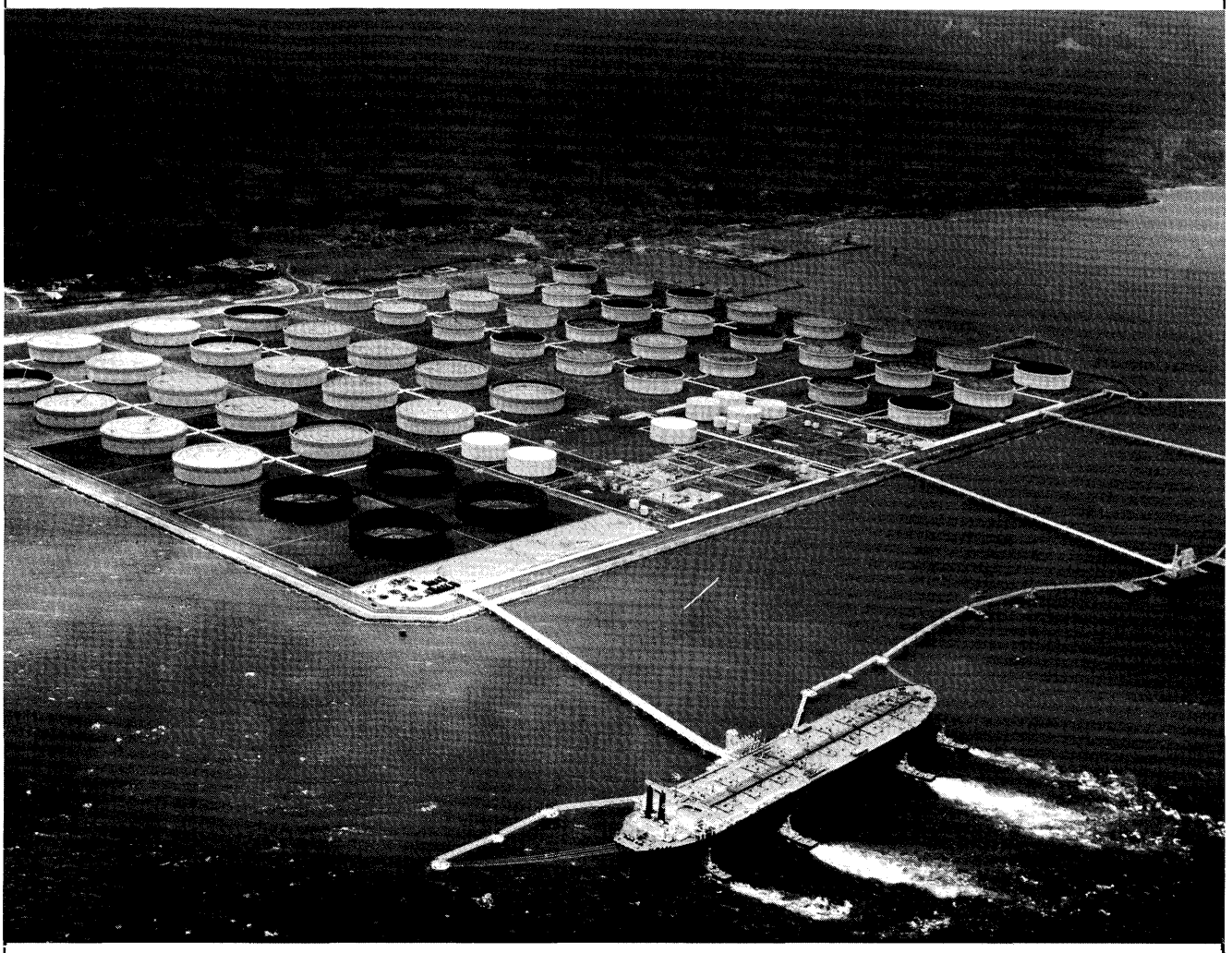

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August, 1977 Vol. 22, No. 8

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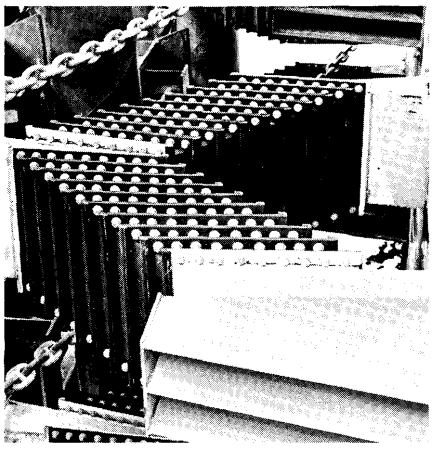

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PORTS and HARBORS

IAPH Head Office Announcements: Pages 7~17

ISO Meeting on Standardization concerning roll-on/roll-off ramp to shore installations

IAPH was represented by Mr. Lars Arwidson and Mr. Jan Persson, Port of Gothenburg at the Meeting on Ro-Ro Ship to Shore Installations held in Geneva on June 6, 1977, through the good office of Mr. Sven Ullman, General Manager of Port of Gothenburg, who among other functions in IAPH, has been active in the preparation of the report on "Standardization of Ro/Ro Ramps" as Chairman of Sub-Committee to Special Committee on Containerization, Barge Carriers and Ro-Ro Vessels.

With the recommendation of Mr. R.T. Lorimer (General Manager, Auckland Harbour Board, New Zealand), the newly appointed Chairman of the Committee, and that of Mr. Ullman, we introduce hereunder the report resuming the discussion of the above meeting for the benefits of IAPH members. The report was issued by ISO Central Secretariat under the date of June 15, 1977 by their reference code number: ISO/TC 8. (TKD)

Were present:

ISO/TC 8	Mr. Björn Andersson, Navire Cargo Gear International AB, Sweden
	Dr. Ing. E. Dolcini, UNAV, Genoa, Italy
	Prof. Gideon Meeuse, Scheepvaartvereiniging Zuid
	Mr. J.H.W. Northfield, Felixstowe Dock and Railway Co., United Kingdom
	Mr. Jan Persson, Göteborg, Sweden
	Ing. A.A.D. Simons, CEBOSINE, Delft, Netherlands
	Mr. G.A. Stokoe, MacGregor, United Kingdom
	Ing. G. Thedori, Schippyard L. Orlando et Leghom, Italy
IAPH	Mr. Lars Arwidson, Göteborg, Sweden
	Mr. Jan Persson, Göteborg, Sweden
ICHCA	Mr. B. Abbott, Technical Secretary
	Prof. Gideon Meeuse, Scheepvaartvereiniging Zuid
PIANC	Mr. Lars Arwidson, Göteborg, Sweden
ISO Central Secretariat	Dr. N.N. Chopra, Director, Technical Coordination
	Mr. F. Abram, Technical Officer, Technical Coordination

Dr. N.N. Chopra opened the meeting and welcomed the delegations.

2. The International Chamber of Shipping had regretted its inability to send a delegate; copy of the ICS letter containing its views was however distributed.

3. It was agreed that the questions to be discussed at the meeting were broadly:

a) is there sufficient justification at the present time to prepare any international standards dealing with roll-on/roll-off ship shore ramps,
b) if so, within what scope or limitations and
c) what should be the organizational set up for doing the work.

Need for international standardization

4. Mr. L. Arwidson informed the meeting of the work carried out by PIANC and IAPH. He particularly drew the attention of the meeting to the report of the PIANC international study commission on standardization of roll-on/roll-off ships and berths which contained a number of recommendations on "standard" terminals for use by "standard" ships and to the report of the IAPH sub-committee on standardization of ro/ro ramps which likewise contained recommended standards for shore ramps and bridge ramps.

5. Mr. B. Abbott informed the meeting of the current activities in ICHCA particularly the progress of the two questionnaire surveys on ro-ro vessel characteristics and ro-ro shore ramp characteristics, the replies to which were still coming in and which would be expected to provide useful information helpful for any future efforts at promoting standardization.

6. The need to undertake further international standardization was then fully discussed. It was agreed that work on the subject should continue as a matter of urgency so as to make full benefit of existing ICHCA, PIANC and IAPH studies and to ensure a better recognition of these by closely associating all interested parties i.e. representatives from Port authorities, shipbuilders, specialists in cargo handling, etc. and by encouraging a larger number of countries to implement the concerned recommendations.

7. The meeting recognized the great value of the work already done by PIANC and more recently by IAPH in proposing standards dealing with the subject. This work should not be duplicated unnecessarily, but on the other hand it would be a pity if the work was not completed and then carried forward to the point at which practical implementation would become facilitated and that meant a set of standards to which all interests can subscribe and publication of these standards in a recognized form.

8. The meeting felt that there was adequate justification for the preparation and publication of formal international standards type of documents dealing with ship to shore ramps and some of the delegates stressed the urgency of initiating this move, but only on the basis of a proper understanding of what these standards should deal with.

Scope and limitations of international standardization

9. It was stressed that there was no need for and indeed it would be impossible and counter-productive if efforts were to be made to standardize also design details or un-critical dimensions; the emphasis should be on performance.
10. The meeting felt that the scope of international standards on the subject should be features which concern ship to shore compatability, functional interchangeability or maximization of interavailability as well as harmonization and rationalization.
11. The view was also expressed that preparation of international standards can progress by stages, e.g. in the first stages international standards of a general nature concerning ships and shore installations, thereafter more standards concerning specifically bridge ramps, shore ramps, etc.

Organizational arrangements

12. Opinions were expressed that the task of preparation and publication of the international standards would be that of ISO with the participation of the other international organizations particularly IAPH, PIANC, ICHCA. Opinion was expressed that ISO should provide the neutral auspices for technical discussions under which any divergent views could be reconciled e.g. those of shipbuilders, shipping lines, port authorities and cargo handlers. It was mentioned that international standards issued under the seal of ISO provided the means for recognizing and disseminitating the agreements reached as well as the vehicle by which these agreements get incorporated into standards at the national level.
13. Dr. Chopra said that for ISO to consider under-taking the above function, e.g. by setting up a technical committee or sub-committee, it would be important to know first whether the other international organizations, e.g. IAPH, PIANC and ICHCA would be willing to cooperate in the activity.
14. Mr. Abbott on behalf of ICHCA said that his organization would be willing to cooperate in the above.
15. Mr. Arwidson said that in his views PIANC and IAPH would also be willing to cooperate. This was however subject to confirmation by the two organizations and he would get in touch with them immediately for this purpose.
16. As regards details of the organizational set up in ISO opinions were expressed in favour of a new technical committee. It was however agreed that in order to get the work started without delay it would be better if a special sub-committee could be set up under the existing technical committee ISO/TC 8, it being understood that the question of transformation of the sub-committee to a technical committee can be considered later.
17. It was stressed that the above sub-committee under ISO/TC 8 should however be representative of all interests, e.g. not only shipbuilding. A possible title of the sub-committee could be "Roll-on/Roll-off ship to shore installations".
18. The meeting recommended that ISO/TC 8 take further action for the setting up of the sub-committee and for its being brought into action. The meeting informally made the following further suggestions concerning the sub-committee, it being understood however that these were informal and that decisions will be made by the ISO/TC 8 and the new sub-committee:

a) The new sub-committee should start its work without much delay.
b) The first meeting should therefore be held as soon as possible; the place for this first meeting may be somewhere in Europe.
c) In addition to ISO member bodies participation in the work should include PIANC, IAPH, ICHCA who should have Category A liaison, as well as ICS if agreed by it.
d) Appropriate actions should be taken to encourage inclusion in national delegations also experts who are taking part in the relevant activities in PIANC, IAPH and ICHCA,
e) Organizations such as UNCTAD, ILO, IMCO, AWES, INSA, FEM etc. should, be kept informed of the work through Category B liaison.
f) The draft agenda for the first meeting of the sub-committee should include:
- report of the Geneva meeting, 6 June 1977
- discussion regarding title and scope of sub-committee
- evaluation of available reports and papers of PIANC, IAPH and ICHCA
- programme of work and priorities
- membership and structure of the sub-committee
- organization of work, target dates, etc.
- liaisons with other international organizations and ISO technical committees.

There being no further matter to discuss, Dr. Chopra brought the meeting to a close and thanked all those present for their contributions.

Comprehensive Anti-Pollution Manual by US Marad

According to IMCO Marine Environment Protection Committee bulletin (MEPC VII/INF. 4, May 27, 1977), a 50 page book entitled "Shipboard Guide to Pollution-Free Operations" prepared by Maritime Administration of U.S. Department of Commerce would be available by writing to:

The Chief, Environmental Activities Group,
Office of Shipbuilding Costs, US Maritime
Administration, Washington, D.C. 20230, U.S.A.

The subject training guide is for the use of tanker operating personnel and is currently being distiributed by the US Marad to tanker operators, maritime schools, training facilities and others.

This office finds that the list of recommended materials carried as an appendix C of the book will be useful reference for many of IAPH members. (rin)

PIANC Meeting of International Commission for the Reception of Large Ships

IAPH was represented by Mr. J. Dubois, Director-General of Port of Le Havre Authority, France, at the meeting of International Commission for Reception of Large Ships (I.C.O.R.E.L.S.) which was held on February 15th, 1977 in Marseille, France.

Mr. Dubois sent in a report dated June 14, 1977 which we take the pleasure of reproducing hereunder. (TKD)

Participating in the meeting:

- Mr. VAN DER BURGT–President
- Mr. DE JONG–Secretary
- Mr. C. WARMING–Port of Copenhagen–DENMARK
  Mr. Y. BOISSEREINQ–Port of Marseille Authority–FRANCE
  Mr. R. CHIGNARD–Port of Marseille Authority–FRANCE
  Mr. R. SICARD–Port of Marseille Authority–FRANCE
  Mr. M. POUDEVIGNE–Port of Marseille Authority–FRANCE
  Mr. D. HOFT–Port of Hamburg–FEDERAL REPUBLIC OF GERMANY
  Mr. R. VARESI–
  Mr. H. VAN DER TUIN–Direction of the North Sea–THE NETHERLANDS
  Mr. F. VASCO COSTA–University of Lisbon–PORTUGAL
  Mr. E. MARIN GARCIA–MANSILLA–Madrid–SPAIN
  Mr. A. BOHLIN–Port of Gothenburg–SWEDEN
  Mr. A. STEEMEYER–Frederic Harris Inc.–U.S.A.

Attending the meeting as observers:

- Mr. N.F. MATTHEWS–Representing I.A.L.A.
- Mr. J. DUBOIS–Representing I.A.P.H.

Attending the meeting as experts:

- Mr. J. PRUNIERAS–Lighthouses and Beacons–FRANCE
- Mr. L. RIBADEAU–DUMAS–Lighthouses and Beacons–FRANCE

This meeting, the 5th of the I.C.O.R.E.L.S., was held on the premises of the Port of MARSEILLE Authority. The following points were made.

WORK GROUP 1:

Directed by Prof. VASCO COSTA, this group studied the availability of ports and terminals, delivering the 3rd version of its report. The difficulty consists in giving quantitative indications because the parameters taken into account are extremely numerous and varied from one port to another. The I.O.C.O.R.E.L.S. members have been asked to provide the work group with solid data on the limits which effectively exist in channels and on wharves, but more particularly for that data which concerns waves (height, cycle, direction), the wind (velocity, direction), currents (velocity, direction) and the eventual conjunction of these parameters.

WORK GROUP 2:

Lead by Mr. Y. BOISSEREINQ, this group which studied the compatibility of navigational aids both on ships and on the land, presented the 3rd version of its report. This subject was not in the jurisdiction only of the P.I.A.N.C. province, for the first section of the report contained studies that could be completed in cooperation with the I.A.L.A. and the I.A.P.H. on the problems concerning the incompatibility noticed for certain navigational aids. The second part of the report contained an analysis of dangerous situations for ships while the final section proposed suggestions for the installation of navigational surveillance centers. The eventual aspects of duplication between the studies of Work Group 2 and those of group 4 were raised and it was decided to coordinate their work.

WORK GROUP 3:

Mr. A BOHLIN, directing this group, which studied the installation of treatment for oil residues and the struggle against pollution, presented the 4th and final version of its report. Coordination between the "Special Committee on Large Ships" of the I.A.P.H. and Work Group 3 had enabled them to present joint proposals of recommendation. The proposals, after being presented, were addressed to the I.M.C.O. for this organization to insert prescriptions through international legislation in certain guides on the struggle against pollution.

WORK GROUP 4:

Mr. D. HOFT, leader of this group which studied the traces and optimum dimensions of channels, presented the position of their work. Four documents are in the course of elaboration:

- the 1st on dredging for construction and maintenance of channels;
- the 2nd on the updating of the work of the previous commission (2nd International Oil Tankers Commission) that dealt with the dimensions of channels;
- the 3rd on navigation in the straits;
- the 4th on the problems of maritime channels.

WORK GROUP 5:

Lead by Mr. E. HARLOW, this group studied the problems connected with artificial islands. The final report of this group was already elaborated and the publication in the Bulletin of the A.I.P.C.N. in view of the realization.

The next meeting of the I.C.O.R.E.I.S. has been set on October 18, 1977.

UNCTAD Port Operation Seminar in Abidjan

Mr. George Maffait, an Associate Member of this Association, who presently works for the UNCTAD Ports Section in Geneva, contributed an article on the Port Operation Seminar organized by UNCTAD.

The Seminar was held at the Akwaba Hotel, Abidjan, Ivory Coast, from 9-20 May 1977, in which Mr. Maffait took part as one of the lecturers dispatched from the UNCTAD Secretariat.

We take the pleasure of introducing Mr. Maffait's report and two pictures together with the Seminar Program which was obtained from the UNCTAD Ports Section separately. (See Photos A and B on page 11.) (TKD)

Mr. Maffait's Report

A Port Operation Seminar was recently organized in Abidjan (Ivory Coast) by UNCTAD and AGPAOC (Port Management Association of West and Central Africa). The Seminar was attended by some 38 participants from the maritime countries of the Western and Central African including Gambia, Liberia, Ivory Coast, Ghana, Togo, Bennin (ex-Dahomey), Nigeria, Cameroon, Gabon, Congo, Zaire, Sierra Leone.

The Seminar based on UNCTAD's "Berth Throughput" study was a good occasion for port managers to meet and assimilate new handling techniques and to exchange views on how to improve port operations.

AGPAOC/UNCTAD PORT OPERATIONS SEMINAR

Abidjan 9 – 20 May 1977

Programme English-Speaking Group

	MORNING		AFTERNOON	
Date	Lecture	Lecturer	Lecture	Lecturer
Monday 09 May	Opening Ceremony		Introduction–Improving Berth Throughput	M. Daunt
			Analysing the Berth System	M. Daunt
			Application to Analysing the Berth System	M. Daunt
Tuesday 10 May	Classification of Cargo & Data collection	M. Daunt	Operational Methods for the Ship Cargo-handling System (1)	H. Paelinck
	The Modal Split	De Monie	Operational Methods for the Ship Cargo-handling System (2)	H. Paelinck
Wednesday 11 May	The Ship Cargo-handling System	De Monie	Relationship between Ship Cargo-handling System & Transfer System	M. Daunt
	Application to the Ship Cargo handling System	De Monie	The transfer System	De Monie
Thursday 12 May	Application to the transfer System	M. Daunt	Operational Methods for transfer System(1)	H. Paelinck
	Application to Designing the transfer Method with regard to equipment Costs	De Monie	Operational Methods for Transfer System (2)	H. Paelinck
Friday 13 May	The Storage System	M. Daunt	The Delivery System, the Direct Systems	M. Daunt
	Application to the Storage System	M. Daunt	Primary Performance Indicators	M. Daunt
Monday 16 May	Operational Methods for Stacking and Storage (1)	H. Paelinck	Operational Methods for Delivery System and Direct Systems	H. Paelinck
	Operational Methods for Stacking and Storage (2)	H. Paelinck		
Tuesday 17 May	Throughput & Occupancy of a Berth	M. Daunt	FREE AFTERNOON	
	Application to Throughput & Occupancy of a Berth	M. Daunt		
Wednesday 18 May	Port Congestion & Port Surcharges (1)	M. Daunt	VISIT OF THE PORT	
	Port Congestion & Port Surcharges	M. Daunt		
Thursday 19 May	Berth Throughput Methods & Modern Terminal Facilities (1)	De Monie	Planning the Daily Operations	M. Daunt
	Berth Throughput Method & Modern Terminal Facilities (2)	De Monie	Application to Planning the Daily Operations	M. Daunt
Friday 20 May	Universal Ro-Ro Ramp presentation (1)	J. Bidggi	DISCUSSION SESSION	
	Universal Ro-Ro Ramp presentation (2)	J. Bidggi		

Photo A: Seminar Participants
(Courtesy of Mr. G. Maffait)

Photo B: Abidjan, Seminar Site
(Courtesy of Mr. G. Maffait)

The Arab-Japan Port and Harbour Joint Conference in Tokyo

From 22 to 26 June, 1977, the Arab-Japan Port and Harbour Joint Conference was held at Keidanren Hall, being attended by delegates of seven Arabian countries and port experts from Japan, cosponsored by Arab Fund for Economic and Social Development (Known as Arab Fund), Arab Maritime Petroleum Transport Company, Kuwait, Japan Cooperation Center for the Middle East, Japan, Overseas Coastal Area Development Institute of Japan, Pan-Arab Shipping Company, Egypt, and United Shipping, Trading and Contracting Services, Kuwait.

The objectives of the conference were to introduce the techniques of port planning, construction and management of Japan as well as the port improvement plans in the Middle East countries, and discuss the matters thereby to contribute to the improvement of current problematic points relative to the water and land transport linkage in those countries where inadequacy in the provisions of ports and harbours had caused problems of port congestion which affected the economies of these countries.

The conference, under the theme of the "present and future status of ports in the Arab World and navigation through the regional waters of the Middle East", was co-chaired by Dr. A.K. Chanderli, Senior Advisor, the Arab Fund, and Mr. Saburo Kawai, President, the International Development Center, Japan and held four sessions as well as an inspection tour of Ports of Tokyo and Yokohama.

The followings are titles of papers presented at the conference:

Status of Navigation through the Arabian Gulf
by Dr. Ahmad Sbaiti, Chief, Transportation Sector, and Mr. H.G. Khalafalla, Joint AFESD/UNDP Programme, Arab Fund

The Arab Ports in the Oman and Arabian Gulfs– Their Present Status and Planned Development
by Dr. D.A. Al-Kazemi, Managing Director, and Mr. D.W.G. Smith, Shipping Manager, United Shipping, Trading and Contracting Services, Kuwait

Present & Future Status of Navigation through the Red Sea
by Comdr (Rt.) I. Hussein, Head of Academic Department, Arab Maritime Transport Academy

Rational Investment Policy for Port Development
by Eng. E.E. Refaat, Chairman of the Board, The Pan-Arab Shipping Company, Egypt

Activities of the Arab Shipbuilding & Repair Yard
by Capt. Eid Abdullah Yusef, Member of the Board, The Arab Shipbuilding and Reparis Yard, Bahrain

Development of Ports in Japan and Role of Central Government (History and Future of Port Development)
by Mr. Yoshio Takeuchi, President, The Overseas Coastal Area Development Institute of Japan

Development of Port and Harbour Construction Technology in Japan and Main Construction Works
by Mr. S. Onodera, Director, Construction Division, Bureau of Ports and Harbours, Ministry of Transport

Development of Kashima Seaboard Industrial Area
by Dr. Yuzo Akatsuka, Director, Engineering, The Overseas Coastal Area Development Institute of Japan

An Example of Port Administration in Japan
by Mr. Tsurumi, Director-General, Bureau of Port and Harbour, City of Yokohama, Japan

An Introduction to the Containerization
by Mr. Eiichi Yamazoe, Managing Director, Keihin (Tokyo Bay) Port Development Authority, Japan

Among the visiting delegates, there were Mr. Sakr Ben Seif Al-Mehiribi, Under Secretary of Ports Department, Abu Dhabi, Mr. Muhib Al-Ta'ee, Under Secretary of Ministry of Transport, Iraq, Mr. Ali Al-Suhayamat, Minister of Transport, Jordan, Mr. M.S. Mis'hal, Director-General, Industrial Development Technical Center, Qatar,

and Mr. Mustafa Wasfy Abbas, Under Secretary of Ministry of Maritime Transport, Egypt.

Port experts from among IAPH members, other than the resident members, were Dr. Samil Aziz Gahli, Advisor of Constructions and Jetties for the Goverment of Qatar, Mr. Z. Sadr, Advisor to the Ports Department, Abu Dhabi, Mr. R. Hilal, Manager, Warehouses Section, Ports Department, Abu Dhabi, and Capt. Mustafa A.A.K. Mana, Director-General, Port of Aden Authority who had chaired the Fourth Session of the Conference. (rin)

Advanced Course of Harbour Engineering Launched

On July 26, 1977, a welcoming reception for the participants to the first Advanced Course of Harbour Engineering organized by both the Japan International Cooperation Agency and Bureau of Ports and Harbours, Ministry of Transport, Japan was held in Restaurant "Ueno-Seiyoken" in Tokyo. This course is the inaugural one, in addition to the exisiting training course and engineering seminar organized by the same bodies as a link of the technical assistance offered by the government to the developing countries.

Mr. Yoshio Takeuchi, President of Overseas Coastal Area Development Institute of Japan, in his welcome speech, disclosed that sixteen years passed since the Japanese government first launched off the seminar on port and harbour in 1961, while the training course on harbour engineering started in 1965 and eleven courses have been held since then, being attended by more than five hundred individuals from various countries. This new one-month course was intended to offer also to those experts who had already attended one of the past courses or seminars, more chances of acquainting with advanced technological development of the harbour engineering.

The names of the participants are as follows:

Argentina:	Mr. Carlos Hugo Annaratone, Head of the Studies and Project Dept., General Administration of Ports
Brazil:	Mr. José Fernandes Senna, Senior Engineer of Ports and Waterways, Portbras (Manaus Port)
Egypt:	Mr. Malak Abd-Elmalek Rofail, General Director, Ports and Harbours, Civil Engineering Department, Ports and Lighthouse Administration
India:	Mr. Gopalon Srinivasachari, Executive Engineer, Port of New Tuticorin
Indonesia:	Mr. Syafruddin, Head of Palembang Port Facilities Project, Palembang Port Administration
Korea:	Mr. Lee, Hee-Loon, Chief of Port Planning Division, Inchon District, Korea Maritime and Port Authority
Mexico:	Mr. Medina Vidaurri Gildo, Sub-Chief of Project Dept., Directorate General of Maritime Works
Sri Lanka:	Mr. Kalumin Harischandra Shummukaweora Gunatilaka, Dy. Chief Engineer, Colombo Port Commission (rin)

EEC Port Police met in Marseilles

According to Mr. E.F. Ellen, First Vice-President and Secretary of IAASP (International Association of Airport and Seaport Police, an IAPH Associate Member), EEC Association of Airport and Seaport Police had its 1977 Conference, being attended by 22 delegates representing the major commercial ports of North West Europe and Interpol, at Marseille, under the hostship of Colonel R. Bertany of Marseille.

The delegates, among others, considered the drug smuggling problem which has developed in step with technical advance including the intermodal container traffic, in addition to the ever present problems of container security, lost containers, automatic access control methods, and questions of inter-communication and computer security.

Mr. Ellen, Chief Constable of the Port of London Authority Police also informed that there would be an ample common working area between the IAASP and IAPH through the recent IAPH study on the Terrorism and Sabotage in Ports, for example. Mr. Ellen is the author of paper "Potential Terrorism–Security of Shipping". (His address is: Police Headquarters, No. 8 Gallions Entrance, London, England, E16 2QD) (rin)

AAPA's Port Executive Development Seminar in Oakland

According to the information supplied by Dr. Joseph D. Carrabino, Professor of Management, University of California, Los Angeles (an IAPH Associate Member), The American Association of Port Authorities (AAPA) offers an intensive 5-day Seminar designed to enhance the professional problem-solving skills of port executives, from 15 to 19 August, 1977, at Oakland Hilton Hotel (Registration fee US$480 per participant).

The Seminar involves a maximum of student participation through case studies interspersed with lectures, e.g. Case studies: The purpose of a Port Authority. Regional Planning and other Public Relations. Job evaluation & Qualifications–Personnel Problems. Land Use/Lease Policy/Return of Investment. Project Management. Program Budgeting. Economic Feasibility Studies. Use of Consultants. Marketing Program–Trade Development. Tariff Techniques. Real Estate Agents & Commissions. Determining Port Capacity. Lectures: Management by Results and/or Objectives. Managerial Functions of Planning. Staffing, Controlling. Decision-making in Government/Commission–Staff Relations. Productivity Relationship and Stimulants. Development of Ports and Comparative Port Systems.

For the future reference, further information will be obtainable by writing to AAPA at 1612 K Street, N.W. Washington, D.C. 20006, U.S.A. (rin)

Symposium on the Transport of Dangerous Goods in Hamburg 1978

According to a Hamburg Messe bulletin, "the Fifth International Symposium on the Transport of Dangerous Goods by Sea and Inland Waterways" will be held at Hamburg Messe from 24 to 27 April 1978, under the auspices of Federal Ministry of Transport, The Freie und Hanseatic City of Hamburg.

The Symposium is intended to provide a forum for the

discussion of the scientific and technical advances that have been made in the control of hazardous materials in water transport and to formulate recommendations for, and direct attention to, areas where additional information is required.

Themes of the symposium which might attract the attention of IAPH members will be as follows:

a. Dangerous Goods in unitized loads, containers and in bulk
b. Transport of Dangerous Goods in Roll-on/Roll-off vessels
c. Port procedures and problems in ports and harbours
d. Emergency procedures and training of personnel in ports and onboard ships
e. Harmonization of Regulations for different modes of transport

Further information will be available by writing to:

The Secretariat, 5th International Symposium on the Transport of Dangerous Goods by Sea and Inland Waterways
c/o Hamburg Messe und Congress GmbH,
Congress-Organization
P.O. Box 302360, D2000 Hamburg 36,
Germany (rin)

4th International Harbour Exhibition Antwerp 21/28 May 1978

At the request of Ir. J. Maes, Chairman of the 4th International Harbour Exhibition, which will be organized in Antwerp from 21 till 28 May, 1978, we reproduce hereunder the first announcement of their 1978 exhibition as it was given to this Head Office under the date of June 28, 1977. (TKD)

General Information

Date and place:

The 4th International Harbour Exhibition will be organized in the new exhibition hall of the ‹‹National Bouwcentrum›› (National Building Centre) in Antwerp from Sunday 21 up to and including Sunday 28 May 1978. It will be open daily from 9.30 till 18 h.

The exhibition is organized simultaneously with the 7th Internation 21 Harbour Conference, which will take place in Crest Hotel, at 500 m from the exhibition hall. Delegates from more than 50 nationalities will attend the conference.

In the frame of the exhibition important manifestations, such as guided visits, workshops, the projection of films, etc. will be organized.

The Antwerp municipality and the National Navigation Museum will render aslo their cooperation.

Stands rental:

Stands rent at 3 000 FB per m^2 (minimum stand area is 20 m^2).

