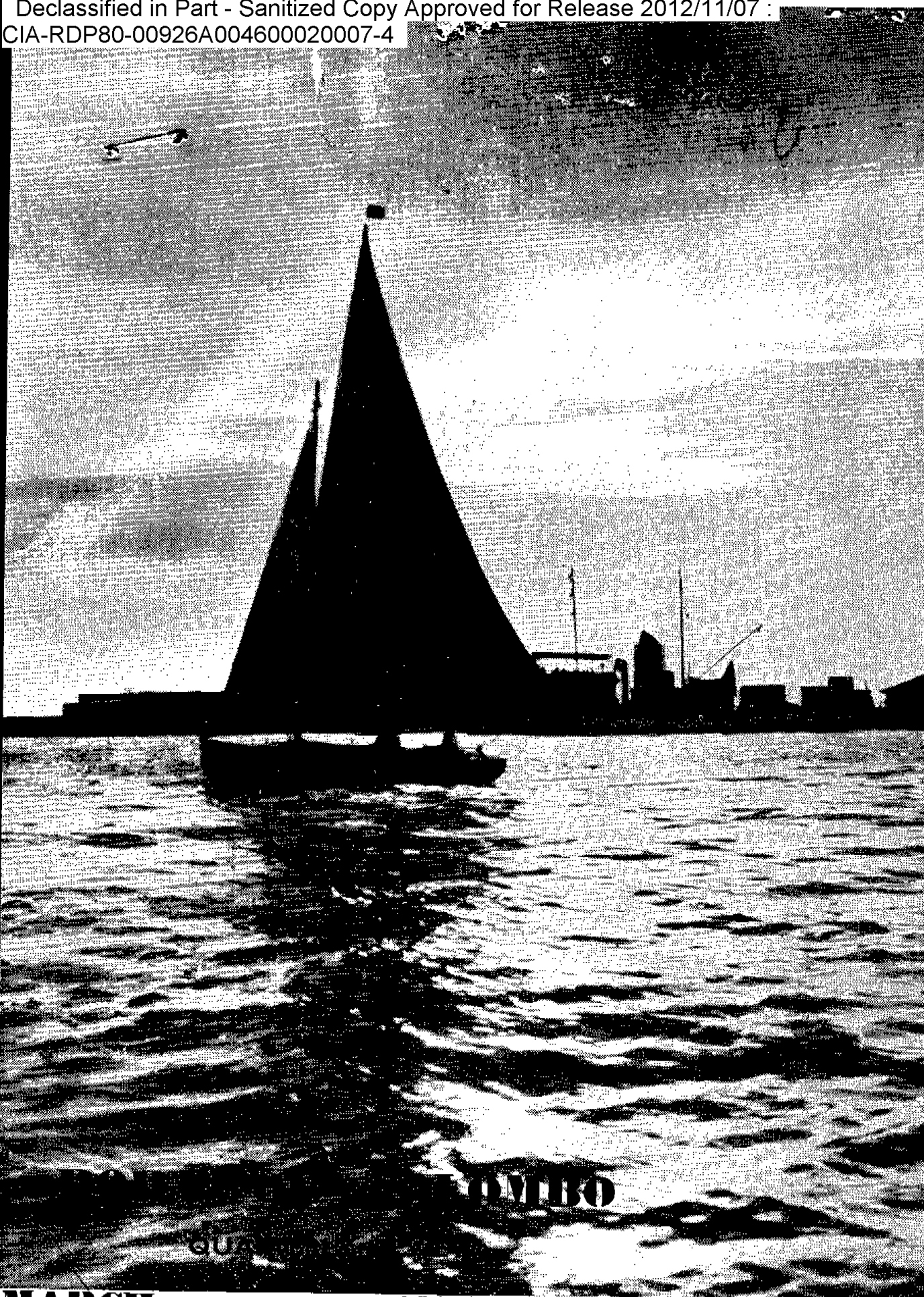


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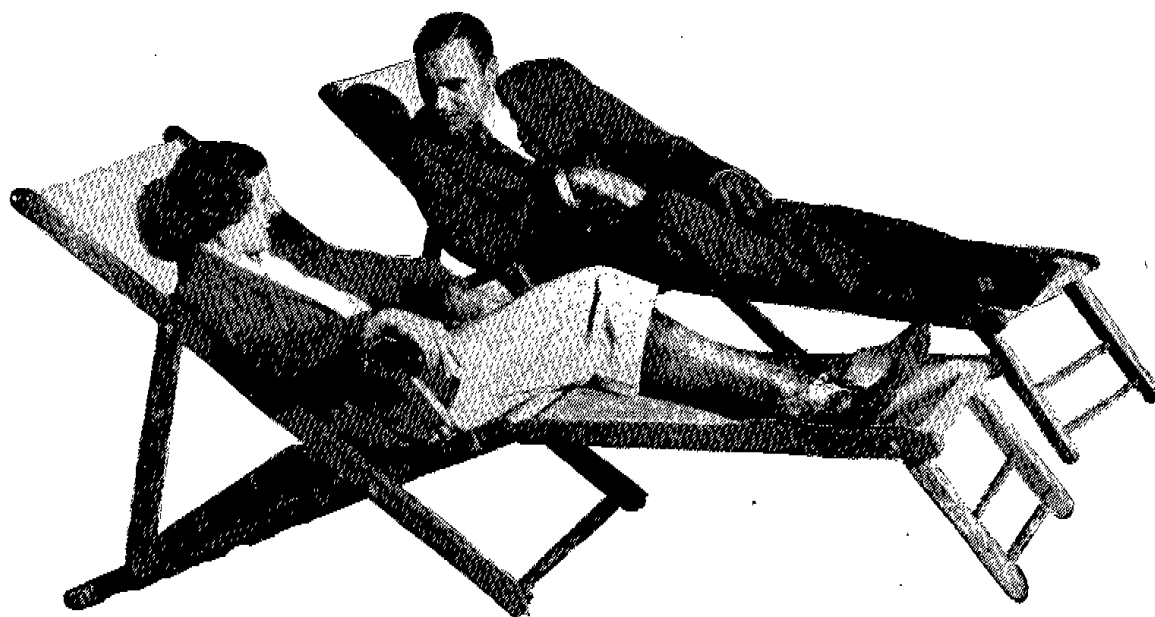
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Vol. 3 No. 1
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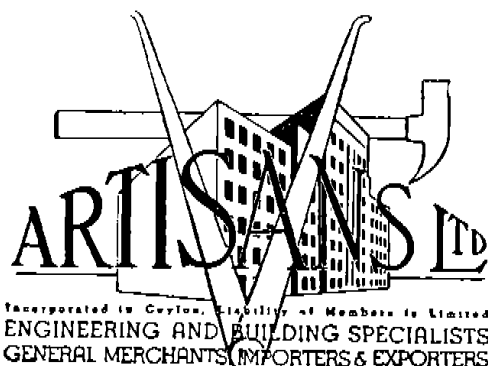
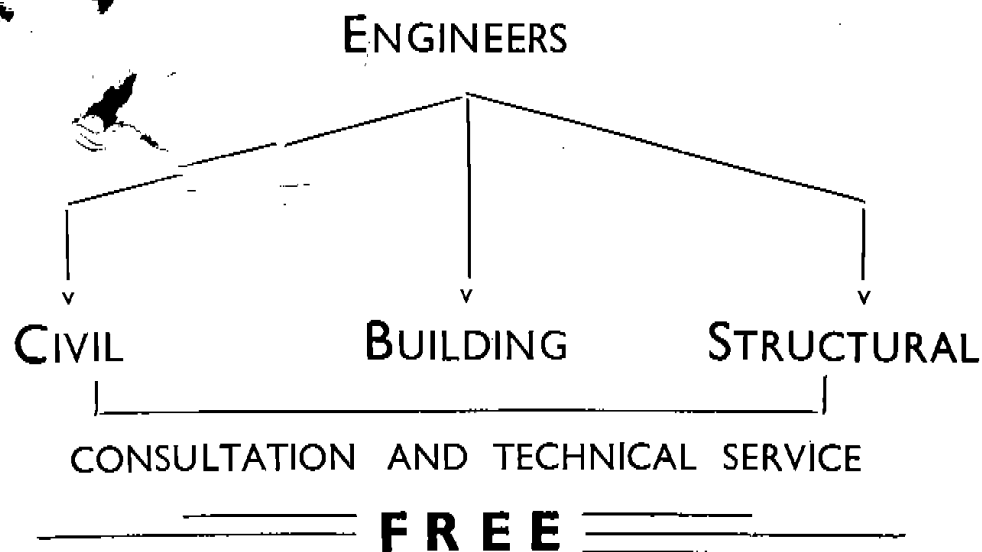


