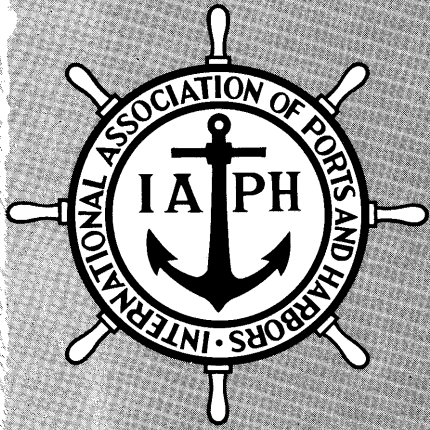


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PORTS *and* HARBORS

January, 1976 Vol. 21, No. 1

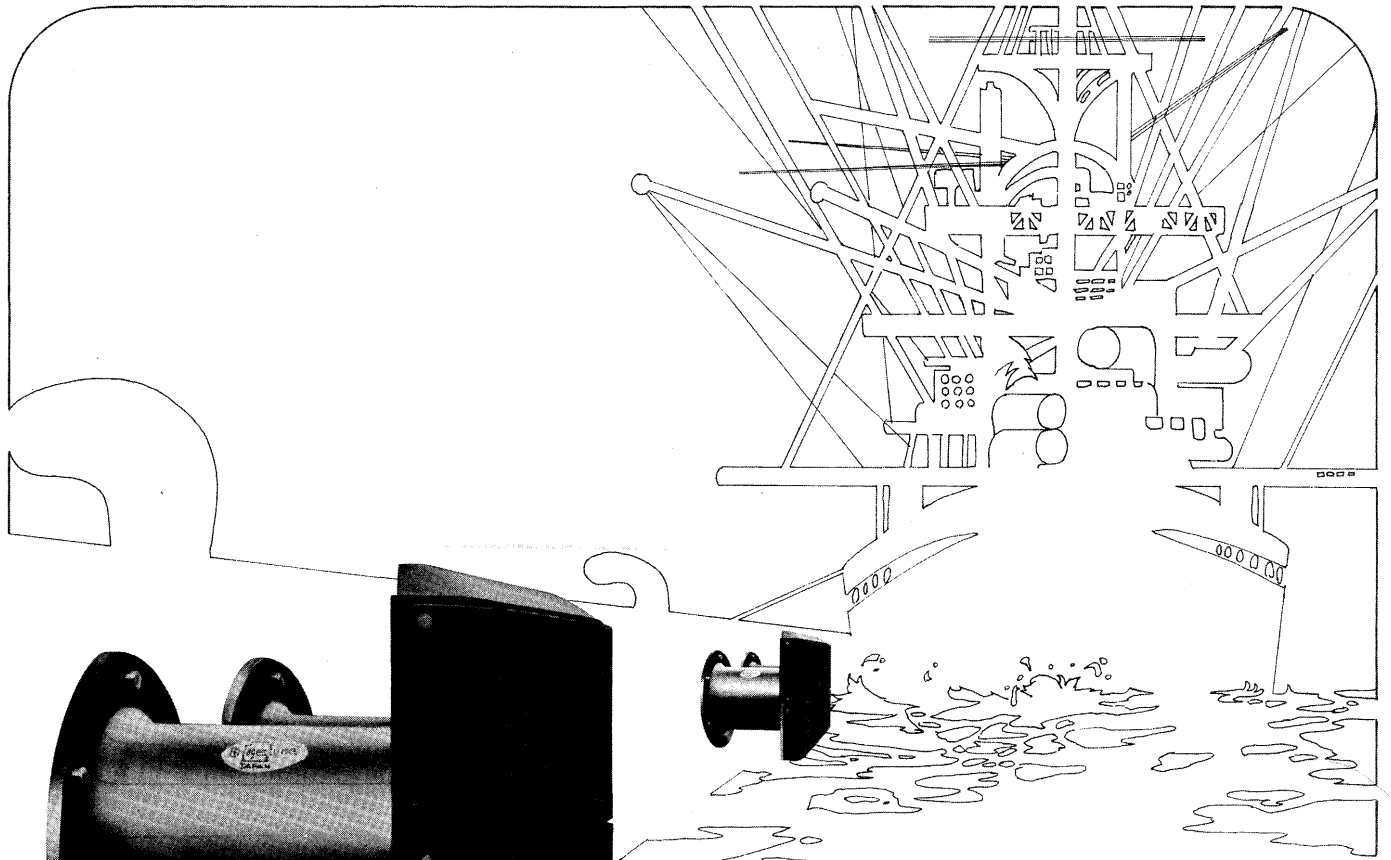


Port of Le Havre
France

IAPH Conference Houston April 1977

The Publisher: The International Association of Ports and Harbors

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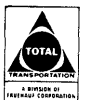
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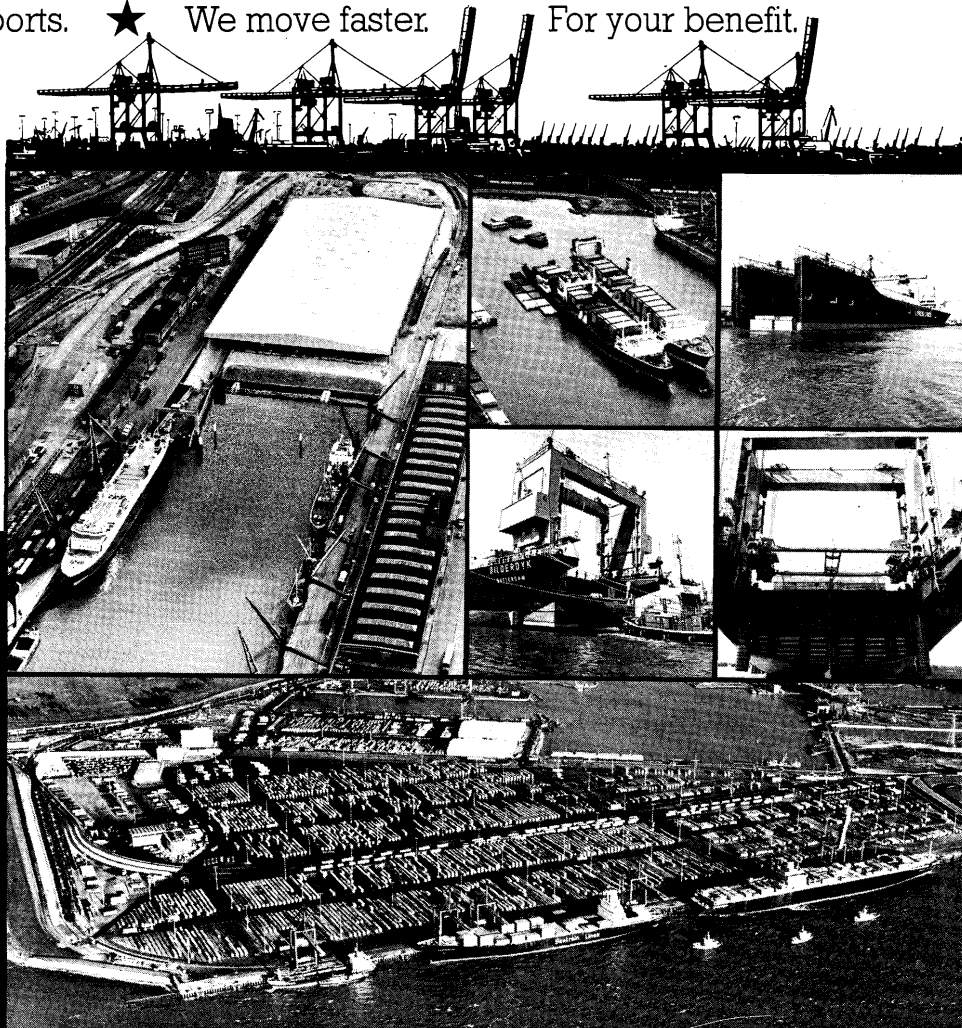
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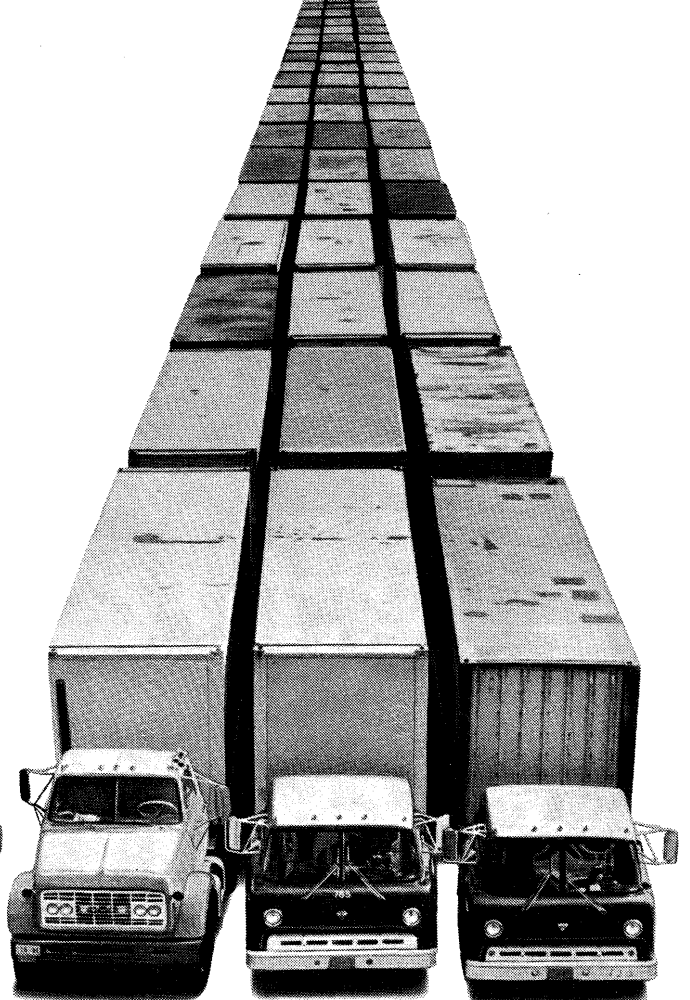
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10 am



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PORTS *and* HARBORS

Editor: Yoshio Hayashi

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

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Chairman/General Manager
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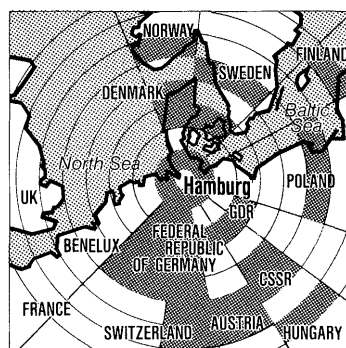
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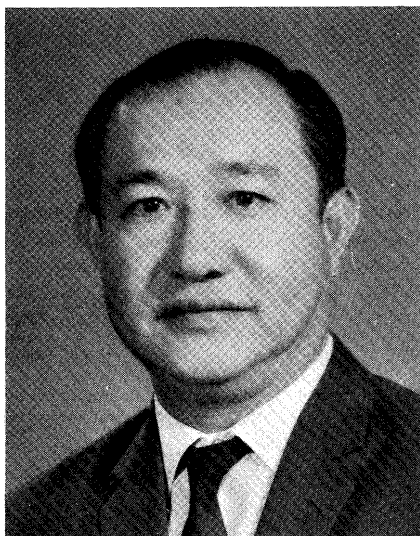
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PORTS *and* HARBORS

IAPH Head Office Announcements: Pages 7~12

NEW YEAR'S MESSAGES



**From
Mr. Howe Yoon Chong
President**

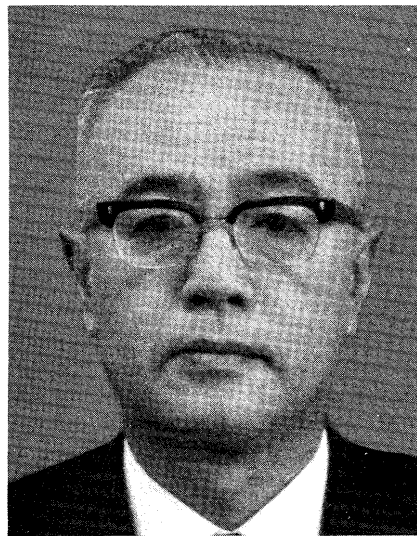
My best wishes to all of you for a Happy and Prosperous 1976.

In 1975, Singapore had the honour to host the 9th IAPH Conference. I am indeed grateful to all who have participated in the deliberations and discussions, especially to those who had shouldered the many heavy responsibilities to make the 9th Conference a resounding success. The Vice-Presidents, Executive Committee Members, Special Committee Members and Liaison Officers have continued to be active in 1975.

In November 1975, we were all shocked by the sad news of the demise of Bill Brotherson, our 3rd Vice-President who had been a pillar of strength in the IAPH for many years. Those of us who knew him well felt this loss most deeply. We have indeed been deprived of a good friend and colleague and the IAPH has lost a most ardent supporter.

Our membership drive began with the formation of the Membership Committee. In the coming year, with the enthusiastic efforts of all members, we can look forward to having more members so that IAPH can include most if not all the ports of the world. We should also in 1976 proceed to develop more interport ties and to work in co-operation with each other for the mutual benefit of all ports and harbours. With your continued support, IAPH can be a more effective international body having a strong influence on decisions which affect the operations of ports.

I look forward to 1976 as a challenging year for us. With your assistance, IAPH should be able to achieve its goals. May I wish you all once again—the very best for 1976.



**From
Dr. Hajime Sato
Secretary General**

A Happy New Year! I and my staff members jointly pray for your health and prosperity.

The inevitability that port authorities of the world should organize themselves into one global body lies in the fact that ports by nature are destined to be interdependent. They have to find more and more of their counterparts to trade with and increase their volume of business, in order to sustain a lasting prosperity. There would be no alternative, whatsoever. The theme of the 9th IAPH Conference, "Toward Greater International Port Cooperation" implies this.

The economy of the world of late is facing a great turning point in history. With the business world slack in recession, the maritime cargo movement is on the decline as much. No body knows whether business would further drop down in 1976, or would take a sharp up-curve once again. But one thing is certain that no one nation can enjoy prosperity exclusively, aloof from the current world economy. The world rather is turning to be a "family" increasingly wherein pleasure and hardship are both shared alike.

The Secretariat of UNCTAD is much concerned about the problems of port congestion in developing countries which no doubt is being accelerated from bad to worse every day. The UN agency has called upon IAPH to cooperate in solving the urgent situation.

IAPH established the Special Committee on International Port Development and has been helping the ports
(Continued on next page bottom)

OBITUARY

MR. W.H. BROTHERRSON, 3RD VICE-PRESIDENT OF IAPH

By Howe Yoon Chong, President of IAPH

In November 1975, we learnt with deep sorrow the sad news that our 3rd Vice-President, Mr. W.H. Brotherson, had passed away on 1 November 1975 in Sydney Hospital following a heart attack. His unexpected demise came as a great shock to all of us, especially to those who knew him well and those who had met him such a short time ago at the 9th IAPH Conference in Singapore.

Mr. Brotherson had a distinguished career in the port industry, particularly with the Maritime Services Board of NSW where he was appointed Vice-President in 1961 and President from 1965.

His association with the IAPH had been a long one, and since 1965 he had served as a member of the Executive Committee as well as in various Committees. He had always participated actively in the activities of the IAPH and with his insight and vision, had contributed much towards the affairs of the Association. His support for IAPH was exemplary and his devotion to this international organisation could be gauged from his almost continuous attendance at the past nine conferences. More than that, he was always willing to shoulder responsibilities for the Association, whether it be the chairing of working sessions or as a member of conference committee. It was truly an honour for the IAPH when he was elected the 3rd Vice-President in March 1975.

(Continued from page 7)

in the developing area with a Port Training Program. The present practice of siter-ports campaign among the members, facilitating closer collaboration between ports on an individual pair-basis, is also serving as an approach toward Greater International Port Cooperation. But, the recent port congestion in that area looks acute, wanting an immediate and appropriate counter-measure to ease off the predicament.

What part should ports play to help the world fight its way through this business slump? What could we do to settle the growing port congestion in the developing countries, which might thwart the development plans of their own. The new year 1976 piles up before us a number of grave issues.

Coping with the new year as such, the Secretariat is earnestly looking forward to receiving from you hot and constant information one after another. All the information turned in here at the Head Office will be redistributed back to the members again, compiled in "Ports and Harbors", so that they may serve you as a latest reference data for steering your rudders safe and profitable in port administration and operation.

We of the Secretariat will endeavor to help navigate the Association toward "greater international port cooperation."

Rush News on Port Congestion on Page 37

More Condolences on Mr. Brotherson's Death

In reference to the December 1975 issue, page 7, messages of condolence were turned in the Head Office from the following members of the Association.

Messages of Condolence received as of Nov. 27, 1975 are from:

1. Mr. Stanley Johnson, Managing Director, British Transport Docks Board, UK
2. Mr. Gengo Tsuboi, President, Tokyo Tanker Co., Ltd., Japan
3. Mr. Luis E.E. Vicealmirante, Empresa Porturia de Chile, Peru
4. Mr. R.E. Dawson, Cheif Executive Officer, The Harbours Association of New Zealand, N.Z.
5. Mr. O. Takamura, General Manager, Port of Osaka, Japan
6. Mr. Charles S. Nganda, East African Harbours Corporation, Tanzania
7. Belawan Port Administration, Indonesia
8. Mr. Edward Halwenge, General Manager, East African Cargo Handling Services Ltd., Kenya
9. Mr. K.C. Sutton-Jones, Managing Director, AGA Navigation Aids Ltd., U.K.
10. Mr. Lorenzo Colautti, General Director, Ente Autonomo Del Porto Di Trieste, Italy
11. Mr. Jorge Rochac Zepeda, Gerente General, Comission Ejecutiva Porturia Autonoma, El Salvador
12. Mr. Chan Kin Wah, Acting General Manager, Sabah Ports Authority, Malaysia
13. Mr. J. Tiranda, Port Administrator, Palembang Port Administration, Indonesia
14. Ministry of Communications, Yemen Ports & Shipping Corporation, People's Democratic Republic of Yemen
15. Capt. Lapo Israngkura, Director, Port Authority of Thailand, Thailand
16. Capt. M.B. Mandour, General Manager, Qatar National Navigation & Transport Co., Ltd., Qatar
17. Karachi Port Trust, Pakistan

Secretary General passed those received at the Head Office on to Mrs. Brotherson, through the office of the Maritime Services Board of N.S.W., Sydney.

President Howe Yoon Chong, following his brief message of condolence which was introduced in the previous issue, sent in his contribution of obituary for "Ports and Harbors" which we reproduce under on the left of this page. (TKD)

IAPH Submits Another Recommendation to IMCO

Secretary General Dr. Sato wrote a letter of recommendation to Mr. Srivastava, Secretary General of I.M.C.O., with attention to the Secretary of IMCO's Legal Committee, with regard to the Revision of the 1975 Convention on the Limitation of Liability of owners of Sea-Going Vessels.

The letter was personally delivered to I.M.C.O. by Mr. A.J. Smith prior to the Legal Committee Meeting which was held in London on November 24, 1975, so that the recommendation might be discussed there and then.

The letter submitted to I.M.C.O. from IAPH is reproduced under. (MK)

Recommendation from IAPH

November 7, 1975

Dear Mr. Srivastava,

The International Association of Ports and Harbors (IAPH) has conveyed two resolutions on the Legal Protection of Ports and Navigable Waterways to IMCO and these have graciously been accepted by IMCO for consideration by the Legal Committee. For ease of reference both resolutions (May 1974 and March 1975) are annexed to this Note.

IAPH considers that the time is opportune, having regard to the current discussions of the Legal Committee on the Revision of the 1975 Convention on the Limitation of Liability of Owners of Sea-Going Vessels, to reiterate the importance which is attached by ports throughout the world, to their special role in relation to the economies of the countries wherein they are situated.

With very few exceptions, ports constitute a vital link in the transport chain serving their respective countries. Disruption and/or damage to port installations or to port approaches will entail adverse economic and social consequences of a severity and scale disproportionate to the primary event, including hindrances, hazards, and losses to all shipping plying to the Port. For this reason, therefore, IAPH contends that it is in the general interest to ensure that ports are offered adequate protection from the consequences of navigation accidents including, but not limited to, the removal of wrecks, obstructions, water pollution, fire and damage to the environment.

To the same concern, IAPH has expressed its vital interest in other related matters, which are, presently, under consideration by IMCO: wreck removal on which IAPH submitted a proposal to IMCO in July 1974, and compensation for several specific kinds of claims, inasmuch as these will, or will not, be compensated by drawing on the same limitation fund.

IAPH therefore commends the principles delineated in the annexed Resolutions, and its proposal on Wreck Removal. Those can be summarised as follows:

- increase of the 1975 limitations as far as insurance cover can be provided, fivefold at a minimum, with adequate pegging in future.
- mandatory insurance of the vessels, or production of satisfactory evidence of financial responsibility.
- as long as otherwise disposed by other Conventions dealing with wreck removal, and compensation for specific kinds of claims (injuries to passengers, pollution by noxious products . . .), and as long as the 1957 fund, amended as above-mentioned, will remain the only fund provided to cover a large range of claims, that fund should be made available in its whole for property, and especially ports claims compensation, under the provision of a limited priority in favour of personal claims.

Yours very truly,

Hajime Sato
Secretary General
I.A.P.H.