Payment of the rent covers the stand, including the walls painted light grey and the indication of the firms' name.

Port Authorities and firms whishing to participate in the exhibition are requested to fill in and return the attached form before 30 November 1977. After this date, they will receive a copy of the exhibition-contract, mentioning the allocated stand.

Payment and allocation of stands

When returning the attached inscription form, a deposit of 30% is to be paid, on Bankaccount nr. 408-7053841-66 of the Koninklijke Vlaamse Ingenieursvereniging, Kredietbank Antwerpen, the remaining 70% being due before 1 March 1978. All the stands will be assigned by the Organizing Committee of the Exhibition.

Purpose

The purpose of the 4th International Harbour Exhibition is to keep the delegates of harbours and interested firms over the whole world informed about the recent developments in the field of harbour management, harbour construction, equipment, exploitation, handling, carriage and storage of goods and safety problems.

Who can participate?

The 4th International Harbour Exhibition is intended for the following main categories:

1. **Public sector**

   port administrations and harbour services

2. **Private concerns**

   linked with port activity:
   - sea carriers: shipowners
   - land carriers: agents engaged in inland navigation, rail, road or sky transportation, builders of seagoing vessels, inland craft, railway carriages, road units, containers and as regards water borne bodies:
     - hull
     - propulsion
     - navigational equipment
   - cargo handlers: handlers of ore, motorcars, steel products, cereals, fertilizers, general cargo
   - industries
   - stevedores and storage companies, shipping companies
   - forwarders
   - financial sector, banks, insurance companies
   - instances offering services and supplies: watching, bunkering

3. **Building infrastructure:**
   (contractors and materials suppliers)
   - dredging and reclaiming
   - underwater activities
   - quay walls
   - sheet piling
   - retaining and guidance pile structures
   - protection against impact- and water effects, protective timber, fendering
   - civil engineering: locks, graving docks, tunnels, underground storage
   - foundation and pile foundation
   - levelling
   - earth moving: digging of trenches, construction of dikes, earthmoving
   - surface hardening
   - construction of roadways
   - construction of railway lines
   - sowing and planting
   - drainage and soil improvement

4. **Heavy port equipment**
   - bridges, sheds, warehouses
   - silos of wood, metal and concrete construction
   - lock gates, graving dock gates
   - bollards, capstans, pulling disks
   - buoys, mooring buoys
   - electrical and electromechanical moving and command appliances
   - electric energy distribution networks, transformers

5. **Heavy material**
   - dredging vessels, earth transport vessels, tugs
   - floating cranes: floating grain elevators
   - pilotage and inspection boats
   - shore cranes, transporter bridges, container gantry cranes
   - straddle-carriers, fork lifts
   - rolling ore dredgers
   - rolling grain elevators
   - conveyor belt systems
   - pipe lines

6. **Constructors and suppliers of installations for the private sector:**
   - industrial plants or components thereof for automobile assembling, refining, chemistry, shiprepairing
   - controlled temperature installation: isothermic fruit warehouses, freeze storage.

7. **Manufacturers and suppliers of apparatus for:**
   - meteorology
   - measurements of: water level, water depth, currents, salinity, chemical composition, temperature, detection of air and water pollution
   - cathodic protection
   - signalling- and warning apparatus: optical and acoustical signalisation, telephony, telegraphy, radiophony, radar.

For further details, please write to:

Secretariate
4th International Harbour Exhibition
Jan van Rijswijcklaan 58
B-2000 ANTWERP (Belgium)
Tel. 031-38 65 24

Visitors

– On June 13, 1977, Mr. Erling D. Naess, Chairman, and Mr. T. Rafgård, General Manager of International Association of Independent Tanker Owners (INTERTANKO), visited the Head Office and met Dr. Sato and his staff to discuss the possibility of finding a common area of joint works by the two organizations. It was suggested by the Secretary-General that the relationship would be advanced through the activity of the COLS. INTERTANKO, being established in 1970 in Olso, covers areas of interest to tanker owners not dealt with by organizations and cooperates with other international associations on matters of mutual concern, and acts as a forum for the exchange of views, and presents the views of tanker owners to the press and the general public and governments. Mr. Naess was in Tokyo to discuss with the Japanese circle about the "Conversion of tankers into slop reception and emergency oil spill collection stations" as well as disseminating the guidelines for the construction and classification of floating facilities for oily water and slop reception. The issue is one of major items now being promoted by INTERTANKO. Mr. Naess wrote to the Secretary-General that his organization would consider the possibility of joining IAPH in a possible near future.

– On June 30, 1977, Mr. Mustafa A.A.K. Mana, Director-General, Port of Aden Authority, People's Democratic Republic of Yemen, visited the Head Office and met Mr. Hiroshi Kusaka, Dy. Secretary-General, and his staff. Mr. Mana was in Tokyo to attend and chair one of major sessions of the Arab-Japan Port and Harbor Joint Conference which was held from June 22 to 26 in Tokyo organized by the Overseas Coastal Area Development Institute of Japan (an IAPH Associate Member) and Japan Cooperation Center for the Middle East.

Mr. Mustafa A.A.K. Mana

At a luncheon, Mr. Mana disclosed that he was glad to visit the Head Office of the Association with which Port of Aden Authority was associated for more than 16 years being initiated by himself. He confirmed that the association with IAPH had been very useful not only for collecting international information on ports and harbours but also for associating with port people of the world as well as for the promotion of Port of Aden Authority in the world.

– On July 12, 1977, Mr. Thomas F. Moakley, Port Director, Massachusetts Port Authority (Massport) visited the Head Office availing himself of visiting Tokyo during his recent mission of port promotion to the S.E. Asian countries, including Korea, Taiwan and Japan.

– On July 14, 1977, Mr. Choi, Jea Soo, Director-General Busan Port of the Korea Maritime and Port Authority visited the Head Office, accompanied by Mr. Kee, Juo Wan, Son, Soon Ryong of KMPA and was received by Dr. Sato, Secretary-General and his staff. Mr. Choi and delegates of KMPA were visiting Japan to observe the container terminal facilities of Japan as well as to inspect factories of the manufacturers of the mechanical equipment for the container terminal facilities at Busan Port.

During the party's stay in Japan, they visited Port of Osaka, Port of Kobe and Port of Yokohama and observed the container terminal facilities respectively, and exchanged views and opinions on the possible impact on the container traffic to be affected by the opening of the container terminal facilities at Port of Busan in June next year.

US policies for the safety of oil tankers introduced at IMCO Council

At the thirty-eighth session of the Council of the Inter-Governmental Maritime Consultative Organization (IMCO) on May 23, 1977, the Honorable Brock Adams, the US Secretary of Transportation made a statement about the safety of oil tankers which the US government had been considering under the President Carter's new administration (IMCO circular letter No. 398, June 20, 1977).

The circular letter also informed that IMCO was asked to disseminate the statement among its members.

In the interests of IAPH members and their relevant bodies concerned, this office reproduces the full text of the statement hereunder. It is suggested members will process the matter accordingly to a proper organization within his division, if necessary. (DSG)

Mr. Chairman, Secretary-General Srivastava, Distinguished Delegates. I appreciate the opportunity to speak to Council at this time. I did come to London specifically for this purpose and regret very much that my duties do not permit my remaining for the full Council session. I thank the members of Council for so courteously accommodating the U.S. Delegation and allowing me to make this statement so early in your proceedings.

My subject, Fellow Delegates, is oil tankers. My Government is seriously concerned about oil tanker–as they affect the waters and coasts and ports of the United States and as they affect the oceans of the world. We are concerned about the safety of oil tankers and about the continuing threat they pose to the marine environment. Today I shall report to you what has happened in the recent past to catalyze our concerns into a call for action. I shall tell you what we are proposing be done now. And I shall describe to you what we hope can be achieved in the near future. Our call for action, our proposals, and our efforts at finding solutions are directed to the international community and are focused on this organization. That is what brings me to the IMCO Council today.

President Carter and the new administration took office in January of this year at a time when problems associated with oil tankers were under intense scrutiny by the American public and the Congress. The now notorious grounding of the Liberian tanker "Argo Merchant" of Nantucket on December 15, 1976, had been followed by no less than fifteen incidents involving tankers in or near U.S. waters within a three and a half month period. This series of unfortunate events kept oil tankers in the forefront of public consciousness and produced rising concern. Members of Congress were also attentive. Congressional committees held a number of public hearings, examining all aspects of tanker operations, pollution controls, and adequacy of national and international mechanisms to deal with the problem.

President Carter, soon after taking office, directed that several federal government agencies form a task force to address the tanker problem and to devise an action plan. As Secretary of Transportation, I took immediate steps to improve navigational safety through domestic regulation and I formed a special task force within my own Department to deal with marine safety issues at the highest level of departmental policy-making. The Congress held hearings on a number of bills which treated tanker safety and pollution control in a variety of ways. The approaches adopted by both the Executive Branch and the Congress were comprehensive, contemplating a wide range of pollution and safety problems, not just the most apparent causes of the tanker incidents. A whole gamut of issues had been raised involving tankers, oil pollution, sufficiency of national regulation, and congestion of shipping in and near U.S. waters. Each of these issues was examined.

On March 17, President Carter addressed a Message to the Congress. He announced a "diverse but interrelated group of measures" designed to reduce the risks associated with marine transportation of oil. He called for U.S. ratification of the 1973 Marine Pollution Convention. He directed the Secretary of Transportation to prepare, within sixty days, proposed regulations on tanker construction and equipment. He added the qualification that, where technological improvements and alternatives can be shown to achieve the same degree of protection against pollution, the regulations would allow their use. The President instructed the Department of State and the Coast Guard to begin diplomatic efforts to improve the present international system of inspection and certification. He directed that licensing and qualification standards for American crews be raised and that renewed emphasis be placed by the U.S. Government on the International Conference on Training and Certification of Seafarers scheduled for 1978. He announced an augmented program for boarding tankers in U.S. ports, together with sanctions to be employed against

Membership Notes

New Members

Associate Members

Union Industrielle et D'Entreprise (Class A)
Division Entreprise
49 Bis, Avenue Hoche, 75008, Paris
France
Office Phone: 766 52-60
Telex: UNINDUS 290389
(Mr. Francois G. Letac, Chief Engineer, Marketing and Business Development)

United States Coast Guard (Class B)
Commandant (G-W/73)
U.S. Coast Guard Headquarters
Washington, D.C. 20590
Office Phone: (202) 426-2007
(Rear Admiral Anthony F. Fugaro, Chief Office of Marine Environment & Systems

Simplification of International Trade Procedures Board (Class D)
11/12 Waterloo Place, London SW1Y 4AU
Office Phone: 01-839-3393
Telex: 919130–SITPRO G
(Mr. J.A. Raven, Chief Executive)

those having records of poor maintenance, accidents, or pollution violations. He submitted legislation to Congress to establish a national standard of strict liability for oil spills and a fund to compensate victims for oil pollution damages. And, finally, the President ordered improvement of the Federal government's capabilities to respond to pollution emergencies.

President Carter placed heavy emphasis on international negotiations as a primary means of advancing his initiatives. He recommended the scheduling of a special international conference to consider the construction and inspection measures described in his Message. And he made clear to officials of his Administration that he expected every effort would be made to seek effective international action, saying "Pollution of the oceans by oil is a global problem requiring global solutions."

Three distinct initiatives emerge from the President's Message, each of which concentrates on improvement of existing international standards. These are, first, tanker construction and equipment standards, second, tanker certification and inspection standards and practices, and third, crew licensing and qualification standards. Let me describe to you now, with respect to each initiative, what the U.S. is doing nationally and what we propose be done internationally.

As directed by the President, the Department of Transportation, through the Coast Guard, published proposed regulations on oil tanker construction and equipment standards. These "notices of proposed rulemaking," dated May 16, have a dual role with respect to the President's program. They are a necessary first step if the standards are to be implemented nationally and they also serve as a set of technical proposals for consideration internationally. Applicable to all tankers of 20,000 deadweight tons or more entering U.S. ports, the proposed rules would require segregated ballast, with double bottom construction for new tankers; inert gas systems; backup radars with collision avoidance systems, and improved emergency steering standards. But the terms of the proposed standards, either for national implementation or for international consideration, are not inflexible. Substitution of "technological improvements and alternatives" is clearly contemplated, provided the substitute measure afford the "same degree of protection against pollution."

I must emphasize that the regulations published on May 16 are proposed rules. The "notices of proposed rulemaking" ask for comments, which can be provided to my Department during a specified time period. In addition to this general opportunity to comment, public hearings will be held where any person may make an oral statement for the record, offer written comments, or ask questions to be answered on the spot. The proposed rules will be very widely distributed and comments from all quarters–both from within the U.S. and without–are earnestly desired. All comments received will be taken into account in formulating final regulations. The views of other governments, received through discussions in IMCO or otherwise, will be given due weight in our reevaluation of the initial proposals. Further, any eventual rulemaking will of course reflect the outcome of successful international efforts to reach agreement on new standards.

I offer the foregoing explanation for two reasons. First, the U.S. practice of publicly proposing regulations and soliciting wide public comment may not be well understood and, as a result, could be mistaken for publication of final rules which take immediate effect. My second reason for explaining is to illustrate that the publication of these proposed rules does not preempt the international process. Options remain open and we continue to negotiate in good faith. In fact, the proposed rules should complement the negotiating process because they translate into specifics the general guidelines in President Carter's Message.

Because we believe the proposed rules should be well understood in the context of our international negotiations, we have provided the May 16 "notices of proposed rulemaking" to governments through their embassies in Washington. We also are providing copies to attendees of technical meetings which meet here at IMCO Headquarters to consider the proposals made by the U.S. and others.

Let me turn now to the second U.S. initiative, improvement of tanker certification and inspection standards and practices. Nationally, we have expanded the Coast Guard program for boarding and examining foreign tankers entering U.S. ports. Almost a thousand vessels have been examined since January 21. Approximately half were found to have deficiencies, most in cargo venting systems, pump rooms, cargo piping systems, and electrical systems. Where deficiencies pose a hazard in cargo handling, cargo operations are stopped until repairs are made or some alternative measure is taken. Tankers which make temporary repairs are required to arrange permanent repairs on a timely basis. Vessels found to have deficiencies impairing seaworthiness are detained under Regulation 19, Chapter 1 of the SOLAS Convention. All interventions are reported to IMCO in accordance with the agreed procedure. Deficiencies are entered into the U.S. Marine Safety Information System so that tankers with a continuing record of serious deficiencies can be readily identified. Such ships may be denied entry into U.S. ports unless their condition shows marked improvement.

We are very concerned about the high number of tanker deficiencies we have found. It indicates that the existing system of inspection and certification for SOLAS compliance is ineffective. Accordingly, the U.S. proposes that international action be taken to improve the situation substantially. Our proposals, if implemented, would tighten controls, specify survey intervals according to type, improve the quality of inspection and certification procedures, and establish accountability of governments, owners, and surveyors. While our proposals are under consideration internationally, we will continue our boarding and examination program. Where necessary, we will devise new methods to identify poor surveys and questionable certificates so that proper sanctions can be imposed against those ships not meeting international standards.

The third U.S. initiative concerns crew training, certification, and qualification. This is in recognition of the fact that 80–85 percent of tanker accidents involves human error on the part of the crew or embarked pilots. While the United States already imposes strict standards for the U.S. merchant marine, we are moving to raise those standards further. Requirements will include experience by size and class of vessel, or training and demonstration of proficiency on ship simulators. Emphasis will be placed on requiring deck officers to demonstrate important skills, such as radar operation and interpretation, rather than relying on written examinations. Crewmembers in charge of cargo transfer operations will be specially trained and examined.

The United States looks to the 1978 International Conference on Training and Certification of Seafarers to

elaborate a truly comprehensive and effective convention on crew standards. While we are generally satisfied with the provisions included thus far in the draft convention, we are asking that some provisions now proposed as recommendatory be adopted as mandatory. Further, we urge that the conference, now scheduled for the fall of 1978, be rescheduled for earlier in the year.

At the Maritime Safety Committee last month, the United States Delegation described the U.S. initiatives and presented substantive proposals for consideration by IMCO technical bodies. The U.S. also proposed a schedule of work which would culminate in an international conference on tanker safety and which would facilitate rescheduling the Conference on Training and Certification of Seafarers to June 1978. The Maritime Safety Committee agreed, subject to approval of Council, that urgent action should be taken with regard to the two conferences and the preparatory work program.

On behalf of the U.S. Delegation, I earnestly solicit favorable Council decisions on these matters, which you will be considering later in your proceedings here. President Carter stressed in his Message to Congress, and to me and others in his Administration, that he prefers international solutions to problems which spring from international commerce. He has also emphasized the need for timely and effective action. These views received wide concurrence at the Maritime Safety Committee last month and the Committee's agreed course of action will, if approved, offer the real prospect of finding solutions satisfactory to all. We hope that Council will see fit to grant approval.

Having set forth the U.S. proposals and having indicated that they are intended as the basis for international action, I ask the aid of all interested nations in working together with the U.S. to refine these proposed standards, so that we may achieve the goal of reaching international accord on an effective course of action. In previous discussions with U.S. representatives, many of your governments have indicated their willingness to work with the U.S., and with your help, I believe our joint efforts will be a success.

I should, before closing, deal with a related matter which has arisen since the April session of the Maritime Safety Committee and which seems to have caused considerable dismay in some quarters. That is the consideration of a bill on tanker safety by the United States Senate. The bill is entitled, "The Tanker and Vessel Safety Act of 1977," bears the number S. 682, and was introduced by Senator Warren Magnuson of the State of Washington, the Chairman of the Committee on Commerce, Science, and Transportation. I will not attempt to deliver a short lecture on the workings of the U.S. Congress or on the relationships between the Executive and Legislative Branches of the U.S. Government. It is fair to observe, however, that such subjects often are not well understood, especially by those outside our country, and perhaps such a lack of understanding led to the dismay which I mentioned earlier.

In plain terms, let me state that the bill S. 682, in the form recommended by the Commerce Committee and now under consideration by the Senate, is generally consistent with the initiatives announced by President Carter on March 17. The bill contains provisions allowing adoption of alternatives or equivalents to its specified construction and equipment standards. And it has a provision allowing modification of its standards to comply with international agreements ratified by the United States. Other provisions are specifically designed to take international relationships into account. Thus, the bill does not signify rampant unilateralism or a breach of faith with IMCO, as has been claimed. It does not change the U.S. position as described at the Maritime Safety Committee and it does not foreclose good faith negotiations regarding U.S. proposals made at MSC and repeated here.

I would urge any of the distinguished delegates who may have doubts on this or who have further questions on the bill to contact members of the U.S. Delegation during the course of the week. We will be happy to elaborate upon the brief explanation I have offered here this morning.

In closing, Mr. Chairman and Distinguished Delegates, I offer three things: an assurance, an invitation, and an assessment. As to the first, I assure you, on my own behalf and as the President's representative, that the United States submits its proposals with the full intention of negotiating in good faith in an effort to devise international solutions to oil tanker problems. My invitation is for delegates in technical forums to identify mutually acceptable alternatives to any feature of our proposals which may be found unacceptable for technical or economic reasons. And, lastly, an assessment of U.S. intentions regarding oil tankers.

We intend to enforce the conventions to which the United States is party with vigor and determination. Where we ascertain that a convention does not afford the United States sufficient protection, we will endeavor in international forums to raise its standards, improve its enforcement mechanisms, or otherwise enhance its effectiveness in protecting life, property, and the marine environment. My government recognizes, as do the other governments here represented, that the needs of nations and the world community change as technology evolves and patterns of commerce shift. The United States will act responsibly to meet the new needs.

Thank you, Mr. Chairman.

Cleancoal Terminals—New Outlet for East Kentucky Coal

By Paul Soros, President Soros Associates, Consulting Engineers

Commercial Background

Cleancoal Terminals is a new, high volume rail to river coal transfer facility located at Ghent, Kentucky, on the Ohio River, serviced by the L & N Railroad. This major new outlet for low sulfur East Kentucky coal started operation in August 1976 and is now available to coal producers and consumers.

A Soros Associates survey in 1973 indicated a market potential for low sulfur East Kentucky coal made accessible through the waterway system (See Fig. 1). There were a number of mines ready to expand production, and the L & N Railroad expressed great interest in moving these new tonnages to a terminal that could unload unit trains in 4 hours and in general would assure fast car turnaround.

At the same time, Kentucky Utilities had a power plant under construction on the Ohio River at Ghent scheduled to start-up in 1976. This plant was to receive coal by barges, combined with 1.2 million tons per year of low sulfur East Kentucky coal arriving by unit trains. A railroad connection between the power plant and the L & N main line was financed by Kentucky Utilities, repayable by the L & N pro rata of the coal tonnage moving over the new line. At this time, Kentucky Utilities was about to start construction of railroad unloading facilities for unloading unit trains, together with the related sampling, crushing and conveyor systems.

A Third Party Approach

The development of the rail to river barge terminal was a typical chicken and egg situation. Expanded coal production was contingent on the existence of a terminal, and the existence of a terminal was contingent on tonnage commitments. No one producer, consumer, or transportation company had a sufficient stake to justify the effort and investment in a terminal. The only possibility left was the development of a non-captive terminal by third party venture capital.

The principals in the venture were Soros Associates of New York and two Kentucky firms, McCormick Contractors and H & K Inc. Soros Associates is an international engineering firm specializing in port development and bulk handling systems that has branched out into terminal ownership and operation. McCormick Contractors is affiliated with Codell Construction, a major Kentucky-based contractor, and H & K with a retired railroard executive.

The basic concept behind the third party approach was that a complete terminal, including railroad unloading plus barge loading facilities handling several million tons of coal per year, would have lower per ton costs than a separate railroad unloading facility owned and operated by Kentucky Utilities to handle only 1.2 million tons of coal per year.

Acting on this assumption, the properties adjacent to the Ghent power plant were optioned, engineering plans of a complete terminal were drawn up and capital and operating costs were estimated.

A proposal put forward to Kentucky Utilities offered to unload unit trains into a set of dedicated barges and deliver these to the power plant unloading dock at a fixed per ton

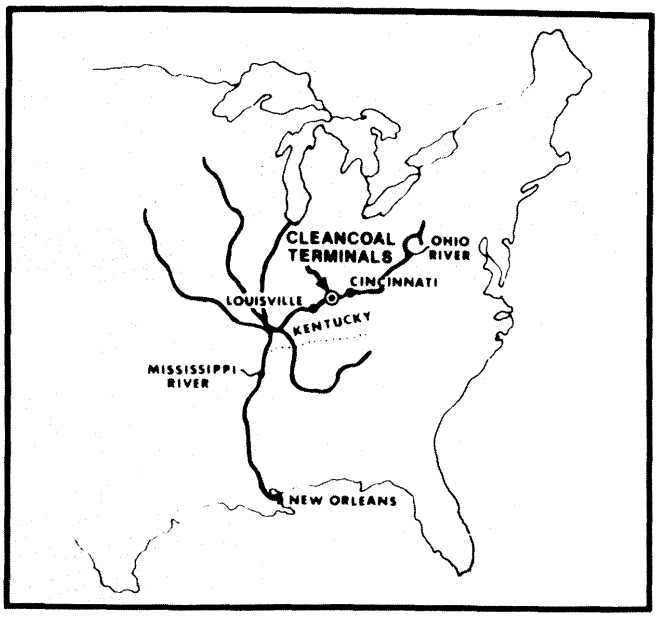

Fig. 1—Cleancoal Terminals at Ghent, Kentucky on the Ohio River is a major outlet for low sulfur East Kentucky coal accessible to the L & N Railroad.

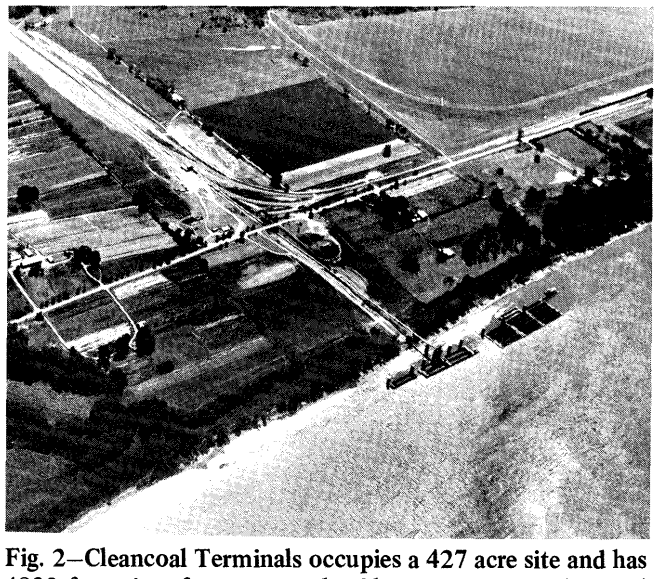

Fig. 2—Cleancoal Terminals occupies a 427 acre site and has 4800 foot river frontage on the Ohio River. It was designed for expansion to 15 million tons per year and the addition of ground storage, blending or washing facilities.

cost lower than Kentucky Utilities' cost to own and operate their own railroad unloading facilities. Inasmuch as every additional ton of coal moving to Cleancoal would speed up the repayment of the new railroad connection paid for by Kentucky Utilities, this was an "offer that could not be refused".

Concurrently, permit proceedings and negotiations for financing were started. The last stumbling block was that Kentucky Utilities had to be assured by August, 1974, before abandoning their own construction plans, that the Cleancoal Terminal would indeed be constructed and operational in the fall of 1976. In the absence of other tonnage commitments or of financing in the extremely tight money markets of 1974, the decision to proceed required considerable risk capital, in the truest sense of the word. Nevertheless, major equipment was ordered and the project was started. Subsequently, major financing was arranged in 1975 through Citizens Fidelity Bank and Trust Company of Louisville, Kentrucky. Interestingly, despite considerable sales efforts, no additional Interestingly, despite considerable sales efforts, no additional tonnage commitments could be obtained during the construction period. However, from the day of start-up in August, 1976, the terminal has enjoyed brisk demand.

Terminal Design and Operation

The terminal occupies a 427 acre site and has 4800 feet of river frontage on the Ohio River. It is designed for step by step expansion up to 15 million tons per year capacity and for the possible addition of ground storage, blending and washing facilities.

The engineering emphasis was on minimum initial capital cost, high production with minimum number of operators and design simplicity, in order to minimize breakdowns, maintenance and environmental problems.

Coal is received by rail in barge load, train load and unit train quantities. Two Cleancoal locomotives operated by remote control move strings of cars from the load yard to a feed track from where they are pushed to the rotary

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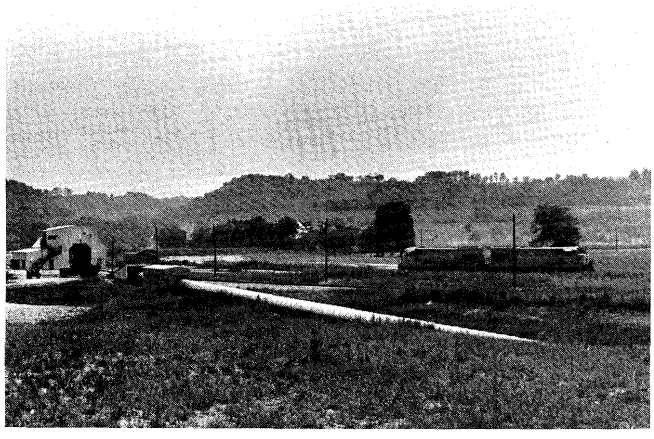


Fig. 3–The dumper operator controls two Cleancoal locomotives by remote control, the retarders in the dumper, the dumper, four variable speed feeders under the hoppers, and automatic retarder setting after the dumper.

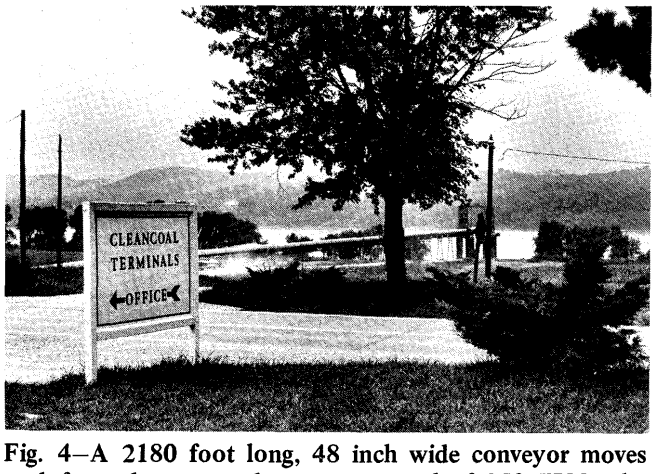


Fig. 4–A 2180 foot long, 48 inch wide conveyor moves coal from dumper to barge at a speed of 950 FPM. The conveyor is horizontal inside a concrete tunnel. It crosses U.S. Route 42 in a second tunnel, continues on the ground and on an elevated trestle, ending in a curved loading boom.

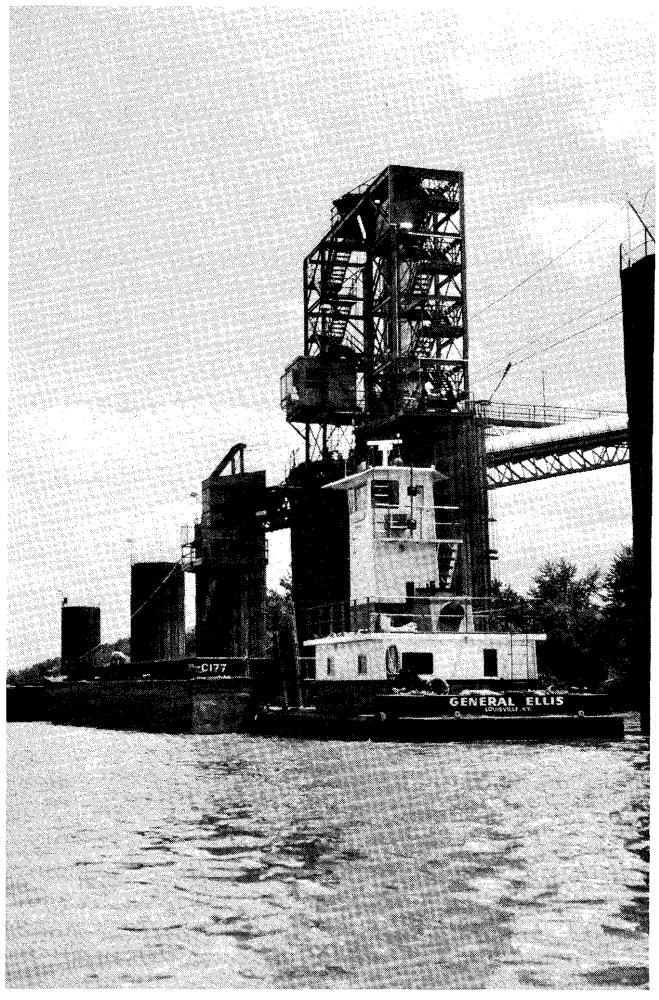


Fig. 5–Rotating spout with pantograph design loads and trims barges without spillage. A cable barge haul moves the barges during loading. A Cleancoal work boat moves barges to and from the storage areas.
The loading operator controls the conveyor, the loading boom hoist, the rotating spout and the barge haul system. A Cleancoal work boat moves barges to and from the storage areas.