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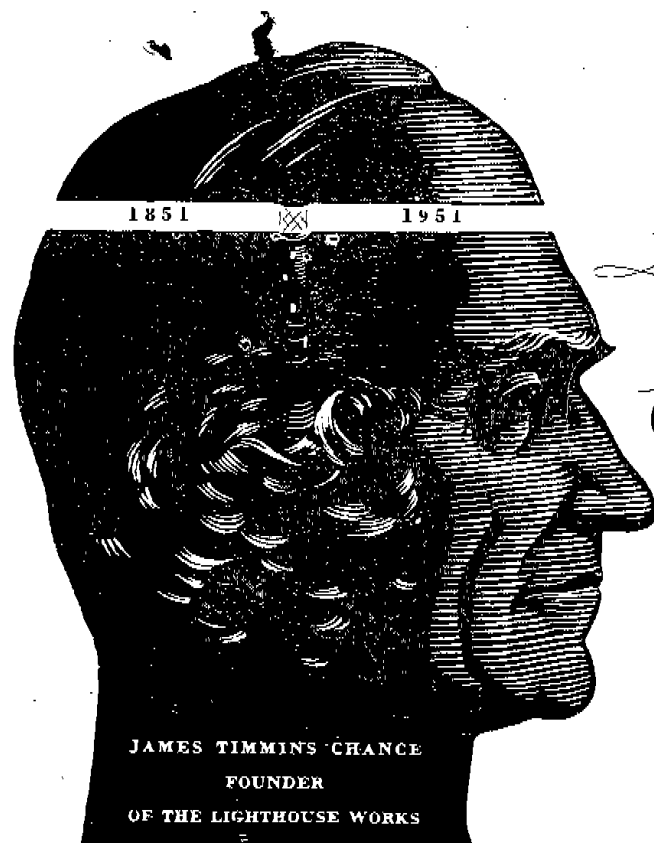
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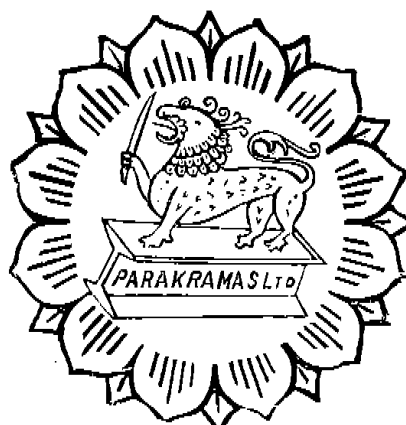
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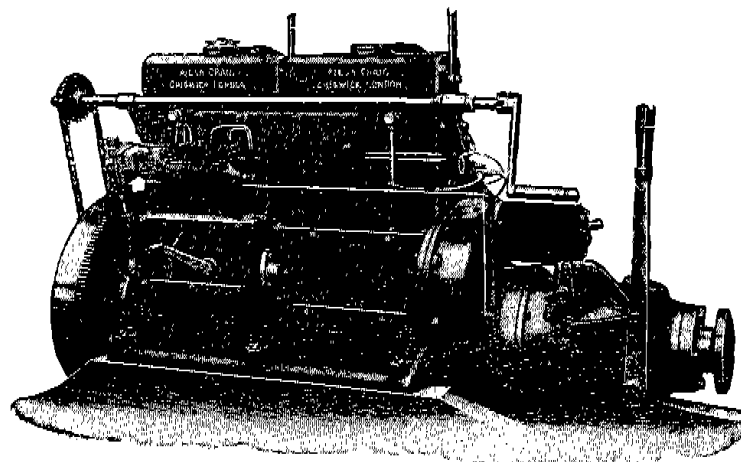
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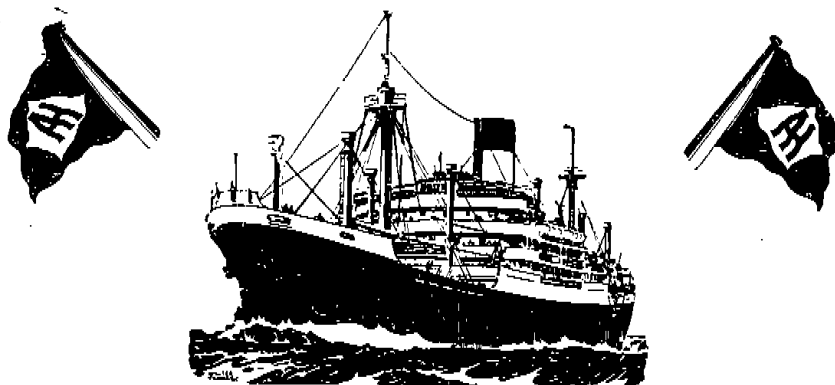
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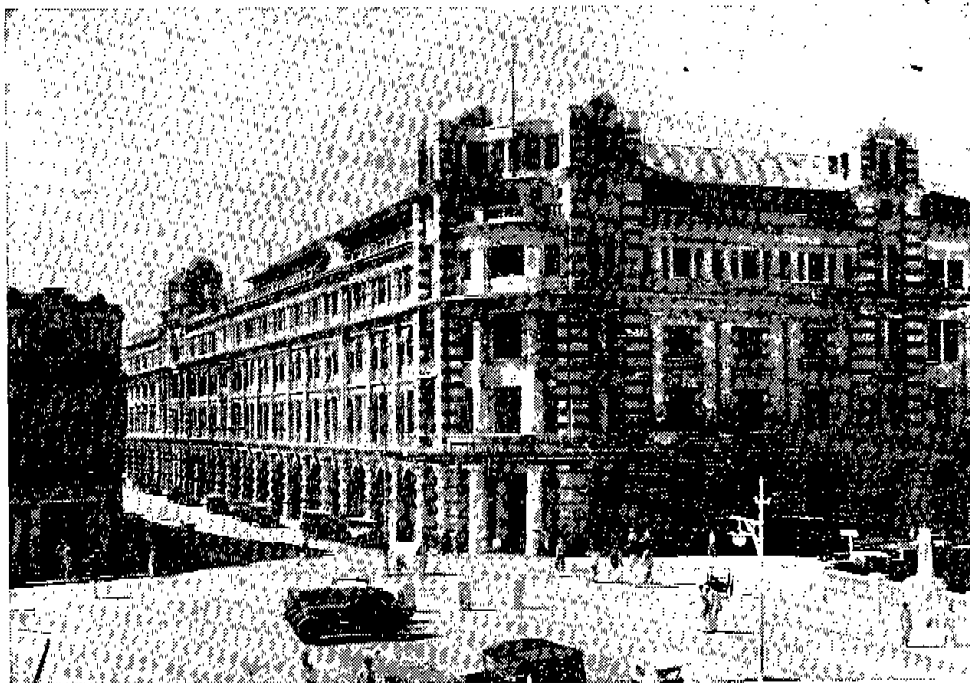
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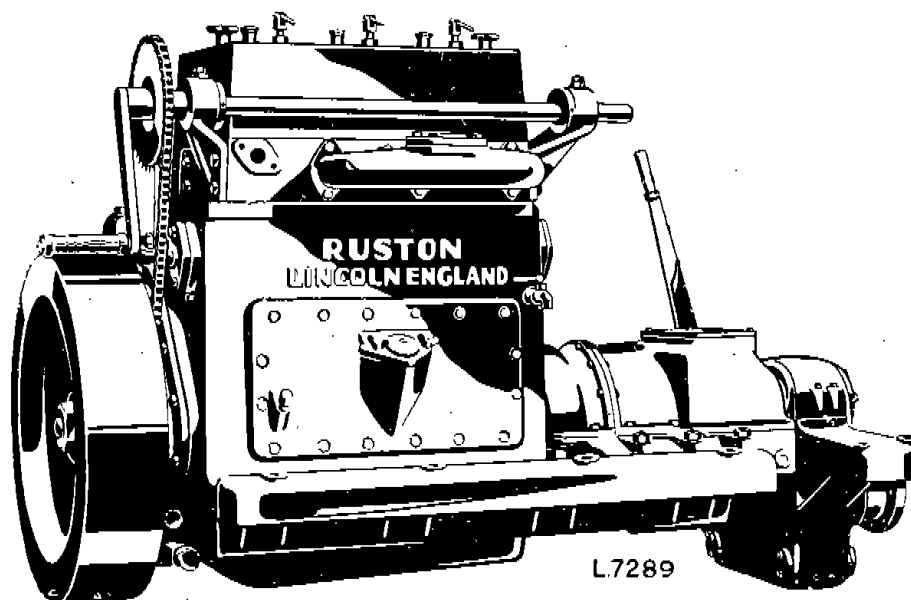