Report on IMCO Committees' Meetings

Mr. A.J. Smith reported recently on the work of IMCO by its Sub-Committee on the Carriage of Dangerous Goods which met in London 1-5 September, 1975, and its Maritime Safety Committee which met in the same city 22-26 September, 1975.

He says in his covering letter that "May I draw your attention to the Maritime Safety Committee report in particular in which I have indicated certain areas of activity on which your members may wish to comment."

The reports by Mr. Smith on the latest IMCO Committees' meetings follow; (MK)

Sub-Committee on the Carriage of Dangerous Goods

At its 25th Session held, in London, from 1st to 5th September 1975, the Sub-Committee considered an extensive list of matters having only general interest to port authorities. Of specific interest however is the Sub-Committee's agreement in principle to a proposal by Sweden that the Form of Application and Certificate for forwarding/shipment of dangerous or hazardous cargo (IMCO Code Page 0020) should be revised with the amendment that "dangerous goods" in column (4) be replaced by "Explosives".

IAPH members will recall that Assembly Resolution A289 (Viii) on Safe Practice on Dangerous Goods in Ports and Harbours refers to a "Recommended Form". Sweden will now prepare a revised form to take account of the change to page 0020 of the IMCO Code.

The Sub-Committee has agreed to deal with the subject of Dangerous Goods in Ports and Harbours as a matter of priority at its next session.

Maritime Safety Committee

The 33rd session of the Maritime Safety Committee was held in London from 22-26 September, 1975.

The session began with a reminder of the heavy work-load of the Committee and of the need to ensure that basic documents must be submitted to the IMCO Secretariat not less than two months prior to relevant discussion taking place. IAPH will wish to take this into account when deciding to deal with matters in an IMCO context.

It is always difficult to select those matters which are of especial interest to IAPH members from the many and varied topics which were considered by the Committee. Should matters of particular interest to a member be overlooked therefore, or perhaps dealt with too summarily, and I am advised accordingly I will be happy to amplify any points.

(i) Sub-Standard Ships

The Committee has agreed the text of improved control procedures to be followed by Port States to strengthen existing arrangements in respect of sub-standard ships. The text together with a draft Resolution, will be submitted to the Assembly for adoption. At its next session the Committee will consider the question of ships below Convention sizes and those of non-Convention countries and the possible development of guidelines for judging a ship to be sub-standard.

(Continued on next page bottom)



Mr. Toru Akiyama

Mr. Akiyama Awarded

Japanese Government on November 3, 1975 has announced the names of recipients of decoration, for those people who have rendered meritorious services in various fields.

Mr. Toru Akiyama, Secretary-General Emeritus, has been named one of 24 recipients of the First Class Order of Sacred Treasure for his long and active participation and contribution in various aspects of the field of transportation of Japan, including shipping, aviation, seaports, airports and railways.

On bright morning of November 12, 1975, Mr. Akiyama has presented at the Guest House of the Imperial Palace and given hand to hand this one of the highest decorations of Japan by the Emperor Hirohito himself while Prime Minister Mr. Miki has presented him the Writ of the Decoration.

Mr. Akiyama was the Vice-Minister of the Ministry of Transport during 1949 and 1952 after serving crucially difficult times which confronted with Japan during the postwar era. After the retirement from the governmental office in 1952, he has initiated various business entities, including an airport terminal company at Tokyo which was the very first trial in Japan to create such a public utility like airport under the commercial policy, as well as a shipping company and a hotel company, aside from his continued contribution to the government as a member of various governmental and public committees and councils.

He now serves the Council for Ports and Harbours of the Ministry of Transport as the Chairman, and also acts as a

(Continued on page 12 bottom)

(ii) Safety of Nuclear Ships

The Committee has taken note of a number of developments relating to the safety of nuclear ships, and, in particular, that the Nuclear Energy Agency intends to draw up a Code of safe practice of reactor installations in ships. The Committee has, therefore, decided that safety considerations for nuclear ships would be the prime responsibility of IMCO and will accordingly seek to coordinate inter-Agency work in this field.

(iii) Standards of Training and Watchkeeping

Preparatory work continues for the 1978 Conference on Crew Training and Certification. A draft proposal on mandatory minimum requirements for certification of masters and chief mates of ships of 200 grt or more, together with a draft recommendation on basic.

(b) Unit of tonnage measurement.

During the 12 year transitional period (Article 3 of the Convention) problems are likely to arise on account of the lack of a definite "unit of tonnage" for ships measured according to the new Convention, while existing ships not required to comply with the new Convention will have their tonnage measured on the basis of the definite "register ton" unit (100 cu ft). Consequences and possible remedies should be studied.

(c) Special types of ship.

Consequences and possible remedies with respect to similar ships which, when being measured according to the new Convention, attain tonnages significantly different from those measured according to presently accepted tonnage measurement systems, should be studied.

In the event that IAPH members have firm views on these matters it is suggested that these be conveyed urgently, to national governments and also to the IAPH Secretariat for collation and appropriate action.

(vi) Navigation of Large Vessels in pilotage waters

IAPH members will recall a paper prepared by the International Maritime Pilots' Association (IMPA) and published subsequently in "Ports and Harbors", containing recommendations intended to improve the conditions under which tankers (large vessels) are navigated in pilotage waters and for the provisions of better port facilities. Whilst no detailed view on the paper has been submitted by IAPH to IMCO, it appears that a number of organisations and national delegations have referred to certain aspects of the recommendations.

The Committee has therefore instructed the Secretariat to draw up a comprehensive document, containing all available comments, for its consideration.

(vii) Standard Marine Navigational Vocabulary

Extensive tests are being carried out on the use of the vocabulary, throughout the world. From information received to date it appears that several amendments may be necessary before it can be submitted to the Committee for approval. Member Governments are asked to submit the results of their tests to IMCO as a matter of urgency.

A revised text of a section of the vocabulary dealing with Ice-Breakers has been circulated to Member Governments for comment.

(viii) Date of next session

The next meeting of the Maritime Safety Committee will take place, in London, from 3rd to 7th May, 1976.



The Head Office members are watching Dr. Sato cuts the cake.

IAPH 20th Anniversary Becomes Topic in Japan's Leading Paper

The Asahi Shimbun, a Japan's leading daily news paper took up a tea party held at the IAPH Head Office on November 7th, 1975, in celebration of the 20th anniversary of the world organization.

"Sceneshifter of World Ports Today Celebrates Their Doubled Rejoicings" was the caption of the topic the daily used for a 4-column article in their introducing the IAPH's event in its morning edition the following day.

The Japanese daily, whose daily circulation exceeds 6 million, said, "On the afternoon of the 7th, a small party was given at a Secretariat Office in Tokyo. The party was in celebration of the 20th Anniversary of the Association and also for the Association's Secretary General Emeritus, Mr. Toru Akiyama, who had recently been decorated with the First Order of Merit with the Sacred Treasure in recognition of his meritorious services in various fields. These happy people are the officers and the staff members of the Head Office of the International Association of Ports and Harbors, which is one of a few international bodies having their headquarters in Japan."

"The Head Office of IAPH with membership of 180 ports in 62 countries of the world, is so to speak, the pivot of the world ports, playing most important role in the maritime world, who, however, is more famous internationally than in Japan". The journal further elaborated on the function of IAPH touching upon the working force in the office, it stated. "There are seven full-time members serving on the Secretariat of the Association in addition to Secretary General, Deputy Secretary General and Secretary General Emeritus, but what this small number of people are doing, are enormous and wonderful."



20th Anniversary Cake

The Asahi, after introducing a brief history of IAPH and the highlights of the recent Singapore Conference as well as the Association's activities in the same article, concluded as follows,

"This tea party to celebrate the 20th Anniversary of the Association was taken place this particular day of November 7th on purpose, since on the same day of the same month 20 years before the Association was initiated at the Hollywood-Roosevelt Hotel, Los Angeles, USA. The Secretary General especially allowed the Treasurer to spend 3,000 yen (10US dollars) to buy a cake (see photo.). (Photo: courtesy Asahi Shimbun) (TKD)

Committees Meet at Curacao this April

The Executive Committee, Finance Committee, Review Committee, Membership Committee, The Special Review Committee on Containerization and Barge Carriers will simultaneously meet from April 23 through 30 this year at Curacao, are convened by President Howe and by respective Chairmen.

Among others, the terms of reference of seven Special Committees, the finance of IAPH, the 10th Conference schedule, the 11th Conference site in Europe, a new membership drive for the Association are expected to be discussed.

Any suggestions and comments from Association members for the coming meetings are welcome. (MK)

Visitors

• Mr. Luis Vera Barandiaran, President of Vera & Moreno S.A. Consultores de Ingenieria, Lima, Peru accompanied by his wife, visited the Head Office on the morning of November 7th, 1975 for information required for membership application, and was met by Mr. Masatoshi Kinouchi, Deputy Secretary General and other staff of the Secretariat.

Mr. Vera signed in the application on the spot and became an Associate member (Class A-Category Three-Grade Three) to be effective from the date his remittance for the membership dues he arranges from Peru is received at the Head Office. Mr. and Mrs. Vera were on business trip to Japan. (TKD)

• On November 25, 1975, a four-men team from U.S.S.R. visited Japan on 10 day mission. The Team, led by Mr. Anatoliy E. Kurotchkin, President of V/O MORZAGRANPOSTAVKA, U.S.S.R., Ministry of Merchant Marine, called on Mr. Yoshio Takeuchi, Director-General, Bureau of Ports and Harbours and Mr. Shigeya Gotoh, Director-General of Bureau of Shipping of the Ministry of Japan on the same day, and presented the current situation of the Vostochny Port, one of the largest and newest commercial ports of the Eastern Zone of U.S.S.R., which is now being developed near Nakhodka. Mr. Kurotchkin informed that this brand new port was to serve trades among Japan, South East Asia and U.S.S.R., with computer controlled container terminal facility in addition to bulk cargo for coals and wood chips.

The other three members are Mr. Nikolai I. Spas, Manager, Commercial Department of Vostochny Port, Mr. Vladimir D. Cherepanos, Manager, Container Department, Far Eastern Shipping Company and Dr. Fedor D. Romanovski, Manager of Port Research Division, State Designing and Research Institute of Sea Transport, an Associate Member of IAPH.

The Team visited the IAPH Head Office on November 28 and was met by Dr. Hajime Sato and Mr. Masatoshi Kinouchi, Secretary-General and Deputy Secretary-General. Dr. Hajime Sato expressed that it would be mutual benefit to have this newly developed port in IAPH as a member.

On December 1, 1975, the Team visited ports of Osaka and Kobe and was received by directors-general of relevant ports, Mr. Osamu Takamura and Mr. Masaharu Ikeda. The observation included visits to container terminals of the two ports. (rin)



From left to right Dr. Hajime Sato, Mr. I.A. Stankov, Chief Engineer-Inspector of V/O MASHINOIMPORT, Dr. Fedor D. Romanovski, Manager, Port Research Division, "SOJUMORNIIPROEKT", Mr. Anatoliy E. Kurotchkin, President, V/O MORZAGRANPOSTAVKA and Mr. Masatoshi Kinouchi (Photo taken at the Head Office by R. Kondoh).

Membership Notes

New Member:

Associate Member:

Mr. Melih Köknel C.E. (MS) (Class E)
Director, Turkish Maritime Bank
P.K. 421 Beyoglu-Istanbul, Turkey
Office Phone: 496037 & 621081

Directorial Changes:

IAPH Director from UK changes from Mr. Stanley Johnson to:

Mr. J.P. Davidson, General Manager
Clyde Port Authority, 16 Robertson St.
Glasgow, C-2 8DS, Scotland

Alternate Director

from Mr. J.P. Davidson to:

Mr. Gordon Lowery, General Manager
Port of Bristol Authority
St. Andrew's Road, Avonmouth
Bristol BS11 9DQ, England

(Continued from page 10)

member of the Fund Operation Council of the Ministry of Finance.

On December 4, 1975, in Tokyo, 115 friends of Mr. Akiyama have held a celebratory party for Mr. and Mrs. Akiyama, presented by some 600 attendants. Among those organizers were Mr. Gengo Tsuboi, IAPH Director in Japan, Dr. Hajime Sato, IAPH Secretary-General, Mr. Shizuo Asada, President, Japan Air Lines, Mr. Yoshiya Ariyoshi, Chairman of Board of Directors, N.Y.K. Lines, Mr. Yoshio Shinoda, President of Mitsui O.S.K. Lines, Mr. W.C. Gibson, Representative of the Port Authority of NY & NJ in Tokyo, Mr. Shunichi Tsurumi, Director-General of Port of Yokohama, Mr. Yoneji Hato, Director-General of Port of Tokyo. (rin) (Turn to page 17, "Mr. Tozzoli's Message".)

The Port of Le Havre; Crossroads of Europe

**Speech by
Mr. P. Bastard
Director-General
Port of Le Havre Authority
Delivered before
The French Chamber of Commerce
and Industry of Brussels, Belgium
On February 19, 1975**

(Mr. Bastard has since been promoted to Director-General, Sea Ports and Canals, Transportation Ministry.)

Time has come for the Le Havre Port Authority to replace its grim dockyard name of "Second Container Terminal" with a more permanent one. The name Atlantic Pier was already in use, therefore it was only natural to think of the name "Pier Europe" for the second part of the port.

The links that have kept relations between Le Havre and the rest of the Atlantic coasts have been many, historic and important. But they are already known. Le Havre has long been considered a French Port with a national rather than regional identity. Contacts with the rest of Europe have mainly been via ships of a few lines and, because inland water transport was rather undeveloped with the exception of Switzerland, even these contacts were of a rather limited character.

Today the rules of the game have changed. Even if we count the primary importance of contacts with the hinterland, the interdependence of European nations in more than a few economic sectors and the strength of industrial and commercial organizations, oblige us to see the economic horizon from a considerably different and wider angle.

It should be noted that data used in this report is intimately related to northwest Europe.

A natural expansion phase finished at the end of 1973. Here now is the Port of Le Havre at the end of 1975. A year which can be called a "Year of Grace" to include all the efforts that were put forth.

For the first time in the span of the last 17 years, the annual activities report of 1974 has been compiled with a certain delay compared with the years before. Total freight tonnage moving through the port in 1974 decreased by a bit from 89 million tons in 1973 to 86.4 million tons, which is about 3% less activity compared with that of the previous record year.

But these being dry economic figures, every careful observer would like to take a closer look at what actually happened during the course of 1974. Here is a breakdown of specific changes that took place over the last year:

Traffic Figures

— In the large volumes of merchandises, only hydrocarbons dropped in quantity, 6% for crude and 5% for refined crude products. In real terms this was a decrease of about

4.5 million tons.

— All other sectors have, however, helped to overcome this deficit. Bulk non-oil liquids increased by about 5% thanks mainly to progress in petrochemical research. Bulk solids increased by 73% over the 1973 level. Coal more than tripled and grain shipments surpassed for the first time the 1 million ton level. All other merchandises, excluding bulk cargoes, increased by 4% over record figures set two years ago.

— The development of general merchandise (dry cargo) merits special attention. Even if the 5.8 million tons of merchandise are nothing but a humble figure in comparison with commodities moved in the port of Antwerp, achieved results are still remarkable.

Improvement in this sector in total tonnage has been nearly constant since 1953 with only one deficit. 1974 welcomed the introduction of containers whose number increased from 124,000 to 143,000 while roll on/roll off and conventional traffic figures in real terms did not suffer but secondary variations. Another feature of last year's developments was the significant increase of heavy shipments: industrial materials, electric transformers, locomotives and wagons, turbo-trains, cranes, etc.

Developments in the shipping world have recently brought about a decrease of about 10% in the number of vessels, but at the same time have created a so-to-speak relative stability in net tonnage of about +0.3%. Seen in global terms, it was only smaller vessels that were overall less regular and among them especially a few car-ferry cargo lines which had to simply cease operation.

Average net tonnage increased from 6,300 to 7,000 net tons which corresponds to about 20,000 deadweight tons. This way the tendency in the increase of single freight tonnages becomes more important, a trend also supported by two complementary factors. In 1974, the average quantity of crude oil unloaded at Le Havre was, excluding the reductions of weight, labor, etc., 114,000 tons compared with 106,000 in 1973. Furthermore, 63% of this crude oil was transported in vessels larger than 200,000 tons compared with only 49% the year before. Passenger traffic was directly affected by the withdrawal from service of the steamship "France". Car ferries of the Southampton and Ireland routes saw a total decrease of 9% in the number of passengers, a difference which is almost regular in lines serving the British Isles.

Seven new lines started operation in the Port of Le Havre last year. Four were concerned with coasting and three serving long-distance destinations. All lines except one started work between June and December, a development much more encouraging than the increase in benefits achieved these last years by shipowners. This expansion trend was again confirmed in the beginning of 1975 with the introduction of three more lines serving long distances.

Le Havre Facilities Highly Reputed

Developments in the attitude of international shipping towards the Port of Le Havre is definitely not an accidental event. Commercial efforts, quality of service on the wharfs, the lack of strikes and the opening of handling services in

the port for 24 hours continuously were very much welcomed by users. Equalization of dues among the different shipping organizations of Europe has, on the other hand, helped to alleviate the impression that was attributed to the port as being the most expensive one in Europe.

Some time ago, a respected professional English publication, "The Port", carried a survey on the productivity of a number of West European ports. This survey, underwritten by the well-known British Importers Confederation, showed that on the Continent—Antwerp and Le Havre were the two ports that disputed primacy in terms of productivity with the former being superior in loadings and Le Havre considered ahead in unloadings.

In this respect, the official point of view of Le Havre is not irrelevant. During 1974, Le Havre opened a balanced pier for bulk carriers, a supplementary pier for the shipment of cars, a new container hangar and has considerably improved its road system. In the current year, the port has already boosted the quality of handling equipment for grains and constructed a new hangar for containers. Continuing extension work on Pier Europe, a new wet-dock on the south embankment of the Central Maritime Canal is being set up. Furthermore, and additional to the numerous other less spectacular improvements, continued construction progresses smoothly at the Port of Antifer, whose role in the development of the French national economy promises to be vital.

To grasp the future is one of the tasks of human civilization. But the distant future remains for us exactly what it was for many of our ancestors: a subject of guessing. However the work of port engineers chiselled into wood and metal is bound to last for many years. What are the perspectives?

With navigation needs and long-term perspectives of the shipping industry in mind, consider the general policy lines that the Le Havre Port Authority will be obliged to follow in the years that separate us from the 1980's. To be better able to evaluate the available data, it is necessary to separate oil from the rest of the cargo commodities.

Non-oil Products and Adjustment Plans

The annual growth rate in the tonnage of general merchandise unloaded in the Port of Le Havre has been since 1970 on the order of 8%, and for those loaded, 16%. Traffic calculations on the basis of an average 8% increase for unloaded cargo and 10% for loaded cargo permit expected general merchandises to total—this excluding all bulk cargo—on the order of 15 million tons in 1984. The figure for 1974 was about 5.8 million tons.

Developments in handling procedures already lean in favor of containerized and horizontal handling. In 1984, it is estimated that the distribution of commodities, according to the type of handling required, will be 40% for containers (against 30% in 1974), 40% for roll on/roll off (against 30% in 1974) and 20% for conventional handling (against 40% in 1974).

This implies the need to expand docking facilities by about 11 locations for containers, 5 locations for horizontal handling and by more than 2,000 meters of pier for conventional handling operations.

In this respect, it is necessary to properly define the new areas what such infrastructure expansion is scheduled to take place in order to be able to cope with the miscellaneous cargo, plus the standard special cargoes of wood, fruits, grains, liquid gas, etc.

In order to carry out these infrastructure projects, a clear expansion policy drawn under the form of a master plan of land management is absolutely necessary. That plus the need to check that every stage of the projected expansion is homogeneous and viable. In other words, that every pier is served by a channel-passage of sufficient depth and that no sea lane becomes saturated in the long term.

The master plan for general management of the Port of Le Havre includes three different sectors: the reorganization of the present port facilities; expansion to the east of Lock François I; and the new pre-port to the south of the present port.

Present port facilities have not yet been adjusted to the techniques related to the variety of transport modes. Platforms for conventional commodities cargoes become insufficient due to mixed cargoes which require a combination of handling techniques. As soon as the expansion of the commercial port takes place, centralized handling of a few cargoes in specialized areas (for example: fruits, grains and wood) and a reorganization of the freed spaces of the port will commence. As an example, the reorganization of the following two spaces has been considered.

— Piers Bresil and Renault Sud, after the river channels have been filled, can allow a reorganization of their platforms for conventional handling of merchandise in at least three different locations.

— Basin Dock, connected with the department of public storage, will release several new spaces for roll on/roll off traffic.

However, enormous hopes should not be placed on the activities of the old port. The expansion of the commercial port to the east of Lock François I is much more fertile and promising. With the adoption of the master plan of land management mentioned above, present handling facilities between the sea lock and the future port of Oudalle can be expanded by more than 3,500 meters of piers (wet-docks A and B) aided by platforms of 400 to 500 meters depth, as well as new sites for horizontal handling of about 10 ha each.

It is necessary to mention the possibilities of the new pre-port to the south of Dike Charles Laroche. This area's development will make it possible to further expand installations much more than Lock François I or the present port facilities allow. Pre-port construction has already passed the stages of hydraulic, bathymetric and geologic surveys. These studies have helped to establish the principles of the general land management plan and include the following information.