Congressional Appropriations for Channel Projects Appealed for

News from The Port Authority of NY & NJ

Washington, D.C., Mar. 31, 1977—The Commissioner of Ports and Terminals of the City of New York and the Director of Planning and Development of The Port Authority of New York and New Jersey, in a combined portwide appeal, today urged Congress to appropriate $10,580,000 for four channel improvement projects in the New York-New Jersey Harbor in Fiscal Year 1978.

The Hon. Louis F. Mastriani, representing the City, and Edward S. Olcott, speaking for the Port Authority, testified on behalf of 29 port, maritime and civic interests in the bi-state Port at separate hearings before the Subcommittees on Public Works of the House and Senate Committees on Appropriations. They recommended an appropriation of $9,700,000 for the United States Army Corps of Engineers to progress important waterfront, cleanup work in the Port of New York, begun last August at Liberty State Park in Jersey City. The amount requested was in lieu of the $3,000,000 contained in the Federal Budget for this work under the New York Harbor Collection and Removal of Drift Project.

Messrs. Mastriani and Olcott also recommended appropriations for two other Corps construction projects, for which no funds were provided in the Federal Budget. One, for $300,000, was for planning and advance engineering for the removal of Shooters Island, New York. The other, for $500,000, related to the completion of deepening of the South of Shooters Island Reach, a waterway that serves Newark Bay and the Kill van Kull areas of New Jersey and Staten Island.

In addition, the two Port spokesman supported the Budget allocation of $80,000 for an authorized study of the Gowanus Creek Channel, New York.

New York Harbor Collection and Removal of Drift

Mr. Olcott, Director of Planning and Development for the Port Authority, spoke on the Port's needs under the New York Harbor Collection and Removal of Drift Project. Mr. Olcott serves as Chairman of the Port of New York and New Jersey Waterfront Cleanup Project Coordinating Committee. This is a group representing the interests of the two States, waterfront municipalities and the Port Authority in coordinating the participation of State and municipal government with the Corps of Engineers.

"A Federal appropriation of $9,700,000 is needed to provide funds in Fiscal Year 1978 to complete the cleanup of the Liberty State Park waterfront in New Jersey, to commence work in New York along the East River waterfront, and to permit a significant start along the Staten Island Upper New York Bay waterfront," Mr. Olcott said.

"Confinement to $3,000,000 as budgeted," he added, "would create costly and unwarranted delay."

New York City Ports and Terminals Commissioner Mastriani also endorsed Mr. Olcott's views on the need to accelerate progress on the New York Harbor Collection and Removal of Drift Project.

"I cannot overemphasize," Commissioner Mastriani de-

(Continued from page 19)

dumper. The dumper is enclosed and equipped with a dust suppression system to assure dust free operation. The empty cars are bumped out by the loaded cars, run down a slope passing an automatic retarder on their way to the empty yard. As there is considerable variation in the way railroad cars roll, depending on their condition, a speed sensor governs the amount of braking imparted by the retarder. There are no riders or operators in the empty yard.

The dumper house was designed to locate a single operator in a position where he can observe and control locomotive movement in the rail yards and feed track, the retarders inside the dumper, the dumper, adjustment of the automatic retarder and four variable speed feeders under the dump hopper.

The railroad dumper is 2150 feet distant from the dock face. To keep capital costs to a minimum, it was essential to have an inexpensive conveyor and inexpensive, i.e. not too deep, dumper pit. The solution adopted utilizes a single 48 inch wide conveyor with a service capacity of 2500 TPH and a peak capacity of 3000 TPH at a belt speed of 950 FPM. To sustain full loading of the conveyor with conventional design would have required large hopper capacity. At Cleancoal, four variable speed feeders with a combined capacity in excess of 3000 TPH enable the dumper operator to sustain full loading of the conveyor, regardless of how the hoppers are filled, by varying the speed of the individual feeders.

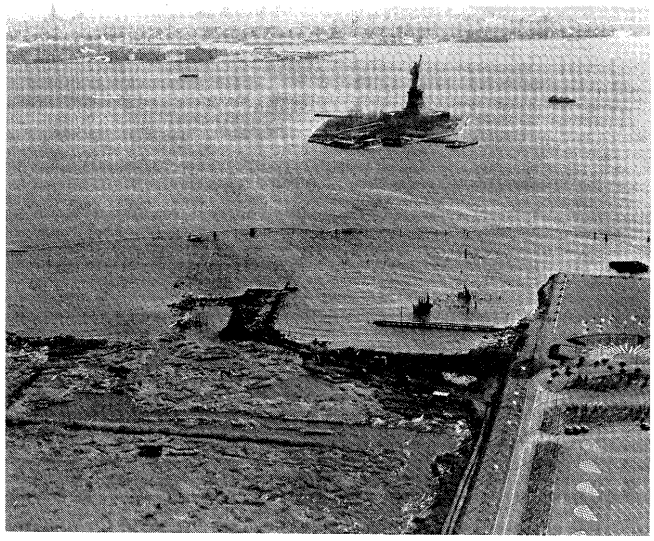
There are no additional material transfers between the dumper and the barge. The conveyor is horizontal in the loading area under the dumper, rises through a vertical curve inside a concrete tunnel and reverses curve to return to horizontal. A weigh house is located at this point. The conveyor crosses under U.S. Route 42 in a tunnel, continues on the ground, and then on an elevated trestle to the loading pier, ending in a curved boom section equipped with a rotating spout. The spout has a pantograph design, so that its end moves in a horizontal plane regardless of the angle of inclination of the loading boom. A barge haul system moves the barges under the loader.

The loading operator controls the conveyor, the vertical movement of the loading boom, the rotation of the loading spout and the barge haul system. A cleancoal work boat moves barges to and from the barge storage areas.

The actual unloading time of a 6000 ton unit train is between 2½ and 3 hours, indicative of the high actual overall capacity obtainable with low capital expenditures. Soros Associates was responsible for engineering, purchasing, construction management and start-up. Dynamic Energy Inc. of Louisville, Kentucky handles marketing. General Ben Butler, U.S.A.R. Ret. is the manager of Cleancoal Terminals.

'Liberty State Park" (Area 1) Waterfront Cleanup 1975

"Liberty State Park" (Area 1) Waterfront Cleanup 1976



clared, "how much this Region is counting on the Congress to respond to our request by appropriating $9,700,000."

Requests Commensurate With Region's Needs

New York and New Jersey Port interests are seeking a total of $10,580,000 for three construction projects and one study project in Fiscal Year 1978. This represents an increase of $7,500,000 over the $3,000,000 contained in the Federal Budget for Port projects.

Nevertheless, Messrs. Mastriani and Olcott justified their recommendations as being "commensurate with our Region's needs." "$6,700,000 of that increase is for one project, the New York Harbor Collection and Removal of Drift Project," Commissioner Mastriani said. He added, "we respectfully believe that it would be unwise and indeed would inflate the ultimate total project cost, if such funding was held back at this time."

Mr. Mastriani further pointed out that "the other modest additional appropriations of $500,000 for unanticipated work in South of Shooters Island Reach, and $300,000 for the removal of Shooters Island itself, are for navigation improvements, which, though unbudgeted, are needed for moving vessel traffic, safely and efficiently in our Port."

Concluding for himself and Mr. Olcott, the New York City Commissioner declared, "I must stress further that the Port of New York is a major economic resource in a City and Region urgently in need of economic stimulation. Our waterfront and system of channels must be rescued from growing obsolescence if we are to succeed in our efforts to revive the economy of the nation's prime seaport."

Please see the following list of supporting organizations:

Department of Ports and Terminals, City of New York
The Port Authority of New York and New Jersey

Maritime & Port Organizations

Board of Commissioners of Pilots of the State of New Jersey
Maritime Association of the Port of New York
New York-New Jersey Port Promotion Association
New York Towboat and Harbor Carriers Association
United New Jersey Sandy Hook Pilots Benevolent Association
United New York Sandy Hook Pilots Benevolent Association

Civic Organizations

Bergen County Chamber of Commerce
Brooklyn Chamber of Commerce
Chamber of Commerce of the Borough of Queens
Council of Port Development and Promotion, City of New York
Department of Environmental Conservation, State of New York
Department of Environmental Protection, State of New Jersey
Eastern Union County Chamber of Commerce (N.J.)
Greater Newark Chamber of Commerce
Hoboken-North Hudson Area Chamber of Commerce
Jersey City Chamber of Commerce
Jersey City Division of Planning
Metropolitan Regional Council
Newark Transportation Council
New Jersey Citizens Transportation Council
New Jersey Industrial Development Association
New Jersey State Chamber of Commerce
New York Board of Trade
New York Chamber of Commerce and Industry
Staten Island Chamber of Commerce
Union County Planning Department (N.J.)
West Side Association of Commerce in the City of New York

Port of Long Beach News

Thomas J. Thorley Retires as General Manager

Thomas J. Thorley

Thomas J. Thorley, general manager of the Port of Long Beach since 1969, has retired from the Long Beach Harbor Department after nearly 31 years of service. Prior to his appointment as Harbor general manager, Thorley had served as senior harbor engineer, administrative assistant and assistant general manager.

Thorley is succeeded in the top Port post by James H. McJunkin, his former assistant.

Following his 1936 graduation from the University of Southern California with a Bachelor of Science degree in Industrial Engineering, Thorley joined the Martin-Decker Corp. in Long Beach, becoming chief engineer in charge of research and development of oilfield instruments and tools.

With Pearl Harbor, Thorley volunteered for Naval service and was soon commissioned a Lt. (jg), USNR, and assigned to Naval Ordnance. Service in San Diego was followed by service with the Third Fleet in charge of all aircraft torpedoes in the South Pacific. He was next assigned to the Commander of Fleet Air and the Commander of Air, South Pacific Force. Following an ordnance assignment in Washington, D.C. as Lieutenant-Commander, he was released from service and today holds the rank of Commander, USNR (inactive).

As senior harbor engineer with the Port of Long Beach, Thorley was deeply involved in subsidence, tideland studies and remedial projects. He was instrumental in development of a harborwide drainage system and the first shorebased radar station in the western hemisphere. Thorley was also involved with such projects as a bulkloading conveyor system for ships, construction of the largest grain elevator in Southern California, development of the Port's first supertanker terminal by Richfield and purchase by the Port of 90 acres of land for industrial development.

In 1971, Thorley was named to head the annual observance of World Trade Week in the Greater Los Angeles area. He has also served as president of the California Association of Port Authorities and the Los Angeles-Long Beach Propeller Club.

His most recent honors include the 1976 Bronze Plaque for World Trade presented by the Foreign Trade Association and The Spirit of Life Award from the City of Hope in recognition of his 30 years of community and port service.

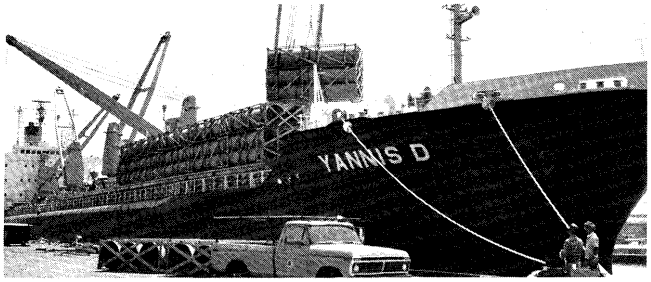
Thorley has been Chairman of the Finance Committee of the International Association of Ports and Harbors for the last three years and has served as a Director of the American Association of Ports and Harbors on two separate occasions. He is also a licensed Professional Engineer in the State of California.

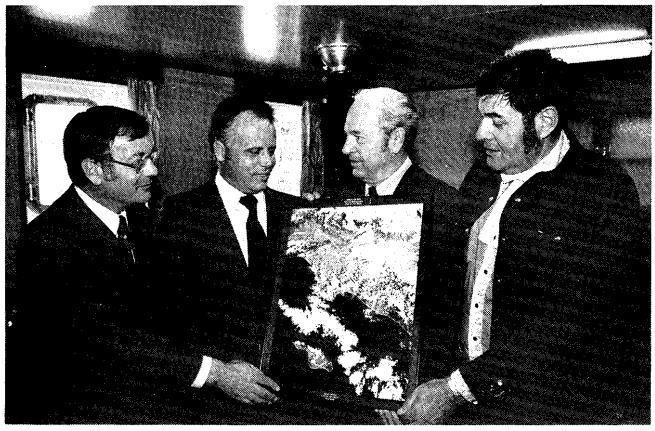
During his tenure as general manager, harbor tonnage has risen to a record 31.4 million tons of cargo annually, making Long Beach the leading foreign commerce and general cargo harbor on the U.S. West Coast.

Thorley is married, has four grown children and resides with his wife Claire in a waterfront home in Long Beach. (060777)

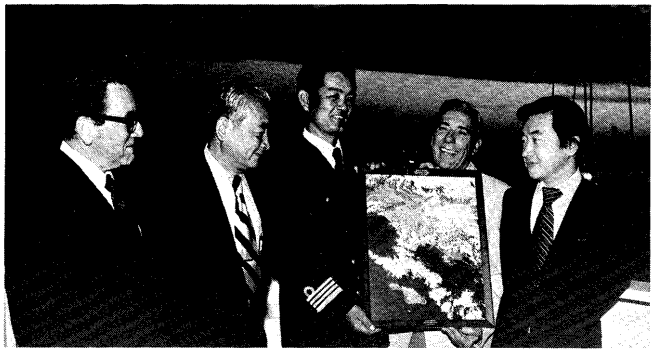
Photographic News

Long Beach, Calif., 061077 (Port of Long Beach News):— HONORARY PORT PILOTS. Senator Hubert H. Humphrey, of Minnesota, left, and Congressman John E. Moss, of California, were recently presented with the coveted Honorary Port Pilot award by Long Beach Harbor Commission president Richard G. Wilson, center, during a reception in the House of Representatives Caucus Room in Washington, D.C. The Port of Long Beach inaugurated the practice of honoring governmental and industry leaders with President Dwight D. Eisenhower in 1954 and has made only half a hundred awards in the 23 years since.



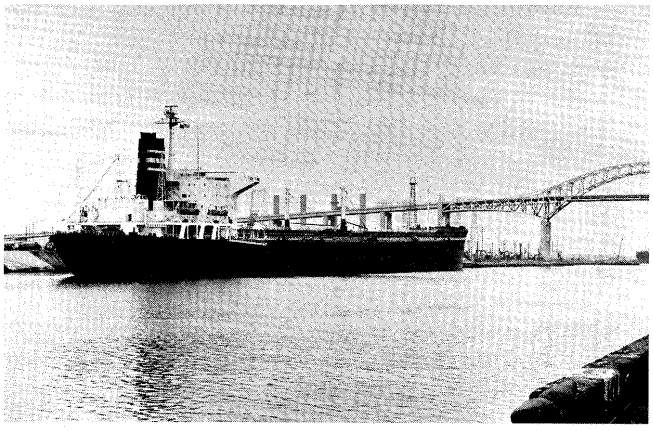


Long Beach, Calif., 061677 (Port of Long Beach News):– SHIPLOAD OF PIPE EN ROUTE FROM LONG BEACH TO JORDAN. An entire shipload of cement water pipe, fabricated in Southern California, was loaded aboard the special pipe carrier "Yannis D" at the Port of Long Beach recently, destined for Jordan where it will be used to bring water to the arid Jordan Valley to transform it into a modern-day Garden of Eden. The new 26,000 ton vessel has extra long hatches and 15 ton deck cranes to facilitate loading of the pipe, which ranges from 4 to 48 inches in diameter. Taking part in maiden voyage ceremonies are, from left, Leonard F. Caro, president of Transmarine Navigation Corp., Captain Stamatios Simpouras of the Yannis D., Port Operations Director Harvey H. Harnagel, and Jay Forni, president of Jay Forni, International, who arranged the shipment to the 300 miles of pipe and fittings. The Jordan Valley, almost 1000 feet below sea level, is expected to yield up to three crops annually.



Long Beach, Calif., 061377 (Port of Long Beach News):– Maiden voyage call at the Port of Long Beach of the Toko Line steel and plywood carrier Toten Maru resulted in a nighttime presentation on the bridge by port officials. On hand for the event were, from left, John A. Hyland, president of Crescent Wharf and Warehouse Co., Hiroshi Idaka, president of Toko Line, Captain Yoshiro Ashitani of the Toten Maru, Harbor Commissioner H.E. Ridings, Jr., with Apollo-eye portrait of Southern California, and Daisuke Idaka, Toko Line Tokyo. Fritz Maritime acted as general agent.

Long Beach, Calif., 061077 (Port of Long Beach News):– Recent maiden voyage arrival of the containership Columbus Virginia at the Port of Long Beach found Harbor Commission president Richard G. Wilson, left, coming aboard to present Port portrait to Captain Hans Schegel, Heinz Buelck, Director of Pacific Service for Columbus Line, headquartered in Hamburg, and Knorad Wedekind, Columbus Line in San Francisco. Together with a soon-to-arrive sistership and two other vessels, the new 16,000 DWT 750 TEU capacity arrival gives shippers biweekly sailings from West Coast ports to New Zealand/Australia. Bakke Steamship Corp. is general agent.



Long Beach, Calif., 070877 (Port of Long Beach News):– LARGEST SHIPLOAD OF PETROLEUM. What is believed to be the largest single shipload of crude oil ever delivered to any U.S. port for discharge ashore arrived at the Port of Long Beach recently from the Arabian Gulf aboard the tanker World Kingdom. The 948-foot long 160,106 DWT vessel carried a record 1,145,000 barrels, of which 100,000 barrels were barged ashore before the deep draft ship was piloted to Arco's marine terminal on Long Beach Harbor's main channel for completion of the discharge. It is vessels of this size that are to be used to bring North Slope Alaskan oil to the Lower 48 and thus lessen America's present dependence on foreign petroleum.

31,988,603 Revenue Tons Handled in 1976 Calendar Year by Los Angeles Harbor

Los Angeles, Calif., April 14, 1977:—The Port of Los Angeles again leads all U.S. West Coast ports in the amount of cargo handled. According to calendar year figures recently compiled for 1976, Los Angeles harbor recorded 31,988,603 revenue tons for a daily average of over 8,700 tons. This is an increase of nearly three million tons over the previous calendar year and is an all-time record for any port on the three-state western borders of California, Oregon and Washington.

Much of this growth is attributable to recent developments at the Harbor, as well as to fuller utilization of existing Harbor facilities.

In the former area, two new container terminals began operation during the last fiscal year, a major dredging program was approved by the federal government, and three new container cranes were installed.

Construction projects totalling nearly $8 million were approved for funding by the federal government last year. The projects include three on Terminal Island and one in the Wilmington District of the Harbor.

The new container cranes, each valued at $2.5 million, were installed in response to the increasing use of containers in cargo movement. Each of the cranes, towering 200 feet high, has a 40-ton capacity. Their addition to the Port's inventory of container cranes brings the Harbor's total hourly lifting capability to 277 20-foot containers.

Newest of the recently-installed cranes has been added to the American President Lines Terminal at Berth 93, one of the world's most successful combination passenger, general cargo and container facilities, where it joins an existing heavily worked container crane.

The Wilmington Container Terminal in the Port's West Basin is one of the Harbor's two new terminals, and the site of the first of the new cranes. Primarily serving the Seatrain Line, the new terminal at Berth 131 offers 33 acres of container handling and storage. It is adjacent to the Los Angeles Container Terminal and has secondary use of that facility's dual-lift container crane.

The third new crane was erected at the Seaside Container Terminal. Dedicated late last year, the 19-acre facility at Berth 233 can accommodate 710 40-foot containers stacked double. Its 1,000-foot long concrete wharf is the Southland home to the Taiwan-based Evergreen Lines, one of the fastest growing international cargo carriers.

A fourth crane, now on order, is to be installed in the near future at Berth 232. This is an area along the Main Channel planned for extensive renovation, including the filling of a 330,000-square-foot slip. When complete, the fill operation and subsequent paving and new wharf construction will provide a new container handling facility connected on both sides with existing terminals. As a major container complex extending from Berth 223D to 234, it will have approximately 4,600 feet of concrete wharf and nearly 100 acres of backland and container handling area.

The first major dredging in the Port in more than forty years has recently been approved by the United States Congress. With a price tag of $14 million, the project will be completed by the U.S. Army Corps of Engineers and will deepen the Main Channel to 45 feet. This will accommodate a large portion of the new generation of container ships and tankers that require depths in excess of the Port's present 35 feet.

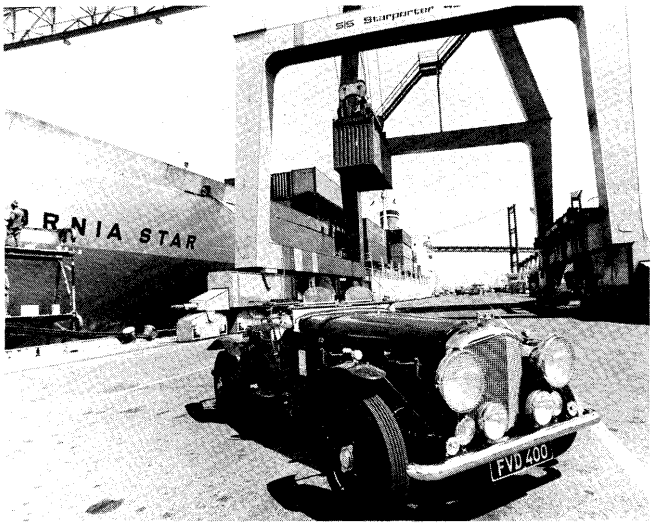
While huge floating dredges are changing the undersea shape of the Main Channel, massive earth movers and other heavy construction equipment will be altering the surface of the Harbor's wharves and backlands.

Financed by the Economic Development Administration of the U.S. Department of Commerce, the construction will involve channel and bank improvement. The four will carry a $7.9 million price tag.

Employment in the immediate Port area continued a four-year trend by increasing 2.5% last year to 17,285 workers in 11 categories. This was accompanied by an even greater salary growth of 9.2%, a definite contribution to the economic welfare of surrounding communities.

With a strong fiscal posture such as this, plus the

Photographs



Los Angeles, Calif., 050277 (Port of Los Angeles):—Cargo movement modes have changed greatly in recent years, with containers carrying increasingly larger shares of general cargo. One of the more unusual forms of general cargo was this classic two-seater Bentley, recently shipped in a container thru the Port of Los Angeles' Overseas Terminal. The $70,000 handcrafted auto had been shipped on the California Star to the West Coast port for sale by Old English Classic Carriages Ltd., a Los Angeles speciality auto dealer who will import approximately one dozen of the cars annually until the supply of original parts to assemble them is exhausted.

encouraging expansion and development plans detailed earlier, operation of the Port of Los Angeles was sound and substantial at the close of 1975-76. Although a large portion of the world, and this nation, was hit by an inflation-recession characterized by a reduction in production and services, the prognosis for Los Angeles Harbor was and still is excellent.

This optimistic look is confirmed by cargo and revenue figures for fiscal 1976. Once again, petroleum and related materials led the list of commodities handled, with 18,539,298 short tons, as compared to 17,075,313 the year before.

Echoing this rise was an increase in total commerce through the Port. Fiscal 1976 experienced the second highest statistical cargo tonnage in over fifty years, with 28,808,072 tons. This was almost a two million ton gain over last year.

Gross income also increased last year from $27,232,231 to $29,502,662. This reflected an increase of $800,000 in dockage fees and $17 million in wharfage fees, as well as a nearly half million dollar increase in oil royalties.

On a revenue tonnage basis, the Harbor Department recorded a total of 31,988,603 tons in calendar year 1976, a nearly three million ton increase over the previous year, reaffirming a position of leadership by the Port on the West Coast.

Los Angeles, Calif., 050477 (Port of Los Angeles):—EASY DOES IT—An 80-ft.-long fishing trawler from Salinas Cruz, Mexico is c-a-r-e-f-u-l-l-y loaded aboard the SCI Vishva Karuna in the Port of Los Angeles for shipment to Bombay. The unusual and heavy cargo—111 tons—will be followed by 29 other trawlers in an Indian government-sponsored program to develop a shrimp industry in the Bay of Bengal. Norton-Lilly is agent for the SCI Line.

Los Angeles, Calif., 052777 (Port of Los Angeles):—A new shipping line was welcomed to the Port of Los Angeles recently when the Pan Ocean Bulk Carriers, Ltd. ship M/S Ocean Ace made its first call at the Port. Greeting the ship was Nate DiBiasi, third from right, President of the Los Angeles Board of Harbor Commissioners who presented the Port's first arrival plaque to Captain Lee Kun Bo, master of the Ocean Ace.

Participating in the ceremony were, from the left: Woon H. Paik, from the San Francisco office of Pan Ocean Bulk Carriers, Ltd.; Robert W. Usher, Operating Department of General Steamship Corp.; Captain Lee; President DiBiasi; Robert D. Ryan, Vice President, Southern District, General Steamship Corp.; and M.C. Lee, Pacific Coast Representative of Pan Ocean Bulk Carriers, Ltd.

The new line to the Port is based in Seoul, Korea and has been in existence since 1966. It operates 27 tankers and bulk carriers. The 550 foot long Ocean Ace is rated at 24,350 D.W.T. It is the first vessel in a new three ship service that will operate monthly between Korean and Pacific West Coast ports.

Los Angeles, Calif., 53177 (Port of Los Angeles):—Los Angeles Harbor Commission President Nate DiBiasi shovels soil around base of Kwanzan cherry tree during ritualistic tree planting (May 2 1977) in John S. Gibson Park as part of commemoration of 70th anniversaries of the sister ports of Los Angeles and Nagoya, Japan. Also pictured are a Shinto priest, one of three involved in an earlier purification ceremony, Miss Port of Los Angeles, Debbie Jo Nix, Miss Nisei Week, Margaret Yuri Bow, and Fumio Kohmura, Executive Vice President of the Nagoya Port Authority.

(Continued on page 40)

Port of Oakland News

Chief Attorney is retiring

J. Kerwin Rooney

Oakland, Calif., April 13, 1977 (Port of Oakland):–J. Kerwin Rooney, chief attorney for the Port of Oakland since 1951 and, on its behalf, the principal legal architect of a number of key judicial rulings affecting modern seaport and airport operations, today announced that he will retire at the end of this year.

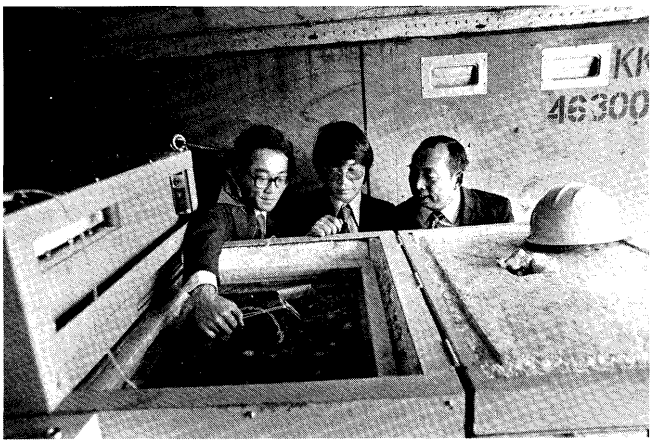
Over the past 26 years, Rooney has participated in extensive litigation before the Federal Maritime Commission, the United States Court of Appeals, the California Supreme Court, the Civil Aeronautics Board and other regulatory agencies and courts at all levels in cases of vital importance to the Port of Oakland's present size and position in the industry. He has been admitted to practice before the United States Supreme Court.

In addition to his Port of Oakland post, Rooney is the chief legal counsel for the International Association of Ports & Harbors, and a longtime member both of the Law & Legislative Committee of the American Association of Port Authorities and of the Legal Committee of the Airport Operators Council International.

"Kerwin's decision means that this year will truly mark the end of an era for the Port of Oakland," said William Walters, president of the Oakland Board of Port Commissioners, "especially since Ben Nutter will also step aside in July after 20 years of monumental service to the Port as chief engineer, assistant executive director and Executive Director.

"No less than Ben, Kerwin has played an essential role in establishing as legally proper many of the innovations which have allowed us to grow and prosper," he noted.

News in Pictures



Oakland, Calif., April 27, 1977 (Port of Oakland):–OAKLAND FISH STORY–After a marketing research and development project that took two years and cost some $700,000, a major Japanese fishery recently unveiled a seagoing intermodal container specially designed for the transport of live fish and shelfish. Discharged at the Port of Oakland from the "K" Line containership MS Golden Gate Bridge, the 20-foot box held 700 happy if logy ornamental carp–as well as their complicated tank, water purification and electrical cooling system. West Coast abalone for Japanese diners will replace the carp for the trip back to Japan. Checking the health of the fish after their initial two-week test voyage from Tokyo to the Port of Oakland (via Long Beach) were, from left, chemist Naokuni Yamawaki of the Merchandise Pioneering Laboratory of Asahi Chemical Industries, developer of the container; Atsuhiko Okazaki, assistant manager of the North American Trade Development Section, Taiyo Fishery Company; and Captain Nelson Tsui, director of operations of Oakland Container Terminal Company, Port of Oakland.

Oakland, Calif., May 6, 1977 (Port of Oakland):–FIRST OAKLAND CALL–The bulk carrier M.V. Alvina was welcomed to the Port of Oakland for the first time recently when the Toko Lines vessel discharged a large cargo of steel products from the Far East. Port of Oakland Marine Terminals Superintendent John Verheul, right, greeted Captain Jung Wen Wang and Fritz Maritime Agencies representative Greg Canonica with gifts to mark the occasion.

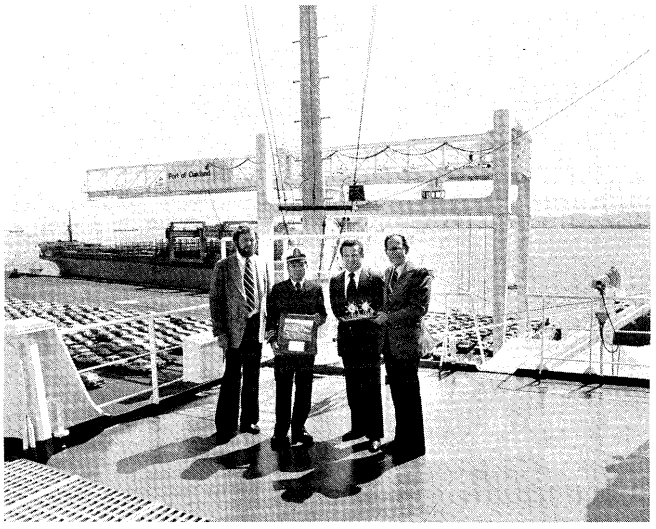
Oakland, Calif., May 9, 1977 (Port of Oakland):–OAKLAND EXPORT EXCELLENCE–The Port of Oakland is the West Coast's leading export gateway, loading American agricultural products and manufactured goods valued at over $1.5 billion each year for overseas shipment. Recognition for this contribution to the maintenance of the nation's trade balance and the preservation of jobs throughout the country was bestowed on the Port of Oakland recently by the U.S. Department of Commerce, with the award of the President's "E" Certificate for Export Services. Shown accepting the award from Assistant Secretary of Commerce Frank A. Weil, center, are William Walters, left, president of the Oakland Board of Port Commissioners, and Ben E. Nutter, Port Executive Director.