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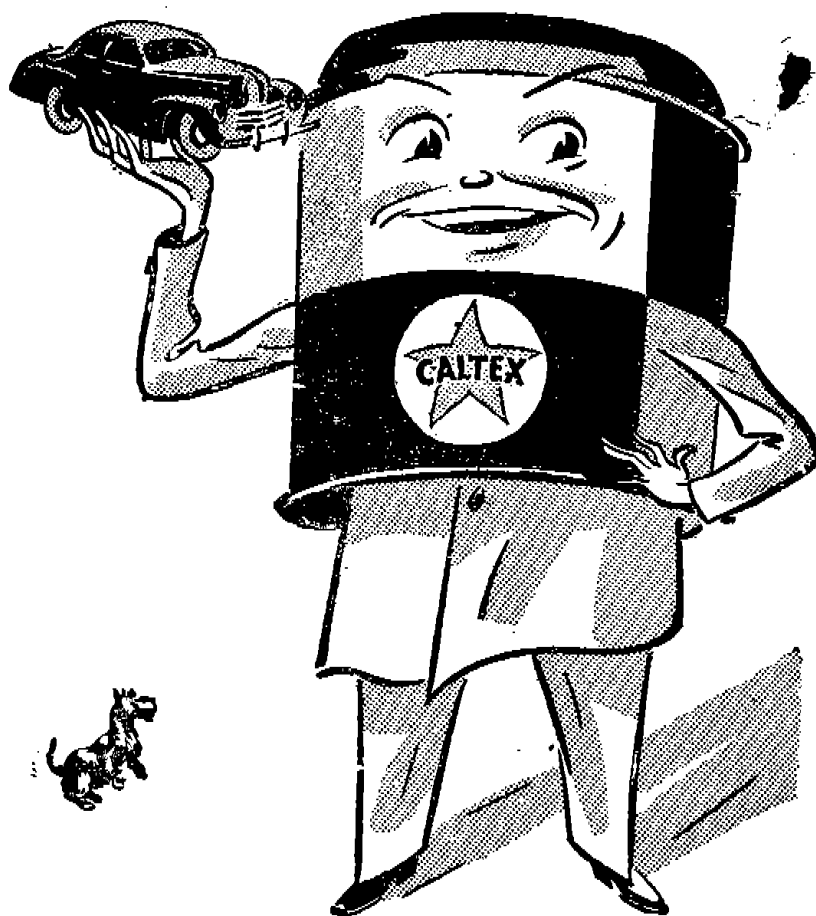
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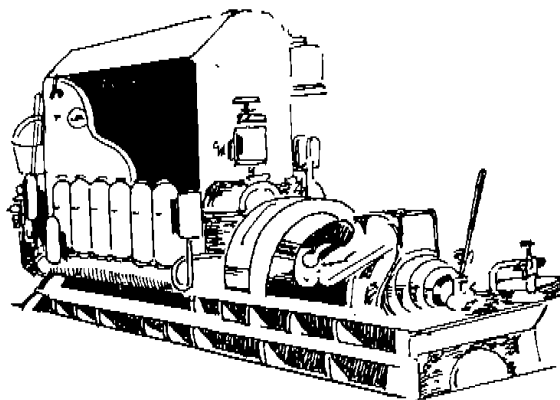
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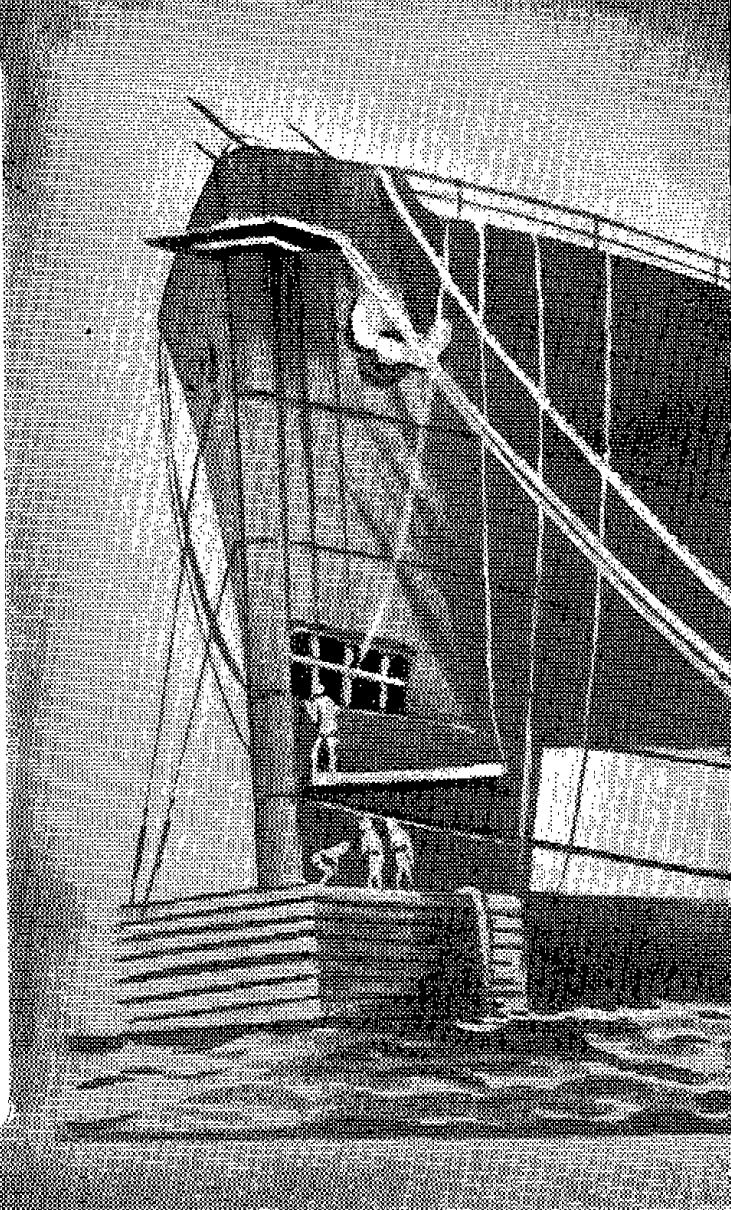
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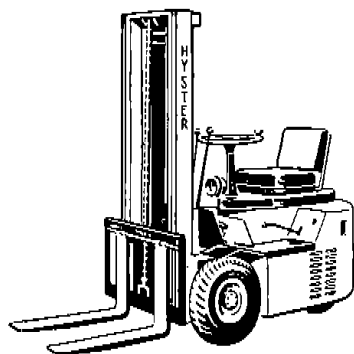
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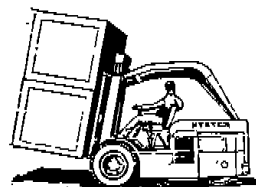
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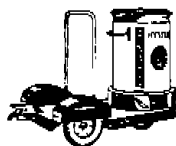
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THE PORT OF COLOMBO QUARTERLY REVIEW