— Land traffic between Honfleur and Oudalle will include the new crossing of the River Seine, whose works should be undertaken between 1977 and 1981. Also the crossing of the Central Maritime Canal with a permanent bridge for automobiles and an elevated railway bridge, as well as the crossing of the Canal of Tancarville.

— The crossing of the Central Canal at its west sources by a permanent bridge for automobiles.

— A new sea lock which will guarantee a link between the new pre-port and the constant-level basins.

— A center of repairs, whose largest facility will be able to accommodate ships of 350,000 dwt.

— Zones reserved for landscape protection and leisure purposes in front of Honfleur, to the right of Hode and inside the triangle of Tancarville.

Middle term policy as defined above, however, is not the only restraint. It is also necessary to assure the viability of

every phase of the work. In this context, constraints will be forthcoming with the saturation of the Lock François I or the access routes to the port (ie. the channel and tide basins). Due to these difficulties, new works will be undertaken as follows:

— In the first stage, there will be works in the area between the east part of Lock François I or works related to the reorganization of existing port facilities.

— In the second stage, works will concentrate on the creation of the new pre-port and will progress from west to east up to the point that the new sea-lock will allow access to the constant-level basins.

— In the third stage, works related to the development of the eastern part of Lock François I through the constant-level basins can finally be undertaken.

The passage from the first stage, that is the expansion eastwards in which we are already engaged with the works of the Lock François I, the Pier Europe and the center for horizontal handling, through the second stage, that is the establishment of a new pre-port, is calculated to take place sometime around 1980.

Antifer

Antifer too marks this year as the end of a starting. But before going ahead with the construction projects, let us reflect on a few arguments concerning the oil-crisis which hit Europe a while ago. They have led to a reconsideration of the decision, taken at the end of 1969, to construct the new port of Antifer.

In order to fuel its industrial growth, France was obliged in 1969 to produce or manufacture the necessary amount of energy. The cheapest form of energy then being oil, the Government took at that time two series of measures.

First, to be able to decrease oil transport costs, it was necessary to adjust the oil tanker fleets to the routes of supply. In 1973, more than 60% of the imported oil was coming from the Persian Gulf and the geographical distance and progress in automation have led to acceptance of the construction of huge supertankers.

As a consequence and in order to be able to receive vessels of such proportions, it was necessary to adjust port facilities. Fos was appointed as the French port to serve the Mediterranean zone and Le Havre-Antifer the English Channel/Atlantic zone.

These two decisions were closely linked and spawned the economic philosophy of the Antifer project.

As a case of example, it was estimated that the use of 540,000 dwt ships in place of 250,000 dwt vessels on the route Persian Gulf—Le Havre would permit savings of about 7 francs (F) per ton in shipping costs. Each supertanker could transport about 3 million tons per year, making 6 round trips, which could offer a saving of 15 million francs (F) compared with two vessels of 250,000 dwt for the same amount of shipment tonnage. These figures alone proved why, pressed by the laws of economics on the cost of ocean shipping, tanker shipowners started to utilize large tonnage vessels.

Anyway, the Port of Le Havre could not cope with the increase in cargo traffic if that supply of oil was to be carried by vessels of the 200,000 dwt class. About to face the saturation of existing facilities, proper measures would have to be taken in an effort to diminish pressures coming from the use of larger vessels. Such pressures were calculated a year ago, to be the not-so-small amount of 1.50 francs (F) per ton. A figure bound to worsen if measures

weren't taken. The conclusion was to begin construction of a new port.

The decision on the site of Antifer was taken as being the least expensive of three feasibility studies carried out in three different locations: the new port to the south of the present port, Parfond on the open seas and Antifer. A decision seconded by the safety that Antifer offered from a navigational point of view, the guarantees that it offered from the danger of pollution, easiness from the point of exploitation and the bright possibilities offered for the future.

It is however, obvious that the high level of rentability offered by this investment at the time of the decision has changed on account of later events. For example, according to recent predictions, oil consumption is now estimated to increase far less than was thought before.

Nonetheless, everyone agrees that the trend of becoming greater is a natural process that never stops. At the end of 1976, there will be 32 ships of the 400,000 dwt class, and in 1978, 78 such ships will be in service on world routes. This figure only takes into account final orders placed with shipbuilders, like for example, a while ago Esso ordered at Hitachi Shipbuilding and Engineering Co. the modification of two tankers that will enter service with a tonnage of between 400,000 and 500,000 dwt. This may help to erase doubts concerning the future of large tonnage vessels.

On the other hand, the excess capacity of ship bottoms existing at present certainly constitutes a critique of extra large vessels of 250,000 dwt and urges the demolition of these older ships now in operation. To be able to operate with benefit, these large tankers should be put on long-distance routes such as that of the Persian Gulf—Northern Europe.

Finally, the case of the port of Bantry Bay in Ireland shows that for a port to be able to operate with benefit it has to be supported by a hinterland sizeable enough to guarantee minimum port traffic. In Europe only the ports of Rotterdam and Le Havre amply fulfill this condition.

Nautical conditions at the port of Rotterdam automatically limit it to 250,000 dwt ships with a 65 foot gauge (draught). There certainly have been thoughts to increase, through dredging works, the depth of that port for accommodating gauges of up to 72 feet, but in the present economic conditions this plan becomes more and more of a hypothesis.

Le Havre-Antifer will be northern Europe's single port able to receive from 1976—that is next year—vessels with 95 feet gauges, a remarkable opportunity for those ship-owners who want to tie up in profits and expansion with the port of Antifer. Such movements will generate supplementary income that will add to the rentability of the original investment and will underline the era of European cooperation with special regard to the oil problem.

It is not excluded, furthermore, that port partners may even go further, undertaking construction of a pipeline from Le Havre-Antifer and thus more fully participate in the large-scale investments that the era of supertankers has brought.

Regarding now the reopening of the Suez Canal, time-and money-consuming operations will not allow vessels of the 250,000 dwt class to cross the canal before 1980. This according to predictions of the Director of the Canal Authority. Antifer will then be four years old. Dredging and expansion costs of the Suez Canal will make it necessary for the Canal Authority to charge tolls

corresponding to the increased level of expenses. Tolls not very far distant from the transport costs incurred by travelling around the Horn of Africa.

Furthermore, the political climate should not be forgotten either. It will take sometime before tanker owners of the world will allow placing of their tankers onto the chessboard of the Suez. A risk that will certainly justify high level insurance premiums.

October of this year saw the opening of the Port of Antifer to ships of the 370,000 ton class and from the beginning of 1976, ships of 540,000 tons will be able to use the port. Such tankers, the largest in the world, are now under construction at the Saint Nazare Dockyards for Shell Shipping Co. and the Compagnie Nationale de Navigation. In the first stage, Antifer will be able to receive 70 million tons of crude oil per year. All technical details have been laid out in view of receiving an annual traffic of 120 million tons with the eventual help of the 1 million ton tankers for which much has been said. Japanese dockyards have only recently accepted studies for vessels of 700,000 to 750,000 dwt.

New Roles for a Reorganized Port

Now to come to the roles that a reorganized port, like that of Le Havre, could play in the next few decades. As far as roll on/roll off and containers are concerned, both modes of transport have already firmly established themselves in the shipping world. It is unthinkable that they will not continue being important along the coasts and in the hinterland of areas which are considered commercially important. This trend started about 10 years ago and there is no reason to think that it will soon end. The Port of Le Havre has abundant land masses in its alluvial plains to cope with any new expansion in either of these modes of transport.

This plain of about 10,000 hectares is already used in the form of multiple activities into which the industrial sector has launched itself in the recent past. In the course of the last decade, numerous factories have been established here and many more are awaited and expected. A few are undertaking spectacular expansion works and all of them have access to the Central Maritime Canal, the main water artery of this area. Such access includes wharfs or piers which, if need arises, can serve bulk cargoes of 250,000 tons. The cargoes will reach their destinations through the biggest lock in the world, Lock François I, which has already been completed and is in the third year of its life.

The attraction of the locations on French and European industries—many of them composed on a completely multinational basis—has already brought the expected results and it is very probable that it will long continue doing so.

The current trend in world economic structures in which heavy industries prefer to transfer their operations overseas, especially to developing countries, all are concerned whether such a trend will stymie industrial development of Le Havre in the near future.

But the Port of Le Havre has already reflected on such problems. Three alternative solutions follow, all of which will interest the European economy and by proxy the world.

The first suggestion is the establishment of special zones for tertiary non-polluting transformation industry. The advantages are big and most recommendations rally behind this idea.

The second solution is the establishment of a huge bonded warehouse area, which related to the free port zone already in work, will offer to users a multitude of alternatives: storage, packing, finishing, grouping and separating of the merchandise involved. Such facilities could serve a double purpose. They could either play the role of large storage areas of materials and merchandise destined for export to developing countries, or they could serve as distribution platforms for third world country products destined to reach the European market. It would be the same in some ways, but in the opposite direction, of the old emporiums of the Indies. The original distribution activities will be helped by a flexible and modernized customs service, like the one that the French Customs have developed in the last decade, under different circumstances, notably in the case of containers.

A third alternative would be the establishment of a high platform of iron materials, especially coal for a completely integrated European market. Although there are reservations, one can safely say that we are entering a new coal era. Huge petrochemical groups have already started detailed studies on this question, well before the oil crisis exploded in 1973. And everybody can imagine what a business fervor such an era would create at least on the European continent, where, for the benefit of everybody concerned, Le Havre could easily serve without trouble the large ships of the 250,000 ton class which will be bringing such minerals to Europe. Modestly it can be called the first really international dimensions project on European soil.

Although other ports have definitely reflected on the very same problems, the Port of Le Havre is particularly endowed to undertake such projects, thanks to its vast spaces, plains, availability for any reorganization and freedom from expropriation burdens. All these are added to the capacity of the port to receive the largest vessels of loose cargo already plying the world's oceans.

New Roles for Antifer

Twenty five kilometers to the north of the Port of Le Havre, what will Antifer look like a decade from now? Will it be of limited use in satisfying only the national consumption of France? Won't the projects already completed be phased out due to more general world economic considerations?

The answer revolves around the following three alternatives, which should draw everyone's attention to what Antifer is offering the rest of Europe: onloading of smaller vessels, partial unloading and pipelines.

Onloading is the operation in which oil transported by large vessels is unloaded onto smaller-size tankers because of the incapacity of oil handling ports to accommodate super tankers. Two such ports are Zeebrugge and Antwerp in Belgium, where, studies carried out in relation to their capacity, show that reloading operations at Antifer from 200,000 ton vessels for Zeebrugge and from 375,000 ton ships for Antwerp would be more beneficial than the use of 125,000 ton tankers directly to the first port and of 250,000 ton ships for the second via Rotterdam.

Partial unloading is where the large vessel unloads part of her cargo at one place and depending on the guage existing in the area, she moves to a less deep location for unloading the rest. Such operations appeal to ports equal in capacity with that of Le Havre but with not so deep guages. Rotterdam used this technique earlier this year when it closed temporarily to tankers of 200,000 to 250,000 tons

because of channel enlargement works. Dutch importers felt that this solution was ideal for facing the temporary short comings of the port.

A pipeline project between Le Havre-Antifer/Wallonie/Ruhr has been puzzling, for several months now, think-tanks on both sides of the Franco-German border. But with restrictions imposed on oil supplies by Arab oil-producing nations, the possibilities that the idea had started to generate were blurred. A turnabout in the economic setup is always possible, but the following should be kept in mind: the use of a 500,000 ton tanker saves 7 francs (F) per ton in transport costs compared with the cost of shipment aboard tankers of 250,000 tons. In other words, the price of the product is cheaper by 7 francs. Therefore, large shipments' attendant savings coupled with the Antifer-Belgium-Germany pipeline could bring, if decided, the new terminal port closer to the big business centers and industrial crossroads of northern Europe by 400 kms.

A second objection to the permanent shelving of the pipeline project reveals a technical aspect which stems from recent improvements in the so-called slurry process which could find in Antifer an ideal field of application. This process was adopted in Japan many years ago and recently in the US, Canada, Venezuela, Australia to name but a few. It refers to the transport aboard big bulk cargo ships of processed minerals in suspension which are pumped by special pipeline from the port to treatment sites directly.

Special mineral pipelines stretch sometimes over considerable distances, the longest of which is a Canadian pipeline pumping coal for 800 kilometers. The U.S. also studies the possibilities of using even longer ducts in linking Wyoming with Arkansas (1,600 kms) and transporting about 25 million tons of coal per year. According to available data, the prime cost of such a transport, excluding taxes and benefit, come to about 60 Belgian francs (FB) per ton.

These conclusions come from a recent series of studies which considered, in a few specific cases, the possibility of using pipelines combining the transport of oil and other bulk liquids and the transport of minerals, or coal and other bulk solids. Such combinations would be perfect to satisfy the supply needs in natural resources of such industrial giants like Ruhr, North France (Flandres), the track Sambre and Meuse, Luxembourg, Lorraine, Saar, etc. In this way, the importance of Antifer, as a main distribution junction equipped with such a pipeline merits new and close attention.

Predicting future needs in energy and raw materials, other cargoes can also be handled at Antifer. There has been talk about a methane terminal for vessels of between 125,000 and 300,000 sq. meters loading capacity transporting natural gas.

A terminal could even be set up for serving nuclear-powered ships. Their shipowners (Governments) would find at Antifer a port of call easily accessible and far from narrow straits, busy sea lanes or demanding rivers. Le Havre has already received, about 18 years ago, the US Navy atomic submarine "Nautilus", and the mixed cargo US ship "Savannah" came into port there during her experimental tour. Now, although the future of the Japanese nuclear powered ship "Mutsu" seems to be on the doldrums, its German counterpart, the "Otto-Hahn" has just completed its 100th voyage since 1968 without suffering even the smallest trouble.

In France studies are also being carried out for the construction of nuclear-powered ships and especially tankers. These are all high-priority studies undertaken on a national level.

Because of the technical research and experience that Le Havre offices have accumulated over the past years, the port has been commissioned with consultation studies. Recently Le Havre was entrusted with the control and traffic regulation system problems of the Suez Canal. Many Egyptian missions have visited here since many months ago and have been seduced by the outstanding transmission equipment installed in the main signal center. Innovation there lies in that the different data transmitted by radar and received in the signal center are further centralized and computed as images on a TV screen. Because radar signals can only be read in the dark, Le Havre is proud that it can receive and rebroadcast such signals on a clear TV screen. This sort of transformation process has already been in use in big airports, but the maritime sector imposed numerous difficulties that had to be overcome through long and patient research of specialized services. From this point of view too, Le Havre is equipped with the best signal center in the world.

IAPH Head Office Announcement —

Mr. Tozzoli's Message

The following congratulatory message by Mr. Anthony J. Tozzoli, Director, Marine Terminals, the Port Authority of New York and New Jersey, was introduced to the attendants of the party.

Dear Toru: I was very pleased to learn that the Japanese Government has awarded you the First Order of the Sacred Treasure in recognition of your outstanding contributions over the years to the aviation and maritime industries. Your unselfish devotion to the ideals of internationalism as demonstrated by your sterling leadership in the role of Secretary-General and presently Secretary-General Emeritus of the International Association of Ports and Harbors is deeply respected and appreciated by your many friends throughout the world. I share with them in extending my warmest personal congratulations to you for having received Japan's most coveted honor from your fellow countrymen. (rin)

Port of Los Angeles—the Complete Service Port

Reprinted from Los Angeles Times,
Port of Los Angeles Advertising Supplement,
Sunday, August 17, 1975

The most complete port of the Pacific—the Port of Los Angeles—continues as a leader in the field of municipal harbor operation, serving ALL of the people in the widest variety of ways.

In addition to its long-standing reputation as a major cargo and petroleum handling port, Los Angeles Harbor has more ship building and ship repair, more fish processing and fish canning, more smallcraft for pleasure and sport fishing, more bulk metal recycling, and hosts more passenger ships than any other commercial harbor on the West Coast.

The Port—under new management and new direction—prepares to meet the future with new and additional facilities and services through careful use of its earnings in an ambitious program of development. And, as in the past, all future facilities will be self-supporting, continuing the Port's financial independent operation.

To move ahead on several fronts at once, an 8-element Master Plan of the Port is near completion. And the Board of Harbor Commissioners has approved a Six-Year Capital Budget program totalling more than \$115,000,000 to fund 13 major projects at the Port. They include facilities to receive much-needed oil and LNG (Liquefied Natural Gas), dredging to accommodate the larger ships, an additional berth for containerized cargo, a combination liquid/dry bulk terminal, a new marina, a Harbor Department headquarters building and other improvements.

Based on Port projections, the U.S. Army Corps of Engineers is making a detailed study of an exact replica of San Pedro Bay at a special facility in Vicksburg, Miss., to assure the best engineering and the most practical design possible in the development of waterways in the Harbor.

Ships of the future will include those carrying LNG to the planned new depot on Terminal Island. There, up to 400 million cubic feet of the much-needed fuel would be received and processed every day for Los Angeles area businesses and residents.

While much is going on in the expansion of commercial activities at the Harbor, new recreational facilities and their environmental effect also are being studied. Construction of 950 new smallcraft slips is planned, along with new beach and overnight camping areas.

These proposed facilities at the Port are a part of careful planning to satisfy the needs of the people as completely as possible, from the accommodation of commerce to recreation.

And in 1975, the Harbor Department is continuing its program of surveillance and monitoring to maintain clean water in the Port, already recognized as a leader in enforcing the most stringent water quality controls anywhere.

An estimated 18,000 factories and 200,000 workers in the immediate Southern California region are dependent upon Los Angeles Harbor for the import of raw materials and the export of their finished products. An average of

more than \$12.00 in "new money" for the community is credited to each ton of cargo handled by the Port through wages and other economic factors.

So, as an energy port, a container port, or a general cargo port, the new Port of Los Angeles stands ready to accommodate the needs of a changing world.

Port of Los Angeles Governmental and Social Aspects Described

Reprinted from Los Angeles Times, Port
of Los Angeles Advertising Supplement,
Sunday, August 17, 1975

City, State and Federal government officials work in close cooperation in the operation of the Port of Los Angeles, and many of them reside in the local areas—the interrelated communities of San Pedro and Wilmington.

The communities have developed through the years as Port activities expanded and flourished. Most of the area in which the Los Angeles Harbor was created consisted originally of tidal and submerged lands which were granted in trust to the City of Los Angeles by the State of California for the purpose of "commerce, navigation and fisheries."

As the result of that grant, the Port of Los Angeles is owned by the City of Los Angeles and managed by the City's Harbor Department. Port operations are in the hands of the General Manager and a staff of approximately 500 persons. Their activities are under the direction of a Board of Harbor Commissioners, comprised of five members appointed by the Mayor with the approval of the City Council.

Similar in nature to a corporate Board of Directors, the Harbor Commissioners set Department policy and serve without pay other than a fee of \$25 per meeting. Meetings are usually held once a week.

While the Harbor Department operates facilities for varied types of cargo, it relies on private stevedore companies to supply the necessary waterfront labor for loading and unloading.

In a completely different function, the Department serves as landlord to a broad spectrum of tenants who lease land and facilities from the Port.

Pilot service, comprised of specialists who maneuver arriving and departing vessels in and out of the Port, is under Harbor Department jurisdiction, while tugboats are supplied by private companies.

And, under its Port Warden, the Harbor Department maintains a force of special officers who patrol Department property both by land and water, to enforce regulations regarding safe handling of cargoes, parking and traffic control, and similar duties not normally handled by the regular City Police.

Due to the constant arrival and departure of cargo vessels from all over the world, the services of many related city, state and federal agencies are required to regulate Port

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The nation's ports—2 centuries of community service

San Diego Port District

Editorial in "Port Talk", October Issue

San Diego, Calif.:—During its nearly 200 years of existence, the United States has relied on waterborne commerce more than any other transportation mode. National Port Week, proclaimed by President Ford, is to be observed from September 28 through October 4. This provides an opportunity to appreciate the importance of ports, port authorities, port district and port administrations throughout the nation with respect to their economic impact, cultural contributions and, indeed, environmental protection.

Early demands for port facilities were rudimentary. A ship simply dropped its anchor in a protected harbor. The location selected was that most convenient to the operators of the vessel and the customers they served. These could be early Californians engaged in the trade of cattle hides or, later, merchants of San Francisco trading with the masters of clipper ships from New England. Trade was the action. Speed, convenience and service made it work.

Historically, most ports of consequence, and San Diego is no exception, were formally organized into some form of public authority to grapple with the problems of port

operations. The Port Warden works closely with all of the agencies, especially the City Police and Fire Departments, to maintain safety and security in cargo-handling activities.

Such protective measures are vital to the safe delivery of priceless cargoes, many of which, such as petroleum, are highly flammable.

The huge commercial fishing industry, along with sport fishing at the Port of Los Angeles, brings into focus a State regulator agency, the Department of Fish and Game. This agency enforces laws and regulations to ensure that our marine resources are managed for the greatest continuous yield, and utilization and enjoyment by all the people.

The Federal government plays many roles in Port operations, alterations and development. U.S. Customs, the Immigration and Naturalization Service, the U.S. Coast Guard, the Department of Agriculture, the Department of Health, Education and Welfare and the U.S. Corps of Engineers all have separate and interrelated functions.

Export and imports control, collection of duty, and classification of goods are handled by the Customs service. All merchandise imported into the United States is subject to customs entry, examination and appraisal. Estimated duties must be deposited or secured for payment.