Oakland, Calif., May 5, 1977 (Port of Oakland):–TRANSPORTATION MAN OF THE YEAR–Ben E. Nutter, Executive Director of the Port of Oakland, has been named Transportation Man of the Year by the San Francisco Bay Area chapter of the National Defense Transportation Association. Nutter, shown here accepting the trophy of honor from Vail Cliff, left, chairman of the local NDTA award committee, and Robert A. Moore, right, Bay Area chapter president, was cited for his contributions to modern seaport and airport development both in California and Hawaii.

A past president of the American Association of Port Authorities and long-time chairman of the International Association of Ports & Harbors Containerization Committee, Nutter is recognized worldwide as one of the earliest and most vigorous proponents of port development to serve such recent innovations in shipping technology as container, roll on-roll off and LASH operations.

Before coming to Oakland, which he has built into the nation's second largest containerport and West Coast leader, Nutter shaped much of Hawaii's post-war sea, air and highway transportation network as Territorial Director of Public Works.

The Man of the Year award is made during National Transportation Week, May 15 through 22 this year. The National Defense Transportation Day theme, to be marked by the San Francisco Bay Area NDTA chapter on May 26, is "Transportation Protects the Nation."



Oakland, Calif., July 5, 1977 (Port of Oakland):–OAKLAND GREETING FOR EVERGREEN MAIDEN–M.V. Ever Valiant, newest addition to the Evergreen Line fleet, topped off her 1,050 T.E,U. container capacity to the limit during her recent call at the Port of Oakland on her maiden voyage. The 612-foot, 14,402 d.w.t. containership received a ceremonial send-off before continuation of the voyage to Keelung, Pusan, Kaohsiung and Hong Kong. From left, Martin Nelson, of Evergreen-United Corporation, Chief Mate Huang Yueh-Chiang of M.V. Ever Valiant, John McNeill of Marine Terminals Corporation and Robert W. Crandall of the Port of Oakland stood on the bridge to record the propitious first call with a presentation of mementoes.

The container terminal at Rouen

Extracts from brochure titled "Container Terminal"

Port Authority of Rouen France

- **A terminal to handle 50,000 containers a year**

The setting up then the rapid increase in containerised traffic at Rouen together with the rise in the number of regular container lines or semi-container lines made the construction of a specialised container terminal at Rouen-Quevilly necessary.

The economic environment of the port of Rouen also explains the needs for creating this container terminal. The Paris area, a reservoir of containerised freight and freight which could be containerised, already relies largely on Rouen, which handles 54% of such exports from this region*. The port of Rouen itself is situated at the heart of a very developed agricultural and industrial region. These two factors indicate that by 1980 the port will be handling about 50,000 TEU**, representing about 15% of the general cargo of the Port of Rouen.

The container terminal in the Rouen-Quevilly basin consists of two berths of 200 m (berth n° 3 and n° 4) in association with the new general cargo quays in Rouen-Quevilly.

The container handling equipment of these two berths comprises: 4–3/8 ton linkable cranes together with 2–25 ton cranes, set out symmetrically to 2–35 ton gantry cranes.

In addition to these existing means the containerised traffic can profit by various supplementary facilities. On one hand there are plans to develop the quay at Petit-Couronne as an even bigger specialised container handling centre from 1982.

On the other hand the Port Autonome is ready to facilitate the creation of other container terminals in the port on various places particularly favourable for the setting up of such terminals.

* 1974 figures of the exportations by french ports.
** Twenty feet Equivalent Unit.

- **"Rouen Terminal" an open association**

At the Rouen-Quevilly Basin the operation of the container terminal has been entrusted to a G.I.E.*

The G.I.E.* «Rouen Terminal» set up for a period of 10 years, with an option to renew, has obtained a concession to set up a private operation with an obligation to provide a public service for the management of a container terminal with an area of nearly 2 ha situated behind berths 3 and 4 in the Rouen-Quevilly Basin and next to the rail tracks. In addition to the operation of the terminal, «Rouen-Terminal» assumes the container handling in the park.

The founding members of Rouen Terminal are Société Navale Chargeurs Delmas Vieljeux and Compagnie Worms Services Maritimes, who transfer their activity from the Africa quay to the Rouen-Quevilly Basin.

The G.I.E. owns jointly a certain number of means in terms of equipment and personnel which will be put at the disposition of its members, and eventually of third parties.

The rights of members of Rouen Terminal are determinated by the percentage of their interest, which may be modified by the entry of new members, shipowners and their representatives (consigning agents).

New members will be accepted on condition that they will introduce an increase of maritime traffic of not less than 1 500 TEU a year and if they justify before their becoming a member a minimum mean traffic of 50 TEU a month at Rouen for 6 months.

Rouen Terminal operates and finances the handling equipment and particularly the container park gantry. Further equipment so as to match the development of the traffic and allow dense storage will be provided when the traffic will reach 2,000 TEU a month during 3 consecutive months. The main point of interest of Rouen Terminal is that it provides a single operator for the terminal and allows flexibility through adaptation of the handling equipment to the traffic flow. Rouen Terminal is concerned only by the back part of the container park behind berths 3 and 4 of the Rouen-Quevilly Basin.

The maritime gantry cranes, the 25 t and 3/8 t cranes and the rest of public handling equipment remain in the hand of the Port Autonome.

The quay area and a part of this back up area remain common so as to permit shipowners who are not part of Rouen Terminal to use the Rouen-Quevilly facilities.

The handling of cargo between the vessel and the quay is done by the stevedores under same conditions as at other public quays.

When outgoing, a part of the container shipment can be brought under the maritime gantry crane before the ship comes. In the same way, when ingoing, the containers which have not been dispatched on time can be operated from under the gantry crane the day after.

* Association very similar to a joint venture.

- **The maritime container loading gantries**

Both container loading gantries are situated along the berths n° 3 and 4 of the terminal.

The first gantry crane in service in september 1976 is a gantry of 35 t with a reach of 30 m between the quay side. The second gantry crane in service in december 1976 presents the following characteristics:

35 t with a reach of 28 m
32 t « « « « 29 m
29 t « « « « 30 m
26,5 t « « « « 31 m
24 t « « « « 32 m

The two gantries move along a way 460 m long and span over three railway tracks.

Standard rate of operation : 30 TEU/hour
Rate of operation in practice : 20 TEU/hour

Each gantry has a spreader for 20' units and for 40' units. The change of spreader is rapid. The spreader of 8 t can operate between 22 m above the level of quay and 10 m below (height taken under the spreader). Each spreader is rotatable about 360° and allows handling

containers stowed longitudinally or transversely in ships. The spreader is equally operable within a range of ±5° from the horizontal, in the longitudinal and transversal direction.

Each gantry is also fitted with equipment to allow handling of loads other than containers up to a maximum of 35 t. The change to a hook for handling such loads is rapid.

- **22 hours by 24**

The Port Autonome offers at Rouen-Quevilly a nearly continuous working schedule for the handling of containers.

From the morning on three different teams can be hired and work 22 hours a day from Monday to Friday: from 7 a.m. to 1 p.m., from 1 p.m. to 7 p.m. and from 8 p.m. to 6 a.m. the next day.

For the ships berthed at some other place than the Rouen-Quevilly basin, the working schedule is identical for containers and for general cargo. It includes three vacations a day from Monday to Friday: from 7 a.m. to 11 a.m. from 1 p.m. to 5 p.m., from 5 p.m. to 11 p.m. with the possibility of 4 supplementary hours: from 11 a.m. to 1 p.m. (only for the «finishing» of a ship) and from 5 p.m. to 7 p.m. On Saturday the schedule includes standard hours from 7 a.m. to 1 p.m. and 1 p.m. to 6 p.m.

- **Rouen: a port at the service of the container**

The equipment of the port of Rouen suits the handling of containers whatever great is their share of a ship's freight.

As a matter of fact the shipowner may have only a batch of just a few units to integrate into his shipping of general cargo. In such a case he uses the self propelled floating crane of 30 t. This crane can moor alongside a ship, everywhere in the port and load 10 TEU on its deck.

The shipowner can also berth at the Africa quay. There the Port Autonome sets at his disposal in addition to the classical cranes a 25 t capacity crane and 6,000 m² open area for containers.

Rouen-Quevilly basin, reserved with a priority use for container carriers is also available for handling of mixed conventional and container vessels. Mobility and quality of the cranes set up by the Port Autonome allow to substitute or add the handling of general cargo to that of containers.

For this reason, the 25 t cranes have been placed so as to provide easy handling to the central holds of the mixed cargo vessels while loading the remaining holds with general cargo.

It is this versatility and adaptability to the traffic that let Rouen become the port of the container as well as the port of the container carrier.

The Public Relations Department has issued a detailed information about port equipments, port industrial areas, statistics and publishes regularly an information bulletin.

To obtain them request to :

Port Autonome de Rouen
34, boulevard de Boisguilbert
76037 ROUEN–CEDEX
Tél.: (35) 88.81.55–Télex: 770 865

Bremen News

Bremen International

- **Bremen/Bremerhaven report 16.6% Handling Increase over 1976 General-Cargo Bremerhaven Record**

Bremen, 12.4.1977 (BremIn). 'Satisfactory' was the Bremen/Bremerhaven port-group term used to describe the transocean, inland-waterway and transit cargo-handling development in the first quarter of 1977. The final official statistics are now available for January and February, according to which bulk-cargo handling in the first two months of 1977 declined by 0.8% over the same 1976 period, whilst during the same period the general-cargo traffic increased by 28.8%. Compared with 1976 the overall handling for these two months increased by 16.6%, to 3.8 million tons, whereupon the general-cargo proportion to the total handling was 65% (normally being some 50% for Bremen/Bremerhaven). In the gneral-cargo region the container-traffic showed the greatest increase. Tonnage-wise it was up 43.8% for January/February 1977 on the same 1976 period. Lash traffic also increased. The new lash-service from Bremerhaven to the Near and Middle East attained nearly the volume of the Atlantic lash lines. In general, the calm, constant-increase tendency is regarded in Bremen port-economy circles to be 'firm'.

The State Statistical Office also advises an increase, again for 1976, in the transit traffic through Bremen and Bremerhaven, in which 150 countries participate throughout the world, headed by the USA and Austria (1974: 1,393,900 tons. 1975: 1,212,200 tons. 1976: 1,287,100).

The inland waterway shipping in the Bremen ports similarly profited from the market stimulation (1974: 7.6 million tons. 1975: 6.6–1976: 7.1 million tons). Thus the 1975 recession could be half-way compensated. The numbers of inland watercraft in both directions also increased (1974: 28,075. 1975: 24,817. 1976: 25,973).Of the 7.1 million tons in 1976, receipts accounted for 4.5 million and despatches 2.6 million tons.

- **Bremerhaven Container-Terminal Stacks Three-High**

Bremerhaven, 12.4.77 (BremIn). Bremerhaven, in order to meet the constantly increasing demands being made upon the container terminal, which has already been extended several times, and in order also to continue to guarantee the fastest and most frictionless turnover of van-containers possible, will–in addition to the recent expansion of terminal and ships berths–also be placing into service, as the first German port, 8 triple-high straddle-carriers of the Finnish Valmet-concern. As a thorough testing has shown, this equipment considerably increases the storage and the handling capacities.

- **Liner Container-Service from Europe to Durban**

Bremerhaven, 25.4.77 (BremIn). For three whole weeks, in March/April 1977, four port-traffic specialists, R.M. Botha (Container Manager), J. Krüger (Terminal Manager), B.C. Janse van Rensburg (Terminal Manager) and S.W.P. Gouws (Terminal Controller), from Durban, acquainted themselves with the equipment, the organisation and method of working of Europe's largest compact container installation, at Bremerhaven.

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Port of Le Havre—Container Traffic in 1976

Le Havre, France:—Container traffic to the Port of Le Havre, for the year 1976, can be summarized by the following results, in comparison with the traffic of the previous years.

Year	Number expressed in containers units of 20ft
1968	20 960
1969	44 562
1970	107 995
1971	98 844
1972	137 876
1973	188 332
1974	212 922
1975	231 675
1976	325 000 (estimated)

To tackle the extraordinary increase of this traffic, the construction of the third container terminal, coming to join the terminal of the Atlantic Wharf and the terminal of the Europe Wharf, has been under-taken in the Ocean Harbour of the new commercial port.

Situated above the François I Lock and in the proximity of the habour industrial zone, this new commercial port, foreseen in the arrangement scheme of the Port of Le Havre, will include a facilities area which must provide, besides the arrangements for the container vessels and the carrying vessels, the mixed posts or the specialized ports which will be arranged according to the development of the transportation. It is there too that the facilities for the handling of the heavy parcels will be situated. Finally, it is there, that the warehousing areas and the import-export centers where maritime traffic can be concentrated, will be situated and where the storage and distribution facilities will be provided.

The first important realisation of this new commercial port is the Ocean Harbour. It is a vast dock situated in the proximity of the François I Lock at the mouth of the Grand Canal of Le Havre. It will measure, when finished, 2 100 m in length and 380 m in breadth that is to say more

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Durban is adopting much from Bremerhaven. This ranges from the 7 container-bridges on the 3,000-metre long quay (which were manufactured under licence by the Bremen firm, Kocks), through the technical-equipment of the Bremerhaven terminal; the remunerativeness of the over-all implementation and financing; through to personnel management. Even the operative titles of the port personnel accord in both Durban and Bremerhaven.

With effect from July 1977, the South Africa Europe Container Service (SAECS) shipping-line will operate 10 fully-cellular container ships when starting the liner container-service between South Africa and Europe. Three containerships, each with 1,350 containers, are to take up the South Africa/Mediterranean service; whilst 7 containerships, each accommodating 2450 containers, will cover the Durban-Southampton-Rotterdam-Bremerhaven-Hamburg route. SAECS is a joint service encompassing shipping companies in South Africa, England, Belgium, Holland, France and the D.A.L. (Deutsche Afrika Linie). The aim: to transport 60 percent of South Africa's exports through Durban, Africa's biggest container terminal, with express ships and in the standard-sized tinboxes—including the substantial fruit exports of oranges, apples, tomatoes and strawberries in specialised reefer containers. At present the particularly sensitive strawberries are still exported by air.

• Bremen's External Trade: Plus 19 Percent

Bremen, 25.4.77 (BremIn). Bremen firms' external-trading increased in 1976 by 19 percent, to DM 10.4 milliards, of which—according to the State Statistical Office's information—DM 6.5 milliards related to imports (= + 29.5%) and DM 3.9 milliards to exports (= + 5.5%).

• Liner Containers Service Europe-Australia-New Zealand

Bremerhaven, 25.4.77 (BremIn). The five European shipping-companies, Hapag-Lloyd AG., Compagnie Generale Maritime, Koninklijk Nedlloyd BV, Lloyd Triestino di Navigatione SpA and Overseas Container Limited—a British consortium—will commence a new liner container-service in May 1977, with 12 fully-cellular containerships, which will run under the designation ANZECS (Australia New-Zealand Europe Container Service) between the European ports of Tilbury, Hamburg, Bremerhaven, Rotterdam, Flushing, Zeebrugge, Marseilles/Fos and Genoa and the Australian ports Fremantle, Sydney and Melbourne and the New Zealand ports, Auckland, Wellington, Lyttelton and Port Chalmers. The above shipping companies have already been conducting an Europe-Australia service since 1970. The Shipping Corporation of New Zealand will also be joining ANZECS in 1978.

• Bremen Know-how for Brasilian Ports

Bremen, 16.5.77 (BremIn). The Port & Transport Consulting Bremen GmbH (PTC), a 100% subsidiary of Europe's largest port-handling company,—the 'Bremer Lagerhaus-Gesellschaft',—will be the advisory body for several Brasilian ports relative to the expansion of the handling plants—particularly the container terminals. This was reported by the Bremen Senator for Ports, Shipping and Traffic, Oswald Brinkmann, who, at the head of a Bremen trade delegation, conducted numerous economic discussions in Brasil. Already Bremen know-how has been applied or respectively agreed upon, in a series of ports in Africa, Arabia and South and East Asia.

News From Hamburg Port

Mr. Hideki Miyanohara
Port Representative
The Representative Office of the Free and Hanseatic City of Hamburg in Japan

Mr. Hideki Miyanohara

Tokyo, June 14, 1977:—As Hamburg Port Representative in Japan responsible for providing information to our Japanese customers, I had an opportunity to stay in Hamburg and Duesseldorf for a month during the period April 15 to May 14 this year. In this report, I would like to convey to our Japanese customers some of the most recent information about the port as well as contacts I made with the representatives of Japanese enterprises operating there. It is my sincere wish that this information will serve, in some way or other, your future trade operations through Hamburg Port, your gate to Europe.

First I would like to mention the situation of Hamburg Port. Although damages inflicted on the city by the tidal waves in January last year caused considerable apprehensions among Japanese business circles, complete protective measures have now been set up against the danger of tidal waves. Iron screens 1.20 meters high have been constructed at all the key spots of the port to protect the container terminal, sheds, warehouses, and depots for trains and trucks. These shields will afford 100 percent protection of stored goods against any huge tidal waves. Furthermore, special devices have been adopted which will, in case of a tidal wave in the North Sea, immediately notify the Control Station of the port through a relay radar system, and simultaneously the movable part of the tide shield will be automatically put in place.

The second point of my report concerns how the New

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than 4 km of wharf. These facilities will occupy an area of 300 hectares, what is significant is that the whole of the surfaces of the water levels and of the banks of this harbour will represent double the surface of a traditional port's facilities.

It is on the East bank of the Ocean harbour that the first stage of the work has been underatken and it is there that the third container terminal of the Port of Le Havre will be situated.

This work, which started on the 10 December 1975, includes the construction of a first wharf of 700 meters and of a bank of 18,5 hectares surface area.

This wharf will be able to receive simultaneously three vessels of classic size, or two vessels of 300 m of the third generation. The depth, ship moored to the wharf, will permit the docking of units of 13 meters of draught depending on the nautical characteristics of the vessels, container carriers of the third generation. It is foreseen that 400 meters of the wharf must be completed shortly, the remainder having to be finished in spring of the present year. The cost of the wharf is 35 MF, but the whole of the facilities, including banks and superstructures represent in all 125 MF. The State, investing in these works, 42 MF.

The banks in course of construction have the characteristic of having a depth of about 500 m which makes the handling of the containers easy. The banks devoted to handling and to storage represent an area of 18.5 hectares and the areas for traffic 13 hectares. The surface covering necessary for the whole of the banks (31.5 hectares) corresponds to a roadway with 3 lanes of 32 km in length.

Concerning the superstructure necessary to the working of these posts, the master part of the equipment planned is constituted by two new Caillard container cranes the characteristics of which are identical with the characteristics of the cranes already installed on the Europe Wharf (lifting force: 40 ft, range beyond the intersection line of the wharf: 37.70 m). These cranes, the assembling of which is being actively pursued, will permit the largest container vessels in service, or projected, to operate. The forseeable traffic will require the presence of 3 cranes. These will be provided in the course of 1977 by the transference to the Ocean Harbour of a crane forwarded from the Atlantic Wharf.

A shed of 15 000 m² for the storage and the shipment of containers, railway yards equipped with cranes, an installation providing electricity for cooled containers, a mobile bridge and the various buildings connected with the working will complete the equipment.

The putting into service of this new terminal for containers will enable the extraordinary increase of container traffic which followed the appearance at Le Havre of the new services (the Far East in 1976, the South Africa in 1977) to be tackled. The port of Le Havre owing to the undertaken investments will consolidate its place as the first French port in the domain of containers and strengthen its position in the transportation of conventional commodities.

Extracts from Annual Report 1975-76 of The Maritime Services Board of N.S.W.

Sydney, Australia

The Board

The Maritime Services Board of New South Wales was constituted under the provisions of the Maritime Services Act, 1935, on 1 February, 1936.

The Board, which is responsible to the Minister for Ports, is a corporate body comprised of seven Commissioners, each of whom is appointed by the Governor, by commission, under Seal of the State of New South Wales. Three of the Commissioners are engaged fully on the affairs of the Board and the activities of the further four Commissioners, who are nominated by the Minister, are confined generally to attendance at Board meetings. One of the nominated Commissioners is required to be a person identified with the interests of the Port of Newcastle (known as Port Hunter) and the remaining three are identified with the interests concerned with the administration of the Act, or to have such special knowledge in such fields the Minister considers appropriate.

The Commissioners who held office during the year were Messrs. W.H. Brotherson, C.B.E. (deceased), J.M. Wallace, A.S.T.C., G.P. Hill, B.S. Johnson (retired), H.B. Cadell, F.C.I.S., A.A.S.A., J.R. Curline, W.J. Hutchinson, J.G. Stephenson and R.N.S. Morris.

The death of Mr. W.H. Brotherson, C.B.E., occurred on 1 November, 1975.

Following the retirement of Captain Johnson on 10 October, 1975, Mr. Wallace, who was formerly Engineer-in-Chief was appointed as a Commissioner. In November Mr. Wallace was appointed President of the Board for a seven-year term, in succession to Mr. Brotherson.

Mr. Cadell, the former Secretary of the Board, was subsequently appointed as the third full-time Commissioner.

In terms of the Maritime Services Act of 1935; the Navigation Act, 1901; the Pilotage Act, 1971; and the Prevention of Oil Pollution of Navigable Waters Act, 1960; the Board is the port authority, the navigation authority and the shipping authority for all ports and harbours of New South Wales, including river entrances, ocean jetties and all inland navigable waters. It is also the pilotage authority and the oil pollution authority for the State.

In the ports situated at Sydney (Port Jackson and Botany Bay) and Newcastle (Port Hunter) the Board is responsible for:—

(a) The investigation, design, development and maintenance of port facilities;
(b) Dredging and deepening or widening of channels;
(c) The establishment and maintenance of beacons, buoys and other navigation aids.

The Board is also responsible for the operational administration of Port Kembla and the smaller ports of the State.

In addition, other important regulations administered by the Board include the control of recreational boating, the carriage of safety equipment, the occupation of the waterways (moorings), the survey, manning and licensing of

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Port Plan is being carried out. The Elbe Lateral Canal, 115-kilometer long, which was constructed to facilitate waterborne transportation from Hamburg Port to the hinterland (which includes the Rhein and Ruhr Industrial Zone, Czechoslovakia, Poland and Dresden), will be improved and is scheduled to resume service around the fall of this year. Goods transported through the canal will include bulk cargo, crude oil, iron ore, steel materials, livestock feed, grains, logs, etc. Furthermore, the Hansa Port, newly constructed to implement handling of 15 million tons of bulk cargo per year, (mainly iron ore and coal) and the Maschen Marshalling Yard, the largest in Europe, located to the south of the city, also were put in initial operation and are expected to increase the annual turnover of the port and facilitate inland transportation of goods, thus contributing to the future development of the port.

One of the major objectives of my stay in Hamburg was to contact representatives of Japanese enterprises residing in Hamburg, Duesseldorf and the Netherlands. My contacts included not only courtesy calls to those whom I met during my last visit two years ago but also newly appointed staffs, and also visits to the offices of Japanese firms in Hamburg to learn about their desires and proposals concerning port fee and tariffs for inland transportation, etc. It is our intention to integrate, in collaboration with the Port General Representative, the advice and proposals into our future planning.

Unlike the last long-term stay, this visit was comparatively short — a period of one month. But for me, who has spent most of my time in Tokyo, it was very significant that I was able to have many fruitful, direct contacts with staff members of Japanese companies. I am convinced that these contacts will serve greatly in promoting our future activities.

I would like to take this opportunity to express our gratitude for the attendance of many of you at the port receptions sponsored by our office in Duesseldorf on May 4 and in Hamburg on May 9. On May 7, when I was in Hamburg, the 788th anniversary of the port was celebrated with much activity.

Customers of the Far East, especially those from Japan, including potential customers, are most important to Hamburg Port. As it was the case last year, a mission of our port representatives is scheduled to visit Japan this coming autumn to promote closer relations between the two parties. From next year on, it is my intention to visit Hamburg almost on a semi-annual basis to enhance our services at the port on behalf of our customers.

The Representative Office in Japan is ready to provide our customers with any further information about the port and our services which, we hope, will help promote your business activities through the Port of Hamburg.

commercial vessels in the navigable waters of the State, and smoke and oil pollution emanating from vessels.

1975-76 in Summary

In presenting the Annual Report for the financial year 1975-76, the Board believes it reflects an encouraging level of trade and further progressive development of the ports of the State.

Total trade of almost 64.1 million tonnes was greater than in any other year with the exception of the atypical period of 1974-75 when, due to tariff reductions and revaluation of the Australian dollar, imports of consumer goods increased to the extent that the total trade for the State reached 66.6 million tonnes.

The reduction in trade for 1975-76 from the record level of the previous year was not unexpected because of the downturn in the economy and occurred mainly in the Sydney Ports (Port Jackson and Botany Bay), down 1.5 million tonnes and Port Hunter down 2.2 million tonnes. Port Kembla trade increased by 1.5 million tonnes.

In keeping with many similar organisations, the Board found it necessary during the year to increase some of its charges because of the general escalation in costs. This enabled it to complete the year with a small surplus as well as make provision for part funding of some development works.

Development in the Port of Sydney centred mainly around the continuation of the Northern Darling Harbour reconstruction. In this regard, No. 4 Berth was well advanced at the end of the year and the transit shed is due for completion in mid 1977. The old berths at Nos. 10/11 Walsh Bay were demolished to permit construction of the new No. 3 Berth, Darling Harbour.

Steady progress was achieved during the year on major components of the new port development at Botany Bay. The construction of the armoured revetment wall and associated reclamation is now well advanced and the bulk liquids berth is nearing completion. During the year, the Government commissioned an inquiry into the Botany Bay project and the letting of new contracts for further developmental works will be dependent on the outcome. The Government's decision in relation to the recommendations of the inquiry is expected to be announced early in 1977.

Work continued on construction of a new $80.0 million coal loader at Port Hunter during the year. The loader, which is being constructed by private enterprise on land owned by the Public Transport Commission and the Board, was nearing completion towards the end of the period under review and it is expected that the plant will become operational before 1977.

Further progress on the proposal for deepening Port Hunter was made during the year when the test bores, which will provide the detailed information for the deepening, were almost completed. Negotiations with the steel and coal interests to assist the Board in financing this project were concluded, resulting in a levy being imposed on coal exports and iron ore imports as from 1 May, 1976. It is expected that work on this major undertaking will commence about the middle of 1977.

As a result of the increasing popularity of small fast pleasure boats, the Board established offices in Tamworth, Orange, Albury and Mildura to cater for the boating needs of people in those regions. In addition, officers stationed on the coast were moved into more readily accessible office accommodation in main business centres.

A significant further step was one towards safer boating with the promulgation of the Boating (Safety Equipment) Regulation, N.S.W. This Regulation sets out the minimum safety equipment required to be carried by pleasure craft. The Board has endeavoured during the year to encourage the general public to seek assistance and information from the Board's officers whenever necessary. I trust that, in time, this will enable both the Board and those with whom it has contact to obtain a better understanding of each others problems.

The Board is aware that the year under review has been a particularly busy and difficult one and this has placed heavy demands on the staff at all levels. However, the response received has been most gratifying and the Board places on record its sincere appreciation of the dedication and loyal co-operation of its staff generally.

J.M. WALLACE
President.

San Francisco, Calif., 5/24/77 (Marine Exchange of the San Francisco Bay Region):—Framed by Telegraph Hill's Coit Tower, the Karlander-Kangaroo Lines' DUKE STAR was recently feted on her maiden voyage to the Port of San Francisco. Greeting the newly-built ship were Harbor Commissioner Jack Morrison, and right, J. Michael Ludlow, line manager for the agents, Transpacific Transportation Co., and Robert H. Langner, executive director of the Marine Exchange—whose ship reporting wooden semaphore "telegraphy" relay of the Gold Rush era gave Telegraph Hill its name. Accepting mememtos of the occasion was the ship's master, Capt. U. Kyu Pyon.

Conservation Requires Strict Vigilance

From "Points North", published by The Northland Harbour Board, Whangarei, New Zealand Volume 9, Number 2, 1976

ECOLOGY IS RAPIDLY BECOMING THE MOST POPULAR OF SCIENCES. TO A BOARD CHARGED WITH THE PROTECTION OF NATURAL RESOURCES, IT IS ALL-IMPORTANT.

Conservation and care for the environment are the names of the game these days.

And by its very nature, the Northland Harbour Board is in a position where it must necessarily give consideration to environmental factors when deciding policy and conducting its day-to-day affairs.

For the Board is charged with the management of a number of New Zealand's most priceless natural assets, the harbours of Northland.

It is probably fair to say that no other region of New Zealand is so richly endowed with harbours, in terms of their number, their beauty, and their usefulness to the inhabitants of the land around them.

It is in these last two factors that the Harbour Board must weigh up what might be conflicting influences affecting the use of Northland's harbours.

For while there are those who call for conservation of the natural environment at almost any price, there are others who point out that overly zealous conservationism can adversely affect the lives and economic welfare of the people associated with the harbours.

A sensible balance between the two extremes on either end of the spectrum is the Northland Harbour Board's aim as it strives to manage its harbours for the greatest benefit of as many people as possible.

A graphic and well-known example of a case where the Board has succeeded in striking just such a balance between development and conservation is Whangarei's Town Basin.

In one area there, a certain amount of mangrove forest was reclaimed to provide transport facilities for motorists, land for businesses, and moorings for boat owners.

But just a little further up the Hatea River, and a little further down, the mangroves have been retained and there they remain, helping in nature's way to control flooding, stabilise the shoreline, nurture and shelter small marine life, and do the host of things mangroves do.

The quality of water in Northland harbours is the first and possibly the most important aspect of environmental concern, especially to the general public.

The man in the street wants to feel sure that his children can enjoy a swim at a harbour beach without fear of contracting illness from contaminated water.

He is concerned too that the water quality is kept high so that his favourite fishing grounds are not befouled with chemicals and disease, and that the water over which he sails, powers, or skis is clean and healthy.

Oil pollution is the Northland Board's main area of concern, charged as it is with managing New Zealand's major oil-handling port at Marsden Point.

The Board has provisions under the 1974 Marine Pollution Act to deter shipowners and operators from spilling or discharging oil into the harbours, and to prosecute them if they do.

The Act provides for a maximum penalty of a $50,000 fine for the owner of any ship which commits an offence.