Vol. 3

MARCH, 1951

No. 1

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FRONT COVER

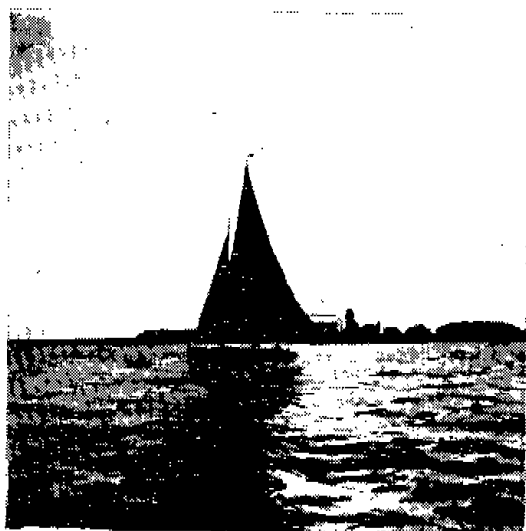


Photo : C. P. Koch

All communications relative to this magazine should be addressed to the Secretary, Colombo Port Commission.

The views of contributors do not necessarily represent the opinions of the Colombo Port Commission.



COLOMBO HARBOUR AT SUNSET

Sailing in Colombo harbour is a pastime almost as old as the harbour itself.

Here is seen a small sailing boat against the background of a Monsoon sky.

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EDITORIAL

Vol. 3.**MARCH, 1951.****No. 1.**

The first issue of the third year of publication of this magazine has many interesting features. Amongst them, our readers will find reference to two events, full of significance, which took place in the Port since the beginning of the year. The first event was the unveiling of a plaque by the Prime Minister, the Rt. Hon. D. S. Senanayake, P.C. The plaque is at the base of the Lighthouse which is being erected to commemorate the commencement of the big eighty-eight million rupee Scheme for the development of the Port of Colombo with deep-water alongside berths. A scheme of this magnitude, coming so soon after the attainment of Independence, is testimony of the far-sightedness and enterprise of the Leaders of new Ceylon. The ceremony, in itself extremely simple, was performed in the presence of probably the most distinguished gathering Colombo has seen for a long time. The Prime Minister after unveiling the memorial plaque at the request of the Chairman, Colombo Port Commission, addressed the gathering in a speech which was warmly applauded.

The second event, referred to in the following pages, was the Exhibition and Carnival which took place to mark the 75th anniversary of the Port of Colombo as we know it today, protected by Breakwaters. This Exhibition and Carnival was a most successful affair, and one of the outstanding places of interest was the Hall of Progress. Here, pictorially, as well as by means of models and exhibits of old equipment which were used by the Colombo Port Commission, some dating over 60 years, a vivid picture of the progress made by the Port during this period was presented.

These two events most appropriately took place on the same day and whilst one gave promise of better things to come, the other commemorated a fine past.

EDITOR

COLOMBO CALLERS



3.—

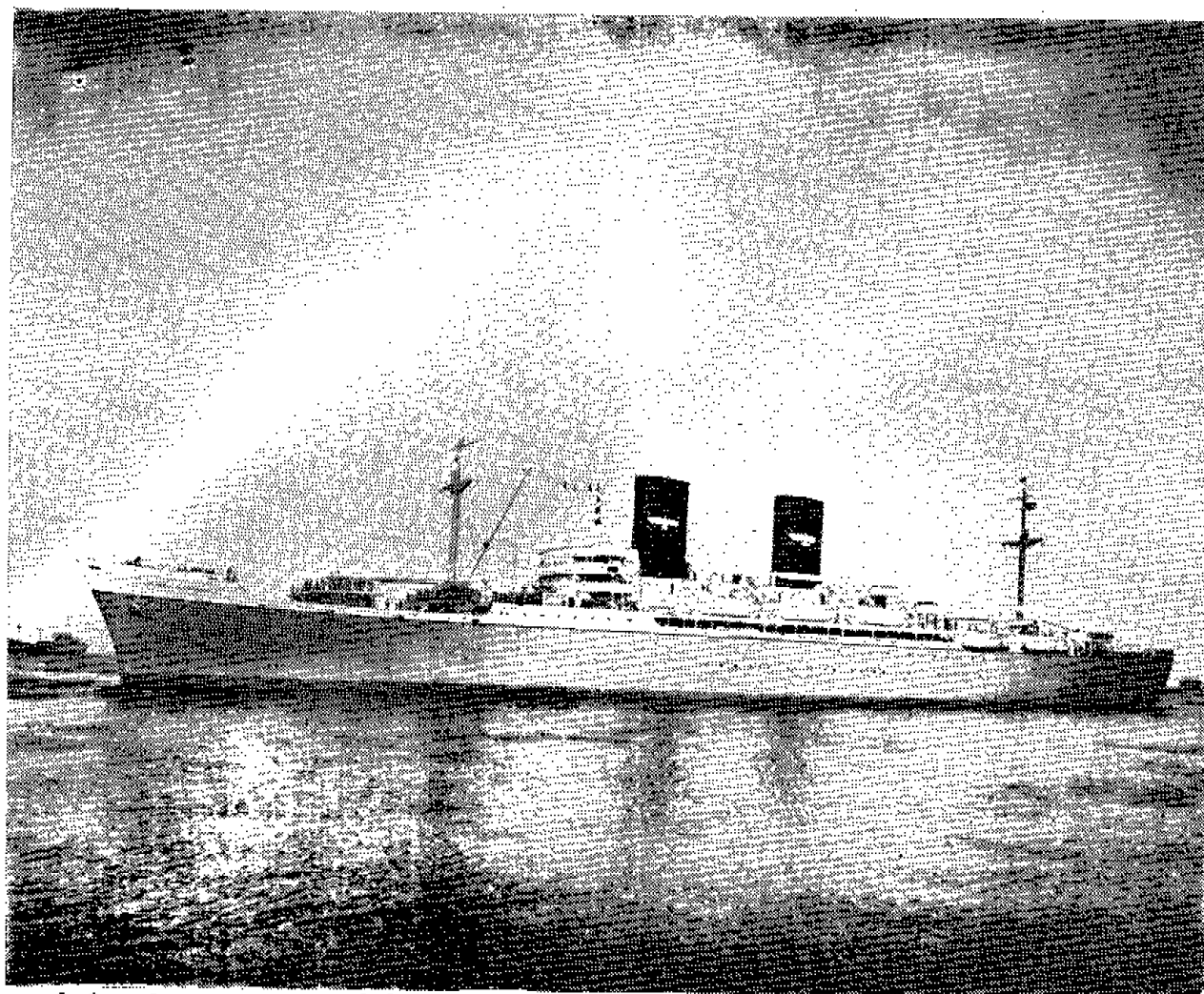
THE AMERICAN PRESIDENT LINES, LTD.

AMERICAN PRESIDENT LINES, LTD., was incorporated August 2, 1929, under the laws of Delaware, under the original name of Dollar Steamship Lines, Inc., Ltd. The change in its name was effected in November, 1938. In 1929, immediately after its incorporation, it purchased the vessels and ocean transportation business of Dollar Steamship Lines, a California corporation, and of The Robert Dollar Company. However, The Robert Dollar Company continued to act as managing agent of the Company's vessels until January 25, 1938, when the Company acquired all the offices, office equipment and personnel in this and foreign countries which The Robert Dollar Company previously had used in handling its activities as managing agent. Dollar Steamship Lines (California) and The Robert Dollar Company were incorporated in 1910 and 1908 respectively, and they thereupon took over and continued to operate a fleet of ships in services between the United States and the Orient which had been commenced by Captain Robert Dollar in 1901. Thus American President Lines and its direct predecessors have a continuity of operations between the United States and the Far East, and have been engaged in furnishing and developing transportation in the Far East, for almost half a century.