Notification of all arriving ships coming directly from overseas destined for the Port of Los Angeles must be given to the Immigration and Naturalization Service. Each person aboard such ships must have a valid travel document or visa. Passengers must have either passports or visas and each crew member must have a passport or crewmen's document and a visa.

The U.S. Coast Guard is concerned with merchant-marine safety, aids to navigation, water pollution, and

(Continued on page 22 bottom)

development, financing, promotion and management. Today there are literally hundreds of "port authorities" throughout the nation ranging from the giant Port of New York and New Jersey to small authorities which deal primarily in recreational boating. The port authority concept was pioneered in Great Britain during the 1860's but is a relative innovation in this country. The British thrust was to divorce the port authority and its administration from local politics; as a result, the European concept tends to be national rather than local in nature.

In the United States the public port authority concept is widely accepted but with considerable variations in the degree of autonomy which is allowed. And there is greater emphasis on the relationship with local units of government and, in the case of California, the state.

Some U.S. port entities, as we have come to know them today, were established in the late 1800's. But it has only been since the end of World War I that a growing recognition of the economic and competitive function of the port has led cities or, as in our case, the state, to create port authorities.

The port authority structure has been found to provide the most effective medium for cooperation between the two principals, a sort of bridge between government and private enterprise. A governmental creation, the port authority is intimately a part of the economic system. This certainly is manifest in the roles played by the ports of this nation, the state and the Port of San Diego.

As the business cycle controls the port's progress, the port provides a significant economic impact on local business. The port executive is a key man within the business community of his locality. He is, however, more apt to be found in the realm of the planner, the trader, or the manager, than in the halls of government or politics.

So, although it is a creature of government, the port authority is essentially a business enterprise. It engages in business and in promotion, but it is supported by the prestige and power of government. It directs its authority both to the physical improvement of the port and the development of its commerce.

The ports of the United States are somewhat unique in that they have been planned and built to foster the economic health of their area. Certainly foreign ports do, too . . . but often this is not their primary function. United States' ports, enjoying the necessary physical and financial capability, have been in a position to maximize their positive impact on the economic life and times of their regions. As an added feature, the sheer size of the U.S. provided the opportunity to create numerous harbor facilities and thereby generate a system of healthy port competition.

Ports are strikingly different than the normal public entity. Most public services are determined to be necessary for the health and safety of the population and are, therefore, mandatorily provided. To fund these services, a non-voluntary contribution is required. Usually these non-

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Bremen Ports are becoming far more competitive

Senator for Ports, Shipping and Transport Freie Hansestadt Bremen

Final version now submitted

In 1985 about 37 million tons of cargo will be handled in the Bremen ports, approximately 20 million tons in Bremen City and 17 million tons in Bremerhaven. The total turnover in Bremen City will increase from approx. 16 million tons (1975) to approx. 18 million tons (1980) and to approx. 20 million tons (1985), while in Bremerhaven it will rise to 17 million tons (1985) from approx. 10 million tons (1975) and approx. 13 million tons (1980). This estimation emerges from the Bremen port development plan, which was put forward to the Senate of the Free Hanseatic City of Bremen, by Senator Oswald Brinkmann. The deputations representing the ports, shipping and transport and the Bremerhaven Fischereihafen had already consented to the port development plan before it was discussed in the Senate.

voluntary contributions are taxes. However, this is not the case with the Port of San Diego. There are methods of public funding, specifically bond sales, which the taxpayer guarantees repayment of if the Port, as a public enterprise, cannot. The Port of San Diego has been able to meet obligations incurred for modernization and growth without need of tax support. The District displays recognizable elements of private enterprise in its structure and approach to business.

And here is where what is perhaps the most important and least advertised impact of the Port District is to be recognized: A public enterprise working, from year to year, to foster new business and to strengthen existing activities in widely diverse areas of economic endeavor—from banking to shipbuilding; from aviation services to recreation; from fishing to manufacturing. The vital but often taken-for-granted link between the economic infra-structure of our community and the Port of San Diego is brought into focus during National Port Week.

To more specifically examine this link, several statistical items quite clearly detail the broad but vital connections between these interfacing community elements. For example, with economic progress comes an increase in port revenues. Total revenues over the past decade alone reached more than \$60 million. These were essentially derived from three divisions of the Port—the airport, property and marine terminals divisions.

As California's third-ranking airport in passenger traffic, Lindbergh Field has accommodated over 28 million passengers within the last ten years. Also impressive is the air traffic record for air cargo. Over 270 million pounds were transported through the airport.

The property division administers all tideland property within the Port district. Multi-purpose leasing, which includes industrial, commercial and recreational use, has

The port development plan—also a basis for discussion

The first Bremen port development plan describes one part of the port policy—public investments. It is supposed to form a basis for the further development of the infrastructure of the Bremen ports and is to be reassessed and rewritten every two years due to the ever changing facts which have to be considered. The port development plan is also intended as a basis for discussion, to encourage constructive criticism. Through it a greater transparency of the public administration is to be achieved as well as a closer dialogue between the public authorities on the one hand and the port transport industry, the associations and chambers on the other.

Help for politicians and industry to reach decisions

The port development plan is thus to indicate the guiding principles which public investments (infrastructure) in the Bremen ports are to be in line with. It is to be a help to the politician in deciding on the budgetary means to be set aside for the Bremen ports in the future. The port transport industry can know which building projects of the

historically yielded a constant source of revenue to the Port. Property tax collections alone have provided over \$5 million to the community. During the last ten years, these revenues were paid to the County Tax Collector who forwarded them to the cities' school district in which the facilities were located and to San Diego County.

The marine terminal division, comprising four terminals, hundreds of thousands of square feet of warehouse storage space and areas well-suited for the accommodation of containerized cargo and future industrial sites, has been developed. Since the mid-1960's these facilities have berthed over 6,000 vessels carrying more than twelve million tons of commercial cargo in and out of the Port.

From this revenue nearly \$33 million in capital improvements have been made in continuing efforts to further enhance the physical and aesthetic aspects of the Bay. More specifically, approximately \$18.5 million has been allocated to marine operations; \$10.5 million to the airport and an additional \$5 million for other improvements.

Resources of the local community are unceasingly required and the use of consultants in varied fields has remained a substantial aspect of port operations. Over \$2.3 million in fees have been paid to various consultants for their professional insight into port operations and community involvement.

As this kind of cooperative effort continues on the part of both the Port District and local business and industry, the result is an efficient and progressive operation based on common goals. It is important that this interaction be somehow memorialized at the outset of National Port Week. The efforts of U.S. port authorities, wherever they operate, are directed at continued improvement in the nation's economic well-being through the fostering of world trade and maritime commerce intelligently balanced with the social and environmental needs of the area they serve.

public authorities to reckon with in the next years, so that it in turn can either take the necessary steps towards the suprastructural investments, or that there are guidelines for decisions of company policy.

Maintain independency!

The avowed aim of the Bremen port policy is to keep up and, if possible, improve the competitive position of the Bremen ports in order to increase the economic strength of the State of Bremen even further, to secure the jobs of almost 50 per cent of Bremen's employees whose work is directly or indirectly associated with the ports, to make use of the ports' advantageous situation for creating further jobs and, by the services rendered to the Federal Republic of Germany by the Bremen ports, to provide convincing evidence that Bremen should retain its independency as a state.

Ports must remain high on the list of priorities!

The port development plan is limited to a representation of the infrastructure, because only this is subject to the direction and control of the public authorities. This means that port planning can only be realized within the scope of the budgetary and financial schemes. It is, however, intended that the necessary amounts for port investments be covered by the budgetary means available to the Senator for Ports, Shipping and Transport. This can only be done on the assumption that the ports are given the same priority they always had in the past.

Ports react

The possibilities open to the ports for adapting to the development of sea transport are limited. The ports have always played more the part of the adaptor and less that of the motor. The speed with which the ports have adapted to new transport systems (e.g. container, Lash, Ro-Ro) has often been decisive for the chances for their future development. Essentially the challenge to the ports is in reacting—reacting to the quantitative and qualitative development of sea trade and transport, to the ever increasing size of the ships, to the formation of new sea transport systems and special transports and to the demand for "quick ports".

Port policy is up to the state alone!

From the constitutional rights of the states for port policy it follows that each state has the right to make its own plans in this matter. Bremen will continue to make use of this to such an extent as is justifiable in view of the general economy, but will also energetically insist on this right. Any attempt to limit it will meet with firm resistance. In addition Bremen will on all political levels continue to stand up strongly for the aim that foreign trade via German ports be put on a par with foreign trade from the FRG via foreign ports. Not the conditions in the hinterland, but the efficiency of the ports themselves must be decisive in competition with other ports, as the hinterland conditions hinder the full effect of the competitive strength of the ports.

Bremen and Bremerhaven form homogeneous unit

The docks in the free ports of Bremen City and Bremerhaven, which belong to the municipality of Bremen, form one unit, both by law and economically. Decisive for the development of the ports in Bremen City and Bremer-

haven is the trend sea traffic will take in the long range (e.g. the development of the ships' size), the value—and this is changing—of the geographical advantages Bremerhaven has to the sea (for shipping) and Bremen City has to the hinterland (for the industry paying for the cargo). There is no alternative but to continue to consider and develop the ports in Bremen City and Bremerhaven as one unit, since this is the significant advantage the Bremen ports have to offer and it puts them in a position to compete.

Infrastructural planning up to 1985

Bremen City ports

The south pier in the Europahafen will have to be reconstructed to utilize the existing quay on the north side of the 'Europahafen' in the region of the previously planned shed 5 for cargo handling. Further measures which would go beyond normal replacement and modernisation investments are at present not deemed necessary.

The Überseehafen will in the main suffice until 1985 and will meet the infrastructural requirements for general cargo. The sheds which have ramps are, however, to be reconstructed to sheds without ramps.

In the Neustädter Hafen modern handling facilities are to be built on the east side of basin II. Great importance is laid on this expansion, which will be carried out in two stages. The first stage will be completed by 1978, the second will be ready by 1981/82 (costing approx. DM 127 million). By the mid-eighties the construction of basin III for general cargo handling will also be necessary.

Bremerhaven ports

The existing facilities, including the modern cargo handling appliances which have been provided on the Columbus Quay directly on the estuary (opening 1.9.1975), are adequate for conventional general cargo transport. The Kaiserhafen I will not be used for general cargo transport in future either, but mainly as a dockyard. The general cargo facilities in the ports, Kaiserhafen II and III, will have to be adjusted to the higher requirements. An extension of the function of the Fischereihafen is also intended which will give the fishing port increasing significance as an industrial port. The planned extension of the Fischereihafen double locks to 240 m should have a positive effect.

Container transport

Container transport is concentrated in Bremerhaven. Extension southwards has become necessary since the Container Terminal is being used more and more. This southern extension, together with the expansion of basin II on the east side in the Neustädter Hafen, forms the second focal point of the planned infrastructural investments. The necessary means, approx. DM 85 million, will be available from 1978/79 onwards.

Roll-on/roll-off transport

Expansions will have to be effected on the left side of the river Weser in the region of the Neustädter Hafen. The Ro-Ro-traffic arriving in Bremerhaven can be dealt with in the existing facilities in the Nordhafen until 1985. And this also applies to the ferry quay at the north end of the Columbus Quay.

Lash transport

The facilities in Bremen and Bremerhaven are sufficient and

can handle further growth. Possibilities for extension do, however, exist in both cities.

Transport of crude oil, chemical products and fluid gas

Bremen is not expected to increase its share in crude oil sea transport considerably. The expected size of the ships transporting chemical products will lead to a concentration in Bremerhaven. An expansion of the existing handling facilities is possible, while the affiliation of the following processing steps can then take place in the Luneplate/Luneort area. A positive development in the transport of fluid gas and chemicals in special tankers can also be expected.

Ore transport

This will remain concentrated in Bremerhaven. By about the mid-eighties mainly 125,000 to 130,000 ton ships are expected to transport the ore from overseas, and because of this certain measures will have to be taken in Bremerhaven to adapt to the size of the ships. For reasons of cost a bulk cargo estuary quay will not be built nor will a rebuild of the existing locks in combination with a deepening of the Outer Weser be considered. Therefore the possibility is being examined to lighten the 125,000/130,000 ton ships before the shore.

Coal and coke transport

The facilities available in Bremen City (in the Industriehafen) are sufficient for this.

Grain and fodder transport

This is mainly concentrated in Bremen City. Since the expansion of the grain facilities has been completed an efficient handling system has been made available. Further investments are not deemed necessary at present.

Special transports

Only those transports which have come into being as a result of the new oceanological technology, e.g. drilling vessels, pipeline-laying ships, supply ships, are of interest. Off-shore activities in the North Sea will increase considerably. The particular tasks of the Bremen shipyards may require the construction of special dock facilities in Bremerhaven for storage, assembly and repair.

Passenger traffic

This will be handled in Bremerhaven as before. The passenger area II will still be able to deal with the traffic, so that safety and renovation measures for the Columbus Quay might only have to be considered. No investments for excursion services are necessary either. Where the ferry services are concerned the facilities can be equipped to deal with additional services at a relatively low cost. Need might arise in connection with the services to England and Scandinavia.

Apart from the infrastructural investments which are attributed to individual transports, numerous infrastructural investments are planned which apply to all kinds of transport, particularly to replacement and modernisation investments.

Connections by sea and on land

Connections by sea

The Outer Weser will have to be deepened from the present 12 m below chart datum to 13 m below chart datum due to the development of larger ships. A further deepening to 14 m below chart datum is technically and economically possible and desirable. The depth of the Lower Weser is at present being extended to 9 m below chart datum and this work will be completed in 1978, thanks to the advance financing, totalling DM 32.5 million, made by the State of Bremen. Bremen will furthermore insist that the chain of radar stations is carried forward to Bremen City.

Connections on Land

The central Weser must be adapted to the modern inland shipping traffic and Bremen is following up this point with persistence. This adaptation is a necessity for the "Europaschiff" as well as for the pusher tugs and barges. Efficient motorway approach roads which are above all favourably located are necessary near the ports to connect the individual dock areas with the motorway network. The Bremen-Bremerhaven motorway must be continued and completed as quickly as possible. The construction of the planned Bremen-Bielefeld-Gießen motorway must provide for an approach to the 'Neustädter Hafen' in the region of Niedervieland. In addition, Bremen will adjust its extensive port railway network to the rising traffic situation. The growth of the volume of goods to be transported, and the rate of development on the left-hand shore of the Weser (Neustädter Hafen, Traffic Centre) will necessitate a by-pass railway line for goods.

(Continued from page 19)

search and rescue. Teams of Coast Guardsmen inspect ship construction and structural aspects for compliance with safety regulations; they also check cargo-handling gear, lifeboats, life jackets, and other equipment.

In addition to maintaining an efficient fleet of ice-breakers and cutters, the Coast Guard provides visual and electronic aids to navigation and maintains seven light stations along the coast as well as numerous buoys, day beacons, foghorns and whistles, and other minor navigational aids.

Search-and-rescue operations are aided by computers, radar, and the Coast Guard's unique Automatic Merchant Vessel Reporting system, a tracking system set up to give instant information on the location of ships at sea.

Where irregularities appear concerning the health of persons aboard arriving vessels, or the condition of fruit and food cargoes, the Department of Health or the Department of Agriculture asserts its authority, respectively. The Health Department may place a ship under quarantine until problems are resolved, while the Agriculture Department may prohibit a food cargo from being unloaded.

25 centuries of navigation history in the Persian Gulf

From rowing boats to atomic ships

Extracted from "A brief account of ancient and present Iranian ports" published in commemoration of the celebration of the 2500th Anniversary of the Persian Empire by Cyrus the Great. (Published by Ports and Shipping Organization, Tehran, Iran, October 1971.)

The Southern boundaries of our beloved country are bordered by warm seas of which one part is called the Persian Gulf. Despite the centuries old significance of the Gulf from the historical, geographical, economic, political and strategic points of view its essential characteristics and advantages are not always understood by the world at large.

The main ports of the Persian Gulf are ideally placed for a variety of purposes. They are naturally situated as foreign exchange centers by virtue of the constant trade which passes through their harbour systems; quite apart from these advantages, their situation from a strategic and telecommunication point of view is unique. Furthermore, the whole area is richly endowed with opportunities for research in the fields of archaeology, sociology, and anthropology.

The Persian Gulf itself lies along the southern coast-line of Iran and is 500 miles long and from 100 to 200 miles wide, its general direction being from south east to north west. Its greatest depth is 90 meters and its total area 232,850 square kilometers. Throughout history it has been a focal point for international trade and consequently of political interest to sea-going nations.

The coast of Iran lies along the north and north eastern shores up to the point where the Arvand River enters the sea. Beyond this northerly point the country of Iraq briefly touches the sea next to a stretch of coast-line in the north west corner where the kingdom of Kuwait borders on the Gulf. Towards the south eastern end of the Gulf and partly in the Sea of Oman lies a group of islands which belong to Iran. These are "Abadan, Abumussa, Tanb the larger, Tanb the smaller, Jabrain, Kharg, Khargo, Salomeh, Siri, Farsi, Farur, Ghesm, Kish, Larak, Lavan, Minu, Nabi Farur, Nakhilu, Hormoz, Hendorabi, Hengam."

Natural Resources

The Iranian coast and Gulf islands are rich in mineral resources other than the extensive oil wells which have been developed for half a century. These include:

- 1) Large deposits of iron oxide in the islands of Hormoz and Abumussa.

- 2) Sulphur deposits on the shore line close to the port of Langeh.
- 3) Unlimited salt deposits in a number of islands particularly Hormoz and Ghesm.
- 4) High quality gypsum deposits in many of the islands.
- 5) Extensive pearl and coral fisheries-an extensive fishing industry offering almost 200 varieties of fish.

The Persian Gulf is not only the ocean gate to Iran but also represents the lifeline of its economic and national existence. Throughout the world the "Persian Gulf" is translated in the major languages by similar names—in French it is "Golfe Persique" and in Italian "Golfe Persico". In the early Islamic era geographical and historical texts refer to it as "Alkhalij ol Fars".

As long as the history of Iran continues to unfold and the Iranian people live, this stretch of water will be known as the Persian Gulf. Research into the past history of Iran shows that the exploitation of the sea was begun at a very early date. Prehistorical inhabitants took to the sea in canoes hollowed out of tree trunks and made their way along the coast and up and down the rivers of the Persian Gulf using paddles as their motive power. When the Persians took over the rule of the country and established the Achaemenian Dynasty, the Imperial Government of Iran designed new administrative systems and, particularly important, established the nucleus of an Imperial Navy. This navy quickly developed into a powerful sea force.

The Achaemenian kings and in particular Darius the Great and Xerxes realised from the outset that Iran would need to command the seas in order to maintain and protect her sovereignty. They therefore established a powerful navy which was divided into 3 main forces:

- 1) A fleet of men-of-war propelled by sails and/or banks of oars and armed with the weapons of that era.
- 2) A shallow draft transport fleet used for amphibious operations.
(It should be noted that the naval tacticians of the Achaemenian period were the first to utilize amphibious operations, a fact which is recognized in the naval academies of Europe and America today when the history of amphibious operations is being studied.)
- 3) A supply fleet consisting largely of sailing vessels to provision the main fleets.

Darius the Great was the genius who organized this naval force, which till his time had no equal in the world. Strangely, among records of the naval command, there appears the name of a woman, Artemis, Queen of Halicarnas.

It was also Darius, Iranian King of Kings, who ordered the excavation of a channel connecting the River Nile to the Red Sea. Thus he ensured the passage of Persian shipping through the Persian Gulf, the Indian Ocean and the Red Sea and finally to the Mediterranean.

The following is the text of the orders given by Darius, recently discovered in Egypt, carved on a stone column in the three languages of Persia, Elam and Egypt. The text of the command, known as the Suez Inscription, is as follows:

“Section 1:—Great is the God Ahuramazda who created the heavens, who created the earth, who created man, who created happiness for man, who made Darius the King, King of a country which is vast and possesses houses and fine men.

“Section 2:—I am Darius the Great, King of Kings, King of a country giving haven to men of all races, King on earth of many lands, the son of Vishtasb Achemenia”.

“Section 3:—I am Persian, coming from Persia I conquered Egypt. I ordered a canal to be excavated from the River Nile, which flows through Egypt, to the Red Sea to which Persia has access. The canal was excavated as I commanded and ships have travelled along it as I have required.”

We know that the Achaemenian Dynasty began in the year 550 B.C. Even at that time there were astronomers and cartographers amongst the civilized nations who designed maps and laid down navigational principles which are valid today with only slight amendment.

Three important points about the history of this time are worthy of note:

- a) According to historical records this was the peak period of Ancient Iranian civilization.
- b) The great Iranian commercial fleet transported merchandise to and from the Persian Gulf and the ports of India, Ceylon and South China seas. From this period derived many Persian words closely related to seafaring such as:

Bandar (port)
Nav Khoda (owner or commander of ship)
Dakal (mast)
Khor (estuary)

as well as English words derived from Persian such as:
Canal, Anchor, Navy, etc...

- c) The great capitals of Ancient Iran such as Ens, Passargadae, Triplum, and Stakhr were all located inland some 250 kilometers from the Persian Gulf.

This fact alone shows that the Imperial Government exercised such authority over land and sea that they were able for some centuries to maintain peace throughout the Iranian plateau and the Persian Gulf area, the access point to their sea routes. During this period they governed one of the greatest empires of all time, stretching from the Nile to the Indus.