Fortunately, the definition of a ship's owner is widely interpretable under the Act, and the Northland Boad's practice has been to prosecute the New Zealand agents for the ships concerned.

The Act makes it mandatory for a harbour board to prosecute any shipowner whose ship is reported to have discharged oil into a harbour, and the Northland Board has brought a number of prosecutions under the Act.

The most notable of these cases resulted in a $5000 fine being imposed by a magistrate, and his decision was upheld by no less authorities than the Supreme Court and the Court of Appeal.

Before the Marine Pollution Act was passed, the Board prosecuted shipowners under the Oil in Navigable Waters Act, which provided for much smaller penalties.

But the Board brought more than 40 actions under that Act, a vast majority of which were successful.

As well as the Pollution Act, the Board has its own by-laws which control the handling of oil in its ports.

"These are pretty stringent and pretty international," says the Board's chief marine engineer, Mr. Peter Winton.

The Northland Board has been fortunate so far in that it has not had to contend with any really major oil spills, the worst one involving about 30 tons of oil.

There have certainly been no Torrey Canyons in Northland harbours. (It is worth pointing out here that the Board's jurisdiction only applies to harbour waters. An oil spillage outside the harbours would be a Ministry of Transport marine division responsibility, although the Board would naturally make its resources available to the division in an emergency)

To back up its legal resources, the Board owns equipment with which to deal with spillages, and this gear is constantly being improved upon as research into oil spill control goes on world-wide.

Dispersants, absorbents, and oil control booms are all part of the equipment.

"Dispersants are not the bogies they are made out to be," says Mr. Winton.

"They must meet the standards set down by the marine division, and these are very stringent. We have achieved a fair degree of expertise in the use of dispersants."

Dispersants break down the oil floating on the water so that it disperses and degrades very rapidly, a process which is aided by the comparatively warm temperatures of Northland waters–the colder the water, the slower oil degrades.

As a counter to critics of dispersants, Mr. Winton calculated that the amount of dispersant used in one particular oil spill in Whangarei Harbour would have only affected as much water as there would be in a 200′ x 100′ x 4′ swimming pool.

Absorbent booms which sop up oil are a new feature of the Board's defences against oil spillage, which have been

used in test quantities.

From oil pollution it is a logical step to the question of pollution by discharges of other matter into the harbours, notably industrial and domestic wastes from the land.

Most of these cases are dealt with by the regional water board of the Northland Catchment Commission which issues water rights to discharge wastes into waterways, where it thinks such a right is justified.

Where the Harbour Board sees fit it can object to any applications to the water board for discharge rights which it thinks will adversely affect the quality of water in the harbours.

In the Whangarei Harbour, the only Northland one with a major centre of population on its shores, an efficient municipal sewage treatment plant helps to prevent a lot of headaches for the Harbour Board.

In the case of yachtsmen living on their boats in the Whangarei Town Basin who are often the subject of public criticism because of their alleged pollution of the water by effluent, the Board has found that diplomacy and co-operation has been as successful as coercion by legal means could be expected to be.

The Board's day officer, Captain Bernard Smart, says that the response from the yachtsmen since the Board and the City Council installed washing and toilet facilities for them on both sides of the Town Basin has been such that methods of coercion have been unnecessary.

The Board is also charged with the application of the Clean Air Act in respect of air pollution from ships.

It has two "smoke officers" appointed by the Director-General of Health, who have the legal machinery at their disposal to bring prosecutions against offenders.

But again, the Board has found that diplomatic approaches to the masters of ships has warded off the need for prosecutions.

It was usually found, Mr. Winton says, that excessive smoke from ships is caused by some minor fault in a ship's boilers or other machinery.

When this is pointed out to the masters, the matter has usually been put right and prosecution has not been necessary.

Rubbish and garbage could be serious pollutants of harbours, but the Northland Harbour Board operates a ships' garbage disposal service every day which ensures that refuse from ships finds its way into the port incinerator at Limestone Island rather than into the water.

The incinerator has to meet the requirements of the Ministry of Agriculture and Fisheries, as it serves as one of the constant defences against foreign diseases entering New Zealand, such as foot and mouth disease.

The Board's work boats are steamcleaned or disinfected every day as an added precaution.

"This has to be done 100%, or it is not worth doing," noted Mr. Winton.

"Absolutely everything has to go through the furnaces." That includes glass and metal in the refuse.

After a storm, the harbours are often littered with debris washed down by the rivers.

The Board makes it its responsibility to clear away such debris, which often includes large trees, before it becomes a pollution problem or navigation hazard, especially to small craft.

Reclamations and port development, especially of mangrove areas, are areas where the Board has come in for some criticism recently.

But the Board's deputy harbour engineer, Mr. Colin Squires, points out that all such projects are subject to environmental impact assessments, which must be vetted by the Ministry of Transport marine division, before work can start.

Where a major project is being considered, the marine division may decide that a full environmental impact report is necessary, and this must go to the Commission for the Environment for audit, and be subject to public comment, before it can be actioned.

"In line with everyone else in the country, we are thinking much more in terms of the environment and its protection than we were 10 years ago," Mr. Squires states.

"With every scheme, we now have to consider whether there is a more environmentally attractive alternative that would do the job just as well."

Mr. Squires said the Board recognised the importance of mangroves in that with every new reclamation, mangroves were being retained around the perimeters to help with embankment control and for the obvious aesthetic reasons.

It is also an interesting, if rather puzzling, fact that the area of mangroves in Whangarei Harbour has increased by 14% in the last 34 years, in spite of reclamation work.

Finally, the Northland Harbour Board is concerned with the environment on the land as well as on the water.

At Mt. Tiger, east of Whangarei, it has 440 hectares of forest, 280 hectares of which have been recently planted in pine trees—about 616,000 of them in fact—120 hectares is in native bush reserve, and another 34 hectares is to be planted next year.

There are also 41½ hectares, known as the Kioreroa plantation, near Whangarei which was planted with 75,000 pines last year.

While the financial benefits to the Board in the long term are obvious, the environmental benefits in the meantime are also substantial.

Meanwhile, cattle are grazed amongst the young trees and the profits from this enterprise helps finance the maintenance of the forests.

San Francisco, Calif., 5/23/77 (Marine Exchange of the San Francisco Bay Region):—"Welcome Virginia" was His Honor's greeting to the new Columbus Line containership on her maiden voyage to the Port of San Francisco. Mayor George Moscone (right) was in turn feted by the master of the COLUMBUS VIRGINIA, Capt. Hans V. Schlegel. On hand for the inaugural voyage to the Pacific Coast—the first arrival for Columbus Line's new service to Australia and New Zealand—was Marine Exchange director William F. Bosque, (left) president of J.E. Lowden & Co.; Capt. Konrad Wedekind, vice president of the line, and Harry Bridges, harbor commissioner and retiring president of the ILWU.

Orbiter Probe

ICHCA General Assembly 1977

London, May 2, 1977 (ICHCA Press Information):—At the General Assembly of the International Cargo Handling Co-ordination Association held in Melbourne on 18th April Mr. Stanley Mayne, Chairman of the Melbourne Harbor Trust Commissioners, was elected President.

ICHCA, a body dedicated to Improving transport methods, has members in some 80 countries and was founded in 1952.

Mr. Mayne, who is also Chairman of ICHCA Australia, has had a long association with the Port of Melbourne, both as a Commissioner and as a senior executive in the shipping industry, having been a Director of Overseas Containers Australia Pty., and a Director of Seatainer Terminals Ltd. before taking up his present appointment with the Commission. Mr. Mayne is the third Vice-President of IAPH, a member of the Commonwealth Transport Industry Advisory Council and a Trustee of the Committee for Economic Development of Australia.

The outgoing President of ICHCA, Mr. Stanley Turner, who is General Manager of the Port of Bristol welcomed the appointment of Mr. Mayne and said: "The Association has just completed 25 years of existence and now ventures into its next 25 years in the capable hands of Stanley Mayne. He is widely respected in the port Industry nationally and Internationally and I am sure that with his knowledge and experience, drive and energy ICHCA will grown in strength and stature."

- Some 250 delegates from 25 nations attended the Biennial Conference and General Assembly, which is believed to have been one of the biggest events of its kind ever held in Australasia.
- The full proceedings of the Conference will be published as "Progress in Cargo Handling Volume VII" in the Autumn.
- The 1979 Biennial Conference and General Assembly will be held in Helsinki, Finland, 20-25th May 1979.
- Further information, photographs, and copies of the speeches can be obtained from: Brian Abbott, Technical Secretary, ICHCA Central Office, Abford House, 15 Wilton Road, London, SWIV ILX. Telephone: 01-828-3611, telex: 261106.

"Portos e Navios"

Rio de Janeiro, Brazil:—

FEBRUARY 1977

Ports & Waterways

- Portobrás announces its new Subsidiary, Companhia Docas da Bahia, to be installed in March
- According to Portobrás' program for 1977, 4 billion cruzeiros are going to be spent, mainly in the ports of Sepetiba, Santos, Paranaguá, Rio Grande, Vitória, Praia Mole and Vitória
- The Ministry of Mines and Energy studies the installation of coal supply centers at the ports of Paranaguá, Santos, Rio de Janeiro, Salvador and Recife
- The Port Improvement Tax increases from 2 to 3%, according to the Law signed on the 27th December 1976 by the President of the Republic

MARCH 1977

Ports & Waterways

- The Sepetiba Area, in view of the planning of various industries, has been considered priority area for studies by Fundacao Estadual do Meio Ambiente
- According to Deprec, the Port of Estrela (RS) shall start operation in May 1977
- The Port of Rio de Janeiro receives a 250 ton floating crane built by Krupp
- During 1976, 1.130.000 tons of cargo have been handled at the Port of Salvador, showing an increase of 25% with respect to 1975
- The operational deficit of the Port of Santos, in 1976, was of 183.6 million cruzeiros

A Time-honoured Tradition

Montréal, Quebec, Canada (Port of Montréal Bulletin, Winter 1977):—For 100 years a gold headed Malacca cane, suitably engraved, has been presented by the port authority to the captain of the first ship to enter the Port of Montreal each year directly from an overseas port. For about 45 years before that, each captain received a top hat instead of a cane. The annual presentation was a mark of recognition of the captain's skill in sailing his ship up river in early spring while ice in the river and the Gulf of St. Lawrence was still a hazard to unreinforced hulls.

The traditional presentation began in the days of sail, when ships provided the only link with the outside world. Steam replaced sails and in turn gave way to diesel power and the presentation ceremony persisted through all these changes. It began in the years when the port was manacled by winter's chains for more than five months each year and the arrival of the first sailing ship each spring with news and imports from Europe was an event of great moment. It continued as the dates of the first arrival slowly advanced from as late as May 20th to late April and then gradually crept up the calendar to early April. In 1954 an important barrier was broken when the first ship arrived on March 30th.

In 1962 the Lauritzen Line's Helga Dan broke the final barrier by berthing in the port on March 12th to officially inaugurate winter navigation to Montreal. In the succeeding three years the same ship pushed the first arrival date forward to February 28th, then to January 4th and finally to the ultimate goal of January 1st. Since then the first arrival has not been later than January 3rd and has been as early as 0019 hours on January 1st.

The presentation serves as an annual reminder that the port is no longer closed during the winter months, that winter navigation, with all its economic benefits to this region, is a reality.

It also provides an opportunity to recall and pay tribute to the master marines who, by their skill and sound judgment combined with a touch of daring, brought their ships up river under difficult ice conditions in years past to open the season of navigation. And it stirs memories again of the men whose technical skills and dedicated efforts through the years made winter navigation possible.

New Port Manager

Nanaimo, British Columbia, Canada (Nanaimo Harbour News, July 1977):—Doug Greer, Chairman of the Nanaimo Harbour Commission, recently announced the appointment of Lloyd L. Bingham as Port Manager for Nanaimo.

Mr. Bingham 42, has been with B.C. Rail since 1968 and for the past three years has been General Manager of Railwest Manufacturing at Squamish, B.C.

A native of Manitoba, Mr. Bingham joined the C.N.R. engineering division in 1958 after a career in the R.C.A.F. He was mainly responsible for the design and location of industrial parks and worked in northern Alberta and Manitoba. He joined the old Pacific Great Eastern in 1968 and his projects included industrial development work for terminals at Roberts Bank and Squamish and an environmental impact assessment for the Port of Prince Rupert.

Mr. Bingham says: "Throughout my work in industrial development I have recognized the importance of environmental protection measures combined with sound growth. In these areas I believe Duke Point can serve as a model." Mr. Bingham also commented that the local authority concept of port management at Nanaimo has proved very successful and has served as one of the models for the Canadian Government.

LNG Project Promising

Saint John, New Brunswick, Canada (Saint John Port News, March-April 1977):—Joseph V. Streeter, chairman of the Saint John Port Development Commission, says the proposed Tenneco LNG (Liquified Natural Gas) project near Saint John could produce important benefits to the area in terms of world-wide publicity and exposure.

In a speech to the Lancaster Kiwanis Club, Mr. Streeter said that "the potential is not just for that development but the potential is for what may follow."

He said the publicity generated by "blue chip partners" selecting the Saint John site as part of the $5-billion gas line project would have a strong influence in attracting other business into the area.

The proposed project would involve the construction of a $335-million vaporization facility at Tiner Point, 10 miles southeast of Saint John, and the construction of a 66-mile pipeline from Tiner Point to the Maine border to supply American markets with Algerian natural gas.

The partners in the project would include Tenneco, Canadian Pacific, Trans-Canada Pipelines Ltd. and the Algerian Government.

Lakehead Harbour Commissioner heads Great Lakes Ports Group

Toronto, Ontario, June 22, 1977 (International Association of Great Lakes Ports):—Walter J. Clemens of the Lakehead Harbour Commission (Thunder Bay, Ont.), is the new president of the International Association of Great Lakes Ports.

Mr. Clemens, elected during the association's 17th annual meeting held recently in Chicago, succeeds Sherwood L. Hamilton, Executive Director of the Port of Oswego Authority.

The International Association of Great Lakes Ports, formed in 1960, represents 16 United States and five Canadian ports and consists of two sections, one for each country.

Members of the U.S. Board of Directors are: Frank E. Miller, Chairman, Toledo, Ohio; Arthur Lancaster, Buffalo, N.Y.; Robert M. Adams, Detroit, Mich.; Robert W. Barclay, Green Bay, Wisc.; Verner J. Soballe, Chicago, Ill.; John A. Seefeldt, Milwaukee, Wisc.; and Mr. Hamilton as past president.

The Canadian Board of Directors consists of Mr. Clemens as Chairman and Earl M. Perkins, Hamilton, Ontario.

Kenneth L. Closs, traffic chief at the Port of Toronto, was re-appointed as secretary-treasurer.

New Baltimore-Middle East service features world's largest Ro/Ro ships

Baltimore, Md., June 6, 1977 (News From Maryland Port Administration):—A unique new service to the Middle East is being inaugurated in the port of Baltimore this month with the arrival of the world's largest capacity roll-on/roll-off ship at Dundalk Marine Terminal.

Arrival of the M.V. SEASPEED ASIA will mark the beginning of a regular monthly service between Baltimore and the ports of Jeddah, Dammam, Bandar Shahpour, Dubai and Kuwait offered by Seaspeed Services.

Seaspeed's Baltimore-Middle East service will include three identical 22,000-DWT vessels. The SEASPEED ASIA, second of the fleet, will be making her maiden voyage to North America as well as the port of Baltimore.

The three ships, designed and manufactured specifically for this trade by Kawasaki Heavy Industries of Japan, are the largest capacity roll-on/roll-off vessels in the world. Six-hundred-and-fifty feet long, 107 feet wide; the ships accept any class of cargo, including single units up to 1,000 metric tons, 23 feet in height and 200 feet long. In addition to transporting the most diverse roll-on/roll-off cargo, the ships are able to carry 800 20-foot containers and 150 40-footers.

"The ships literally can accommodate any kind of cargo," commented G.T. White, vice president of The Hinkins Steamship Agency, Inc., Baltimore agent for Seaspeed. General U.S. agent for the line is Hansen and Tidemann, Inc.

An additional feature of the ships is their stern ramp load-discharge, which allows ships to occupy only 150 feet

(Continued on next page bottom)

Matsui to retire from Boston

Mr. Y.H. Matsui

Tokyo, June 2:—Mr. Yasunori Herman Matsui will retire from his 10 years employment as Far East Representative of Massachusetts Port Authority as of June 30 1977. Mr. Matsui has been managing a joint service of Port of Boston and Port of San Francisco, however, he will continue his duties at Port of San Francisco. Port of Boston and Port of San Francisco have been sharing offices and expenses and consequently replacement for Port of Boston is available after June 30, 1977.

Personal background of Mr. Yasunori Herman Matsui:

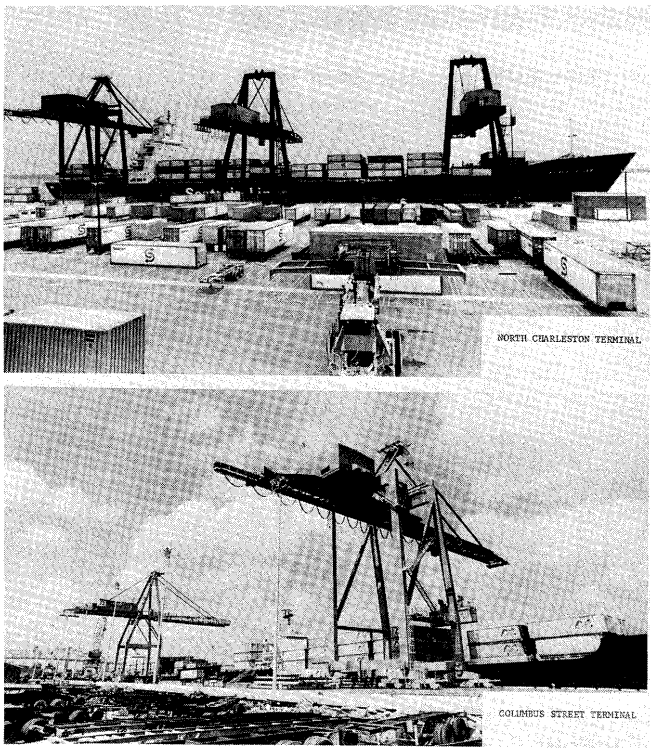
1931 – born in Portland, Oregon
1953 – Graduated Keio University (B.A.)
1954 – attended graduate school of Columbia University (B.A.)
1956 – graduated Bombay University. received MA
1957 – attended graduate school of M.I.T. (Course 18)
1955 – 1960 Yamashita-Shinnihom Company (Y-S Line)
1960 – 1967 Marubeni Co. (Asaono Bussan Toso Tsusho)
1976 – 1977 Far East Manager of Massachusetts Port Authority

of berthing space. In congested Mid-East ports, turn-around is a must. The new ships also are capable of discharging their cargo in as short a time as six hours, according to Seaspeed.

The Seaspeed service was the second of two new Middle East services commencing in Baltimore during June. Earlier in the month, Star Lines, inaugurated regular service from Baltimore to the Persian Gulf with the sailing of the Norwegian-flag M.S. Star Shahpour from Dundalk Marine Terminal.

Star Lines, whose general U.S. agent is Alltrans International, Inc., Linthicum., Md., will operate monthly service from Baltimore calling at Dundalk Marine Terminal. There are three ships in the service, all combination vessels capable of carrying both container and breakbulk cargo. The Star Shahpour, first vessel of the new service on her maiden voyage to Baltimore, was equipped with two 25-ton onboard cranes capable of working in tandem with a heavy-lift capacity of up to 45 tons.

The port of Baltimore is one of the leaders in U.S.-Middle East trade. In 1976, Baltimore ranked first among U.S. Atlantic ports in tonnage shipped to the Middle East. In the fourth quarter of 1976, dollar value of Baltimore's cargo to the Mid-East ranked highest of all ports in the United States.



Charleston, S.C. (Trade News, South Carolina State Ports Authority):—The Port of Charleston's five container cranes work continually to speed service to the 12 regularly calling pure container lines and numerous general-cargo lines which carry containerized freight. The port's two newest cranes (at far left in upper photo and in foreground of lower picture) came on-line at the end of 1976 and became fully operational in February of this year. In the first nine months of its current fiscal year, the port handled 1,007,879 tons of cargo from pure container lines. This was an increase of nearly 26,000 tons over the entire 1976 fiscal year container volume of 981,909 tons. With more pure container cranes in operation than any other seaport between Baltimore and Houston, the Port of Charleston is rapidly approaching the 1.5-million-ton mark in containerized cargo handling.

3 proposals approved by Board

Los Angeles, Calif., May 25, 1977 (Port of Los Angeles News):—A letter to Councilman Ernani Bernardi setting forth three proposals for presentation at the June meeting of the League of California Cities' Los Angeles County Resolutions Committee was approved today by the Los Angeles Board of Harbor Commissioners.

The letter, drafted by Harbor General Manager Fred Crawford in response to a May 9 request from Bernardi for Harbor Department proposals, asks league support of:

—federal legislation establishing oil spill liability funds, tanker inspection procedures and vessel safety standards.

New General Manager

Richard P. Leach

Houston, Texas, 6/2/77 (Port of Houston News Release):—Richard P. Leach will become General Manager of the Port of Houston Authority effective September 1, 1977, George W. Altvater, Port Authority Executive Director, has announced.

Leach, who has served as General Manager-Administration of the Authority since 1973, will be responsible for the "day to day affairs" of the organization, Altvater said.

An engineering graduate of Rice University, Leach joined the Port Authority staff as a structural engineer in 1958. He has since served the Authority as Administrative Engineer, Chief Engineer, Director of Engineering and Planning, and Deputy Port Director-Engineering and Planning.

Such legislation would preempt current state legislation.

—the enactment of federal legislation to establish a uniform national policy dealing with restrictive trade policies or boycotts imposed by foreign nations against other countries friendly to the United States or against any domestic concern or person. The federal legislation would also preempt state laws.

—state legislation to encourage state policies and practices that benefit world trade activities in California.

The inspection and safety standards proposal is aimed at preventing the recurrence of incidents such as the Sansinena explosion of last December, according to Crawford. A report outlining several reasons for legislation was recently submitted to the city council's Industry and Transportation Committee.

Federal legislation establishing policy on boycotts and restrictive trade practices is currently in a Senate-House conference committee and was endorsed by the American Association of Port Authorities early this year. The AAPA resolution said state legislation in the area conflicts with federal constitutional power to regulate international commerce and the existence of state legislation has disrupted competitive port relationships.

State legislation encouraging practices which benefit world trade activities in California has been a high priority

(Continued from page 25)

Los Angeles, Calif., 061377 (Port of Los Angeles):—An historic shipping event occurred recently in the Port of Los Angeles with the changing of the registry, crews and flags of the tanker M.T. Joergen J. Lorentzen, from Norwegian to Swedish. Seen from left to right: William Walker, pier superintendent, Fred Noonan Co.; Helen Lawton; Harold Murphy, manager, Southern California, Fred Noonan Co.; Port of Los Angeles Harbor Commissioner George Izumi; Barbro Rogers, Chancellor at the Swedish Consulate; Gunnar Dahlstrom, Consul of Sweden; Fred F. Noonan, President, Fred Noonan Co.; Swedish Capt. Ragnar Gardsfalt; Norwegian Capt. Rolf Nilsen. The Norwegian flag is seen at right being lowered as the Swedish flag on the left is being raised.

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in the state legislature in recent years. Two bills of importance to the trade community, the "Free Port Law" sponsored by Senator Marks and AB 3061, which prevents retroactive ad valorem property taxes, have been passed by the legislature and signed by Governor Brown since 1975.

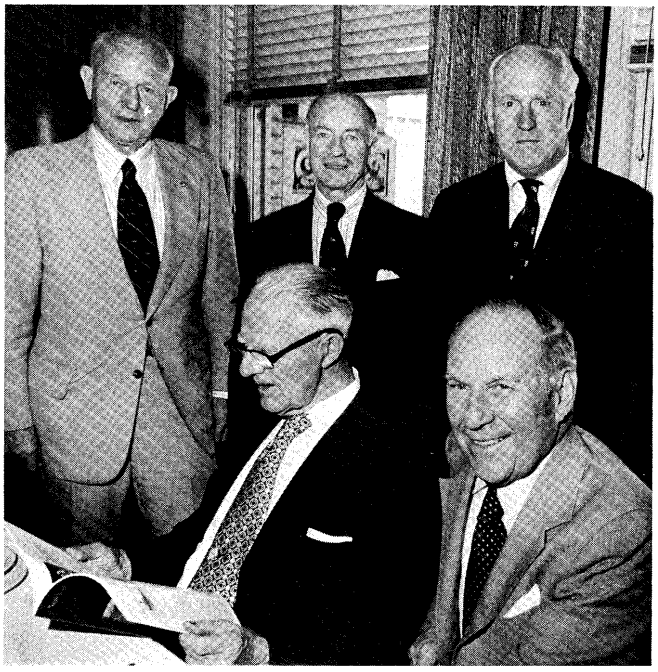
If approved by the Resolutions Committee, the three proposals will be presented to the League Conference for possible endorsement. The state conference will be held September 25-28 in San Francisco.

1977 Harbor revenue bonds

Los Angeles, Calif., 052577 (Port of Los Angeles News):—The Los Angeles Board of Harbor Commissioners today (Wed., May 25) took the first of a series of steps required for issuance of 1977 Harbor revenue bonds in the amount of $30,000,000, which will help finance a Major Capital Development Program to further improve and expand facilities at the Port of Los Angeles.

The Board adopted the initial order for the bonds and directed certified copies to be transmitted to the Mayor and the City Council for approval.

The $30,000,000 bond issue, together with projected Harbor Department revenues, will be used to finance 17 of 32 major capital development projects planned through 1982. The 17 projects include wharf and backland expansion at the Matson Terminal; improvements at the American President Lines Terminal; expansion of the Datsun automobile storage area for Distribution Auto Services; Main Channel dredging, including dike and landfill; widening of the West Basin entrance; Cerritos Channel marina improvements; the construction of a new Port of Los



New York, N.Y., May 4, 1977 (The Maritime Association of the Port of New York):—MARITIME LEADERS MEET ON N.Y. PORT HANDBOOK: Members of the Port Resources Information Committee, co-sponsors, with the Maritime Association of the Port of New York, of the New York Port Handbook, meet to discuss plans for worldwide distribution of the annual publication, which is now off the press. The 1977 edition, profusely illustrated, is a source-book of information on transportation and air and maritime-related supply organizations, world trade and government and private agencies in the port region, with 18 detail maps showing all general cargo and petroleum terminals, airports and an expanded railroad section. Above are (1 to r standing) Admiral John M. Will, US Navy (Ret.), vice president, Howard G. Seymour, Clifford B. O'Hara, secretary and treasurer and (seated-left) Paul G. Boise, chairman and James P. McAllister, president.

New York, N.Y., May 5, 1977 (The Maritime Association of the Port of New York):—GREETERS ABOARD NEW CONTAINERSHIP SUSAK: In the Captain's cabin aboard the motorship SUSAK on her recent maiden voyage arrival at Northeast Marine Terminal in Brooklyn well-wishers gathered to welcome Captain Zdenko Jamnikar (center), who is holding pewter plate, engraved to mark the occasion, which was presented to him by (left) Francis X. McQuade, president of the terminal and a director of the Maritime Association of the Port of New York. With them in photo are (1 to r) Wendy Johnsen and Susan McRoberts, Maritime Princess and Maritime Queen, respectively, of the Port of New York. They won their crowns in the annual contest sponsored by MAPONY. At right is Marko Zapa, president, Crossocean Shipping Company, Inc., agents for the 11,031 ton containership, which is operated in the USA East Coast-Adriatic and Mediterranean by Jugolinija.

Angeles administration building, and other projects. The rest of the 32 projects will be funded by future bond sales and revenues combined.

The authorization for the sale of bonds set by the initial order of the Board of Harbor Commissioners is made at this time in order to become effective in approximately 90 days. Sale and delivery of this issue of bonds is planned for completion by October 1977.

The next step in the bond issuance procedure is the approval by the City Council and Mayor, followed by the publishing of the initial order.

Water Conservation

Los Angeles, Calif., May 26, 1977 (Port of Los Angeles News):—Water conservation efforts at the Port of Los Angeles are expected to save at least three million gallons in 20 days, following action this week by the Los Angeles Board of Harbor Commissioners.

In a unanimous vote, the Board authorized a $25,000 expenditure permitting a contractor on a 30-acre Harbor project to switch from fresh to salt water for part of its operation.

The contractor, J. Harris Construction of Ontario, is improving three parcels of Harbor land near Todd Shipyards for auto and lumber storage, and was expected to use 150,000 gallons of fresh water daily for soil compaction purposes. In accordance with City and Harbor Department policies regarding mandatory decrease in water consumption, Harbor officials requested that the contractor switch over to salt water.

The change-over, the contractor indicated, would require modification of some equipment, additional equipment, and additional manhours and spare parts for maintenance, due to the corrosive nature of sea water. The agreed-on cost of these items was the $25,000 authorized by the Board. Future Harbor Department contracts will require use of salt water instead of fresh for construction water operations, where possible.

Kelp Transplant Project

Los Angeles, Calif., June 3, 1977 (Port of Los Angeles News):—The first kelp transplant project in the 70-year history of Los Angeles Harbor completed its initial phase Friday (June 3) with the final planting of 50 locally-grown kelp plants. Later this month, 100 or more foreign plants will be transplanted in the harbor as phase two of the project.

The two-stage operation will ultimately provide sanctuary and breeding grounds up to 3.5 acres wide for several

Mr. Eric Guy de Spirlet

New York, N.Y., June 7, 1977 (The Maritime Association of the Port of New York):—New MAPONY President Elected: At the Annual Meeting and Election of officers and directors of The Maritime Association of the Port of New York (MAPONY) held recently Eric Guy de Spirlet, president, Belgian Line Incorporated was elected president. In his annual message to the membership Mr. de Spirlet reported that the Association had again enjoyed a prosperous year and that the principal goals, namely, the improvement of the quality and scope of its traditional marine intelligence services, closer ties with Lloyd's of London, continued development of inter-port cooperation, more involvement in legislative matters concerning maritime affairs and participation in local port activities to help promote and develop the Bi-state region as a center of world trade and commerce, had all been attained.

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varieties of fish and invertebrates which, in turn, provide a food supply for other fish and seabirds.

The project resulted from an environmental tradeoff between the U.S. Army Corps of Engineers, the California Coastal Commission, and the Los Angeles Harbor Department. The agencies had been asked by the Harbor Commission to approve a 330,000 square foot slip fill project at Berth 232 on Terminal Island and had required an enhancement of wildlife in return for the approval.