Furthermore, the Company is in the line of succession of those providing the principal American steamship services to the Orient which have even a longer history. The Pacific Mail Steamship Company pioneered steamship operation in the Pacific

S. S. "Marine Snapper"—C. 4





S. S. "General Gordon"—P. 2

as early as 1848, starting services to the Orient in 1867. For years this line furnished the only service between the United States and Asia and it was a tremendously important factor in the promotion and development of trade. When Dollar Steamship Lines (California) was the successful bidder in 1925 for the purchase from the Government of the 535s, which had been operated in the Trans-Pacific routes and under the flag of the Pacific Mail Steamship Company, it succeeded to the Trans-Pacific and Oriental business of that Company. Also, the services had been obtained of a number of experienced shipping men who had received experience and training in Pacific Mail Company, many of whom are on the staff of the Company today. As one example, we may cite the case of the Company's Vice-President in Charge of Freight Traffic, who entered the service of the Pacific Mail in 1902. American President Lines is carrying on an American-flag steamship service inaugurated over three-quarters of a century ago.

ROUTES

The Company's Trans-Pacific passenger and freight route normally includes services between United States Pacific Coast ports and ports in Hawaii, Japan, China and the Philippine Islands, including the ports of Honolulu, Yokohama, Kobe, Shanghai, Hongkong and Manila.

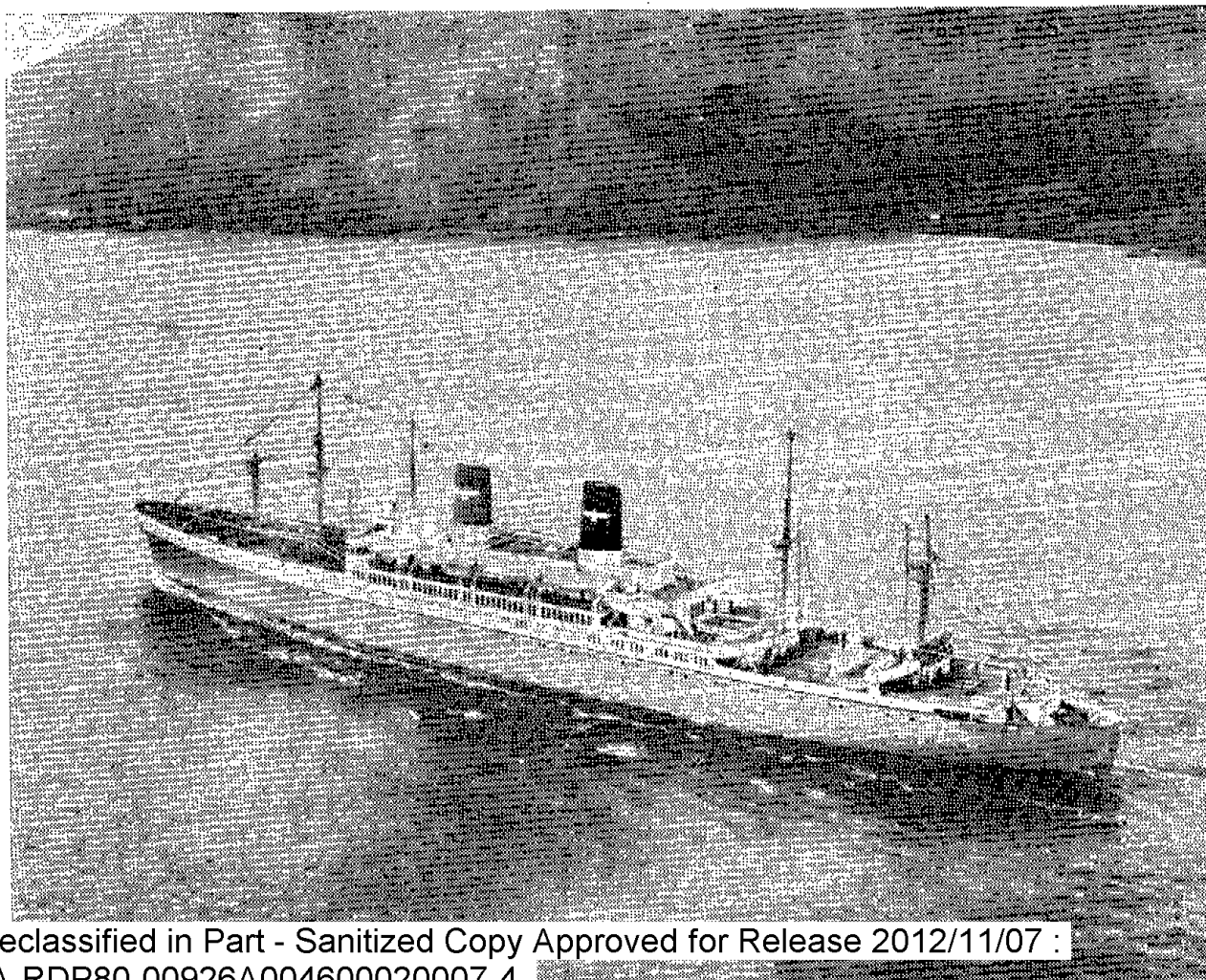
Its Straits Settlements route normally includes services between Atlantic and Pacific Coast ports and ports in Hawaii, China, the Philippine Islands, Indo-China, Thailand, Malaya, East Indies, Burma and New Guinea, including the ports of Honolulu, Hongkong, Manila, Singapore, Penang and Rangoon.

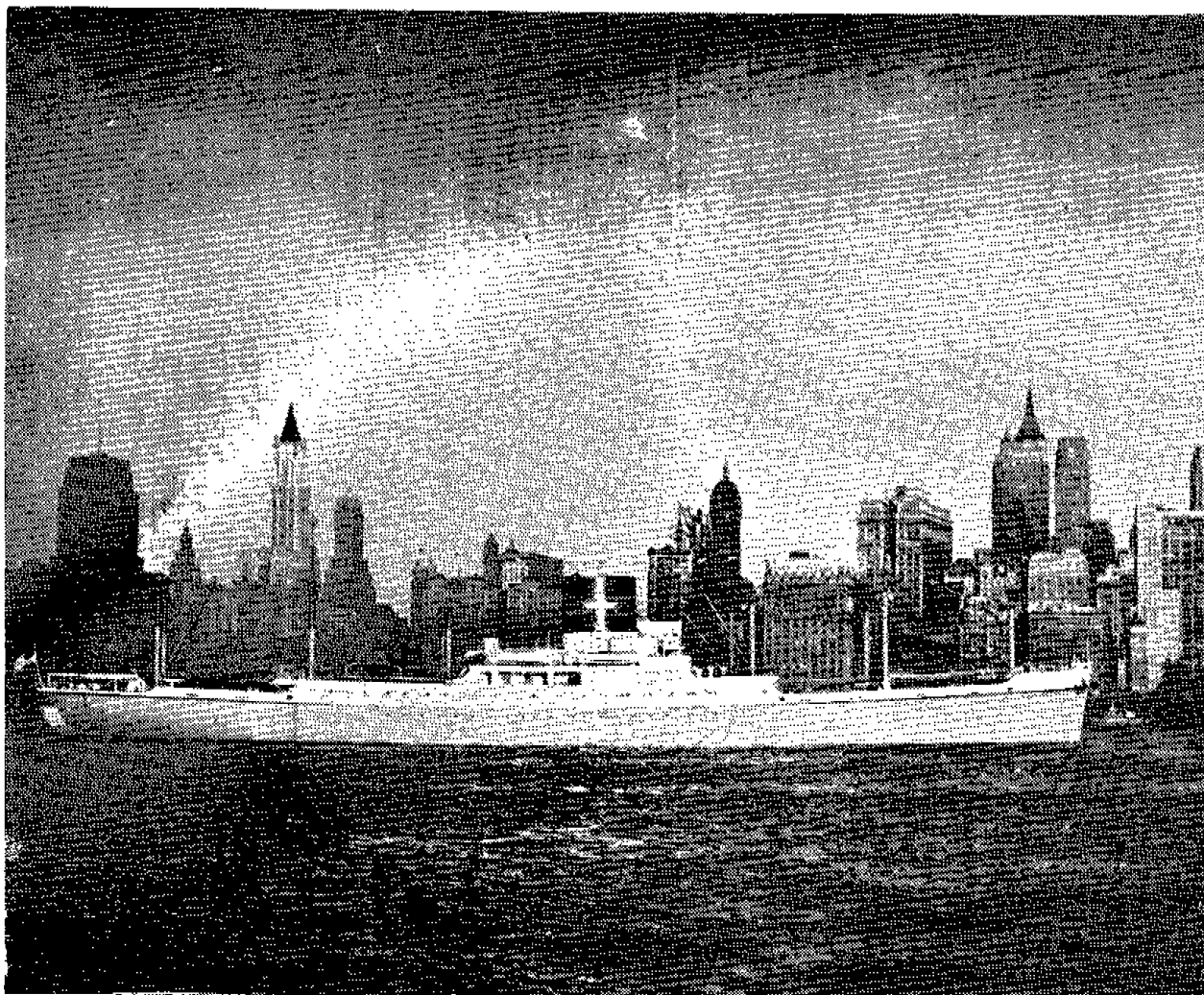
Its Round-the-World route encircles the globe and normally covers 23 ports in 13 countries, and furnishes scheduled passenger and cargo service between the United States and the Far Eastern ports of Kobe, Shanghai, Hongkong, Manila, Singapore, Penang, Colombo and Bombay.