Before A.D. 1500 (when the Americas were discovered) rare and valuable merchandise such as silk, ceramics, precious stones and pearls were transported to Europe by means of 2 established routes:

- 1) The overland route known as the “silk route”, and,
- 2) The sea route known as the “spice route”.

Both these routes, after crossing the middle east countries, ended on the eastern shores of the Mediterranean. The merchantmen of Venice and Genoa at this time had exclusive control of the Mediterranean and its traffic, but navigators from other sea powers, such as Spain and Portugal, were in search of alternate routes which would enable them to reach the fabulous lands of India and the Far East and obtain direct access to their precious merchandise. These endeavours resulted in discovery of America by Christopher Columbus on the one hand and the access route to the Indian Ocean and the Persian Gulf around Africa on the other. The Portuguese settlement on the Persian Gulf, represents a significant page in the history of our country. This Portuguese incursion led Shah Abbas to seek an alliance with the British which subsequently led

to ousting of the Portuguese from the Persian Gulf and the changing of the name of Port Gamberon to Bandar Abbas. Those who wish to read more extensive records of these events should turn to the Alam Araye Abbasi written by Eskandar Beig Munshi.

The Portuguese were finally driven from the Persian Gulf on the orders of Shah Abbas and once again Iran became the sole ruler of the Gulf. Later Nader Shah Afshar, during the early years of his reign, reoccupied the remainder of the coasts and islands in the Gulf including the Bahrein Archipelago. He further planned to establish a permanent maritime force in the Gulf, but unhappily did not live long enough to see his plans mature.

Because of its unique geographical situation the Persian Gulf became the cross roads for all the main trading nations in ancient times. Because of its wealth and the fertile lands surrounding it, it has both now and in the past been an attractive target for world conquerors. From the days of the kings of Babel to the Ottoman Sultans and from the time of Alexander the Great to that of Peter the Great covetous eyes were constantly turned towards its treasures. There is a story in Sa'adi's Golestan which indicates the might of the merchants of Kish island and the extent of their commerce.

“I met a merchant who owned 150 camel-loads of merchandise and 40 slaves. He took me one night to his abode on Kish Island. He said ‘O Sa'adi, I have another voyage in mind’, ‘Where to?’ I asked. ‘I shall carry sulphurs’ he said, ‘from Persia to China where I understand it commands a great price and from there I shall take Chinese bowls to Rome, Roman silk to India, Indian steel to Aleppo and Mirrors from Aleppo to Yemen and Yemeni silk to Persia...”

It is no exaggeration that the Persian Gulf is a key factor in the lives of the Iranian people. Through it passes traffic to and from the outer world which enables us to survive. Were it not for the Gulf the Iranians would have been imprisoned behind the high walls of the Zagross, the Alborz and other mountain ranges.

In modern times, Reza Shah the Great assiduously maintained a powerful sea force. He sent 200 troops and students to Italy to study navigation and purchased 8 large ships called ‘Palang’, ‘Babi’, ‘Karkas’, ‘Simorgh’, ‘Shahrokh’, ‘Homay’, ‘Shahbaz’, and one flag ship for his own command. Khorramshahr was made the home base for his navy.

Fortunately during recent years under the wise guidance of His Imperial Majesty, Shahanshah Aryamehr, continuing attention has been given to the region by the creation of a Governor General for the south coast; by the organization of development effort in the Persian Gulf ports and islands in cooperation with the Red Lion and Sun Association and by investing the Executive Council of this organization with extraordinary powers. A new coast port road connecting all southern ports through to the Sea of Oman has been completed; deep wells have been excavated; agricultural lands have been brought into use; dams have been constructed and pumping facilities installed; clinics, dispensaries and hospitals have been built; fresh water supplies for the ports of Deilam, Ganaveh, Bushehr, Dier, Kankan, Gheshm and Char Bahar, have been installed; new wharves have been built at Bushehr and Bandar Abbas; the wharf complex at Bandar Lengeh has been completed; the roads from Shiraz to Bushehr and from Kerman to Bandar Abbas have been asphalted; a radio and television transmitting center has been established at Bandar Abbas. There are many other great development projects which promise a

continuing and exciting future for the Persian Gulf.

A Short History of the Ports and Shipping Authority

The basic function of the Authority is to manage on behalf of the Government of Iran all the ports of the country from their establishment and development to the design and implementation of facilities required for all marine and trading operations and coastal communications. In addition they are responsible for the levying of charges and the collection of government dues as is normal in ports throughout the world. The ports and Shipping Authority was established on 25th November 1814.

On the recommendation of the Belgian advisors invited to Iran during the reign of Mozaffar-ed-Din Shah to carry out surveys and design a Customs Administration, an office was set up in Bushehr with the title of "South Customs Branch". The office was responsible for the supervision and control of imports and exports to and from the southern ports and for the prevention of smuggling. Thus port administration was part of the customs office function. During the glorious reign of the Founder of the New Iran His Majesty Reza Shah the Great, the responsibility for port administration at Bandar Pahlavi was taken over from the Soviet Union and carried on by Iranian officers. This transferral was completed by 6th Bahman 1306 (1927), and at the same time a new port was created at Nowshahr; wharves were extended at Khorramshahr and other ports in the Persian Gulf and in the Caspian Sea, on 24th Dey 1317 (1938), the Council of Ministers on the recommendation of the Minister of Roads passed a decree setting out the Port Regulations. Among other rules, it was stipulated that at ports where the Ministry of Roads was not represented the Customs Administration would act on behalf of the Ministry.

On 4th Shahrivar 1325 (1946) the Council of Ministers decreed that revenues from port operations situated at a railhead should be deposited in a special account to create funds for future port development. In 1950 the Council of Ministers created the Ports and Shipping Organization within the Ministry of Roads to replace the old Authority. This decree is founded on section 34 of the Budget Law for 1328 (1949) and section 4 of the supplement to the Budget for 1321 (1942).

On 7th Khordad 1331 (1952) the system for registration and operation of shipping was approved by the Council of Ministers. It was laid down that ships operating in Iranian waters must be registered and obtain an appropriate certificate.

Later, as recommended by the High Council, the Organization was made independent and legal authority was granted establishing a separate Ports and Shipping Organization. Supervision of the activities of the new Organization was entrusted jointly to Customs Administration and the State Railways. On 16th Tir 1338 (1959) the Ports and Shipping Authority was transferred to the Ministry of Customs.

On 4th Khordad 1339 (1960) the PSO was re-organized and given additional powers. This comprised full responsibility for the exercise of Government authority over all coastal waters including the supervision of all ports and marine affairs and for the enforcement of port and coastal navigation regulations, the surveillance of commercial navigation and the collection of port dues and taxes on all shipments.

Following the enforcement of this law the port adminis-

tration for Khorramshahr which had previously been independent was made part of a newly formed Ministry of Commerce and Industry under the terms of a decree of the Council of Ministers dated 28th Farvardin 1339 (1960). On 9th Aban 1343 (1964) the new Marine Law of Iran was enacted and came into force. On 12th Tir 1345 (1966) the Ports and Shipping Organization broke away from the Ministry of Commerce (later Ministry of Economy) and became a responsibility of the Ministry of Finance.

The idea of making the organization autonomous and self financing had been considered for a long time—in fact for a period from 1328–1332 (1949–1953) it had been commercially managed. The matter was re-opened by the Ministry of Finance and on 6th Tir 1348 (1969) a proposal to this effect was approved by both parliaments and brought into force.

The Present Organization

As a consequence of the authority conveyed by the new law forming an autonomous self financing organization and the establishment of a separate Ports and Customs department, the Ports and Shipping Organization was exempted as from 19th Tir 1348 (1969) from the regulations applying to Government Service in regard to the keeping of public accounts, the employment of personnel and procedures appropriate to government transactions. Thereafter the new department for Ports and Customs was established as part of the Ministry of Finance in accordance with procedures laid down by the joint Government Commissions for Finance and Employment. The objective was to enable the department to exercise responsibility for the protection of buildings, warehouses, and their contents as well as the custody of wharves and jetties.

The management bodies of the new Ports and Shipping Organization is provided by statute as follows:

- 1) The High Council shall consist of the Ministers of Finance, of Roads and of Economy, the Commander of the Imperial Navy, the Managing Director of the Plan Organization or their deputies and the Minister of Finance shall preside over the High Council.
- 2) A Management Committee will consist of the Managing Director of the Organization and his four deputies. The Managing Director shall be appointed by the order of His Imperial Majesty Shahanshah Aryamehr on the recommendation of the Minister of Finance approved by the High Council and he shall be ex-officio a Deputy to the Minister of Finance. The other members of the committee shall be appointed by order of the Managing Director and with the approval of the High Council.

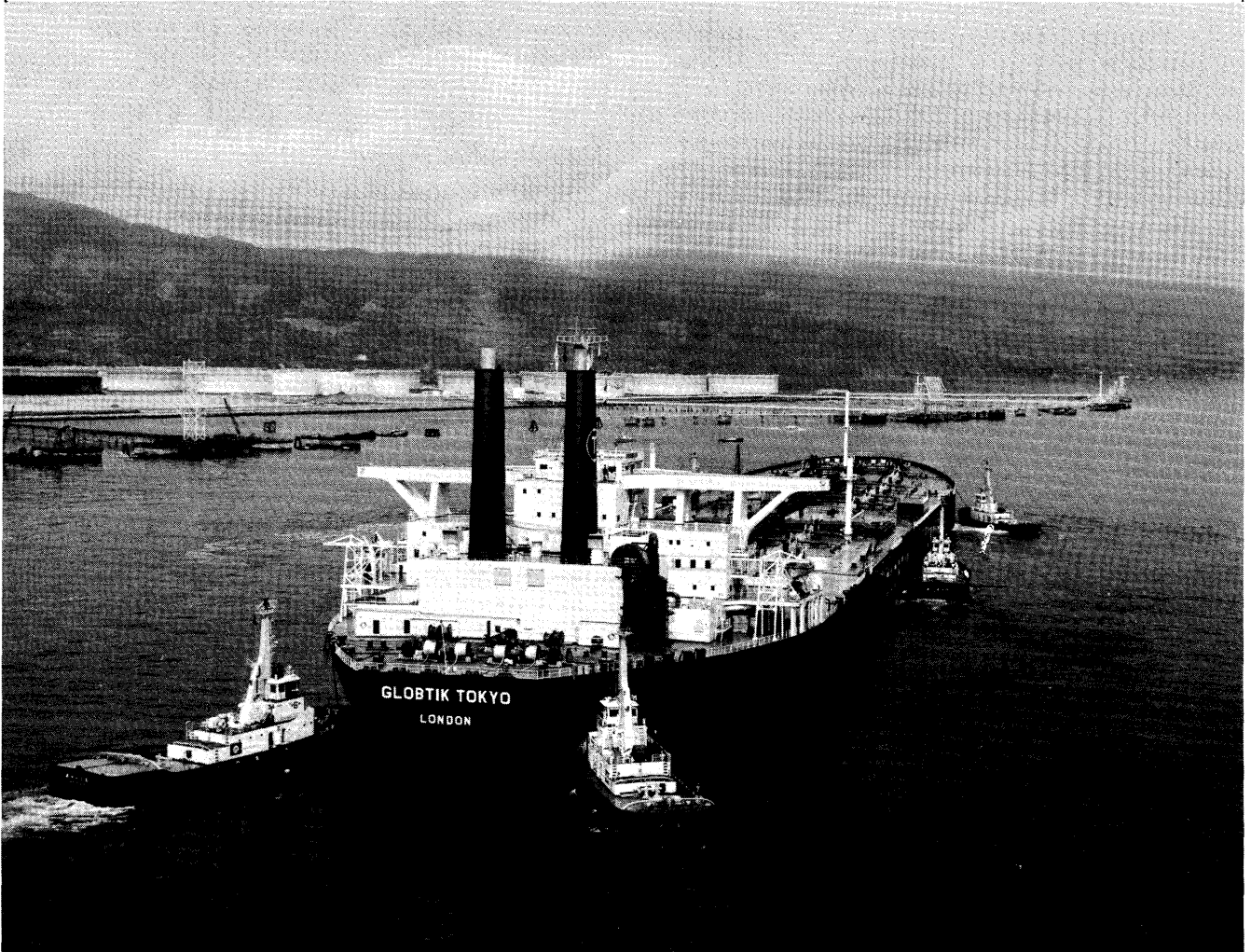
Under the new procedure the Managing Director becomes the Executive Authority and has responsibility for the total management and execution of the PSO interests.

The High Council approved the new structure of the PSO on 24th Khordad 1349 (1970) and the employment procedure on 6th Amordad 1349 (1970) which included the regulations for hiring and paying employees.

With the assistance of the International Development Bank a firm of consultant engineers, Arthur D. Little Incorporated, was employed with the approval of the Government of Iran to study the structure of existing ports and make recommendations for their development. As a result of these studies a contract was signed with ADL on 17th Aban 1347 (1968) to carry out the re-organization of

(Continued on page 27 bottom)

Port of *Kiise*



"GLOBTIK TOKYO" at Nippon Oil Staging Terminal

CONSERVE OIL

No one will disagree that oil—lifeblood of the world's economy — is a limited natural resource. Coal, water, natural gas and nuclear fission are the better known alternative sources of power but individually or collectively they are no substitute for oil which in addition to its thermal qualities is a basic raw material. Both the producing and consuming nations owe a sacred duty to posterity to conserve this precious, irreplaceable resource in a sensible, safe and economical manner. Time is not on our side.

TOKYO TANKER CO., LTD.

Orbiter Probe

First container crane on Great Lakes

Alameda, Calif., October 27 (PACECO News):—The Port of Duluth, first Great Lakes port to offer specialized container handling service, unloaded its first ship, the "Finntimber", at its new facility on October 12, 1975.

The new Portainer® crane, built by Paceco, a Division of Fruehauf Corporation, unloaded 300 tons of containerized Scotch whiskey, wine, and baler twine in less than two hours. After the containers were unloaded a general cargo beam was quickly put on the new crane to unload coils of steel wire at a rate three times faster than the Port's gantry cranes. Because of the Portainer's controlled straight-line operation, it also speeds the handling of general cargo.

The new crane has a rated capacity of 30 Long Tons. It has an 84 ft. outreach, a 22 ft. backreach, and rides on rails along a 600 ft. concrete apron. The storage and marshalling yard is large enough to handle 360 of the 20 ft. containers.

(Continued from page 25)

the PSO. On the basis of this contract changes were made in the organizational structure and administrative systems of the Organization which undertook full responsibility for port operations and for cooperation with the RCD Shipping Services in matters relating to shipping affairs. The PSO also increased its interest in the development of commercial shipping.

Due to the interest of His Imperial Majesty Shahanshah Aryamehr the ports of Iran are now equipped with the latest available power equipment to facilitate speedy loading and unloading and the swift handling of ships. While these measures have been put into effect, training programmes have been designed for technical staff in the fields of pilotage, cargo handling, navigation and hydrography. Selected students were sent to France and the United Kingdom to receive training in every aspects of commercial shipping practice. Upon their return the trainees were assigned to appropriate posts in PSO ports. It is anticipated that by the end of the Fourth Development Plan in 1351 (1972) the remaining trainees will have returned to take up their posts.

His Imperial Majesty on one occasion made this appropriate remark in regard to training;—

"We must not feel ashamed because we do not know something. Honour to the man who endeavours to correct his deficiencies rather than to him who seeks to conceal his defects. All studies and forecasts point to the fact that if we exert ourselves to the utmost and at the same time correct our deficiencies, our country will have an extraordinary future before it."

If, then, we can identify our own shortcomings we must eliminate them if we are to progress.



Port of Duluth's Paceco Economy PT unloading its first ship—Oct. '75.

MPA eliminates terminal service charge

Baltimore, Maryland, November 4 (News from Maryland Port Administration):—Terminal Services Tariff Number 3, which will become effective on November 13, 1975, has been amended to eliminate the terminal service charge on all cargo handled at Maryland Port Administration terminals in the port of Baltimore.

In addition, the tariff has been further adjusted to have the container wharfage charge include the weight of the container as well as the cargo it contains.

The adjustments in the tariff were announced in a statement today by Maryland Port Administrator Joseph L. Stanton.

According to Mr. Stanton, the modifications came about following "intensive study of the port of Baltimore's competitive position with other ports of the North Atlantic range."

"The new tariff," he said, "achieves the Administration's dual objective of increasing critically-needed revenues to cover increased costs, while at the same time maintaining the competitive position of the port. In fact, the elimination of the terminal service charge will substantially increase the port's competitive stature."

Mr. Stanton stated that the Port Administration has demonstrated its responsibility to expanding port commerce in the face of pressures created by inflation and rising costs.

"Every effort has been taken to minimize both the extent and the impact of increased charges necessitated by the same economic factors that have resulted in far more substantial increases by all other elements of the transportation and maritime industries in recent months," he said.

In announcing the final decision on adjustment of charges, the Port Administrator cautioned that continued advances in operating expenses will necessitate constant review and analysis of the MPA charge structure, with further adjustments a distinct possibility.

Also, Mr. Stanton called on all those whose economic interests depend upon the port of Baltimore to work towards making every effort to minimize costs.

"It is evident that the port of Baltimore faces new and increasing challenges to its competitive status," he stressed. "Every organization in the maritime community should be searching for ways to answer the challenge. The Administration feels that it has demonstrated its willingness to restrict to the lowest levels charge increases and calls on its partners in the port to do the same."

Free Trade Zone nears OK

Buffalo, New York (Niagara Frontier Transportation Authority Newsletter, August, 1975):—The Niagara Frontier Transportation Authority and Marine Intercontinental Terminals, Inc., of Buffalo, are close to an agreement under which the stevedoring and warehousing firm will operate a free trade zone on the Buffalo waterfront.

Under the agreement, MIT will lease 60,000 square feet in the NFTA's buildings on the waterfront in addition to the 200,000 square feet the firm already has under contract. They also seek an option on ten adjacent acres which they hope to sublease to warehousemen, manufacturing and assembly plants so that these would be able to enjoy favorable tariff provisions under present customs regulations. Under present government regulations, they will be able to import items and use them in making or assembling products without being subject to full import imposts.

John J. Palisano, president of MIT, who also heads Lincoln Storage of Buffalo, Inc. and Great Arrow Industrial Center, said that an agreement with the NFTA is virtually complete, save for "dotting the i's and crossing the t's." He lauded the NFTA and its Port division for being "very cordial, very helpful and very enthusiastic." This attitude, he said, has been helpful in securing letters of intent from a number of companies who want to sublet space in the proposed free trade zone.

Under an agreement worked out between the NFTA and Erie County, with an assist from the Buffalo Area Chamber of Commerce, the County will submit the application for federal funds to the U.S. Dept. of Commerce. The County will bear part of the expense of hiring the required customs agents; the NFTA would erect the heavy-duty fences and special locks and security devices needed to meet the U.S. Customs specifications for trading zones.

Mr. Palisano said that he will accompany officials from the Chamber and the NFTA to Toronto in mid-September in an effort to attract more potential users of the proposed trading zone.

Efforts to secure the necessary permission began two years ago and it will require another six months for full operation after the application is approved. At present, NFTA authorities say there are 21 free trade zones in the country; Chicago is the latest applicant.

Savings for shippers

Buffalo, New York (Niagara Frontier Transportation Authority Newsletter, August, 1975):—The Port of Buffalo last year saved local shippers more than six million dollars in transportation costs, according to preliminary findings of a study prepared for the New York State Department of Transportation by Frederic R. Harris, Inc., a consulting firm located in New York City.

These findings, dealing with possible ways to realize the full potential of upstate New York ports, are divided into three phases. A preliminary report on the first phase was reviewed at a meeting held in Albany on August 20. Matthew Carroll, NFTA Marine Division Manager for the Port of Buffalo, and Leo J. Nowak, Director of the Erie and Niagara Counties Regional Planning Board, attended as representatives for the Niagara Frontier.

In a comparison of shipping costs, using as examples the shipment of special handling cargo from Rotterdam in the Netherlands to Buffalo and bulk cargo from Sydney, Australia to Niagara Falls, the report noted that in both cases the use of water transportation to Buffalo and land transportation from there resulted in considerable savings over the alternate method, shipment by water to New York and transshipment by land to the destination.

The preliminary report pointed out that Buffalo has at one time been the transfer point for more than 20 general cargo commodities. Over the four-year period 1971-74, however, general cargo handled through the Port of Buffalo dropped from 69,300 tons in 1971 to 1,900 tons in 1974; from 13.3 percent of the total cargo handled to .5 percent.

According to the report, this decline reflects a trend in freight movements—Buffalo and other upstate ports are popular as destinations of liquid or dry bulk cargo shipments, but containerization and rail shipment techniques have made them less attractive as general cargo transshipment points, except for cargo bound overseas.