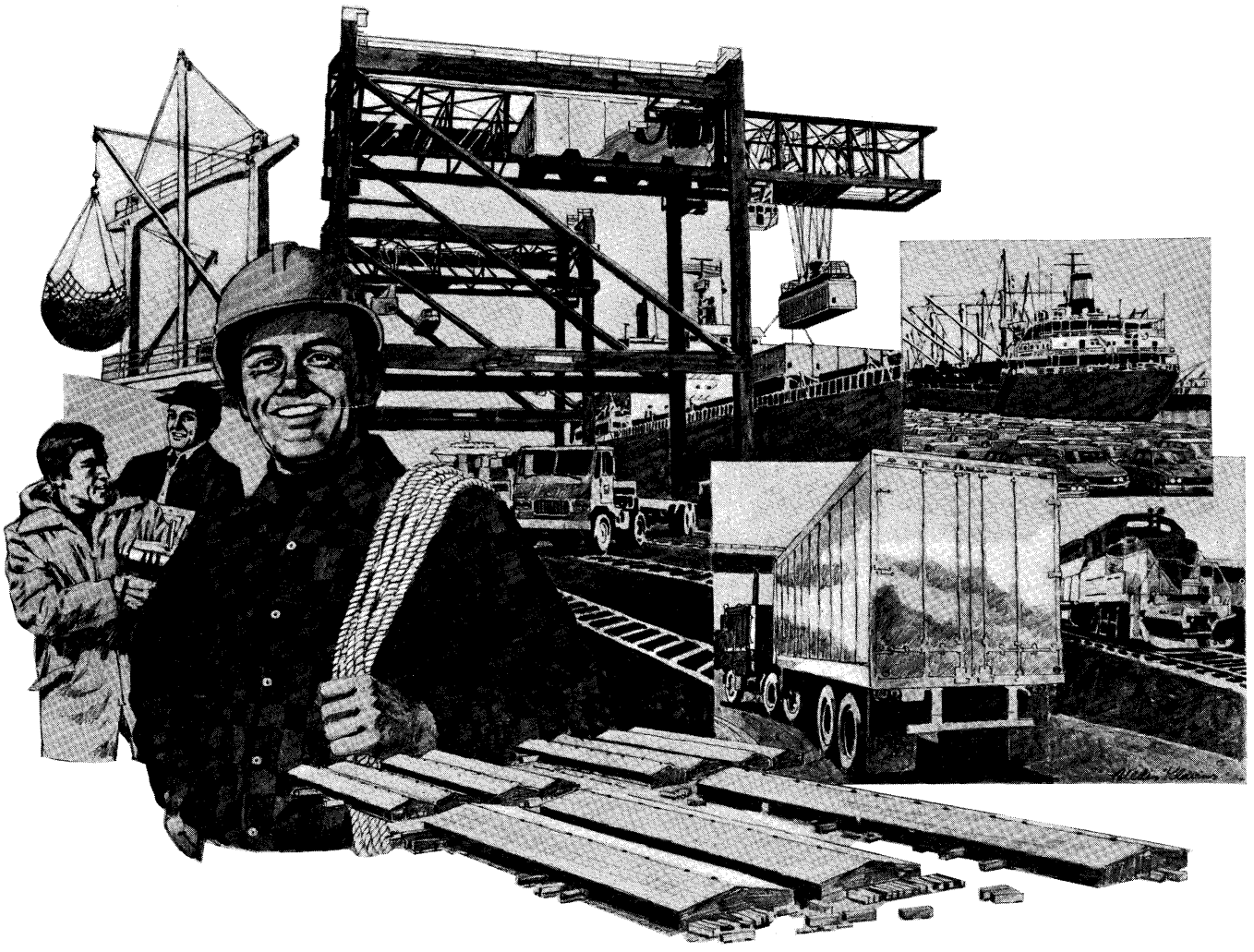
The first stage of the transplant included obtaining approximately 220 adult giant kelp plants (Macrocystis) from nearby Abalone Cove on the Palos Verdes Peninsula and planting them on a special anchoring system along the breakwater. Abalone Cove itself was the site of a transplant five years ago and now has sufficient growth to support this donor program. (Kelp's rate of growth—up to two feet per day—made this possible.)

Phase two of the operation, scheduled for mid-June, will involve the transplantation of 100 or more kelp plants from the warmer Baja California waters. This will be a precautionary measure designed to increase the number of kelp transplants should the original transplants fail. Kelp are sensitive to water temperature and the harbor waters are warmer than adjoining coastal waters, such as Abalone Cove. Baja waters on the other hand, are nearer the temperature of the harbor.

Performing the actual transplant operation will be divers from the University of Southern California, Hancock Foundation, the contractor for the operation under project manager Calvin Hurst, Los Angeles Harbor Environmental Scientist.

New York, N.Y., April 5, 1977 (The Maritime Association of the Port of New York):—AT FIRST PORT OF NEW YORK MARINE SAFETY CONFERENCE. With Wendy Johnson, Maritime Princess of the Port of New York at his side, Admiral William F. Rae III, Commander Atlantic Area, Third U.S.G. District cuts the ribbon to open the first Port of N.Y. Navigational Aid and Communications Conference and Exhibit at the Seamen's Church Institute of New York recently. The event was sponsored by the Maritime Association of the Port of New York. Above (far left) are Admiral Sidney Wallace (USCG), Marine Transportation Advisor to U.S. Transportation Secretary Brock Adams, who delivered a keynote address, and Maritime Association President Eric Guy de Spirlet, president Belgian Line, Inc.

New York, N.Y., April 5, 1977 (The Maritime Association of the Port of New York):—New York Port shipping officials and ship officers gathered together on the bridge of the M.V. KISANGANI on the arrival of the vessel on her maiden voyage at Bush Terminal in New York Harbor recently. Captain Adrian Spidle (far left) chairman, Ship Operations Committee, Maritime Association of the Port of New York, represented that group as he presented a pewter plate suitably engraved to mark the occasion to Captain Joseph Lemoine, Master of the 15,080 ton vessel operated by Compagnie Maritime Zairoise in the U.S.A. Atlantic-Gulf and West Africa trade. In group's center is Robert Grenz, traffic manager of Tilston-Roberts, agents representing CMZ. Others in the group are Chief Mate Jan Roelens and (far right) Arnold D. Hirsch, director of property management services, New York City Department of Ports and Terminals.



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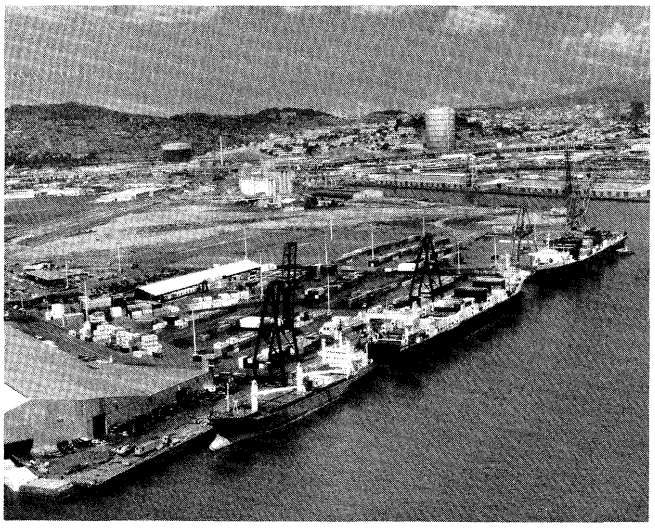
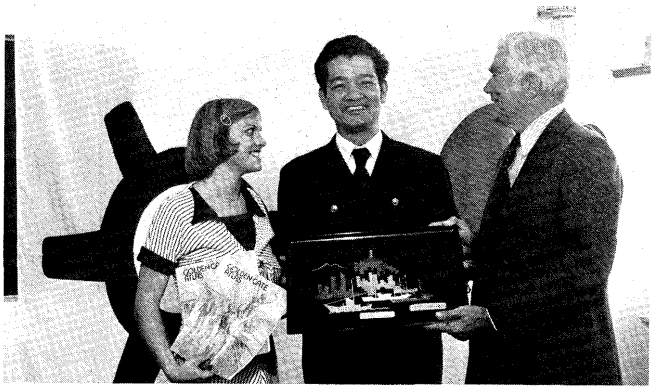


San Francisco, Calif., May 13, 1977 (Port of San Francisco News):—The Port of San Francisco's new Pier 94 (upper right) was pressed into service along with its two new cranes for the first time on Thursday, May 12, as three ships strained the capacity of the larger adjoining Pier 96 (area left to center). All four container cranes (Pacific Far East Line has two and the Port two) were pressed into use. The ships, left to right, are the Columbus Caribic, Columbus Lines, a containership, and the LASH vessels Austral Rainbow, Farrell Lines; and Japan Bear, PFEL. Farrell and Columbus are tenants of PFEL, the long-term lessee of Pier 96.

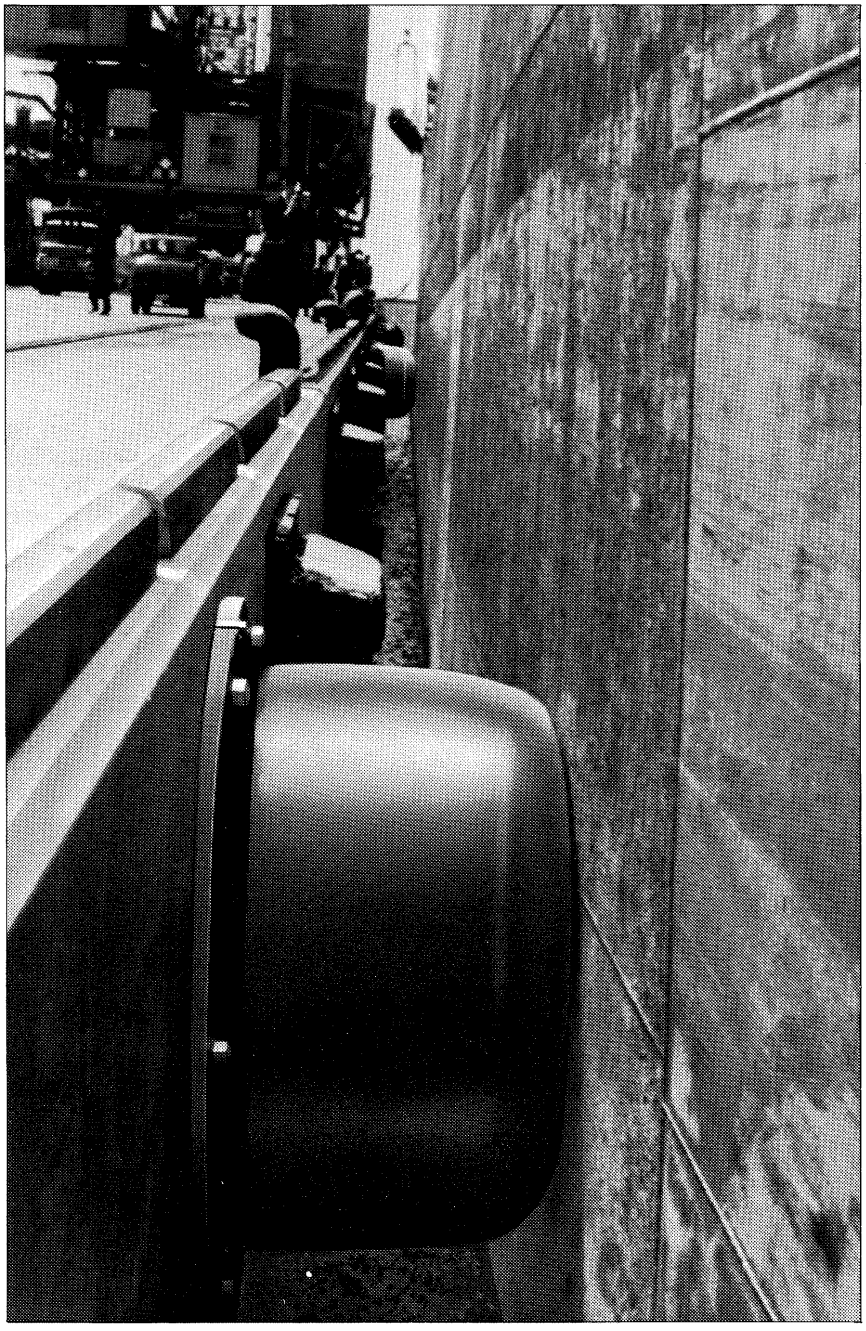
San Francisco, Calif., 5/9/77 (Council of American Master Mariners):—Federal legal expert on waterways navigation, Judge Tilden Edwards, emphasized a point at a recent meeting of the Council of American Master Mariners. Presiding Administrative Law Judge since 1974 for the Western Rivers and Great Lakes, Judge Edwards told the gathering of sixty U.S. Merchant Marine captains of differences between the inland/lake system, and deepdraft ocean operations. Vice president of the Bay Area chapter of the Council, Capt. Wallace Campbell (left), joined president "Buck" Wilson and Treasurer Mayer Armbrust in welcoming the guest speaker.

San Francisco, Calif., 4/11/77 (California Marine Affairs and Navigation Conference):—GOLDEN STATE LUNCHEON was formally opened in Rayburn House Office Building by Mrs. Harold T. "Bizz" Johnson, wife of the Congressional host who is chairman of the House Public Works Committee. The annual California gastronomic event was recently celebrated for the 18th year on Capitol Hill with sponsorship of the California Marine Affairs and Navigation Conference (C-MANC). Conference president Thomas Eddy (left), Richmond port director, joined Congressman Johnson in the opening ceremony, attended by over 300 congressmen, staff aides and officials of the executive department. Almost seventy Golden State organizations, public bodies and producers co-hosted the event, held annually in conjunction with C-MANC testimony supporting funding of California port, small craft harbor and beach erosion projects.



San Francisco, Calif., 4/27/77 (Marine Exchange of the San Francisco Bay Region):—OAKLAND—Toko Line's new MV TOTEN MARU and her master, Capt. Y. Ashitani, were recently feted upon the motorship's maiden voyage to the Golden Gate. On hand to greet the modern breakbulk vessel were Maritime Princess Chris Herring and Marine Exchange director Frank Ewers, Marcona Corp. chartering general manager. Participants also included Port of Oakland officials and Fritz Maritime Agencies, agents for Toko Line.

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.

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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.

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* Wharves subject to high waves and strong wind conditions.
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Toyota decision accepted calmly

Bristol, U.K., June 1, 1977 ("Portfolio" A Newspaper for the Port of Bristol):—The news that Toyota (G.B.) Ltd., had abandoned, for the time being its plans to build an import and distribution centre at West Dock was accepted calmly in the Port last month.

News of Toyota's change of heart came in a letter to Bristol Docks Committee, Chairman Councillor Wally Jenkins, from Toyota's Managing Director, Mr. John Pride.

One of the reasons he gave for the company's decision to stay in Sheerness was the new limit on imports of Japanese cars into Britain which has halved Toyota imports.

Another was the benefits of a new harbour for car-carrier ships which will open at Sheerness this summer.

Despite the obvious disappointment at the Toyota decision it is no longer seen as the heavy blow it might have been to West Dock, particularly at the latest development plans were comparatively smallscale.

Although expected to be operational from an engineering view point from the start of this month West Dock has not yet opened because negotiations with the dockworkers have not been concluded.

These negotiations are continuing on a regular basis but at this time it is impossible to predict when an acceptable settlement will be reached although the Authority are seeking to reach an agreement to enable the dock to open to traffic as soon as possible.

VIEWPOINT

Glasgow, U.K. (Clydeport News, June, 1977):—Clydeport has had another overwhelming vote of confidence from the community in Strathclyde Region.

When Authority bonds totalling more than £3 million matured at the May term, local investors renewed over 73 per cent of them for periods of three, five, seven and ten years—a clear indication of their faith in the port's ability to provide a vital service profitably.

By contrast, Clydeport is financed by about 8000 bondholders, most of whom live around Clydeside.

Their investments represent many hardearned 'nest eggs', placed thoughtfully and carefully where they will remain secure. Viewed in that light they are a heavy responsibility—but heartwarming too, because of the way they symbolize the support which Clydeport has in its endeavour from the local community as a whole.

Peace in Dock Labour

Glasgow, U.K. (Clydeport News, June, 1977):—Last year was one of the most peaceful on record in Britain's docks.

The number of man-days lost per thousand registered dockworkers was the lowest since 1963, Mr. James P. Davidson told the recent annual meeting of the National Association of Port Employers.

Clydeport's Deputy Chairman and Managing Director—whose re-election as Chairman of N.A.P.E. was reported in the last issue of *Clydeport News*—said that the Dockworkers' Pension Scheme was poised for a major advance.

Management and unions had successfully concluded complex negotiations involving pension benefits and contributions and the intention was to contract out of the new State pension scheme to be introduced next April, he said.

Mr. Davidson also referred to improvements in the scale of severance payments to dock workers and said that some 24,000 registered dock workers had left the industry since 1969 at a cost of £69 million.

The main register was now 29,200 compared with 58,500 when decasualisation took place ten years ago.

B.T.D.B.'s Report on Research 1976

London, 14 June, 1977 (British Transport Docks Board):—Problems caused by wave action at Port Talbot Harbour have been studied in detail by the British Transport Docks Board's Research Station and are outlined in the Docks Board's Report on Research for 1976.

Storm damage sustained by the main breakwater at Port Talbot necessitated repairs using pyramid shaped concrete blocks cast in situ. Model tests are being undertaken at the Research Station at Southall to find the effectiveness of these and alternative blocks under extreme storm conditions.

The problem of large ore carriers colliding with the jetty at Port Talbot on occasions when there is long period wave activity is the subject of another investigation, based mainly on field observations. The velocity of the ship at impact with the fenders is being recorded and measurements are being taken to establish the frequency and magnitude of these long waves.

A third problem being studied at Port Talbot is the rate of siltation in the entrance channel and harbour which is now more rapid than during the first two or three years after completion in 1970. Results so far have shown that the most sand and silt is moved during times of heavy storms and little in relatively calm weather.

Wave monitoring is also being carried out near the mouth of the Humber at Spurn in order to assess how far wave action would create problems for any future development schemes in the estuary.

Commenting on the research, Mr. Don Jones, the Docks Board's Chief Engineer, said that there was a lack of information on the magnitude and frequency of waves in some of the Board's potential development sites. "We are now trying to obtain data to enable us to find a solution to the problems which have arisen in South Wales and to gather advance information to enable the Docks Board to plan for any future development in the Humber."

The report also describes research into ways of reducing dredging costs by making the best use of Docks Board dredgers and by reducing the amount of silt and sand deposited in channels and docks. During the year studies have been carried out at King's Lynn, Fleetwood and Southampton, and at the Humber and South Wales ports.

During 1976 the Research Station also completed the first stage of the model study into the effect of the proposed harbour development at Fleetwood and undertook a study for the National Ports Council of the problems

of large ships entering locks.

Data logging in digital form is being increasingly used for collecting and recording field and model data in a form which can be rapidly processed by computer.

B.T.D.B. Publishes Brochure on Forest Products Handling Facilities

London, 1 June, 1977 (British Transport Docks Board):—A sixteen-page brochure detailing the facilities available for the handling of forest products has just been published by the British Transport Docks Board.

The Docks Board has acquired a wealth of experience in meeting the requirements of the forest products trades, and twelve of its ports have facilities available for this purpose. Large specialised terminals are available at Newport, Cardiff, and Hull, and a significant timber trade has developed between these ports and Russia, Canada and the Far East. Other Docks Board ports offering a full range of facilities to deal with a wide variety of forest products are Goole, Immingham and Grimsby on the Humber, King's Lynn and Lowestoft on the east coast, the south coast ports of Southampton and Plymouth, and Garston and Ayr on the west.

The Docks Board handled 23 per cent of the total UK timber imports in 1976, and its ports accounted for nearly half of the imports from the Far East.

In close co-operation with the forest products trades the Docks Board has carried out detailed market research so as to be better able to meet the needs of users. The Board is now looking to the requirements of the next generation of even larger bulk timber carriers, as well as providing for the movement of forest products through modern container and roll-on/roll-off terminals.

Copies of the brochure are available, free of charge, from the Commercial Department, British Transport Docks Board, Melbury House, Melbury Terrace, London NW1 6JY.

Board Meeting June 1977

Dunkirk, France (Press Service, Port Authority of Dunkirk):

COMMERCIAL SITUATION

One month after it was resumed, the traffic has been thoroughly looked at by the Board and it has been found to be not at its normal level yet again. This implied a drop of labour employment on the docks by 35% over the same period last year. Several traffics have not yet reappeared in Dunkerque; therefore one can assume the competition with other foreign ports near-by grew harder.

Lastly, the Board felt deeply concerned by ICI's decision to settle rather in Wilhelmshaven (West Germany) than in Dunkerque.

LABOUR/EMPLOYERS AGREEMENTS

The Board commented upon the signing of four agreements on May 25 between the Federation of Port Employers (Union Maritime et Commerciale) and the Dockers Labour Union (Chambre Syndicale des Ouvriers du Port).

These agreements deal with

- the new steel products terminal
- OLAU-LINE Dunkerque-Sheerness Service
- Combi-Shipping forest Products Terminal

and

- traffic reliability.

These agreements extend the July 1976 Dunkerque-West agreements and the general agreement of late April 30 between the same parties. One of their main advantages is to allow a definite start of the operations on the Steel Products Terminal around the second part of this month of June as the Board also approved the Specifications of the SOTERAC, the company responsible for the running of this new terminal.

FINANCIAL BALANCE FOR 1976

The Board examined the accounts for 1976 which are positively balanced. Two figures come out:

capital investment:

211 million Francs with the help of the State after the terms of the National French Ports Act. (1965)

running expenses:

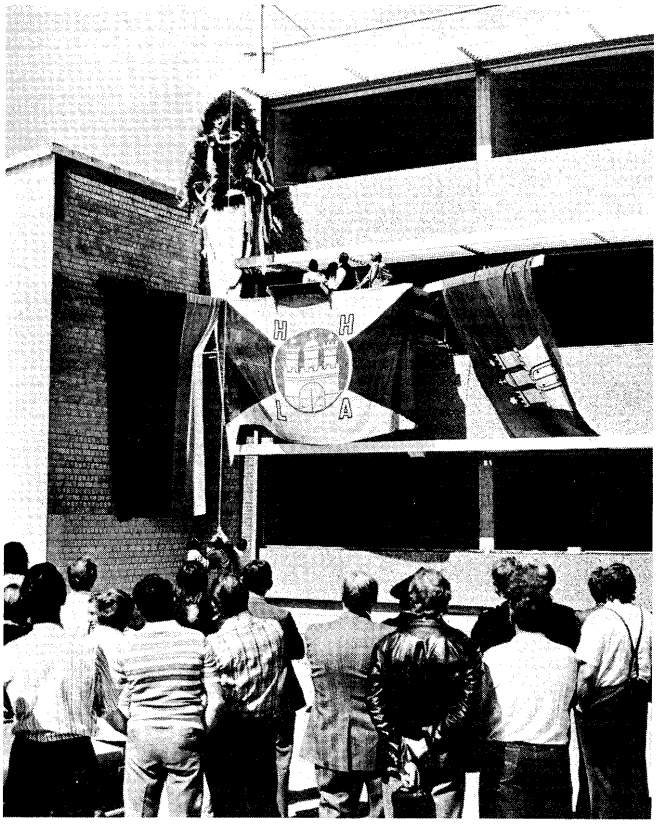
177 million Francs (balanced with Port revenue)

HHLA Repair Facilities

Hamburg, June 20, 1977 (News Release, The Free and Hanseatic City of Hamburg):—HHLA of Port of Hamburg began repairing containers about eight years ago in response to the many requests from its customers. The single repairshop used in those days has now grown into a huge maintenance and repair depot (M + R Center) which carries out some 25,000 jobs annually in accordance with international specifications.

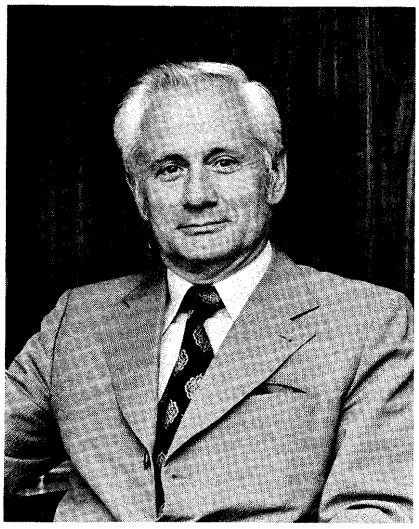
Situated on the HHLA container terminal, at the very heart of container handling operations and directly adjacent to the leasing depot, the workshops could not be better located. The main section of the maintenance and repair workshops—devoted to basic overhaul of steel and aluminium containers and trailers—will now be housed in a 6,000-sq.m. new complex with extensive outdoor parking space. The M + R section will also be supplemented by a highly modern, pollution-controlled shotblasting plant and paint spraying shop, each of which cost DM one million to build and equip. In all, HHLA will be investing DM 10 million in this M + R section this year. Now that the new buildings were topped out in May, the workshops will be able to start operating this summer.

Of the 1.5 million standard containers currently being used in world-wide land-sea traffic operations, 10% are plywood, 20% aluminium and some 70% steel. A steel container must be thoroughly overhauled every four to six years depending on the wear and tear it is subjected to and the way it has been looked after. Now that its new workshops have been completed, HHLA affords ideal possibilities for dealing with containers due for overhaul as they pass through Hamburg.



Simple ceremony marks completion of one of the new shops of Hamburg Port's depot complex for maintainance and repair of containers

New Hamburg Agent in Japan



Wolfgang Buechs

Tokyo, July 6, 1977 (News Release, The Free and Hanseatic City of Hamburg, Tokyo Representative):—Wolfgang Buechs has assumed the post of representative, Free and Hanseatic City of Hamburg Representative Office

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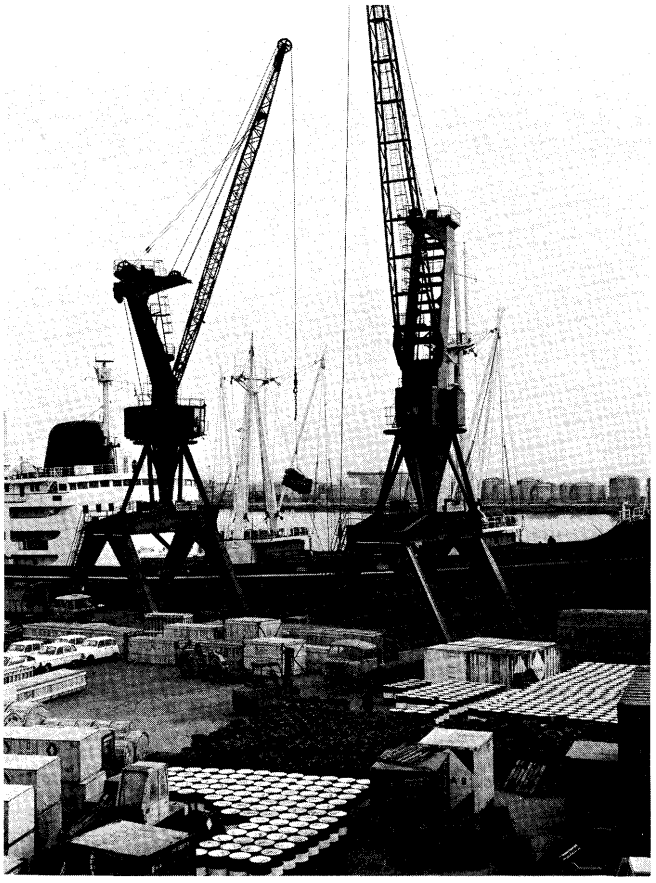
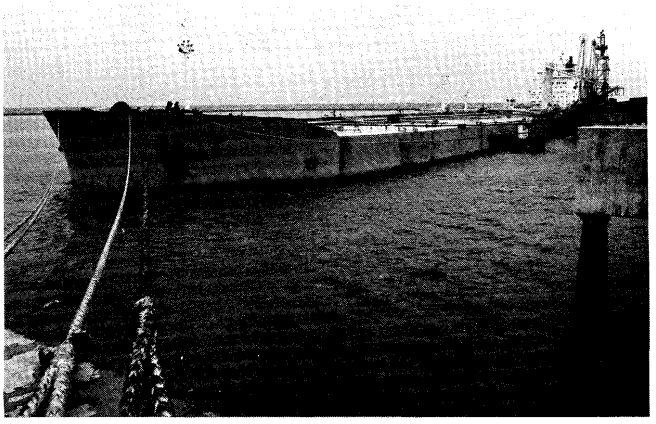
Le Havre Flashes, February, 1977

Le havre, France (Port of Le Havre Flashes, February, 1977):—





- **Front cover brief: LE HAVRE IS NOW FRANCE'S LEADING GENERAL CARGO PORT**

- **Antifer's 100th tanker**

Wednesday December 29th was a red-letter day at Antifer, when the 380,000 dwt Liberian tanker Bremen became the 100th vessel to discharge a cargo of crude at the new oil port. During its first eight months in service, the terminal had an excellent rate of berth occupation and was used in the normal course of trade by one 190,000 dwt tanker, 31 vessels of 200 to 250,000 tonnes, 48 of 250 to 300,000 tonnes, 12 of 300 to 400,000 tonnes and 8 of over 400,000 tonnes. Nearly two thirds of them could not have been accommodated in any circumstances at the Present oil wharves in Le Havre itself.

Vessels tying up at Antifer during this period had a total capacity of 28.4 million tonnes deadweight and discharged 19 million tonnes of crude oil. The discrepancy is due to the fact that 57 tankers put in only to lighten before continuing up the Channel. Indeed this was true of more than half the tankers that called and confirms that the lightening of ongoing vessels is a major function of the new port.

The more time passes, the clearer it is that the new Havre-Antifer terminal is much more than just the ideal port for supplying French refineries as cheaply as possible. It is quickly turning into a dispersal and lightening port of international dimensions and is taking its intended place as an oil supply centre for all North-West Europe.

- **Port users get new president**

The governing body of the port employers association, the Fédération de l'Union Maritime et Portuaire, has elected Mr. Francis Jung as its new president, in succession to Mr. Daniel Colin-Olivier, who died a few weeks ago. Mr. Francis Jung has for some years been president of the Association of Forwarding Agents and is well known and greatly esteemed in shipping and port circles. The port and its problems hold no mysteries for him.

- **New London representative**

The new head of our London office is Thierry Vaillant, a 33-year-old economist who qualified at the University of Paris.

He is married, with a two-year-old daughter, and enjoys all kinds of sport.

He has spent the last seven years in Le Havre, working on our capital investment programme, especially the Con-

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in Japan effective Jul. 1. Wilhelm Michels, former representative, will return to Hamburg on Jul. 15 after having served in the post for some five years.

The Free and Hanseatic City of Hamburg Representative Office was opened in Dec. 1972 to strengthen relations and establish new ties between Japan and Hamburg. The main activities of Hamburg's only overseas representative office are to provide current information to Japanese on Hamburg such as tourism, port facilities and facilities for international congresses and exhibitions. In addition the office cooperates with Japanese firms desiring to establish representative offices or industrial bases in Hamburg.