FLEET

Beginning in 1901, when the SS "Arab" was placed in operation to the Far East by Captain Robert Dollar, the number, size and type of ships employed in this service by him, and by Dollar Steamship Line (California) and The Robert Dollar Company after they were incorporated in 1910 and 1908 respectively, have been continually enlarged and improved. By 1929, the fleet of Dollar Steamship Line (California) and The Robert Dollar Company consisted of eighteen American-flag vessels. All these eighteen vessels were acquired by American President Lines in 1929, when it was incorporated under its former name of Dollar Steamship Lines, Inc., Ltd. These included five 18-knot combination passenger and cargo vessels of about 12,500 gross tons each, known as 535 type vessels because of their length; the SSs "President Lincoln," "President Taft," "President Pierce," "President Cleveland" and "President Wilson." They also included seven 13½-knot combination passenger and cargo vessels of about 10,500 gross tons each, known as 502 type vessels because of their length; the SSs "President Harrison," "President Garfield," "President Van Buren," "President Hayes," "President Polk," "President Monroe" and

S. S. "President Cleveland"—P. 2. The "Cleveland" and her sister ship, the S. S. "President Wilson", are two luxury liners operated by the American President Lines for Trans-Pacific cruises.





S. S. "President Jackson"—C 3 P (pre-war). One of seven similar vessels constructed for American President Lines which were turned over to the United States Government during World War II. Following the war, only two were returned—the S. S. "PRESIDENT MONROE" and S. S. "PRESIDENT POLK"—and are now operated by the Company for round-the-world service.

"President Adams." They further included the 13-knot combination passenger and cargo vessel SS "Ruth Alexander" of about 8,100 gross tons, and five dry cargo vessels, the SSs "Stanley Dollar," "Melville Dollar," "Steuart Dollar," "Margaret Dollar" and "Diana Dollar."

Thereafter the Company not only continued the long-established Far East services without interruption, but new vessels were added.

In 1929 the Company acquired the SS "President Johnson" (ex "Manchuria") and the SS "President Fillmore" (ex "Mongolia"); 14-knot combination passenger vessels of about 16,000 gross tons.

In 1931 the Company acquired its two magnificent new 21-knot luxury liners, the SS "President Hoover" and SS "President Coolidge." These vessels operated on regular schedule between the United States and Honolulu, Yokohama, Kobe, Shanghai, Hongkong and Manila.

In 1939 commitments were made for the purchase of seven new 16-knot combination passenger and cargo liners of about 9,250 gross tons each of the modern and improved C-3-P design. Before war conditions intervened and made further deliveries

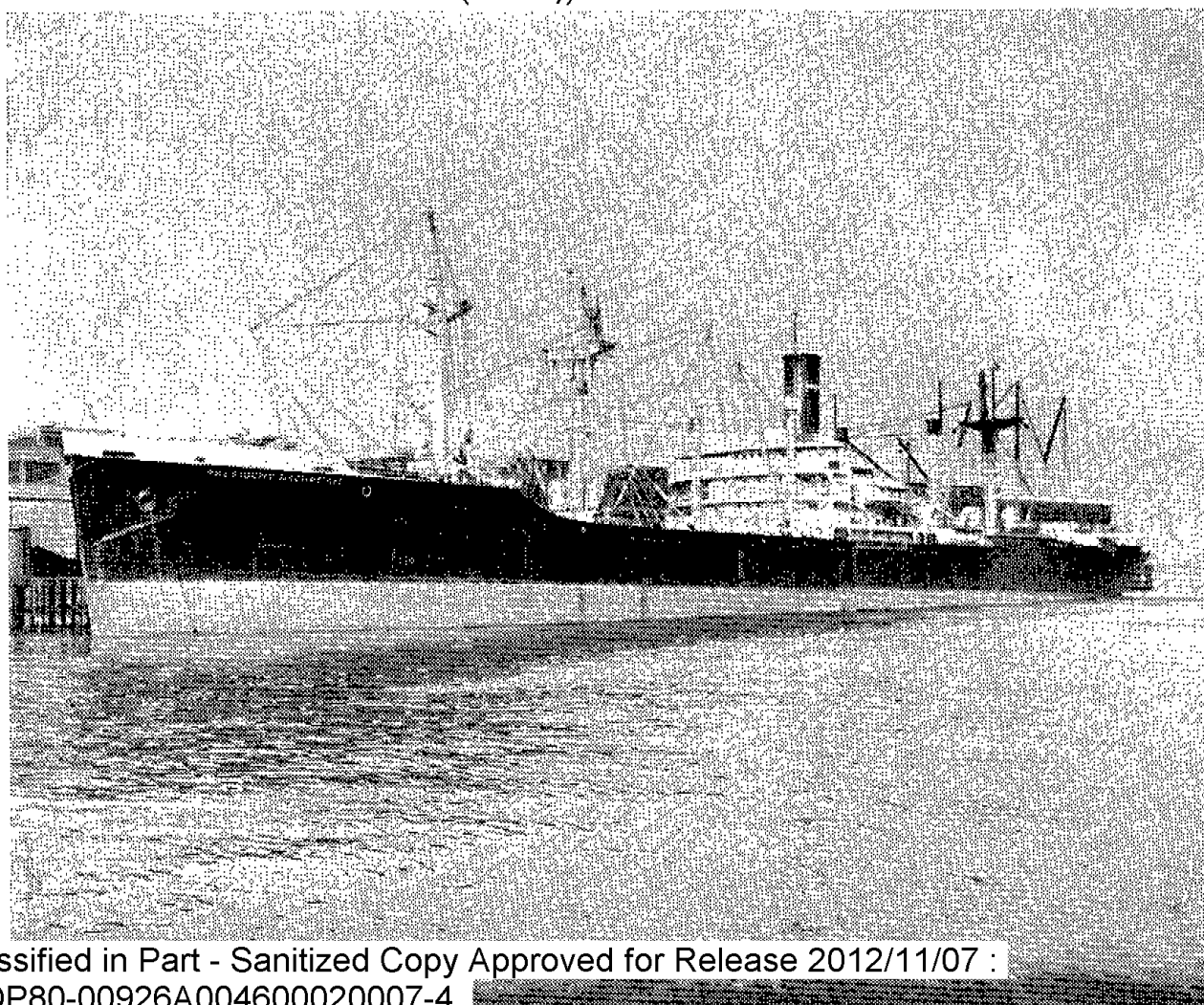
impossible, six of these vessels were delivered and placed in operation on the Company's round-the-world route. The remaining vessel when completed was taken directly from the builders by the Government for use in war-related operations.