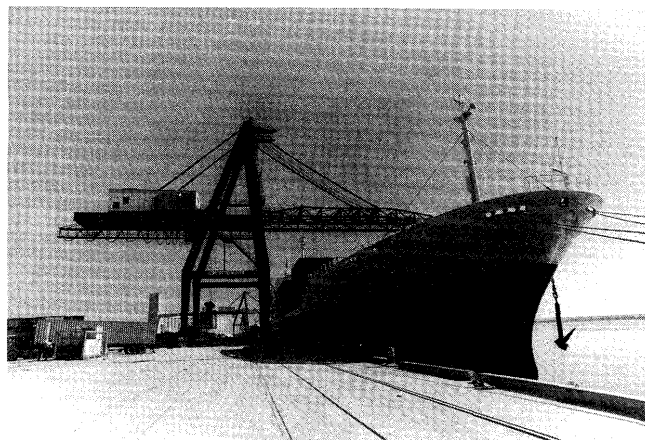
Port of Buffalo management, however, helped by local business groups, early in the 1975 shipping season arranged for export of some 11,000 tons of bagged fertilizer through the Port. Arrangements were made with the shipper for receiving, bagging and stowing this material; as a result, the Port handled a general cargo shipment it would not have otherwise, a shipper was acquainted with the Port's ability to handle various types of cargo, Buffalo longshoremen and other workers put in thousands of additional man-hours, and the Port itself gained additional revenue.

The preliminary report uncovered sizeable benefits yielded by the Port to the Niagara Frontier as a whole. With a single exception, shipment through the Port of Buffalo was found to be the most economical of the various methods of shipment; the largest savings were realized in the handling of dry bulk cargo from Canadian or domestic sources. The handling of just one commodity, which made up more than 25 percent of all the bulk cargo received in 1974, saved Erie County more than \$10.00 per ton compared to the next less expensive method.

The report declared that the Port of Buffalo will remain the principal deep-draft port on Lake Erie for shippers and consignees in the New York and New England industrial regions. It commented favorably on the efforts of the NFTA to increase waterborne commerce to and beyond



Charleston, S.C. (South Carolina State Ports Authority):—The M/V Ocean Rentis, off-loading steel at Union Pier, is among the first vessels to utilize the Port of Charleston's new 110,000-square-foot transit shed and 677-foot dock extension. Completed in October, these additions to the South Carolina State Ports Authority's breakbulk cargo terminal are part of a current \$8.5-million expansion and capital improvement program. Construction of a 100,000-square-foot warehouse and 125-ton gantry crane, and paving of new open storage areas at Union Pier will complete the project.



Charleston, S.C. (South Carolina State Ports Authority):—IT'S "EVER SPRING" AT CHARLESTON—The maiden voyage arrival of Evergreen Line's new M/V Ever Spring, at North Charleston Terminal, marked the start of the 11th pure container line into regular service at the Port of Charleston. The 529-foot containership is one of four identical vessels in Evergreen's new Far East container service. The line links Charleston with Keelung and Koahsiung, Taiwan; Pusan, South Korea, and Hong Kong. Charleston is the last outbound port-of-call in the new service route.

previous levels, and to provide the facilities required by present and future user demands.

The report further paid tribute to the helpful attitude of local business, labor, industrial and shipping organizations toward the need to keep Buffalo's port facilities adequate to meet all demands, and to their recognition of the importance of the public port concept for the area's economic well-being.

It is expected the study will be completed in the spring of 1976 at which time a final report will be submitted to the Governor.

Great Lakes-Mediterranean shipping

Buffalo, New York (Niagara Frontier Transportation Authority Newsletter, August, 1975):—Lykes Brothers Steamship Company, Inc., a subsidiary of Lykes-Youngstown Corporation, has begun monthly sailings between Great Lakes ports and Mediterranean and Black Sea ports. This is the first regular U.S.-flag service between Great Lakes and overseas ports since 1968.

This U.S.-flag service is a great convenience to shippers, many of whom would otherwise have to send their goods by truck or railroad to East Coast ports for transshipment overseas.

Due to high costs of U.S. labor and ship construction, this service is partially subsidized by the Maritime Administration (MARAD); otherwise the steamship companies would have to charge rates which would make use of American-flag vessels uneconomical.

Farrell Ship Lines and Delta Ship Lines are two other

American-flag shipping companies trying to restore American shipping to a competitive level on the Great Lakes.

Thomas W. Harrelson, vice-president for Delta Lines of New Orleans, met in late August with Matthew Carroll, NFTA Marine Division Manager, and Arthur Lancaster, NFTA Trade Development Manager, to discuss the possibility of setting up a LASH (Lighter On-Board Ship) feeder-vessel service for Great Lakes shippers.

The proposed service would let exporters make use of the LASH system (an adaptation of the "container" concept which has worked so well for the trucking industry) to serve more than one trade zone market, and would permit a consortium of American-flag shipping companies to serve different world markets. The advantages to Great Lake shippers are numerous.

Delta Lines and MARAD are presently conducting a joint survey to determine the potential of establishing the LASH system concept on the Great Lakes. Mr. Carroll, chairman of an *ad hoc* committee of the International Association of Great Lakes Ports (IAGLP), has been working closely with MARAD in its attempts to increase U.S.-flag shipping on the Great Lakes.

Farrell Lines, Inc., of New York City, is examining the feasibility of a regular Africa-Great Lakes service in 1976. The *AFRICAN SUN*, a Farrell Lines ship, will call at certain Great Lakes ports this year. The Farrell Lines vessels are general cargo ships, with limited facilities for containers; they also service Australia and New Zealand ports, but the proposed Great Lakes schedule involves only African ports.

As a major port on the Great Lakes, it would be very advantageous to the Port of Buffalo and the markets it



Long Beach, Calif., 111475 (Port of Long Beach News):—**TOKO LINE ADDS NEW SHIP TO SERVICE:** The MV Toshin Maru recently joined her sistership, the Toho Maru, in Toko Line's transpacific service carrying steel between the Far East and West coast ports. Pictured during Port presentation marking her maiden arrival at the Port of Long Beach are, from left, Toko Kaiun Co. Managing Director J. Tamaoki, Captain H. Kuwabara of the Toshin Maru, Long Beach Harbor General Manager Thomas J. Thorley and George Inouye, Vice President of Toko Line USA.



Long Beach, Calif., 111975 (Port of Long Beach News):—**MAERSK LINE CONTAINERSHIP MAKES MAIDEN INBOUND CALL:** Recent arrival of the containership "Adrian Maersk" on its maiden inbound call at the Maersk Container Terminal in the Port of Long Beach marked inauguration of eastbound transpacific service from the Far East by a fleet of nine new 26 knot ships by the Danish-flag shipline. Long Beach is the only inbound port of call on the West Coast, with Maersk providing overnight express truck service to other destinations. Mr. Ib Kruse, Chief Executive Officer for Maersk in Copenhagen was on hand to accept a color photo of the Margrethe Maersk from Long Beach Harbor Commission president H.E. Ridings, Jr. The 26,600 DWT vessels are unique in that they offer shippers temporary tweendeck arrangements for carrying machinery and other non-containerable heavy lifts.

serves if these proposals for increasing Great Lakes shipping were successful.

Port Everglades news

Hollywood-Fort Lauderdale, Florida, October 28 (Port Everglades News):

- Ten ocean liners will offer holiday sailings from Port Everglades in December.

Royal Viking Sea inaugurates the Yule parade on the 16th, followed by the Sagafjord on the 19th, and the Angelina Lauro, Mermoz, Fairwind, Federico C, Italia and Renaissance on the 20th. The QE2 sails on the 22nd and the Universe Campus rounds out the holiday bill of fare with a 10-day trip on the 23rd.

- Waterborne commerce at Port Everglades at the close of the third quarter totaled 9,028,801 tons, off five per cent from the corresponding period a year ago.

Port Chairman Fred J. Stevens said that imports ac-

counted for the decline with domestic cargo up 13 per cent. Imports were off 46 per cent and totaled 1.5 million tons, compared with 2.8 million tons a year ago.

Gulf ports elect Altvater President

Houston, Texas (Port of Houston Magazine, October, 1975):—The Port of Houston's Executive Director, George W. Altvater, was named president of the 22-member Gulf Ports Association at the group's recent convention in Brownsville.

In an address to the members, Altvater expressed the hope that officials in Washington, D.C. will begin to take more notice of the importance of the U.S. Gulf ports.

"We feel it is now time to establish an identity with people in Washington," he said, and called on the member ports to work to develop a greater awareness among federal agencies.

Altvater said that the ports would launch a promotion program aimed at federal and state agencies and that they plan to hold sessions in Washington in the coming year.



San Francisco, Calif., 11/3/75 (Propeller Club of the United States, Port of the Golden Gate):—The kick-off luncheon of the Propeller Club of the United States, Port of the Golden Gate, was held recently before a capacity crowd of assembled members and guests. Highlighting the event was the announcement of the Club's Big Wheel Award winner. Vic Bahorich (left), consulting marine engineer, received the award, given each year to the member who has done the most to forward the aims of the Club. Also pictured are (left to right) John I. Alioto, president of Pacific Far East Line, Inc., Edward Ransom, Club president, and Mayor Joseph Alioto. John Alioto addressed the membership concerning trade potential with the Peoples' Republic of China. The Propeller Club sponsors regular meetings as part of its program of promoting, furthering, and supporting an American merchant marine.



San Francisco, Calif., 11/3/75 (Marine Exchange of the San Francisco Bay Region):—The governing body of one of the nation's leading maritime organizations, the Marine Exchange of the San Francisco Bay Region, recently inspected the U.S. Coast Guard's Vessel Traffic System, headquartered on Yuba Buena Island. Pictured, left to right, William Nations, vice-chairman of the Exchange's harbor safety committee; Commander Peter Sterbling, officer-in-charge of the V.T.S.; Paul O'Leary (Connell Bros. Co.), Exchange president; and Henry Simonsen (Industrial Tank, Inc.), member of the Exchange board of directors and chairman of its harbor safety committee. The Exchange helped initiate this system years ago. Now a successful monitoring station for maritime safety, the Coast Guard installation plays an important and expanding role in aiding navigation on San Francisco Bay.

Annual report wins AAPA honors

Long Beach, Calif., 111275 (Port of Long Beach News):—Harbor Highlights, the 1974 annual report of the Port of Long Beach, has been judged the best annual report printed in color by a board of media experts in the yearly Communications Competition sponsored by the American Association of Port Authorities.

This is the fourth successive year that Long Beach Harbor has received special recognition from AAPA. Previous honors include awards for the best overall publications and advertising program, best periodical and best annual report. Long Beach was also the first recipient of AAPA's citation for environmental protection and enhancement.

Harbor Highlights was designed by Davis & Associates of Long Beach, with color photography by the Port Public Relations staff.

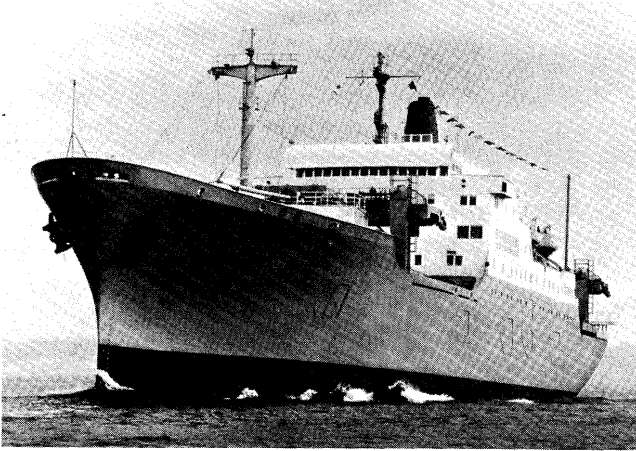
Trade representative named

Long Beach, Calif., 111275 (Port of Long Beach News):—Steven P. Resnick, 29, has been named Trade Representative for the Port of Long Beach. He comes to his present position from Pasha Industries/Maritime Services International, where he was concurrently Vice President Operations for MSI and Assistant Vice President for Pasha. Prior to that he was Port Manager, Customer Service Manager and Hawaii/Guam Sales Manager for Seatrain Lines in Long Beach.

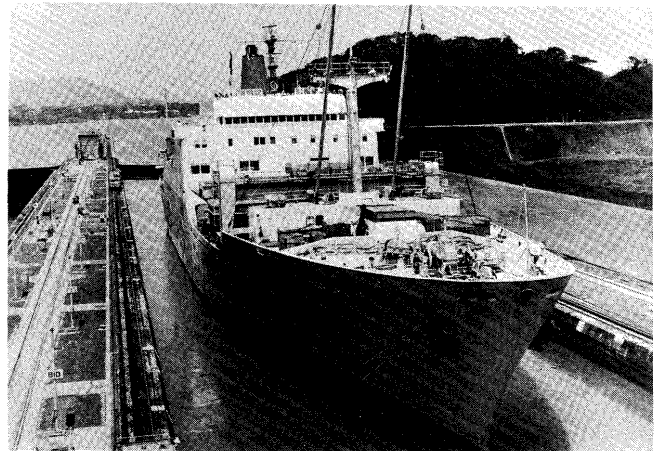
Resnick, who holds a BA Degree in Political Science and International Relations at UCLA, is working towards a Masters Degree in Asian Studies at California State University at Long Beach.

In his new post, he will report directly to Trade Development Director Dean J. Petersen.

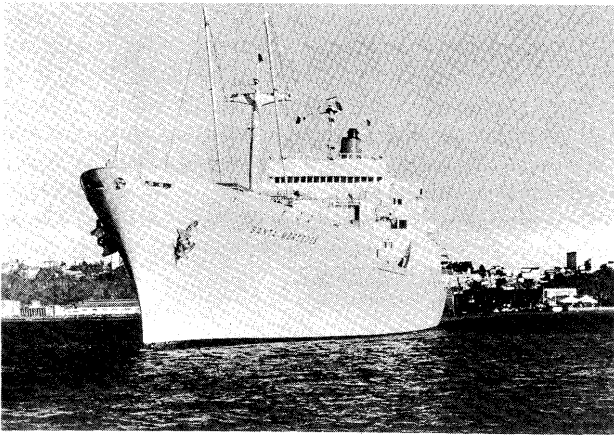
America's most modern passenger ships. Prudential Cruises' four 100 passenger SANTA Liners.



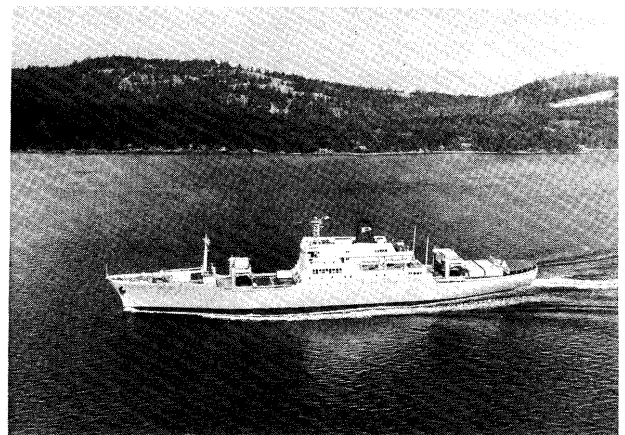
SS SANTA MAGDALENA LEAVING SAN FRANCISCO



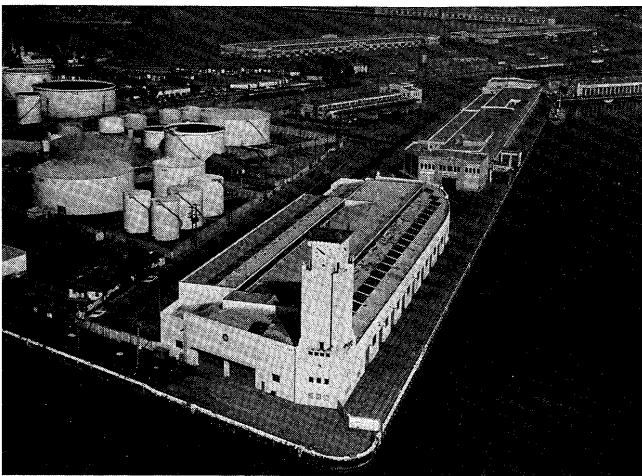
SS SANTA MARIANA IN THE PANAMA CANAL



SS SANTA MERCEDES IN VALPARAISO



SS SANTA MARIA NEARING VANCOUVER



Los Angeles, Calif., 102875 (Port of Los Angeles):—Spacious passenger and cargo accommodations of Berths 153-154 along the Main Channel of the Port of Los Angeles will soon be home to Prudential Lines, internationally-known shipping line whose fleet of cargo and cargo/passenger vessels will soon be calling at Los Angeles Harbor.

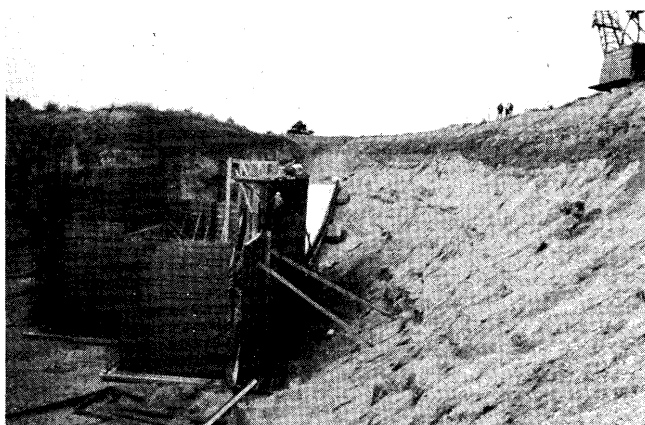
Prudential Lines returns to L.A.

Los Angeles, Calif., October 29 (Port of Los Angeles News):—Prudential Lines, operator of a fleet of cargo and combination passenger/cargo vessels, is returning to Los Angeles Harbor from Long Beach December 1, according to Fred B. Crawford, Harbor Department general manager.

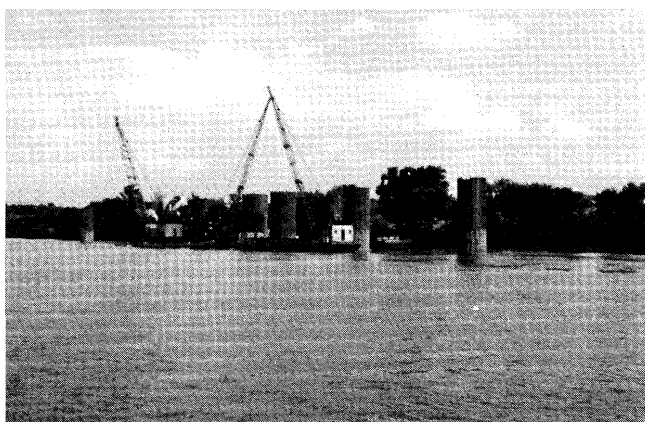
“The firm, which previously operated out of our Port as Prudential Grace Lines,” Crawford said, “was offered an excellent passenger facility here, Berths 153-154, which had been vacated when Princess Cruises consolidated their operations with P & O Lines at Berth 93. Since this facility is more appropriate to their needs, they chose to take advantage of it, and we are happy to return them to our list of tenants.”

Prudential is a San Francisco-based company with six vessels operating in the Pacific and from British Columbia south to and around South America. Its two 20,000-ton cargo vessels, the SS Seajet and the SS Oceanjet, are 544 feet long and carry both container and break bulk cargo. Its passenger cruisers—SS Santa Maria, SS Santa Mariana, SS Santa Magdalena and SS Santa Mercedes—are a foot longer than their cargo counterparts and provide both cargo space

(Continued on next page bottom)



Rotary car dumper foundations



Construction of the cells for the new dock

Transshipping terminal

New York, N.Y. (Cleancoal Terminals):—Construction of the new rail to river transshipping terminal for eastern Kentucky coal, engineered by Soros Associates of New York, is proceeding on schedule. The enclosed photographs illustrate the progress of the rotary car dumper foundations and the construction of the cells for the new dock. The terminal is scheduled to begin operations in mid-1976.

Cleancoal Terminal, located near Ghent, Kentucky on the Ohio River, is served by the L & N Railroad and provides an outlet for eastern Kentucky coal along the Ohio and Mississippi River waterways.

and accommodations for up to 100 passengers each.

The Los Angeles Harbor facilities to be made available to Prudential include an 87,360 sq. ft. transit shed for cargo handling and a slightly smaller building, the first floor of which will be for cargo while the second floor will provide passenger and baggage accommodations.

Also included in the non-exclusive preferential berth assignment (a lease permitting the facility to be used by other shipping companies when not required by Prudential) are sufficient backland for 150 containers and general cargo, and 1,455 feet of wharf.



Oakland, Calif., October 24 (Port of Oakland):—**MAKING WAY FOR THE NEW**—Wrecking balls bit into the 34-year-old shell of the Port of Oakland's onetime Terminal Building F this week, as demolition crews began clearing the site for the Port's new 29-acre Outer Harbor Container Terminal, scheduled for completion by 1977.

T & R Excavators, demolition contractor, had already gutted the interior of the structure, which since 1941 had also served variously as a corrugated box manufacturing plant and a canned goods storage facility.

The \$18 million Outer Harbor Container Terminal will boast a 1,000-foot wharf and two \$2.7 million 40-ton gantry cranes. The terminal is being constructed by the Port of Oakland for a consortium of four Japanese steamship lines—Japan Line, "K" Line, Yamashita-Shinnihon Steamship Company and Mitsui-OSK Lines—which currently operate from the Port's Seventh Street Terminal complex.