Mr. Buechs, 49, is no newcomer to Japan as he previously served for 10 years as manager, Osaka Branch of C. Illies & Co. His most recent position was as a director of the parent company in Hamburg.

Mr. Buechs was accompanied to Japan by his wife. Their three children, who were born in Japan, remained in Germany to continue their education.

tainer Terminal at the Quai de l'Europe, the Havre-Antifer Oilport and, more recently, the new Ore and Coal Terminal.

His secretary, Hélène Jason, has worked in the Port of Le Havre's London office for many years, and remains as faithful as ever to our organisation.

Both will be only too happy to assist our many friends, old and new.

Philippe Prévot, the previous head of the London office, has been promoted and now operates from Le Havre.

- **Carol consortium's first vessel**

The new consortium going under the name of Carol (Caribbean Overseas Lines) started operations in December when its first containership, the Polish-built Caribia Express, was brought into service. The first of a series of six vessels, she called at Le Havre on December 11th. The Carol consortium, which has four members (Hapag Lloyd, KNSM, Harrison Line and the Compagnie Générale Maritime), operates regular services between Europe and a number of ports in the Caribbean and on the east coast of Central America. Transatlantica were the agents for the Caribia.

- **New service to Bermuda**

Atlantic Container Line has announced the opening of a new weekly service from France to Hamilton, Bermuda, via New York. It started in January, with the first sailing coinciding with the arrival of the Atlantic Champagne, which left Le Havre on January 3rd.

- **Airport news**

Since last October the airport has been involved in a new type of trade, with two-week-old calves being flown in regularly from Britain for fattening in France. By the middle of December over a thousand calves had arrived here by air.

- **New handling equipment**

The Compagnine Nouvelle de Manutentions has acquired a straddle carrier for use at the Quai de l'Atlantique container terminal. It was made in Britain by Clark Equipment, under American licence, and is the only one of its kind in France. It is 13 m long and 17 m high (42 ft 8 in x 55 ft 9 in) and can lift 32 tonnes. With its eight wheels and 800 hp diesel engine it is highly manœuvrable and has a speed of 25-30 kmh (15-18 mph) with a lifting rate of 8 m (26 ft) a minute. A particularly valuable feature of the machine is that it can stack all kinds of containers, including 40 ft units, three high.

- **Traffic figures for 1976**

The overall trade of the port in 1976 amounted to 81.7 million tonnes, showing a rise of 10.6% over the previous year. As the Port Authority's major concern at the moment is to develop the trade in general cargo, it was encouraging to see that this type of traffic, bulks excluded, went up by 18.2% during the year, putting Le Havre into first place among French ports handling general cargo. This increase, from 5.3 m tonnes in 1975 to 6.3 m tonnes in 1976, owes much to the improved economic climate, but is none the less a clear indication of the new status Le Havre has acquired in world trade. For the first time in the port's history, the tonnage of general cargo exported was greater

than that imported, rising from 42% of the total in 1970 to 50.5% in 1976.

1976 saw the inauguration of 20 new scheduled services out of Le Havre, which became a regular port of call for three different shipping groups operating containerised services to the Far East. Container traffic increased during the year by 45%, with 327,910 twenty-foot equivalent units passing through the port in 1976, against 231,675 in 1975. Where containers are concerned, Le Havre has really never stopped growing, with tonnage tripling over the last five years. In 1971 containers accounted for 20% of the total traffic in general cargo. Last year's figure was 45.5%.

Le Havre's ambition is to become a stronghold of France's general cargo trade with foreign countries. It has a splendid geographical position, competitive facilities and a reputation for skilled cargo handling. Such assets, combined with the major capital investment in increased reception facilities for containerships, ensure that the target will be reached.

Amsterdam's links with South America

Amsterdam ("Haven Amsterdam" May 1977):—The Port of Amsterdam has always maintained strong ties with Latin America. In recent issues, we have emphasised the Caribbean, but as the Ecuadorian national shipping line Transnave (Transportes Navieros Ecuatorianos) recently added a second vessel to its service to Amsterdam it seems appropriate to discuss the port's links with South America.

South America, of course, is a major supplier of raw materials to Europe as well as an exporter and importer of semi-finished and finished products. There is a good balance of trade between the two continents, mostly because of the excellent shipping ties through such gateways as Amsterdam.

In fact, Holland is second only to the United States as a market for Brazilian products. The growing trade between Europe and South America is evidenced by the increase in the shipping links. Amsterdam has direct services to and from every South American country and thus is a vital tie in the transport chain.

Earlier this month, Amsterdam Offshore Port was well represented at the 9th annual Offshore Technology Conference in Houston and as reported elsewhere in this issue, there was a very successful Amsterdam delegation to Budapest also this month. Both these sorts of 'missions'

(Continued on next page bottom)

Marseilles/Fos "Europort South"

February 1977, the monthly magazine of the Port of Marseilles Authority

EDITORIAL

The Mediterranean, which was for so long the cultural and commercial centre of the world, is again becoming an economic pole of attraction of first class importance, and the South European ports are taking advantage of this new state of affairs. Some people may be surprised at this sweeping assertion, but the examples given below clearly symbolize this trend:

- **The giant barge, which went into service between Fos and the Red Sea last autumn, gained traffic from Denmark, Holland and Germany at a such a rate that the number of sailings had to be doubled after only three months;**
- **Barcelona increased its general cargo traffic by over 20% last year;**
- **Third generation container ships on the Far East run are now making Fos their last European port of call for exports on the outward voyage and their first European port of call for imports on the homeward voyage;**
- **British lorries and trailers are multiplying their journeys (within the excessively severe limits imposed by our obsolete regulations) to Marseilles, the largest RO/RO port in the Med.**

Sharp reactions have not been lacking in certain quarters: South German shippers have been queried concerning their relations with Mediterranean ports . . . a certain Northern shipping journal has expressed regret that factories in the Centre and East of France are now shipping heavy loads through Marseilles . . .

But its all fair competition and the European shipper who, thank goodness, can still make a free choice, knows very well that a monopoly has never done any good, neither for business nor for the economy.

1976: a satisfactory year for europort south

"For the first time, the North European ports are showing anxiety at the diversion of traffic in favour of the Mediterranean ports". It was in these terms that Mr. Yves BOISSEREINQ, Director of the Port of Marseilles Authority, highlighted the salient feature of the year's results. Marseilles-Fos, fulfilling its role as Europe's Southern Gateway, is constantly winning new European markets and should continue to do so in 1977, due to the continual modernization of its facilities and its privileged geographical position reinforced by its remarkable inland communication system.

The traffic results for 1976, compared with those of 1975, are given below (in thousands of tonnes):

	1975	1976
General cargo	6,027	6,260
Bulk cargo	8,351	9,212
Oil products	81,404	88,507
TOTAL (excluding bunkering)	95,782	103,979

Marseilles thus confirms its position as the second largest European port after Rotterdam, and its performance in comparison with the other European ports continues to be satisfactory. It will be remembered, for instance, that in 1975 when general cargo traffic through North European ports fell by an average of 15%, Marseilles' general cargo traffic actually increased in spite of the adverse economic situation.

In 1976, *general cargo traffic* through Marseilles again increased and it is worth noting that it has increased regularly by about 4% annually over the last six years. Elsewhere, Genoa's general cargo traffic struck a bad crisis in 1976, whereas Barcelona's increased spectacularly by 20%.

Marseilles thus remains the leading French port for general cargo (6.3 million tonnes), followed by Le Havre, and although its traffic with Algeria, Libya and the Lebanon is marking time for political reasons, it is gaining ground in the Red Sea and the Persian Gulf since the reopening of the Suez Canal, while consolidating its trade with the U.S.S.R. Rumania and Bulgaria.

Above all, the great increase in the number of regular sailings from Marseilles illustrates the expansion of trade:

114 additional sailings to the Red Sea
53 additional sailings to the Persian Gulf
87 additional sailings to the East of Suez
6 additional sailings to West Africa (notably to Nigeria)
2 additional sailings to the North Pacific
5 additional sailings to North America
7 additional sailings to South America

In other respects, the increasing use of modern transport techniques confirms this development. 45% of the traffic is now being carried by RO/RO (27%) or container ships (18%), as against 55% by conventional ships.

Two other important events this year have been the start of EAST line's giant barge service (carrying 265 containers) between Fos and Yembo (Saudi Arabia), drawing RO/RO traffic from Denmark, Holland and Germany; and the regular calls of SCANDUTCH Line's third generation container ships on their way to and from the Far East. Indeed, container traffic through Marseilles-Fos has increased by 20% in 1976–a highly satisfactory result.

IN BRIEF

- **Board Meeting**

A meeting of the P.M.A.'s Board of Directors was held on 28th January under the chairmanship of Mr. Pierre

(Continued on page 54)

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result in more business for the port and the city.

Amsterdam has always sold itself as a total package–as a port, a city, a major transport centre–with Schiphol Airport an important link here–as well as a hub of trade, conventions and, for that matter, tourism. The formula works well and Amsterdam can truly say that it is a port backed up by a full-service, highly-international city.

THE SEIKO QUARTZ COLLECTION. CHANGING THE WORLD'S STANDARD OF ACCURACY.

The Seiko Quartz Collection encompasses a wide and exciting range of quartz watches for men and women. Quartz guaranteed accurate to within one second per month. Ultra-thin quartz. Day/Date quartz. Digital quartz watches with liquid crystal display for continuous readout. Even a digital quartz chronograph. It's what you'd expect of Seiko.

Seiko sold the world's first quartz wrist watch. And Seiko's expertise in every phase of the watchmaking process makes it possible for Seiko to make any part of any Seiko watch, and to exercise a unique quality control system through every step from design to completion. Whichever Seiko Quartz model you select, you get more than just a technologically advanced timepiece. You get the watch that's changing the world's standard of accuracy. Seiko Quartz.

SEIKO

Someday all watches will be made this way.

(Continued from page 52)

TERRIN.

After examining the results for 1976, the Board noted with satisfaction that the Port's traffic had again exceeded a level of 100 million tonnes.

The Board then approved the operating conditions for the new berth designed to receive the very heavy parts constructed alongside Mirabeau Dock.

The Board went on to approve the programme for 1977 for improving and renovating port facilities in Marseilles Docks, notably as regards the roadways and ground surfaces used by heavy traffic. This programme, which will cost five million francs, will be shared equally between infrastructure and superstructure works.

The Board also adopted the programme of renovation of the loading bridges on the Quay de la Lave (Estaque) which will handle the blocks destined for the breakwater.

The following works were approved for the Fos harbour area:

- An additional 100-meter extension to the container terminal, which will give this terminal a total length of 920 meters;
- An extension of 50 meters of the first berth on Dock 3, which is planned to come into service in 1978;
- The construction of a service bridge between Dock 2 and Dock 3.

Finally, the Board voted the necessary credits for the 1976/77 study programme of the Permanent Secretariat for Industrial Pollution Problems.

• Scotch (Oil not whisky)

The first cargo of crude from Scotland, 50,000 tonnes, was recently unloaded at Lavera and pumped through the South European Pipeline to a B.P. refinery.

• New Publications

The Port of Marseilles Authority has just issued three roneoed booklets giving the names and adresses of shipping and forwarding agents and stevedoring firms at Marseilles-Fos. The booklets are obtainable from the Port's Public Relations Service.

PORT ACTIVITIES

• Under SCANDUTCH/MM's new policy of making Fos the first call inbound and last call outbound on its Far East runs, the French container ship "KORRIGAN", belonging to Messageries Maritimes, called at Fos for the first time on 16th January. This third generation container ship has the following characteristics:

– Length	288.60 m
– Width	32.32 m –
– Draught:	13.03 m
– Gross tonnage:	57,000 tonnes –
– Speed:	26.5 knots –
– Capacity:	2800 containers

Rapidity and regularity are the criteria at SCANDUTCH/MM and from February onwards, in addition to their conventional ships, third generation container ships on the Far East run will call at Fos on the 5th, 15th and 25th of each month on the import run, and the 6th, 16th and 26th of each month on the export run.

• Expanding Hinterland

A large part of the foreign trade of several regions far away from Marseilles is now passing through our Port. For imports the figures are: Poitou-Charentes 16.9%, Midi-Pyrennées 49%, Lorraine 49.5%, Alsace 75%. And for exports: Poitou-Charentes 18.5%, Basse Normandie 29.6%, Picardie 17.1%, Limousin 43%, Midi-Pyrennées 59.2%, Champagne 16.8%, Alsace 20.3%.

Gray Mackenzie Monthly Bulletin

APRIL 1977

• Bahrain

72 vessels called at Bahrain during April, 1977 with 91,425 tons cargo to discharge and 168 tons to load. In the same month last year 73 vessels discharged 66,055 tons and loaded 1,188 tons. There was a berthing delay of 16 to 20 days throughout the month.

79 tankers called at Sitra during the month compared with 58 in April, 1976.

The second Singapore jack-up barge providing two extra berths is expected to be in operation mid May, 1977 and will be utilised for containerised and direct delivery cargo.

By 1st May, 1977 500 Koreans will replace the present local port labourers to work cargo alongside ships and in the port yard. By the end of June it is expected that a further 500 Koreans will replace ships labour. As a result the Port Authorities anticipate an improved throughput of 50%, particularly on general cargo, and this in turn should minimise congestion. The Port Cargo Operations Manager predicts nil delays at Bahrain by June which should be maintained in the future regardless of Ramadhan which will not affect the new labour.

• Abu Dhabi

90 vessels called at Mina Zayed during the month of April, 1977 with 185,717 deadweight tons of cargo, 1,456 vehicles, 6,686 cubic metres of timber and 16 boats. Imports consisted of 79,356 deadweight tons of general cargo, 20,267 tons of steel, 74,832 tons of cement, 7,005 tons of bitumen and 4,248 tons of pipes.

Additionally, two tankers called for the purpose of discharging gas oil.

Delays during the month varied between 20 to 28 days and the number of vessels registered and waiting for a berthing turn were on an average 55. Berthing times are on the increase and it is anticipated that during May these may be in the region of 28 to 30 days.

The discharge rate in the port has shown an appreciable improvement and this has mainly brought about by reorganisation of personnel in the port administration and the servicing of port equipment and gear.

Dredging alongside lighterage berths No. 1, 2 and 3 is well under way and when the work is completed by the end of the year, these will be converted into deep water berths.

Abu Dhabi has issued tenders for preliminary site investigation for a small dow harbour. It will have 2,200 metres of wharf space and will be located outside the existing breakwater at the harbour.

• Khorramshahr

86 vessels called at this port during the month of April and discharged a total of 326,406 tons of cargo.

Berthing delays ranged from one to five days.

MAY 1977

• Dammam

During May, 1977, 161 vessels called at Dammam to discharge 453,277 tons including 187,374 tons cement as compared with 90 vessels offloading 453,362 tons cargo including 171,605 tons cement in May, 1976.

There were no berthing delays.

• Dubai

During May, 1977 153 ocean vessels discharged approximately 320,000 deadweight tons of cargo at Port Rashid which included 32,816 tons bulk cement.

Berthing delays for new arrivals were in the region of 50 days.

Report on Capital Works

Melbourne, Australia (Melbourne Harbor Trust Port Gazette, Autumn, 1977):—The reconstruction of No. 16 Victoria Dock at an estimated cost of $8,000,000, to cater for the entry of general purpose ships to the area is well in hand.

Work commenced in July 1976 and the anticipated completion date is December 1978.

When it becomes operational the reconstructed berth and adjoining terminal will accommodate vessels of approximately 201.2 metres in length with a guaranteed depth of water at the berth of 10.9 metres.

Provision has also been made for a 24.4 metre wharf return into 15 Victoria Dock to accommodate vessels with their own stern ramps.

The main reason for the Trust's decision to reconstruct the "straight six", 16-21 Victoria Dock, progressively, is the expected arrival of the dual purpose type ship which will carry containers as well as break-bulk cargo.

With this in mind the Trust's Engineering Division has designed the wharf apron to cater for both 15.2 metres and 25.3 metres gauge container cranes and/or a 15.2 metre gauge slewing wharf crane.

The new wharf will be supported on steel tube concrete filled piles and timber piles which are at present being driven into position.

The wharf face will be extended into Victoria Dock by a further 6.2 metres in order to provide additional stacking area behind the berth.

As the existing pavement at the rear of No. 16 Victoria Dock will not be suitable for the expected heavier loads, which will be imposed by fork lift trucks and other heavy mobile equipment, the upgrading of approximately 4.05 hectares will be undertaken.

At present in-situ and laboratory tests are being carried out to determine the actual pavement design, however it is expected that the new pavement will be similar to that constructed at the Ro-Ro berths at 5 and 6 Victoria Dock, constructed by the Trust for the Union Steamship Co. of New Zealand.

The new cargo shed, approximately 86 metres x 98 metres wide allows for both the receival and despatch of goods simultaneously. Amenities and offices will also be provided inside the shed.

The reconstruction of the 16-21 Victoria Dock is only one of several major projects listed by the Trust in its five year development plan which has to date seen the completion of a third container berth on West side Swanson Dock.

The Trust's Engineering Division are proceeding with the construction of an additional container berth on the East side Swanson Dock which is scheduled to be completed in March 1978.

The two additional container berths at Swanson Dock, together with a third container crane on the East side will cost the Trust approximately $13 million.

When the six container berths at the Swanson Dock complex become fully operative, this sector of the Port of Melbourne will be capable of handling an anticipated throughput of at least 8 million tonnes annually.

Port forward planning is a continuous and vitally necessary exercise which the Commissioners realise must be pursued, in order that the Port of Melbourne is at all times ready to meet the various requirements of the shipping industry and world market demands.

Simultaneous with the extension work being carried out by the Trust's Engineering Division on the third container berth on the East side Swanson Dock, the Trust's third container wharf crane is being erected.

The crane has a capacity of 46 tonnes and an outreach of 36.6 metres beyond the waterside crane rail and its height of lift above rail is 29.4 metres to the container attachment on the spreaders.

The lift height of the new crane exceeds that of any other crane operating in the Port of Melbourne to date.

Designed and manufactured by Deer Park Engineering Ltd., under contract to the Trust, its erection under subcontract is being undertaken by Johns and Waygoods Ltd., on the recently completed 250 ft. long section of wharf at the upstream end of Swanson Dock East.

The new crane with its increased height of lift and outreach will greatly improve servicing of the larger container ships now using the berths at Swanston Dock East.

When the wharf crane becomes operational laster this year, it will increase the number of cranes of this type operating in the Port of Melbourne to seven.

Six of the container wharf cranes are operating in the Swanson Dock complex, which the seventh crane, a single lift container crane with a 35 tonne lift is located at No. 4 Webb Dock.

Test Blasting for Harbour Deepening

Sydney, Australia, June 6, 1977 (Press Release from The Maritime Services Board of N.S.W.):—The President of The Maritime Services Board of New South Wales, Mr. J.M. Wallace, today released the results of the test blasting programme undertaken recently in Newcastle Harbour.

The test blasting, undertaken in late February and early March this year, involved the detonation of 28 charges. The explosives were placed in holes drilled into rock in selected areas of the harbour and were detonated in groups of up to 4 charges.

Sensitive electronic instruments were used to monitor the vibrations resulting from the explosions. The areas monitored were in South Stockton and Newcastle.

Mr. Wallace went on to say that the results of the test

programme were very pleasing. For all of the blasts which were detonated, the levels of vibration recorded in Newcastle and Stockton were less than the level permitted by the Standards Association of Australia Explosives Code. During the Contract for the Deepening of the Harbour, the Board will be monitoring the blasting to ensure that the permitted vibration levels are not exceeded.

The test blasting has confirmed the Board's theoretical studies which showed that the deepening of the harbour can be carried out without significant annoyance to the residents of Newcastle.

Referring to the safety of swimmers and board riders, Mr. Wallace said that special instruments used to measure the underwater shock waves during the blasting had shown that the period during which surfing on Stockton and Nobbys Beaches will be restricted will be less than that originally thought. Further investigations into this aspect of the blasting are to be carried out and a further announcement will be made before blasting commences.

Ferry Terminals Commissioned

Penang, Malaysia (Berita Pelabuhan, January, 1977):—The Penang Port Commission's new ferry terminals, one on either side of the channel, were commissioned by the Minister of Communication Y.B. Tan Sri Dato' V. Manikavasagam at a ceremony held on 16th January 1977. The ceremony, held at the new ferry terminal on Penang Island was attended by over 300 guests which included the Chief Minister of Penang Y.A.B. Dr. Lim Chong Eu, Deputy Minister of Communication Y.B. Encik Mohd. Ali bin Shariff, Parliamentary Secretary to the Ministry of Communication Y.B. Encik Luhat Wan, Chairman and Board Members of the Commission, Chairmen and Director Generals of other Malaysian Port Authorities, Federal and State dignitaries, and other port users.

In commemoration of the auspicious occasion, the Minister of Communication was presented with a teak replica of a new vehicular ferry vessel specially carved by skilled workmen of the Commission's Bagan Dalam Dockyard.

The commissioning of the new terminals is the culmulation of a $21 million ferry expansion project undertaken by the Commission under the Second Malaysia Plan as a result of a review of the existing ferry service in 1968.

It was found then, the ferry service with six end loading vessels had reached its maximum vehicular carrying capacity but the passenger capacity was considerably in excess of the demand. The Commission decided that the fleet be increased to eight vessels and that no more vessels be added to the fleet after that, without the provision of additional berths as the existing terminal would reach full utilisation with a fleet of eight ferry vessels in operation. Subsequently, two ferry vessels Pulau Redang and Pulau Labuan were added to the fleet.

In 1971 the Commission embarked on the ferry expansion project which included the construction of two additional new terminals, one on the Island and the other on the Mainland, and each capable of berthing two vessels at a time. These terminals are capable of operating with a maximum of eight vessels although initially, only one berth is provided and operated with three new double decked vehicular ferry vessels. The new ferry vessels, designed to carry motor cars on the upper deck and lorries on the lower deck cater solely for vehicular traffic. Additional vessels will be added to the fleet as the traffic grows and the second berth will be made available when the fleet exceeds four vessels.

Construction of the terminals was completed in early 1975 and they were operational in May 1975 with one new vehicular ferry vessel. Two additional vessels were added in June and July 1975. With the new terminals and three new ferry vessels in operation, the vehicular carrying capacity of the ferry service has been doubled.

In 1975 with the additional new vessels in operation, the volume of traffic carried by the ferry service rose to 18.15 million passengers, 1.18 million bicycles, 2.72 million motor cycles, 1.97 million motorcars and 375,800 lorries as compared to 17.9 million passengers, 1.2 million bicycles, 2.59 million motor cycles, 1.67 motorcars and 363,900 lorries in 1974. In 1976, the volume of traffic rose to a high of 3.42 million motor cycles, 2.55 million motor cars, 441,302 lorries and 18.5 million passengers. There was however a slight decrease in the number of bicycles which was at 1.15 million units in 1976.

Industrial Development

Whangarei, New Zealand ("Points North" published by the Northland Harbour Board, Number 1, 1977):—The Northland Harbour Board is creating a 17 ha industrial subdivision as a backup to any future marine development in the Port Whangarei area.

Approval for the $500,000 loan for the project was received on Christmas Eve. First stage of filling work started this season and will continue during the summers of 1977 and 1978.

An area of dredgings from harbour construction works is being overlaid with clay and sandstone fill from the Port Hills which will form good building foundations.

Use is being made of a trial technique using gravel-filled parallel drains under the filling to accelerate settlement of the marine sediments which might otherwise take considerable time to consolidate. The new technique was developed by consultation between the board's consultant, engineers and contractors.

For the work 300,000 cubic metres of fill is being taken from the Port Hills but its removal is being carefully controlled so it will not detract from what is widely recognised as an important feature of the city skyline.

A principal ridge will remain substantially intact and, in conjunction with tree plantings, will screen any buildings that may be constructed in developing the valley behind it.

Press Statements By The Honourable A.M. Hodges, M.L.A. Minister For Tourism and Marine Services

Brisbane, Queensland Australia

1. 20 June, 1977

A spectacular off-shore power-boat race—one of the longest in the world—is being planned for Queensland in October.

Queensland's Tourist Minister Max Hodges said today it was hoped the race—from Cairns to the Gold Coast—would be the premier event of the 1977 Tourist Development Week.

Mr. Hodges said it was envisaged the Cairns—Gold Coast race would be to power-boating what the Sydney-Hobart was to yachting.

It was hoped to offer prize-money totalling about $20,000.

He said it was intended that the race would begin in Cairns on Monday October 10, and finish at Southport on Saturday, October 15, with overnight stage stops in the Townsville, Mackay, Rockhampton, Wide Bay and Sunshine Coast areas.

Mr. Hodges said the race-organisers were presently negotiating with several companies for sponsorship of prize-money, accommodation, race-safety monitoring, etc.

Mr. Hodges said that since the race would be the second longest of its type in the world, and would take in some of the most spectacular coastal scenery in the Southern hemisphere it would no doubt attract national and international publicity.

He said that as a great proportion of Queensland's tourist industry was concentrated on the coastal fringe, the race could be expected to draw national attention to tourist attractions between Cairns and the Gold Coast.

2. 24 June, 1977

Queensland Boating experts have agreed to organise and stage a proposed 850 mile Cairns/Gold Coast power-boat race in October.

Tourist Minister Max Hodges said today the marathon race—one of the longest in the world—would involve boating clubs right along the Queensland coastline.

He said the Moreton Bay Boat Club, and the Australian Power Boat Association, and regional boating organisation in Cairns, Townsville, Mackay, Bundaberg, Mooloolaba, and the Gold Coast had indicated they'd be willing to manage the spectacular.

Mr. Hodges said the Tourist Bureau would meet the clubs' planning costs.

The Department of Harbours and Marine would provide navigational aids and supervise safety aspects for the ocean-marathon.

He said that since by its nature the race would require vessels capable of carrying sufficient fuel for long ocean stretches it had been decided that only boats of a minimum length of 19 feet and fitted with two-way radio would be eligible.

The organisers would retain the right to refuse any entry.

Mr. Hodges said he had been both delighted and surprised by the enthusiastic response to the race project—a project designed to highlight Queensland's Tourist Development Week from October 10 to the 15th.

3. 4 July, 1977

Plans for the staging of what will be, the biggest ever power-boat race to be held in the southern hemisphere, were taken a step further at a ceremony in Brisbane this morning.

At the ceremony, an agreement was signed authorising the Moreton Bay Boat Club to organise the event on behalf of the Queensland Government.

The race—from Cairns to Southport—will be the highlight of Queensland Tourist Development Week to be held in October.

The Minister for Tourist Services—Mr. Hodges—who signed the agreement for the State Government, said the race would be the biggest tourist development promotion ever undertaken in Queensland.

The race would be run over six days starting from Cairns on October 10. Overnight stage stops would be made in the Townsville, Mackay, Capricorn, Wide Bay and Sunshine Coast areas. The race would end at Southport on Saturday, October 15.

Mr. Hodges said the race had already attracted wide support and interest throughout the Australian boating community and entries were expected from most States.

Negotiations were underway with commercial sponsors for prize money which it was hoped would total $20,000.

Mr. Hodges said the aim of the race was to focus attention on Queensland tourist areas. As a major event, the race would attract world wide attention.

The race which would be conducted under Australian Power Boat Association rules would be one of the longest events of its type in the world.

The Moreton Bay Boat Club would work in conjunction with all Clubs in the major coastal areas and the Australian Power Boat Association to organise the event.

At today's ceremony, Mr. Hodges presented Boat Club Officials with a cheque for $5,000 to cover the cost of organising the race. Mr. Hodges said this payment was tangible proof of the Government's interest in Queensland tourist promotion.

Inter-Port Cooperation Between Auckland and Whangarei, New Zealand

Auckland Harbour Board

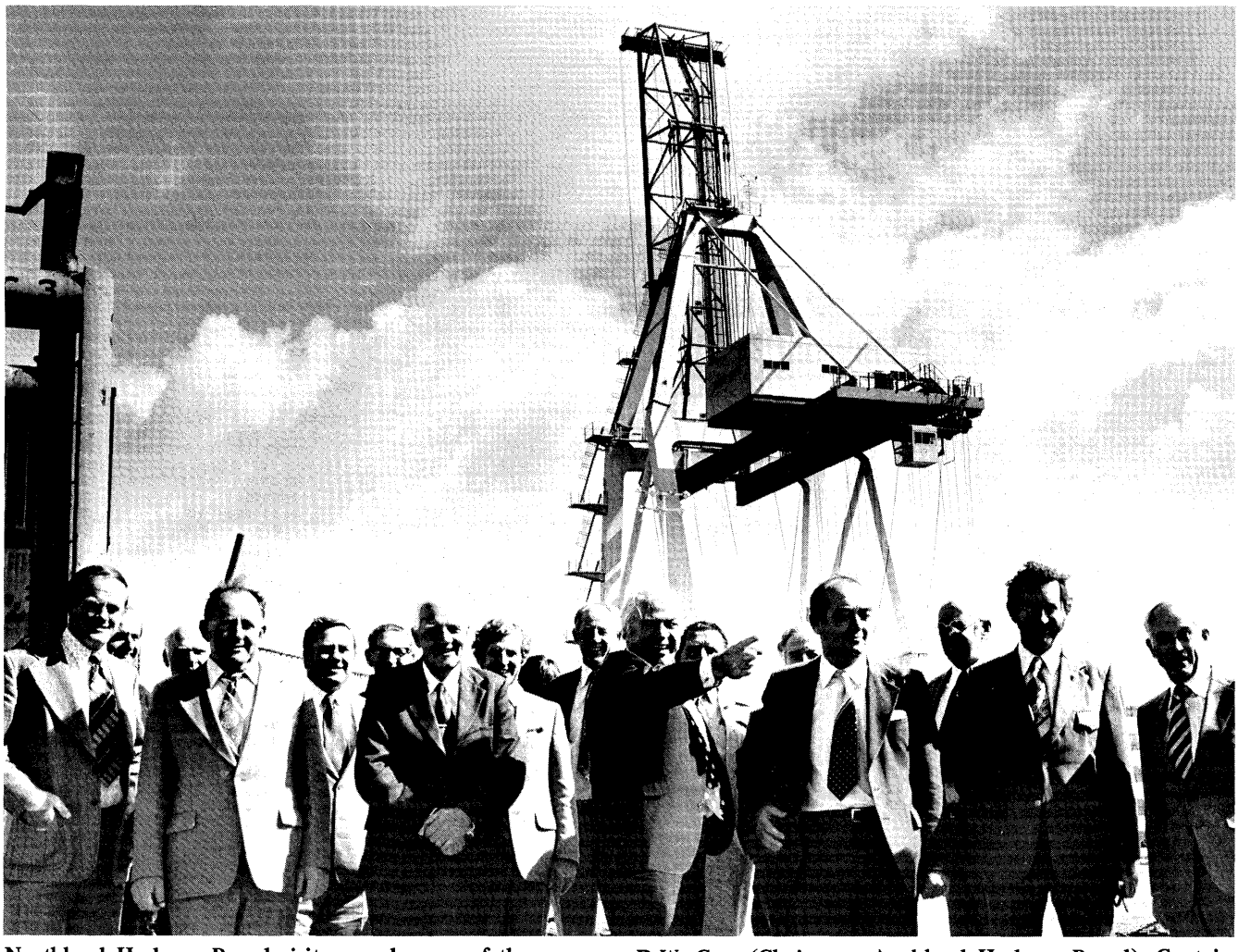
Auckland, New Zealand, 10 May, 1977:—Advancement of regional co-operation in the further improvement of the port industry in northern New Zealand was discussed recently when the Auckland Harbour Board received a visit from members and key staff of the Northland Harbour Board based on Whangarei, 170 kilometres north of Auckland.