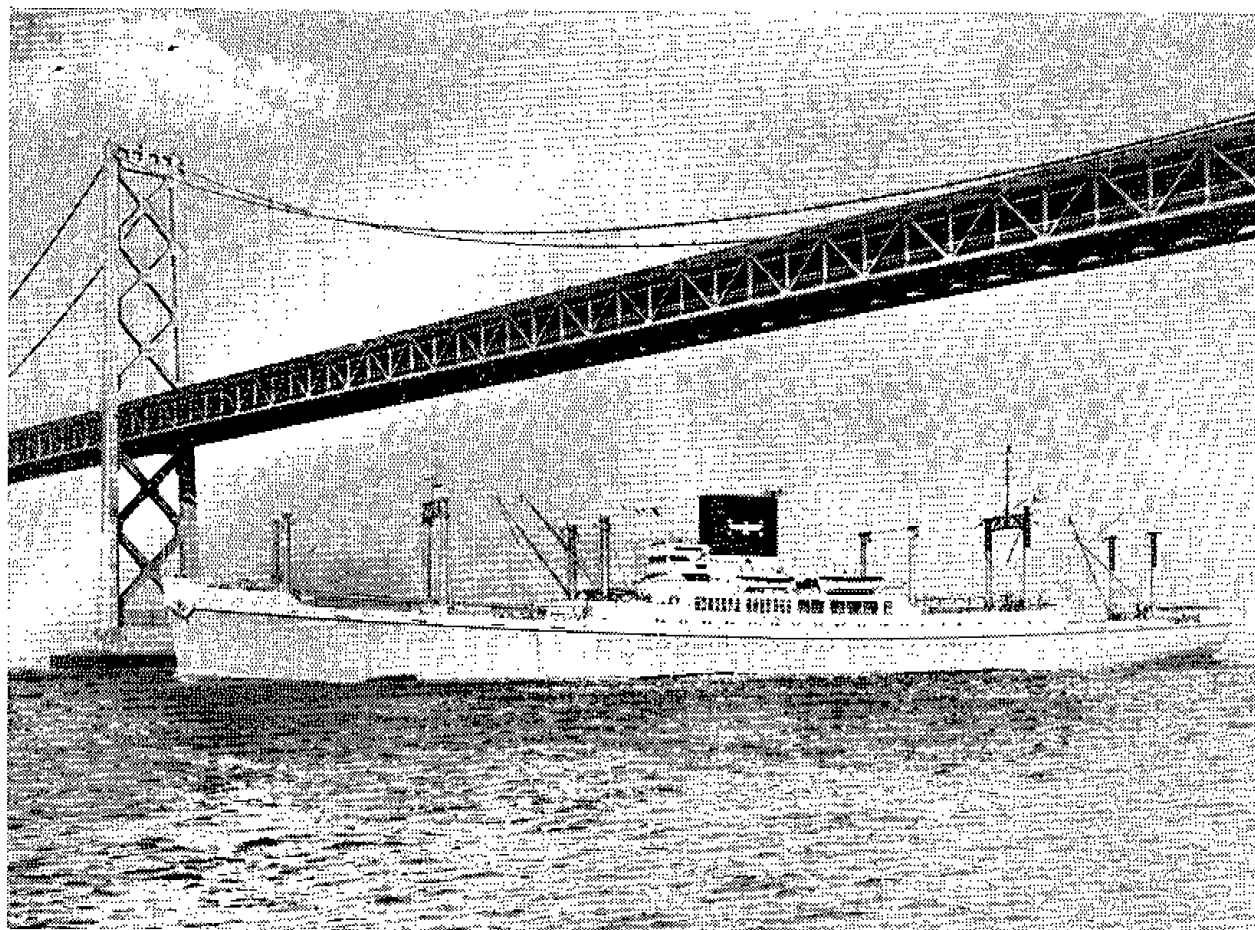
In line with its policy of furnishing the travelling and shipping public with transportation facilities of the latest and most modern design and keeping in step with the developments in the transportation field, American President Lines has from time to time disposed of its older vessels as they become obsolete and as new replacements were obtained. As a result of this program, and as a result of the loss of the SS "President Hoover" in 1937 when she went aground off Formosa, the fleet of the Company at the end of 1940 consisted of fifteen vessels with an aggregate deadweight of 181,703 tons, in addition to five new C-3-P's for which commitments had been made but which had not been delivered. In addition, the Company operated or handled a number of other vessels under charters and agency agreements.

1937-1938 READJUSTMENTS AND REORGANIZATION

During 1937-1938 various readjustments were effected. The reasons therefor and the proceedings taken in connection therewith are fully set forth in two printed compilations of the United States Maritime Commission entitled "Financial Readjustments in Dollar Steamship Lines Inc., Ltd.", United States Maritime Commission, February 17, 1938, United States Government Printing Office, Washington, 1938, and "Reorganization of American President Lines Ltd. (Formerly Dollar Steamship Lines Inc., Ltd.)", United States Maritime Commission, April 10, 1939, United States Printing Office, Washington, 1939.

S. S. "President Buchanan"—A P. 3 (or victory)





S. S. "President Polk"—C 3 P

The Principal results were (1) new preferred stock was authorized, and this stock, and a new issue of debentures (which subsequently have been called and paid in full), were issued to creditors in discharge of indebtedness, (2) the Maritime Commission acquired from parties closely identified with the controlling management 2,100 shares of Class "B" stock and 113,206 shares of Class "A" stock, (3) changes were made in the management, (4) the name of the Company was changed from Dollar Steamship Lines Inc., Ltd., to American President Lines, Ltd., (5) managing agency contracts were terminated and the Company took over the personnel of the managing agent and acquired the offices and facilities of the managing agent, (6) the Company entered into a five-year operating-differential subsidy agreement with the Maritime Commission (which subsequently has been extended), (7) loans (which subsequently have been paid in full) were made to the Company by the Maritime Commission and the Reconstruction Finance Corporation to rehabilitate vessels and for working capital, (8) modifications were made in respect of the long-term outstanding mortgage and bank indebtedness (which subsequently has been paid in full, both as to amounts of obligations and terms and time of payment.)

After the completion of these adjustments, the Company aggressively and successfully proceeded with a program of improvement and expansion of its services, and further advanced its long-held position as the predominant and leading American transportation organization in the Far East. The war then intervened.

COMPANY GOES TO WAR

As quickly as voyages in progress at December 7, 1941 (Pearl Harbour) could be terminated, the Company's entire fleet was placed under bareboat charter to the War Shipping Administration and all commercial operations ceased.

As agent for the War Shipping Administration in the handling of its own remaining vessels (under bareboat charter) as well as vessels under the control of the War Shipping Administration under Class A agency classification as General Agent, Berth Agent and Sub-Agent, American President Lines handled between 120 and 150 vessels, including foreign flag in various parts of the world.

CONCLUSION

For almost half a century, American President Lines and its direct predecessors have furnished transportation services between the United States and the Far East continuing an American-flag service inaugurated over three quarters of a century ago. It has continued the development of American transportation in the Far East. It knows Far East transportation. It is acquainted with the location and sources of traffic, both passenger and freight. It knows the people, the public officials, foreign trade conditions and commercial practices in the Far East. It is familiar with the intricacies of Far East money exchange, immigration laws, public health, quarantine, customs, laws and regulations. By long experience it has learned how best to handle the transportation problems peculiar to the Far East and inherent in Far East transportation operation. It has successfully met the extensive and formidable foreign competition in the Far East transportation field. It is the only American transportation Company having a complete organization in the Far East.