Army property leased

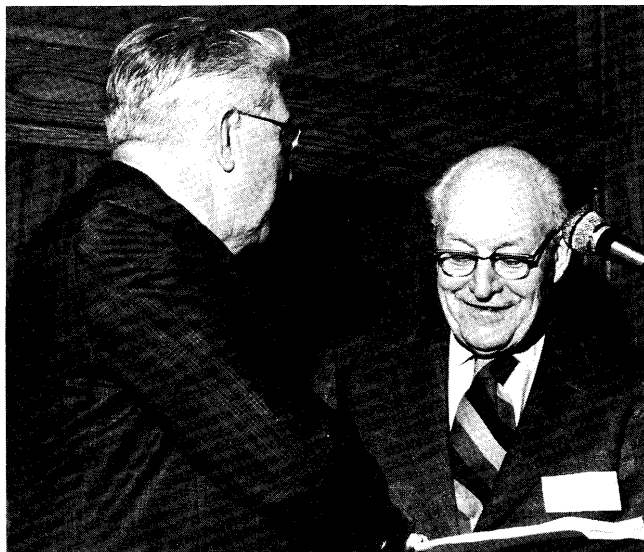
Los Angeles, Calif., October 29 (Port of Los Angeles News):—A lease covering 30 acres of Fort MacArthur property has been granted by the Department of the Army to the Los Angeles Harbor Department, it was announced today (Wednesday, Oct. 29) by Fred B. Crawford, Harbor general manager.

The five-year lease covers the lower bluffs of the recently de-activated government installation's lower reservation and gives the Harbor Department the right to cancel on 30 days notice.

The Harbor Department intends to use the area for recreational and non-commercial purposes.



San Francisco, Calif., 11/6/75 (Marine Exchange of the San Francisco Bay Region):—The maiden voyage arrival of the MS TOSHIN MARU was recently feted in special ceremonies aboard ship at Oakland's 9th. Avenue facility. On hand were (left to right) unidentified ship's officer; Captain H. Kuwahara, vessel master; Bill Wagstaffe (Del Monte Corp.), Marine Exchange of the San Francisco Bay Region; Miss Maritime Princess Caroline Taylor; and unidentified company representative. The 16,300 DWT, 133 metre vessel was launched in Japan in September, 1975, and will discharge steel in Oakland and Long Beach on its regular run between the West Coast and Japan. Fritz Maritime are the local agents for the Toko Line service.



San Francisco, Calif., 11/13/75 (California Marine Affairs and Navigation Conference):—PIONEER industrial development specialist, F.R. "Ron" Henrekin, longtime staff executive of the Solano County Industrial Development Agency, was recently for his key role in the expansion and improvement of San Francisco Bay and delta waterways. Bob Hoffmaster (left), Long Beach Harbor chief engineer and president of the California Marine Affairs and Navigation Conference, presented the veteran development leader with C-MANC's certificate of commendation at the organization's fall meeting in Los Angeles. Henrekin was also founding president of the California Industrial Development Executives and is a past president of the American Chamber of Commerce Executives.

Record net income

Los Angeles, Calif., November 17 (Port of Los Angeles):—The Port of Los Angeles has reported a record total net income of \$10.1 million for the fiscal year 1974-75.

The report, for the 12-month period ending last June 30, showed that it was \$3.6 million greater than the previous fiscal period, which totalled \$6.4 million.

The gain, according to Harbor Department General Manager Fred B. Crawford, was attributed to economies in operating costs and increased tariff rates.

"A portion of our increase in revenue was due to an increase in tariffs adopted early in 1975. With the new rates in effect during half of the past fiscal year the Port collected \$2.3 million in dockage and \$9.5 million in wharfage. During the previous twelve months we had received \$2.1 million and \$7.8 million, respectively."

The Harbor Department's efforts in cutting back on expenses also contributed to the high net earnings, Crawford adds.

Total gross income for the Port over the fiscal year was \$27.2 million, a \$4.8 million increase over the previous year. Among the sources of revenue were shipping services, which contributed \$14.7 million and rentals, adding another \$7.2 million.

Operating and administrative expenses for 1974-75

totalled \$11.6 million while depreciations and interest on bonds and loans added \$5 million.

"Bon Voyage" Package Brochure

Norfolk, Virginia (The Beacon, published by Norfolk Port and Industrial Authority, July-August 1975):—The Port Authority has published its new edition of the brochure listing eight Norfolk hotels/motels featuring "Bon Voyage" Packages especially for cruise passengers.

The newest addition to the brochure is the OMNI-International Hotel, situated on Norfolk's downtown historic waterfront. The OMNI, scheduled for opening in late November 1975, will offer to its guests the ultimate in luxury and services in the finest European tradition.

All accommodations listed provide free ground transportation between their hotels, Norfolk Regional Airport, the cruise pier and AMTRAK station in Norfolk.

For information and free copies of the brochure, contact the Port Authority's Information & Services Department, Norfolk Regional Airport, Norfolk, Va. (804) 857-3351.



San Francisco, Calif., 11/14/75 (California Marine Affairs and Navigation Conference):—NEW GOLDEN STATE NAVIGATION LEADERS include K.C. "Kris" Klinger (center), Ventura Port District general manager, elected president of the California Marine Affairs and Navigation Conference, and Capt. Thomas R. Eddy (right), Port of Richmond general manager, new C-MANC vice president. Port of Long Beach chief harbor engineer and retiring president, Bob Hoffmaster, congratulated the new state officers of the twenty-year-old boating and commercial channels development group. Also elected were Victor Adorian, director of the Los Angeles County Dept. of Small Craft Harbors, as treasurer, and for three-year directorships: Carl Brower, Crescent City Harbor Commissioner; William L. Dick, Port of San Diego community and government affairs director; J. Ward McClellan, Moss Landing Harbor Commissioner, and Edward J. Millan, Port of Hueneme general manager. C-MANC represents California deepwater ports, recreational harbors and related interests before the Congress and state and federal agencies, in programs to assure maintenance and improvement of waterways, and conducts conferences and programs designed for public understanding of the key role of navigation in the state's and nation's well being.

Dredging in Chula Vista

San Diego, Calif. (Port Talk, December, 1975, published by San Diego Unified Port District):—It may be August of 1976 before any dredging can begin in South Bay's Chula Vista marina.

Although the land part of the multimillion dollar marina is nearly completed, the water area is too shallow to accommodate anything but a few pleasure craft. During low tide only 20 percent of the marina's launching area is usable. About \$2,732,000 has been invested in the marina in Tideland fill between "J" St. and "H" St.; launch area; adjacent roads and utilities; safety light standards and dredging.

Initiation of additional dredging requires approval of eight state agencies, ten federal agencies, six environmental groups and several others interested in the project's engineering.

A March public hearing is expected as a part of the Coastal Zone Conservation Commission's project consideration. Other state agencies involved are the Regional Water



San Francisco, Calif., 11/17/75 (Marine Exchange of the San Francisco Bay Region):—HAPPY WARRIORS in the now nearly 20-year-old battle to cut "red tape" interdicting U.S. world trade and shipping gathered recently in San Francisco for a briefing and appraisal of battlelines. Occasion was a Marine Exchange-sponsored seminar on paperwork facilitation, featuring participants from the National Committee on International Trade Documentation (NCITD). The New York-based action group members were convened by John Greene (2nd from right), Exchange task force chairman and executive vice president of Western Steamship Services, Inc. Noting that the U.S. campaign to simplify and standardize paperwork originated in San Francisco with 1959 publication of "Merchant Shipping on a Sea of Red Tape", Greene called on (left to right) Eugene Hemley, NCITD specialist on the joint U.S. Government-industry study of CARDIS ("Cargo Distribution Information System"); Lucien Bliss, U.S. Lines, New York, and NCITD Carrier Committee chairman; Arthur Baylis, the organization's executive director; Ted L. Rausch, president of the Pacific Coast customs brokerage and freight forwarding firm bearing his name and an Exchange director, and E.A. Vierengal of Ingersoll-Rand Co. and NCITD General Business Committee chairman. More than 100 Pacific Coast transportation and world trade leaders attended the October 29 meeting, and heard reports on current and pending breakthroughs to further reduce the estimated \$6 billion annual cost of "red tape".

Quality Control Board and the Department of Fish and Game.

The Army Corps of Engineers must also issue a permit for dredging and filling.

All the agencies and groups instrumental in the commencement of dredging may review an Environmental Impact report issued Nov. 15. After 45 days, a public hearing, probably in January, will be held to hear comments concerning contents of the report. Approval of this report indicates certification of its factual completeness.

To make the marina usable will require removal of approximately one million cubic yards of unpolluted dredged material. Under the proposed plan this sediment will be used to build a 90 to 100 acre "mud island" as a wildlife reserve. It would include mud flats, a salt marsh and a nesting area for marine bird life. The establishment of a reserve here could ecologically benefit the entire region.

The project's cost is estimated at \$2.5 million. Mud, first deposited on the bay shore, dries in about a month. Once it is dry enough to support the weight of tractors, the mud is loaded into trucks and hauled to the deposit site. As each

new load of mud is left there, tractors push the material further and further out onto the forming island. The completed area would be of various levels and contain mud flats to be covered, except in low tides.

Golden Gate shipping continues upswing

San Francisco, 10/3/75 (Marine Exchange of the San Francisco Bay Region):—Continuing a mid-year upswing, Golden Gate ship traffic showed a modest but significant 4% increase in September, compared to a year ago. The Marine Exchange reported that last month's 637 vessel transits will help to offset an earlier falloff of traffic, which resulted in a 3% decline for the first nine months, from last year's totals.

But recovery was largely in foreign flag shipping activity, which jumped 11% in September over the same month last year, and 3% in the first nine months. U.S. cargo ship arrivals of 483 represented a 16% drop through September.

The Exchange emphasized that generally larger, more productive and efficient vessels tend to offset ship traffic reductions, and increases in vessel arrivals represent more export-import cargoes. Bureau of Census reports citing an increase of almost 500% in the value of California's world trade in the past decade—and almost 50% in one year for the San Francisco Customs District—reflect a soaring volume of waterborne commerce.

Ships representing 25 nations called at Bay Region ports last month, including 17 of Soviet registry and the first Kuwait flag vessel here in history, as far as the Exchange's records reveal.

Canal improvements

Antwerp (Bimonthly review of the Port of Antwerp, 1975 August/September):—Three agreements between Belgium and The Netherlands have been initialled in The Netherlands' capital The Hague, on 19th June last. They were draft treaties re the construction of the Baalhoek-canal, the cut of the Bath bend and the Meuse water.

The first and the second of them deal with the maritime access to the port of Antwerp and have been eagerly waited for by Antwerp interests.

As a matter of fact, the drafts shall still be placed before the national Parliaments but anyhow the completion of negotiations marks the biggest step forward ever set in the direction of materializing schemes of such magnitude for the port.

The construction of a new fair-way in the river Scheldt, in replacement of the existing difficult Bath bend, will make it possible for larger vessels (up to about 125,000 dwt) to call at the port. It will also produce beneficial effects upon the larger type of container-ships which, thanks to the improved access, will be less tide-dependent than is the case now.

The Baalhoek-canal is to be the main access to the port on the left bank of the river. It will measure about 10 km in length (including the outer port and the lock); its bottom width will be 250 m, whilst the surface width will be 400 m, offering a depth of water of about 18 m (bottom at -16.90 m, water level at +1.10 m NAP). The lock itself will be 500 m long, 64 m wide and the sill will be at -17.40 m NAP. This lock will make it possible for ships

up to about 125,000 dwt to proceed at ease to the new docks.

Amongst other items of importance, the treaty provides for big efforts on the part of Belgium regarding the purification of the river Scheldt water. Water-purification plants shall be erected in several stages, which scheme entails that purifying stations with an aggregate capacity corresponding to 2 1/2 million inhabitants, have to be constructed. In this respect, the agreements take over the figures that were already contained in the Belgian planning.

In the way of investments, the next five years will entail for Belgium an investment of some 20,000 million BF to cover the costs of purifying stations in the Scheldt basin.

The agreements further provide the prohibition of special Governments grants to new industries settling along the left bank; they also stipulate on the matter of prices to be paid for the industrial sites, etc. A joint Netherlands/Belgian Consultative Committee on Air Quality will be set up and be given advisory powers in connection with air pollution in the case of industrial settlements.

Obviously, also the technical provisions regarding the new work to be done and regarding the financial aspects of the schemes, are extremely interesting elements of the agreements.

Their full wording has not been published yet. This task will be incumbent on the Parliaments of both countries, where discussions are likely to take some more time.

The initialling of the draft treaties, however, constitutes a most important fact. Antwerp now trusts that the next steps to be undertaken will soon follow so that matter-of-fact achievements may be come to.

In respect of this, attention is drawn in the first instance to the cut of the Bath bend, the technical preparatory work of which is already fully completed.

Goods traffic in 1974

Antwerp (Bimonthly review of the Port of Antwerp, 1975 August/September):—The Belgian National Statistics Institute has now published complete annual figures relating to the goods traffic in the port of Antwerp (provisional figures).

Said figures show that the traffic precisely reached the expected 76 million tons, though figures covering the last two months of the year show a noticeable drop as compared to the first ten months.

In comparison with the 72.3 million tons of the previous year goods traffic revealed a 5.1% growth, which rise may be accounted for both by an increase of the inward movement (1.5%) and by an increase of the outward movement (9.9%).

A striking feature is the fact that the better figure was secured thanks to a greater transit movement. National imports and exports namely declined as a result of the already weakening of the economic cycle which made itself felt already towards the end of the year, mainly as a result of the petroleum crisis. As nevertheless the transit traffic expanded further, the competitive power of Antwerp is certainly evidenced thereby.

Arrivals of crude oil namely leapt back by 2 million tons (from 8.5 million tons to 6.5 million tons).

Also arrivals along the RAPL-pipeline (thus not included in the sea-borne traffic) showed a sharp drop, namely from 21.3 to 16.7 million tons.

International Port Cooperation to be solidified

(IAPH Head Office Announcement)

This journal carried in November and December issues articles on port congestion problems now increasingly apparent in some developing countries, which now became major issue of various concerns, including UNCTAD Committee on Shipping.

Prior to the UNCTAD Committee on Shipping met in Geneva from 10th to 21st November, IAPH Liaison Officer informed to the Head Office that the UNCTAD considered the possibility of dispatching to such ports teams of port experts to study the problems connected to port congestion. To which President Howe expressed that IAPH should cooperate with UNCTAD.

Mr. A.N. Taylor, PLA, IAPH Liaison Office with UNCTAD, in his special letter for this issue, informed that the Committee, among others, accepted by a majority voting a note of the draft decision which is as follows:

The Committee on Shipping took note of the growing congestion in some ports and decided to request the Secretary-General of UNCTAD to convene as early as possible a group of experts to study and prepare a report on this subject.

The terms of reference would be to:

- (a) identify and analyse the principal causes of port congestion;
- (b) propose practical solutions to the problem;

- (c) recommend follow-up action to alleviate the causes of port congestion on a case-by-case basis.

The experts would be selected by the Secretary-General of UNCTAD in accordance with the usual principles of geographical distribution and would act in their personal capacities. Co-operation would also be sought from Governments and port authorities of those countries whose ports face the problem of port congestion.

The Committee also called on the Secretary-General of UNCTAD to request the United Nations Development Programme, developed countries and other interested Governments to consider what funds might be made available for financing follow-up technical assistance.

Requests the Secretary-General of UNCTAD to make available the report of the group of experts together with details of the follow-up technical assistance carried out to the Committee on Shipping at its eighth session.

Mr. Taylor further informed that organization having consultative status with UNCTAD might well be asked to supply the names of port experts, who could be made available to take part in the teams despatched by UNCTAD to such ports, and asked Secretary-General to advise IAPH members that any port willing to supply experts to go to developing countries to assist in the elimination of port congestion should let Mr. John Lurch, Director General of Port of London Authority and IAPH Liaison Officer with UNCTAD, know their names together with details of their present position and experience.

Mr. Taylor assured that there would be further report on the matter. (rin)

On its turn this had a repercussion on the outward movement of refinery products and bunker-oils, which decreased by 1.7 and 0.3 million tons, respectively.

However, said decline became more than compensated by the increase of the dry cargo traffic, the inward movement of which grew by 2.3 million tons, whereas outwards the increase was 5.1 million tons. The overall increase of dry cargoes (7.4 million tons) which reached 14% related both to bulk commodities (mainly iron-ore and non-ferrous ores) and to general cargo. Obviously the growth of the latter represents the most positive evolution.

The general cargo traffic grew by not less than 16% and reached a new peak of 32.6 million tons. This growth is accounted for both by increased shipments of iron and steel products (+3.7 million tons) and by the increase of ordinary general cargo (chiefly machinery and chemicals)

1974—Sea-borne traffic (in 1,000 tons)

Imports	32,455	as compared to 1973:
Transit	<u>10,109</u>	
Total discharged	42,565	+ 669 i.e. + 1.5%
Exports	18,122	
Transit	<u>15,312</u>	
Total loaded	33,434	+3,032 i.e. + 9.9%
Grand total:	76,000	+3,702 i.e. + 5.1%
out of which:		
imports and exports	50,577	— 880 i.e. — 1.7%
transit	25,422	+4,582 i.e. +21.9%

Transit thus represented 1/3rd of the overall port movement.

The National Statistics Institute also reported a separate figure relating to the left bank of the river. Most of the plants located there, however, receive their basic materials via pipelines from the factories on the right bank, as a result of which sea-borne traffic covering the left bank was limited to 56,000 tons, though the traffic by barge showed a total of 275,000 t.

New PLA Director-General

London (PLA News):—At their meeting today the Board of the PLA appointed Mr. William Bowey to be Director-General from April 1st 1976. Meanwhile he will continue to act as Director-General until Mr. John Lurch, who has been granted leave, retires formally from the position of Director-General on March 31st 1976, and will continue to be known as Acting Director-General.

BIOGRAPHICAL NOTES

William Bowey FCIT MBIM Solicitor and Commissioner, Acting Director-General

William Bowey joined the PLA in 1966 after wide legal, commercial and industrial experience in the United Kingdom, in Europe and the USA. He is a solicitor and held legal, management and board appointments with Proctor and Gamble, Smiths Industries Limited, and Air Products Limited. He joined PLA as Director of Administration,

became Director of Marketing until his appointment as Assistant Director-General in 1969, was appointed Deputy Director-General in February 1975 and Acting Director-General in October 1975. On November 17th, 1975 it was announced that he would become Director-General with effect from April 1st 1976.

As Deputy Director-General, Mr. Bowey was responsible for real estate, legal, catering and port promotion functions, administrative services, and for the Authority's Police Force. He has been responsible for the reorganisation of structure and staffing, the creation of an external affairs function incorporating port promotion and public relations, and the increasing application of competitive business methods in the PLA. He represents PLA with the Directorates of Transport and Regional Policy of the Common Market Commission in Brussels and on the Executive Council and General Purposes Committee of the British Ports Association. In his appointments he has been much concerned with export trading and overseas businesses and has travelled widely in Europe, the Americas, Australia, New Zealand and the Far East.

Mr. Bowey was born in Northumberland. He served in the Royal Navy and subsequently qualified as a solicitor with honours. Mr. Bowey is a Fellow of the Chartered Institute of Transport, a Member of the Law Society and its integrated Commerce and Industry and European Groups, a Member of the British Institute of Management, the Royal Institute of International Affairs and a Member of the Council of the London Chamber of Commerce and Industry.

He is married and lives at Haslemere, Surrey. His interests include theatre, music and philately.

Import costs reduced

London, 17th November (PLA News):—A cut of £1.25 per freight tonne in the cost of importing goods into London from the Far East—that's the good news today from the Port of London where the removal of a "post discharge" levy has been announced.

The levy—it was introduced in 1971 by lines of the Far East Freight Conference operating into London and applied to all goods discharged in London from their ships—is withdrawn with effect from Tuesday, 18th November, 1975.

The lines and the Port of London Authority both said today that they were very pleased it was now possible to remove the levy.

"Coming on top of a marked improvement in productivity and in the service the Port offers to its customers this is very good news," said a PLA spokesman. "The out will not only benefit importers but will also significantly assist us in attracting new business to the Port."

New docks manager for Hull

London, 28 October (British Transport Docks Board):—The British Transport Docks Board have appointed Mr. John Hughes as Docks Manager, Hull, with effect from 1 January 1976. He succeeds Mr. John Williams, who has been appointed Port Director, South Wales.

Mr. Hughes is at present Assistant Docks Manager, Hull, a post he has held since 1971. He began his career with the L.M.S. Railway Company in 1940, and became a port

apprentice in 1957. Mr. Hughes held various posts at Garston until in 1963 he was appointed Docks Manager, Barrow and Silloth, and in 1966 he returned to Garston as Docks Manager.

Mr. Hughes is a member of the Chartered Institute of Transport. He is married and lives at 51, White Walk, Kirkella, near Hull.

Docks Board 'Riding the storm'

London, 13 November (British Transport Docks Board):—The British Transport Docks Board, the State-owned body which handles a quarter of UK seaborne traffic, is expecting to remain profitable this year despite 'the enormous difficulties which the ports industry is facing'.

Sir Humphrey Browne, the Board's chairman, told journalists in London today (Thursday, 13 November) that the Docks Board was 'riding the storm' and although December was a very unpredictable month, he was hopeful that when the end of year results were known there would be a surplus 'of the same order as was achieved in 1974'.

The trade downturn at the Board's ports in the first nine months of the year had been about 7½ per cent compared with a national average of more than double this, Sir Humphrey revealed.

"We must not grumble too much", he continued, "because we are getting relatively a larger slice of the smaller cake. But with inflexible overheads the lower volume of business affects us acutely".