Welcoming the visitors Mr. R.W. Carr, Chairman of the Auckland Harbour Board, stressed the importance of good working relations between port authorities complementing the services of each other in the same general region.

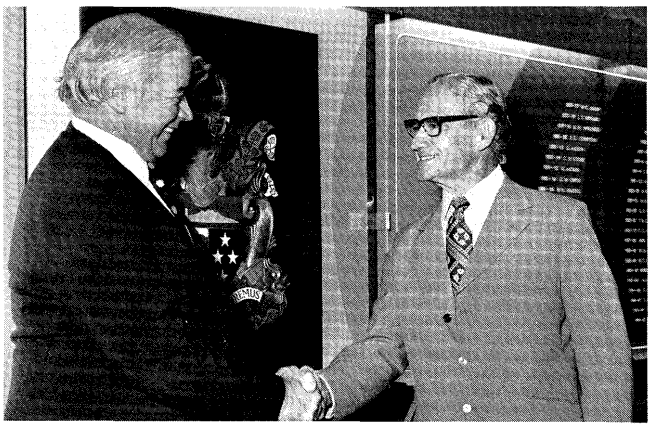
Mr. D.N. McKay, Chairman of the Northland Harbour Board, expressed his Board's interest in port development at Auckland.

Messrs. D.N. Morgan, Deputy General Manager, R. Cooper Operations Manager, and Capt. K. Murray-Brown, Manager of the Auckland container terminal, explained layout of the Port of Auckland and detailed operational procedures and trends before the visitors inspected Auckland facilities for conventional, bulk, roll-on and container ships.

Auckland Harbour Board members, Messrs. T.J. O'Dwyer, chairman of the works and traffic committee, and H.L.H. Julian accompanied the visitors on their tour of the city waterfront in the morning. Messrs. R.C. Dunlop, chairman of the property committee, and M.A. Shanahan,



Northland Harbour Board visitors under one of the cranes at the Port of Auckland container terminal. From left, front row only: Messrs D.C. Waterhouse (Member, Northland Harbour Board), A.G. McHugh (General Manager, Northland), J.C. Blacklock (Deputy Chairman, Northland), R.W. Carr (Chairman, Auckland Harbour Board), Captain K. Murray-Brown (Manager, Auckland container terminal), B.H. Manning (Member, Northland) and D.N. Morgan (Deputy General Manager, Auckland).



Mr. R.W. Carr (left), Chairman of the Auckland Harbour Board, welcoming the Hon. Mr. D.N. McKay, Chairman of the Northland Harbour Board, when members and key staff of the Northland board based on Whangarei inspected the Port of Auckland.

chairman of the public relations committee, joined the afternoon discussion.

Northland board members present were Messrs. McKay, J.C. Blacklock (Deputy Chairman), J. Carney, R. Bayly, W.R. Calder, A.W. Leslie, B.H.E. Manning, B.R. Morrison, D.C. Waterhouse, E.J. Johnson and J. Williams. Northland staff included Messrs. A.G. McHugh (General Manager), J. Kirkham (Deputy Harbour Superintendent), R. Griggs (Planning Officer, Industrial), C.W. Squires (Harbour Engineer), and T.A. Budd (Port Operations and Maintenance Manager).

At the eastern end of the Auckland waterfront Deputy Chief Engineer Mr. B. Le Clerc outlined progress on the extension of Fergusson Wharf and reclamation of additional back-up land for the simultaneous handling of two large container vessels.

Messrs. Carr and McKay expressed satisfaction with the outcome of the visit. Mr. Carr said an officer of the Auckland board would visit Northland to discuss areas of operational interest and the planning panels of the two board would meet for further study of common problems.

Later in Whangarei Mr. McKay said inspection of facilities at Auckland, and information received during the visit, had convinced Northland members that, despite problems which Auckland faces in the next 18 months, the Port of Auckland would be able to handle all container trade offering at least until 1990.

"What we saw at Auckland will help us with our own planning, "said Mr. McKay who commented that inter-port co-operation did not mean any loss of autonomy for either Auckland or Whangarei.

PSA's new monthly book

Singapore, 16 March, 1977 (Port of Singapore Authority):—Dear Port Users: We are pleased to introduce to you our new monthly publication, Port of Singapore Maritime Trade, produced to meet the requests of the port users.

This bulletin will provide you with statistical information on shipping and cargo traffic through the Port of Singapore Authority's Wharves and Jurong Port.

Herbert Teo, Public Relations Officer.

Ro-Ro Ship "Seaspeed Asia"

The second Ro-Ro vessel of Seaspeed Services, "Seaspeed Asia" arrived in Singapore in early May on her maiden voyage from Japan.

Registered at the Port of Andros, Greece, the 23,000 dwt vessel is owned by Ro-Ro-Charterers Corporation and is the second of the three Ro-Ro vessels to be introduced by Seaspeed on a regular ro-ro shipping service from here to the Middle East ports of Dubai, Jeddah, Dammam, Kuwait and Bandar Shahpur.

Measuring over 197 m in length and 32 m in width, the "Seaspeed Asia" has four cargo decks with a cargo capacity of 90,000 cubic metres. Its 12.5 m wide stern ramp, allows a wide variety of cargo to be wheeled into the vessel.

At a ceremony to mark the inaugural voyage, the PSA and the Master of the vessel Capt Boubas Ioannis exchanged gifts. Picture shows Mr. Suen Tian Hing, Traffic Manager (Keppel Wharves), PSA, presenting a special pewter tray to Capt Boubas during the reception. (PSA)

Study tour of Port Penang

Penang (Berita Pelabuhan, October 1976):—Twenty seven Port Officials from 18 countries and territories in the Asian region made a study tour to the Port of Penang on 2nd and 3rd August 1976.

The study tour, to observe operations and working practices was part of the programme of the Fifth UNCTAD/SIDA Training Course in Port Management financed by the Swedish International Development Authority (SIDA) and organised by the United Nations Conference on Trade & Development (UNCTAD) as a project to assist developing countries.

Previous courses have been conducted in Gothenburg Sweden and in East Africa. Malaysia and Singapore were the hosts for this fifth course held in Kuala Lumpur and Singapore between 19th July and 17th September 1976.

During their visit to the port, the participants were briefed by officials of the port, Penang Development Corporation and the Penang Port Labour Board. They were also taken on a tour of the port facilities at Butterworth Wharves and the Prai Industrial Estate.

The Harbours Association of New Zealand, 44th Conference

This Association held its annual Conference in Christchurch from 9–11 March 1977 when the Lyttelton Harbour Board acted as host for Conference as it was the Board's centennial year.

Several overseas visitors were present at Conference and I am enclosing a photograph taken at Conference which may be of interest and which you may consider reproducing in your magazine at some stage. The following may assist in identifying some of our Executive, together with overseas visitors.

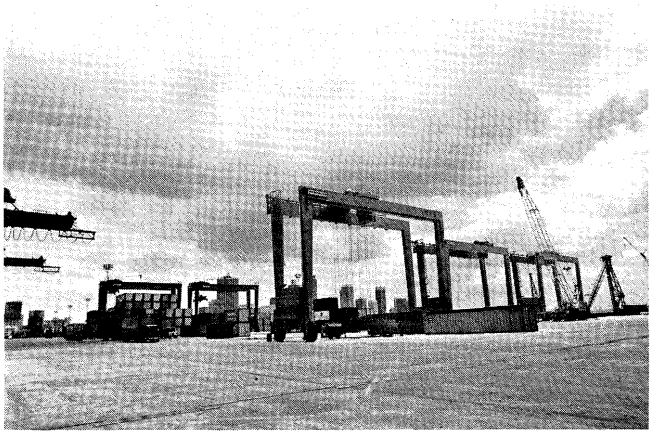
Looking at the photograph and commencing third from the right in the front row we have Messrs H.A. James, Chairman Wellington Harbour Board and Alternate Director IAPH, Thomas T. Soules, President American Association of Port Authorities and Director IAPH; R.W. Carr, President Harbours Association of New Zealand (re-elected at Conference) and Director IAPH; J.M. Wallace, President Maritime Services Board of New South Wales, Australia, and Alternate Director IAPH; J. Brand, Chairman Lyttelton Harbour Board (host to Conference) and Alternate Director IAPH; G. Richardson, visitor to Conference, Encinal Terminals, San Francisco; C.F. Byron, Master Warden Marine Board of Devonport, Tasmania, Council Member, AAPMA: P.S. Golding, South East Asia representative Port of Liverpool (domiciled in Sydney, Australia); and directly behind Mr. Byron, K.S. Calder, Chairman Bay of Plenty Harbour Board, Vice-President of the Harbours Association and Director IAPH. The holding of Conference at Christchurch during the centennial year of the Lyttelton Harbour Board made the occasion an enjoyable one for visitors, delegates and their ladies.

Papers were presented to Conference by Mr. Soules–"Port Development and the Environment", and by Mr. Wallace–"Port Development with Particular Reference to Botany Bay". A further paper–"The Continuing Role of the Road Transport Operator in Shipping" was presented to Conference by Mr. I.R. Pheloung, President of the New Zealand Road Transport Association Inc.

The retiring Chief Executive Officer of the Harbours Association of New Zealand, Mr. R.E. Dawson, appears third from the right in the second row of the photograph. (B.A. Gapes, Chief Executive Officer)

Three more rubber-tired transtainers at PSA Container Terminal

Port of Singapore Authority



Picture Shows the three new transtainers (front) being assembled at the PSA Container Terminal. In the background are the two transtainers, acquired in August last year.

Singapore, 12 Apr. '77:—The Port of Singapore Authority (PSA) has taken delivery of three more transtainers costing S$3.4 million. These yard gantry cranes will be commissioned for operation at the Container Terminal next month.

The transtainers which are 19.04 m (62½ ft) high and with a span of 22.70 m (74½ ft) are equipped with quick-change lifting spreaders to straddle 20 ft containers or 40 ft containers in six rows and stack them five high. Operations of each equipment is controlled by a single operator in a cab-on-trolley which travels with the load.

Unlike similar machines which are rail mounted, those at the PSA Container Terminal are rubber-tired transtainers and are capable of executing a 90 degree change in any direction. They are also furnished with "differential steering", therefore permitting maximum flexibility in confined terminal areas.

The first two transtainers acquired by the PSA to increase container handling capacity went into operation in September last year. The transtainers have helped to increase the density of stacking of containers in the terminal yard.

Since its inauguration in June 1972, the Container Terminal has continuously expanded its facilities to meet the anticipated growth of container traffic. Two more berths totalling 640 m are presently under construction. They are expected to be fully equipped and operational by 1979.

In 1976, the Container Terminal handled almost four million tonnes of containerised cargo in more than 295,000 containers, representing an estimated increase of 50% and 54% respectively over 1975's figures.

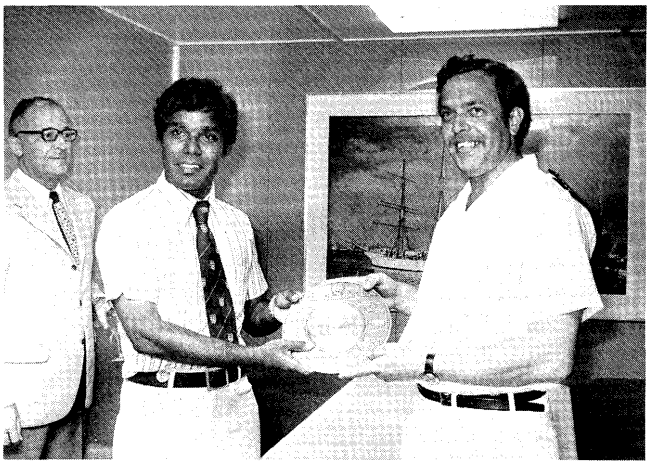
Containership on Maiden Call

20 May, 1977 T.S. "Mercator", France Belgian Services' (FBS) third container vessel for its Europe/Far East route arrived in Singapore on her maiden voyage on May, 13th this year.

Built in France, the 24,700 DWT vessel, with a loading capacity of 1458 TEUs, is also the first containership of FBS's Belgian partner, Belgium Far Eastern Line.

FBS is a joint venture between Compagnie Maritime Des Chargeurs Reunis of France and Belgium Far Eastern Line, comprising of Cie Maritime Belge and Ahlers Line. The joint venture is also one of the partners in the ACE Group consortium serving Southampton, Hamburg, Bremen, Rotterdam, Antwerp, Le Havre, Port Kelang, Singapore, Hong Kong, Kaohsiung, Osaka and Tokyo.

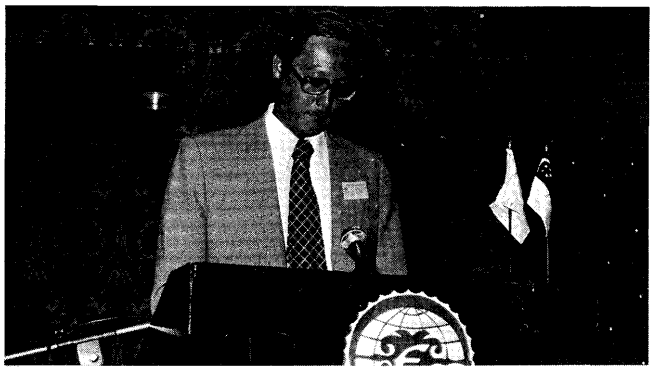
A simple ceremony was held on board the "Mercator" to commemorate its maiden voyage. Here the Port of Singapore Authority (PSA) Representative presented the Master of the vessel with a special pewter tray depicting port scenes and skyline of the Republic. A book on Singapore titled, "East meets West" was also given to the ship's library.



Picture shows Capt Bernimolin Jacques and Mr. Francis Aurol, Operations Manager of the PSA Container Terminal with the pewter tray.
In the background is a picture of the first "Mercator" of the Belgian Marine which plied the seven seas in the beginning of this Century. The "Mercator" was named in honour of a Belgian pioneer in Cartography who lived in the 16th Century in Antwerp. The vessel which stopped sailing in the 50s is now a museum piece in the Port of Ostand in Belgium. (PSA)

Singapore hosts UNCTAD Training Course in shipping economics and management

Mr. Chung Kek Choo, Director (Management & General Services), PSA addresses the participants of the 3rd UNCTAD course on Shipping Economics and Management.



Mr. Goh Chok Tong, Managing Director, Neptune Orient Lines Ltd., delivers his keynote address.

Singapore, 27 April, 1977 (PSA Press Release):—An interregional training course in the economics and management of shipping, conducted by UNCTAD, opened recently in Singapore. Financed by the United Nations Development Programme, the course is designed to assist developing countries. Previous courses of this kind were held in 1971 and 1973 in Geneva.

The Government of the Republic of Singapore is hosting the nine-week residential programme while Malaysia has invited the participants for a study tour. More than thirty participants have come from Asia, Africa and the Caribbean. Nations represented include Bangladesh, Burma, Egypt, Gambia, Ghana, India, Indonesia, Kenya, Liberia, Nicaragua, Malaysia, Malta, Pakistan, Philippines, Sierra Leone, Singapore, Somalia, Surinam, Syria, Tanzania, Thailand, Uganda, Western Samoa, Zambia, and the United States Trust Territory of the Pacific Islands. Observers from Malaysia and Singapore are also attending.

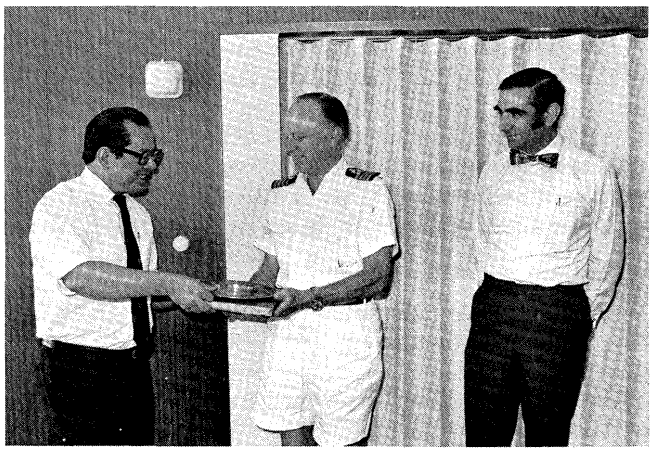
The residential course will concentrate on the economics of the world shipping industry, management of shipping companies and shipping policy. In addition, to lectures, there will be frequent discussion groups and seminars. The course will be supplemented by the use of business games and case studies. Participants will also have practical experience through visits to port and shipping facilities. They will observe management practices and will discuss subjects of mutual interest with members of the local shipping communities.

Course lecturers are drawn from the UNCTAD Secretariat as well as from shipping enterprises, government ministries, and other organisations from several countries.

Maiden Voyage-M/S Sumbawa

Singapore, 6 June, 1977 (PSA Press Release):—The first newbuilding of the new Transpacific Service operated by the East Asiatic Company (EAC) of Denmark made her maiden voyage to Singapore from Mitsui yard in Japan recently. The 23,775 DWT motor ship SUMBAWA arrived at the PSA Keppel Wharves on 28 May, to load a consignment of rubber and timber to the United States.

The 158 m long combo vessel has a container capacity of 595 containers (TEUs) in addition to its special holds for ore cargoes. She is the first of the eight new vessels being built in Japan and Denmark for the EAC which is expected to put four on the transpacific route calling at Vancouver, Seattle, Portland, Longview, Los Angeles, San Francisco, Manila and Singapore. The return trip will take the vessel to US via Bangkok, Hong Kong, Korea and Japan.



To commemorate the maiden voyage, the PSA and the owners exchanged gifts at a ceremony on board the vessel. In the picture, Mr. Billie Cheng, Director (Operations), PSA is seen presenting gifts to the Master, Capt J.M. Rasmussen while Mr. C.A. Shorter, Manager of Barber Lines Singapore Pte Ltd, the vessels local agents looks on.

Pasir Panjang Wharves— New Centre for Regional Trade

Singapore, 11 May, 1977 (PSA Press Release):—Pasir Panjang Wharves (PPW), the Port of Singapore Authority's newest gateway, is fast becoming the new centre for regional trade.

Statistical indicators show a continuous upward trend for cargo handled and vessels calling at this port terminal since its inception in late 1974.

From January through March this year, some 783,900 tonnes of cargo were worked at PPW compared to 496,300 tonnes for the same quarter of 1976, a 58 per cent jump.

This total is nearly 18 per cent of the total general cargo handled at the PSA wharves and Jurong Port in the first quarter of this year. Pasir Panjang Wharves was one of the few gateways that recorded increases in cargo tonnages for the three months early in the year.

Compared to the other PSA gateways, PPW's 64 per cent berth utilisation is one of the highest. Turnround time for vessels too has been significantly improved to stand at 30 hours.

With its better designed wharves, sheds and other back-up facilities, PPW is featuring prominently in the promotion of regional trade. It is now an important gateway for cargo to and from the ASEAN countries, Brunei, Burma, Vietnam, Africa, USA, Japan, People's Republic of China, Hong Kong, Taiwan, New Guinea etc. Iron, steel products, machinery, manufactured articles, tobacco, rubber, fertiliser, sawn timber are some of the major commodities handled at this gateway.

Some 310 coastal vessels and 670 LASH and lighter barges worked about 784,000 tonnes of cargo at PPW during the first quarter of this year. This was over 21 per cent more than the total figure for the previous quarter.

Lighters which are increasingly using PPW, handled some 246,000 tonnes of cargo during the first quarter of 1977. This total was some 77% more than the figure for the last quarter of last year and more than 300% jump are the 60,500 tonnes worked by lighters in the corresponding quarter in 1976.

Pasir Panjang is presently equipped with 676 metres of marginal wharves for coastal vessels and 525 metres for lighters and LASH barges. Supporting the berths are four transit sheds with over 38,300 sq m of covered space for immediate consolidation of cargo.

A distinctive feature of this gateway is that it provides both warehousing centre and a port terminal within the same vicinity. The region's largest complex with over 200,000 sq m of warehousing space is located here.

Presently, Pasir Panjang Warehousing Complex offers some 91,340 sq m of covered space in partitioned modules of 446 sq m and 892 sq m for lease to port users allowing complete flexibility of usage such as storing, repacking, grading, labelling, remarking and consolidation. Portions of the warehouses are also left "open" for use on a common user basis. There is also a special shed and a large hardstanding area for the storage of off-shore drilling and supply materials.

To cater to the needs of the trading and shipping communities part of the complex is within the designated Free Trade Zone to enable re-export activities, particularly in dutiable and quota-restricted goods, to be carried out without much interference from the Customs.

Other services at Pasir Panjang Complex include removal and trucking, repacking and rebagging, container stuffing and unstuffing, palletisation, water and security.

Pasir Panjang Complex has been developed in line with the role of Singapore as a forwarding station and the development of the Republic as a warehousing and distributing centre.

In this role, extensive stocks of large capital equipment and their spare parts and manufactured products are stored by manufacturers of their agents for re-distribution and sale to ASEAN, Indian, African and Middle East markets.

As this form of trade involves international business, it is imperative that economical, modern and efficient services are provided it encourage international business organisations to use Singapore as a storage and redistribution centre.

The PSA has met this challenge effectively and is taking steps to provide the suitable facilities at Pasir Panjang and elsewhere.

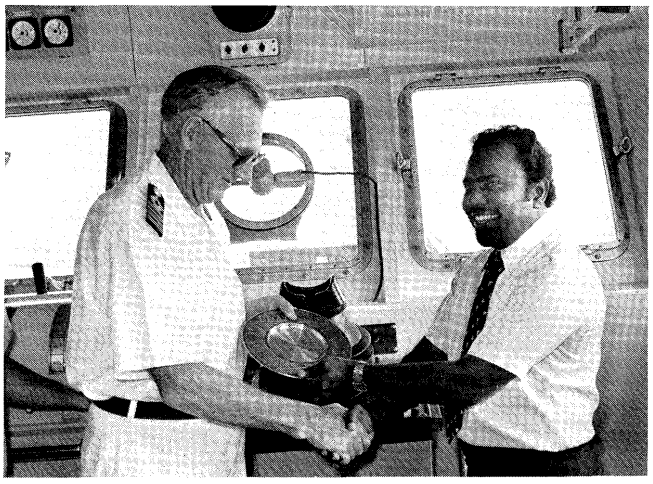
Picture shows Mr. Lim Tian Leong, PSA Deputy Director (Finance) presenting a momento to Capt. S. Bourboulis, Master of the RORO ship M.V. "Seaspeed Arabia" during a presentation ceremony on board the vessel on 29 Apr., 77 to commemorate her inaugural voyage from Singapore to the Middle East. The RORO ship of GRT 14,531 and speed 23 knots is the first of a series of three Seaspeed Services vessels from the Kawasaki Yard in Japan. She will provide regular service from Singapore to Dubai, Damman, Bandar, Shahpur and Jeddah. (PSA)

Wood Pulp Carrier on Maiden Call

The 1,250 D.W.T. motor vessel "NORDLANDIA" called at the Port of Singapore Authority's Pasir Panjang Wharves recently while on its maiden voyage from Niigata in Japan to Gothenburg, Sweden.

The 66.9 m long Swedish vessel which will be put on the Baltic and North Seas routes to serve Northern Europe's wood pulp industry, loaded some 850 tonnes of timber at Singapore on its voyage to Europe. She was also expected to call at Aden in the Gulf for more cargo before proceeding on its trip.

Mr. M.M.J. Subramaniam, Traffic Manager (Pasir Panjang Wharves) presented the Master of the "NORDLANDIA" with souvenirs to commemorate the occasion, when he visited the vessel.



Picture shows Capt Lundh Stig Anders receiving a pewter tray from Mr. Subramaniam. (PSA)

Bulk Carrier on Maiden Call 18 June, 1977

A 180-metre long Norwegian Diesel Bulk Carrier M.V. BRUNES made its maiden call to Singapore on 10 Jun. 77 on its way from Japan to Norway. She was berthed at PSA's bulk cargo handling gateway, Jurong Port to discharge some 10,000 tonnes of potash.

The 33,750 DWT was built at the Sumitomo Heavy Industries Ltd. of Tokyo for Jebsens Rederi of Bergen, Norway.

At a ceremony to mark the occasion of the maiden voyage, the Traffic Manager (Jurong Port), Mr. Tan Chwes Seng presented gifts to the vessel. Picture shows, Mr. Tan (right) presenting a pewter tray to Capt Ivar Raake (left), Master of "BRUNES".

"Straits Enterprise" first containership owned by Straits Steamship Group arrived in Singapore on her maiden voyage on 10 July 77.

The vessel, constructed by Hashihama Shipbuilding of Japan and launched in March this year, is carrying containers from Kobe for Singapore and for Port Kelang.

The 5,400 GRT "Straits Enterprise" has an overall length of 120 metres, a breadth moulded of 20.56 metres, a draft of 5.55 metres and a service speed of 14 knots.

She can carry up to 310 twenty-foot containers and is equipped with a travelling gantry crane which has a lifting capacity of 37 tons, for use at ports with no shore-based cranes.

To commemorate the maiden voyage, the PSA and the owners exchanged gifts at a ceremony on board the vessel. In the picture, Mr. Tham Heng Mun Asst Director, (Electrical & Mechanical Engg Services) presenting a pewter tray to the Master, Capt Coupar. (PSA)

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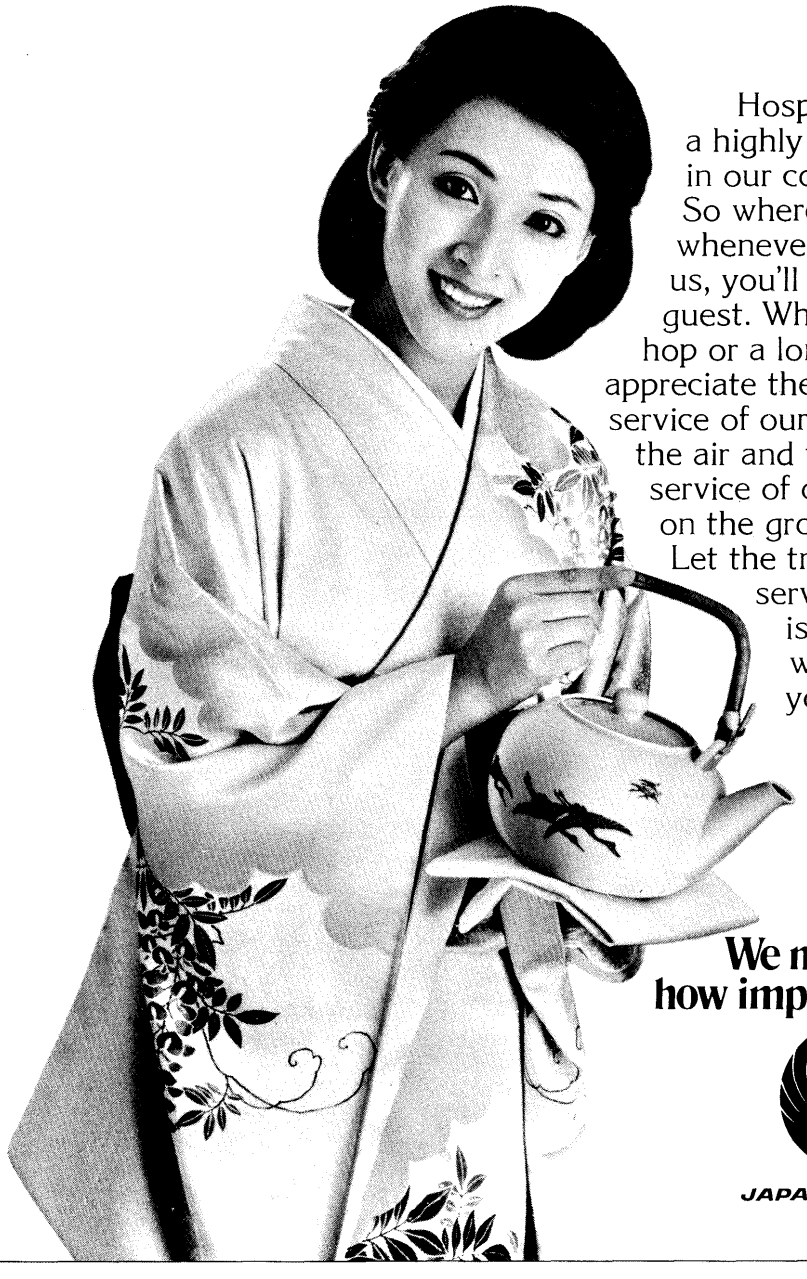

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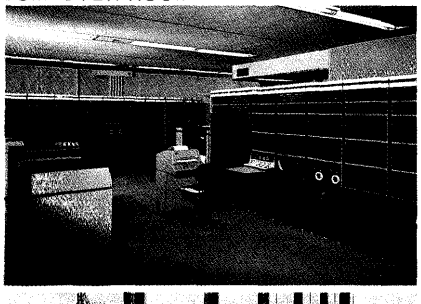
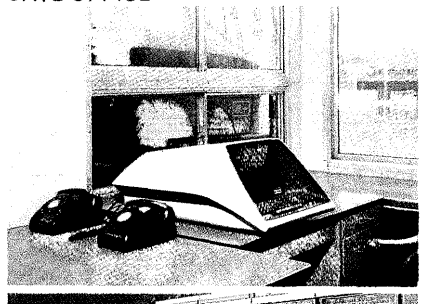
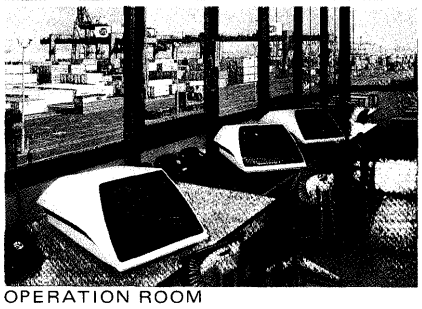
COMPUTER ROOM

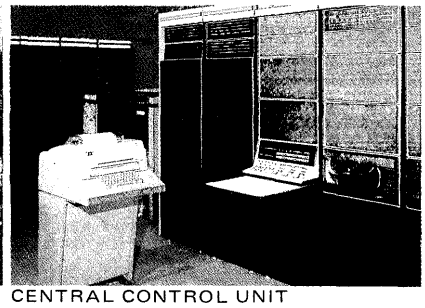


GATE OFFICE





OPERATION ROOM



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