Sir Humphrey said that confusion still existed regarding the relationship between the Board and the Felixstowe Dock and Railway Company. The proposed acquisition of the port was freely negotiated between the two parties who had an equal desire to come together, and the terms had been recommended unanimously by the Felixstowe board. The idea that the British Transport Docks Board had made an aggressive bid was nonsense.

Sir Humphrey said that the proposal had not been initiated by the Government but had come entirely from the two parties. Seeking Government approval was a subsequent, and necessary stage. He stressed that the Docks Board had the resources and the will to develop Felixstowe further and had every intention of doing so if the shareholders and Parliament approved the acquisition.

Port of Le Havre Flashes

Le Havre, France (Port of Le Havre Flashes, October):

• Incineration plant

An incineration plant capable of handling all kinds of industrial waste is to be built in the port/industry zone as the result of an agreement between some twenty different companies. From the 60,000 tonnes of waste processed annually, it will generate steam equivalent to about 15,000 tonnes of oil.

The waste will be disposed of in three ways:

— Toxic waste, or matter containing a high percentage of hydrocarbons, will be burnt.

— Waste with a low hydrocarbon content will be treated physicochemically.

— Refuse suitable for tipping will be dumped under

strict control.

Smoke from the incinerator will be gas-washed and dust-freed before being discharged into the atmosphere from a stack 200 feet high (60 m).

- **Cross-Channel passenger traffic hits new high**

1975 is now certain to be a record year for cross-Channel passenger traffic. One highly significant pointer is that in the week from July 31st to August 6th exactly 43,159 passengers used the English, French, Irish and Norwegian car-ferries which operate services from Le Havre to Britain and Ireland. This is the highest figure ever attained for a single week.

- **The biggest yet**

The arrival here of the Danish tanker *Kristine Maersk*, owned by A.P. Møller of Copenhagen, made Sunday July 20th a red letter day in the port's history as an oil terminal. Though several tankers enter harbour every day, the *Kristine Maersk* smashed all previous records for size.

She has a capacity of 336,000 tonnes deadweight and was here to discharge 170,000 tonnes of crude from Ras Tanura in the Persian Gulf. Despite being 1,215 ft long and 185 ft in beam, she had no trouble at all in getting to and from her berth.

If the *Kristine Maersk* had arrived just a little later, she could have tied up, fully laden, at the new Havre-Antifer oil terminal, which is being opened this autumn to tankers of up to 350,000 dwt. It is worth mentioning in this context that 63% of the crude oil discharged in Le Havre during 1974 was brought here in tankers of 200,000 dwt and over.

- **USL choose Le Havre**

Following the introduction some months ago of the American Apache on a feeder service to Portugal and Spain, two other United States Lines vessels have been calling regularly at Le Havre since the end of June. The American Cherokee runs to Greenock and the American Comanche to Dublin and Liverpool.

All three feeders call at Le Havre once a week with containers for shipment to the USA on the big transatlantic container ships. They also take on containers transferred from the big vessels for onward carriage to the ports they serve.

- **Trading links with 543 ports**

During 1974 Le Havre traded with a total of 543 different ports around the world. In some cases trade was one-way only, outward to 130 ports and inward from 156, but with the remaining 257 there was a full two-way exchange of imports and exports.

The tonnage involved amounted to a million tonnes or over in the case of 17 of the 543 ports with which we traded, though in only one case, Southampton, was it composed mainly of general cargo. Of the others, 12 were oil-exporting ports, while 4 were French and foreign ports taking oil cargoes broken up in Le Havre.

- **Antifer breakwater completed**

The main breakwater at the new Havre-Antifer oil terminal attained its full length on July 6th last. Work on the 11,522 ft/3,512 m breakwater began on October 9th 1973 and took 21 months to complete, at an average

Electronic Measuring of Seabed Solved

Atlas-Contourograph prints Bathymetric Chart instantly aboard

Bremen, 22.11.75 (BremIn=Bremen International):—Increasingly more important, with ships becoming ever bigger, is the full utilisation of water-depths in the shipping lanes of coastal waters, ports, reaches, rivers and canals, as well as intensive control of continually changing bottom. However, this problem can no longer be solved by conventional means. Already the development from manual to mechanical measuring brought the considerable rationalisation effect of 1:10. However, this also has been superseded meantime. After severe testing Messrs. Krupp Atlas Elektronik, Bremen, have now presented an apparatus and a procedure for scanning wide sections of the bed at one time with ultrasonic waves, together with instant electronic evaluation. With the aid of a process-computer the Atlas contourograph, BOMA 20 after measuring gives immediate, continuous depth-evaluations on the hydrographic chart. Thus shipping can also obtain swift information on changed depth conditions. The laying and measuring-in of pipelines will be considerably facilitated. The new rationalisation effect: 1 to 100.

Hydraulic, slewable, 15 metre-long cantilevers on both sides of the hydrographic survey-ship enable simultaneous inspection of a large area. The, to date, so difficult problem of location fixing during inland-water measuring has been solved with a Doppler-navigator plus computer with, according to the experts, 'unique calculation exactitude'. The first hundred experts—hydrographers, survey engineers, representatives from port, waterway and shipping authorities from Europe, Asia, Africa and America—have already inspected the first survey ship to be equipped with this fully automatic positioning system; the most modern throughout the world.

It's no coincidence that the start came from Bremen. Messrs. Krupp Atlas Elektronik, with the specialisation of half a century, have already supplied more than 100 large direction finders for surface and underwater craft, 3,500 ships' radars and more than 40,000 echo-sounders of all sizes. Of the 1,500 staff, nearly 500 are physicists and engineers who, with their teams, are exclusively engaged in the fields of research and development. Apart from a large computer centre with several EDP-installations, they have, among other things at their disposal, large testing tanks, a private experimentation lake and a seaworthy research vessel. Hans-Ulrich Göhring, management: "There is no shipping nation in Europe—and hardly any in the world—which is not using the Atlas survey-sounder in its hydrographic work. Krupp Atlas Elektronik enjoy 80 (eighty) percent of the market in high superior-efficiency class hydrographic sounders. The firm maintains 400 sales and service stations throughout the world.

progression of 548 ft/167 m per month. Building of the first twin-berth jetty for vessels of up to 550,000 dwt is now nearing completion.

First Soviet supertanker double-bottomed

Bremen, 10.11.75 (Bremen International=BremIn):—The first, recently placed into service, Soviet supertanker "KRIM" (length 295.2 m, beam 45 m, moulded-depth 25.4 m, draught 17.0 m, 150,000 tdw, 17 knots) is equipped with double-bottoms for ballast water, which—Bremen shipping circles stress—are not possessed by other crude-oil tankers. The ballast capacity of the "KRIM": 57,000 tons. The "KRIM" is the model of a Soviet tanker-type series.

Mr. Loroach, formerly of Port of N.Y., in new business

Monte Carlo, Monaco, 12 November 1975:—The Maxwell Harris Company, Inc., of New York and Boston, USA, announced today the formation of a new joint company—LOROCH-HARRIS TRADE & TRANSPORT, LTD—to operate in Europe as maritime transportation consultants and environmental protection products marketing company. Mr. K.J. Loroach, Director of Overseas Development was named President and Resident Correspondent for the new company with offices in Monte Carlo, Monaco.

Maxwell Harris Company, Inc., has been in ship chartering business for forty years specializing in the movement of dry cargoes in both world-wide and US domestic trades. Much of the capital intensive technology in which they have been involved such as coast-wise and inland barge bulk cargo movement, automatic dry cargo discharging as well as ocean towing have world-wide applications.

Loroach-Harris Trade & Transport, Ltd., is equipped to extend this expertise, through Mr. Loroach's knowledge and contacts, to countries of Eastern Europe as well as the developing world. The establishment of trading links and market penetration requires practical on-the spot feasibility appraisals with transportation—the often neglected ingredient—given equal treatment. It can also assist small and large companies in both developed and developing countries in meeting the physical distribution requirements of unitized traffic.

Mr. Loroach recently completed a feasibility study of a Mediterranean container transfer terminal for the Government of Italy. Until October 1974, Mr. Loroach directed for five years the transportation activities of the UN/FAO World Food Program out of Rome, Italy; he was transport advisor to the 1974 World Food Conference. Prior to that, Mr. Loroach served with the Port Authority of NY & NJ and the marine subsidiaries of Bethlehem Steel. As recipient of the Port Authority's Cullman Fellowship, Mr. Loroach conducted a year-long on-the-spot study of trade relations between USA and Eastern Europe. His well-informed assessment proved remarkably accurate. A graduate of the University of London and the New York Baruch School of Business, Mr. Loroach is fluent in English, Polish and Russian with a good command of Italian, French and German, author of the thought-provoking *Vessel Voyage Data Analysis* and member of the Chartered Institute of Transport and the International Cargo Handling Coordination Association.

For more information please contact:

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and/or: Mr. D.E. Harris in New York, NY, USA
Tel: 422-1885 Telex: RCA 223230

Abu Dhabi news

(Extracted from The Gray Mackenzie Monthly Bulletin, September 1975):—69 vessels called at Abu Dhabi during the month of September with 63,206 deadweight tons of cargo for discharge which consisted of 30,100 tons general, 1,500 tons pipes, 10,400 tons cement, 6,414 tons steel, 9,526 tons timber, 4,166 tons bitumen and 1,100 tons flour.

One vessel lifted approximately 20 tons of personal effects for Sudan. Additionally, one tanker called at Mina Zayed and discharged 10,381 tons of gas oil.

Despite the Ramadhan period, the Port maintained a good daily discharge rate in September, mainly due to the three-shift working arrangement implemented by the Port Authorities. This has assisted in reducing berthing delays which are presently in the region of 6 to 8 days. It is intended to continue working an extended three-shift arrangement.

The Executive Council of Abu Dhabi Emirate, during a recent meeting, decided to set up a Committee of Representatives of Abu Dhabi airport and Mina Zayed under the Chairmanship of the Ports Department. The Committee will discuss ways and means of co-ordination in the nature of duties to be carried out in the two organisations.

Port of Brisbane Strategic Plan

Brisbane, Queensland, Australia, 6th November (Press Release from department of Harbours and Marine, Port of Brisbane):—Minister for Tourism and Marine Services (Mr. Tom Newbery) intends in the very near future to introduce to State Parliament legislation of vital concern to the future of the Port of Brisbane.

"I have been studying submissions from all sectors concerned with the future of the Port very closely", he said. Mr. Newbery's comments today followed a State Cabinet decision on Tuesday to advance the planning of access routes to The Fisherman Islands.


The islands are located near the mouth of the Brisbane River and are the key to plans to spend \$50 million on new port facilities to keep Brisbane abreast of growing international trade and commerce.

Guidelines set down in a Port of Brisbane Strategic Plan, were accepted in principle by Cabinet last year as a future planning base.

Mr. Newbery said Cabinet's planning decision was to commission Rendel and Partners—the consultant firm, now working on a Master Plan study of the port—to prepare a rail/road access proposal for consideration by Cabinet and Parliament. "We are well aware of the needs of small craft using the area and the consultants have been instructed to pay due regard to these", Mr. Newbery said.


It also was decided to approach the Federal Government for a grant under the "export roads" scheme to finance the construction of the access route.

Mr. Newbery said in 1974 the Federal Government approved a grant of \$4 million to the Maritime Services Board of New South Wales to finance the building of a new



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route to the Port of Botany Bay.

"The access to The Fisherman Islands is vital to the overall proposals and more than qualifies for similar assistance", he said.

Mr. Newbery said present estimates for this part of the development were \$7 million.

He said Cabinet had instructed the Harbours and Marine Department to prepare a case for assistance from the Federal Government. The case would be submitted through the Main Roads Department.

Mr. Newbery also announced that negotiations had commenced with Ampol Petroleum for an access corridor through their Lytton property which would direct port traffic away from residences in the Lindum, Wynnum, Manly areas.

Names given to features in Botany Bay Port

Sydney, 9th October (The Maritime Services Board of N.S.W.):—It was revealed to-day by the President of the Maritime Services Board, Mr. W.H. Brotherson, that the Board has now decided on names for all of the geographic features associated with the port being developed by it at Banksmeadow in Botany Bay.

In releasing the Board's decision, Mr. Brotherson indicated that the Port itself will be known as "Port Botany."

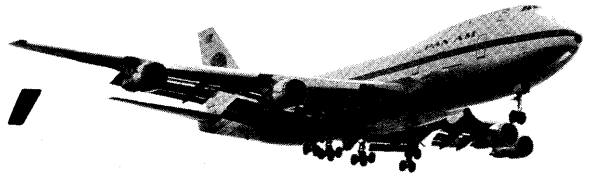
He said "because of the vast foreshore embraced by Botany Bay, the Board decided that the port itself should be named so that it could be clearly identified within the Bay as a whole."

"In selecting the names for the roadways, reserves and other features, my Board has had regard to the preference of the Geographical Names Board for titles with an aboriginal origin or an historical background", he said.

"I am sure that the choices made will fit fully within this pattern and provide an acceptable approach" he added.

Mr. Brotherson indicated that the approval of the Geographical Names Board will be required and, as the roadways will be within municipal boundaries and will be dedicated to the Randwick and Botany Councils, the approval of the Councils will also be necessary so far as the road names are concerned.

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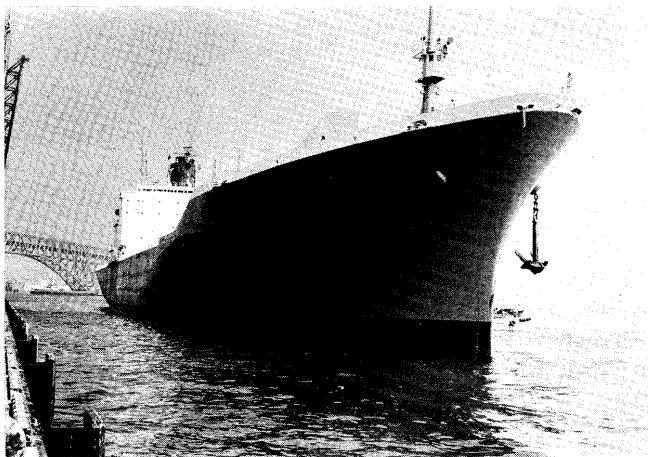
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Regular Container Service to Europe Commenced from Osaka Port

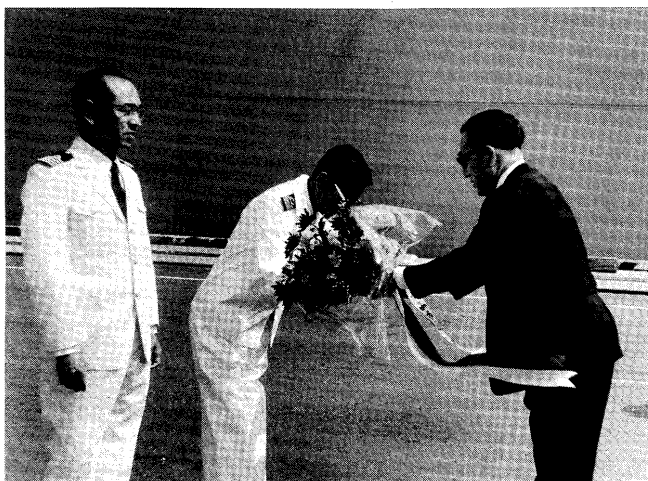
Port & Harbor Bureau City of Osaka

Osaka:—The Port of Osaka has been designated since last September as the base port for Ace Group, a newly organized international containership consortium rendering regular service between Europe and Far East.

It comprises Kawasaki Lines, Neptune Orient Lines, (Singapore) Orient Overseas Lines (Hong Kong) and Flanco-Belgian Service. As the harbinger of the Group, M.S. Seven Seas Bridge, 39,152 tonner full container ship, started from Osaka on September 27. On her departure, a congratulatory ceremony was held at the Osaka South Port Container Terminal, which was attended by more than a hundred people from Osaka City Government, Kawasaki Lines and many other guests from shippers and consignees. In the ceremony Deputy Mayor Kondo handed Captain E. Yamamoto mayor's goodwill messages addressed to mayors of Hamburg, Rotterdam, Antwerp and Bremerhaven to be



Mammoth Containership Seven Seas Bridge entering Osaka Port.



Deputy Mayor Kondo of Osaka City presents bouquet to the captain of the ship on her maiden voyage.

directly connected with Osaka through the inaugurated container ship service. In the message, Mayor Oshima wished that "this regular service will greatly contribute to the promotion of goodwill and friendship as well as the maritime transport between the both cities".

No. 2 vessel, M.S. Neptune Sapphire departed on October 29, to be followed by No. 3, M.S. Neptune Emerald scheduled to start around the end of November.



M.S. Neptune Sapphire berthed at Osaka Container Terminal.

Port tonnage lower

Penang (Publication of the Penang Port Commission, July 1975):—In the period January to March 1975, the Port of Penang handled a total of 745,512 tons (Dwt) of cargo. This is 226,794 tons or 23% less than the tonnage handled for the same period in 1974. Both import and export trade through the port declined. Total import and export tonnage for the 1st quarter were 479,677 and 265,935 respectively.

The Major export commodities that showed a substantial decrease were illmenite ore, rubber, iron and steel. The export of illmenite ore decreased from 58,059 tons (January-March 1974) to 17,995 tons for the same period in 1975. This represented a decrease of 69%. Export of rubber too declined by 48,845 tons or 45% over the same period and Iron and steel, declined by 47%.

On imports, the major commodities that showed decreases were coal and coke, fertilizers, fuel oil and machinery. The import of coal and coke decreased by 83% over the same period in 1974.

However, tonnage increases were recorded for bulk palm oil and molasses. The export of bulk palm oil increased by 65%, while that of molasses increased from 148 tons to 6,250 tons.

No upsurge in the import and export trade is expected during the 2nd quarter of 1975.

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Roll on-Roll off ship sails in

Penang (Publication of the Penang Port Commission, July 1975):—The first Roll on—Roll off ship to call at the Port of Penang berthed alongside Butterworth Wharves on 29th April 1975. The Chosei Maru a five decked vessel constructed to convey motor-cars exclusively, unloaded 100 units of Honda motor-cars. The vessel when fully loaded is able to carry 410 units. The local shipping agents for the vessel are M/s. Optorg Co. (M) Pte Limited.

Minister of State for Works Inspects Development Works at Karachi Port

Karachi, Pakistan, August 15th (K.P.T. News Bulletin):—The Minister of State for work Chaudhry Jehangir Ali inspected th site of four new shipping berths and two transit sheds at June Bunder on 18th July, 1975. The Minister also saw the plans for the reconstruction of the century old Napier Mole Bridge.

Chairman K.P.T. Rear Admiral (Retd.) S. Zahid Hasnain, Engineer-in-Chief K.P.T. Mr. Aftab Alam and officers of the Construction Department K.P.T. received

the Minister near the Napier Mole Bridge and briefed him about the salient feature of the project with the help of maps and drawings.

The Minister expressed satisfaction with the project plans and advised the Managing Director of National Construction Company to ensure full and timely implementation of the project.

It may be recalled here that the contract for the construction of the new shipping berths, transit sheds and re-construction of Napier Mole Bridge have been awarded to the National Construction Company in joint venture with M/s. Christiani and Nielson of Denmark.

At the end of his visit the Minister of state for works said that he will make regular inspection to these projects to see for himself the progress of the work.

ADB Mission visits Port

Karachi, Pakistan, August 15th (K.P.T. News Bulletin):—A four-member Asian Development Bank's Fact Finding Mission for Port Qasim, visited Karachi Port, on Friday, 1st August.

The mission received by K.P.T. Chairman at the Head Office where they held a meeting with Chairman and principal K.P.T. Officers.

Later, the mission visited the West Wharf container yard and saw the development works at East Wharves.

They were taken on a cruise of the harbour where they were shown Backwater planning, oil piers, etc.



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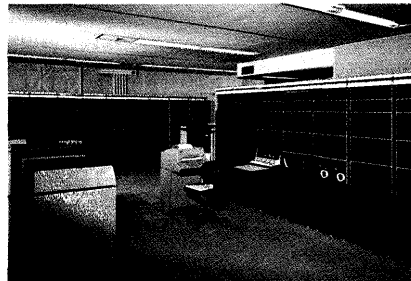
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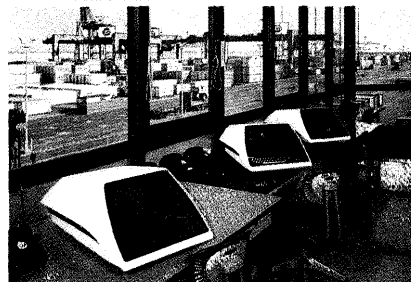
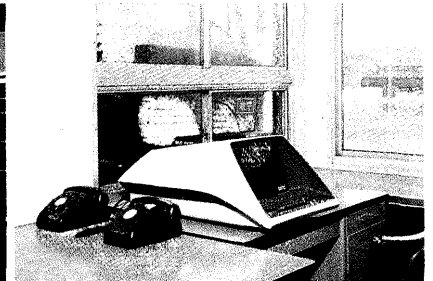
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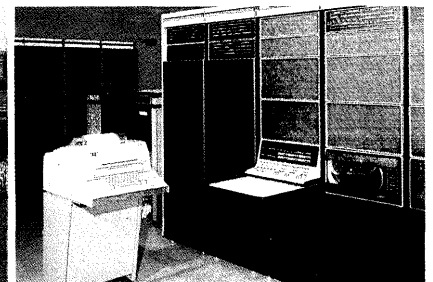
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