Through its experienced and well-maintained organization, offices and agencies throughout the United States, Asia and various other parts of the world, it has resumed these important services and is carrying on its traditions as the premier American-flag line in the Oriental trade.

OUR VISITORS

*"The time has come," The Walrus said
"To talk of many things
"Of ships and shoes and sealing wax
"Of cabbages and kings."*

LEWIS CARROLL.

The first steamer of the Prince Line, the "Saxon Prince," was launched 69 years ago. Since then over a score of ships have been launched or acquired for this fleet.

The latest addition to the Prince Line, the "Cingalese Prince," called at Colombo on December 18, on her maiden voyage. The grey and white vessel, with its attractive red and black funnel with the white plume "trade-mark," will operate on the New York-Far East-Round-the-world service exclusively. She is the first of two cargo-cum-passenger liners built for the Prince Line by Vickers Armstrongs Ltd.

On her passage out, the vessel ran into a 125 m.p.h. typhoon off Korea. The inclinometer jammed at 45°. The Captain was among those injured.

* * * * *

Also in harbour on December 18, were the Royal Indian Navy frigate, H.M.I.S. "Sind" and the Royal Pakistan Navy Minesweeper "Baluchistan."

The "Sind," one of the newest additions to the Indian fleet, was here on a routine visit, while the "Baluchistan," the newest minesweeper in the Pakistan fleet, called to enter dry-dock for repairs.

Anchored side by side and close to the Passenger Jetty, the two vessels attracted many visitors.

* * * * *

Almost a month behind schedule because of hitting a violent storm just outside San Francisco, the American President Line ship "President Johnson" put into port on December 18, after repairs.

Miss Ruth Harris, teacher of Sociology at Mills College, California, one of the leading girls' colleges in the U.S.A., left the vessel at Colombo, with the intention of studying social conditions here before going on to India, Egypt and Europe for the same purpose.

Miss NORMA G. FERRIS

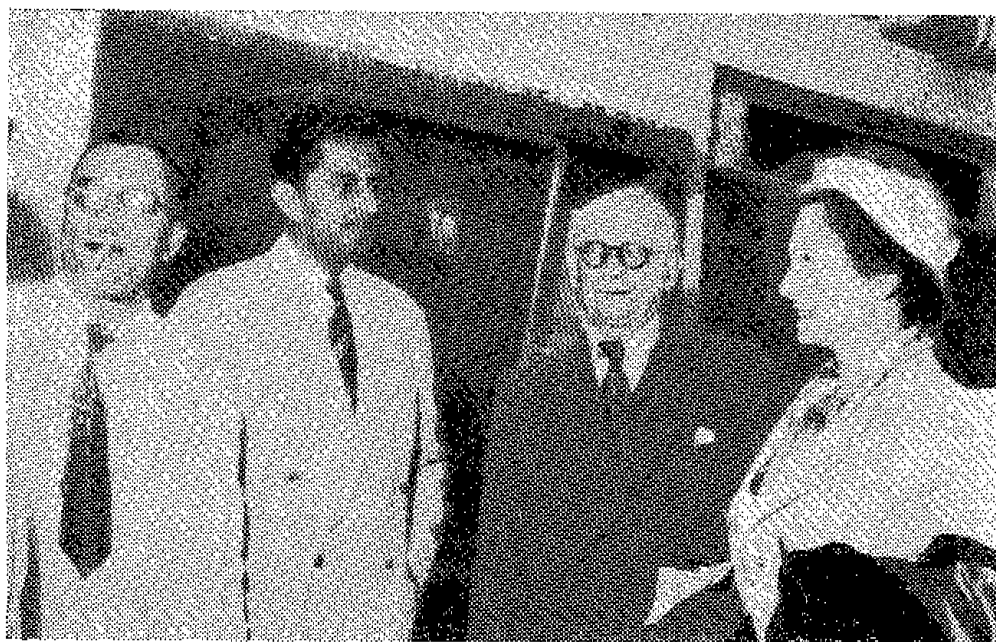
Photo : Times

On board the "Orontes" when she called here homeward bound on January 8, were the U.K. delegates returning from the Commonwealth Parliamentary Conference they had attended in New Zealand.

Also on board was Miss Norma G. Ferris, well-known member of the Australian Broadcasting Commission.

* * * * *

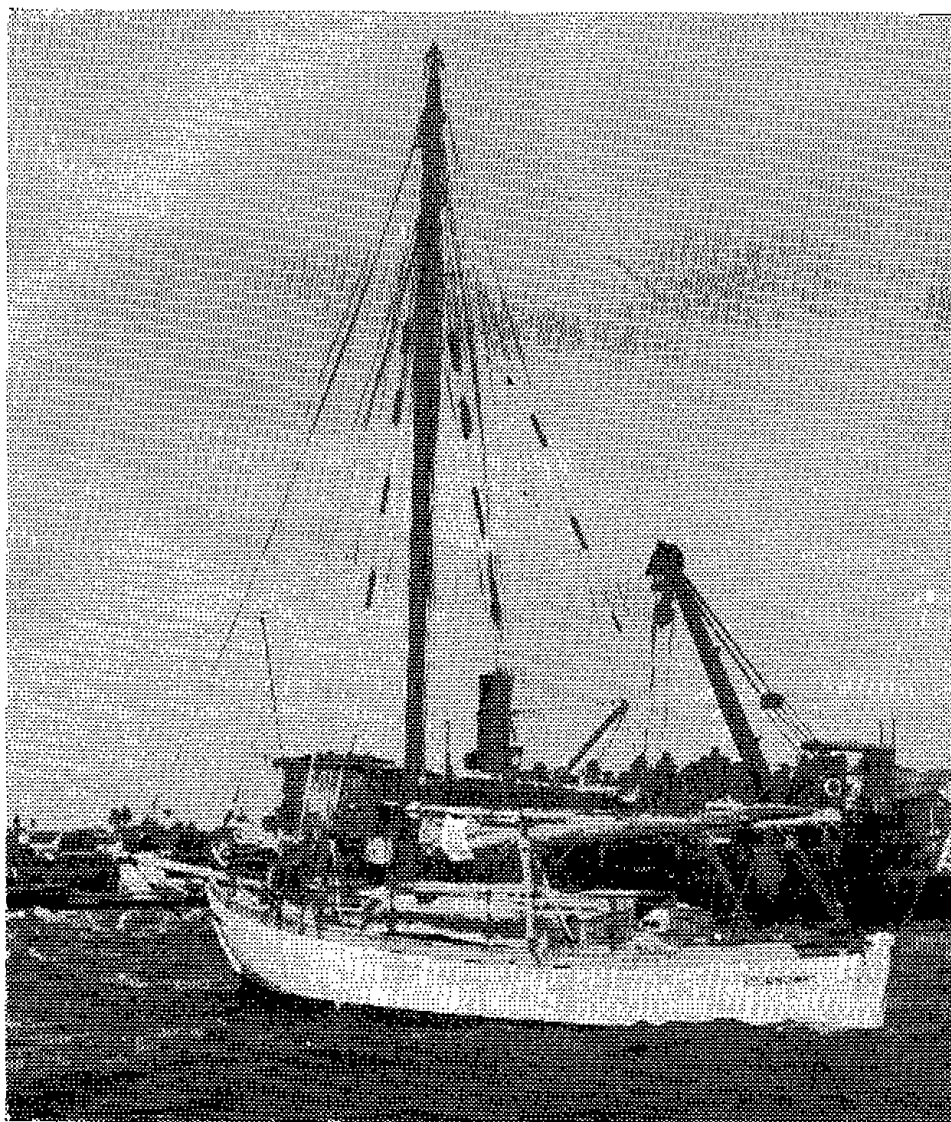
M. Edmond Billiard, Managing Director of the French Company Messrs. Schneider & Billiard, partners in the French Combine executing the Colombo Port Development Scheme, arrived by air accompanied by Mme. Billiard on January 19, on a visit of inspection and for consultations with the Port Authorities.



M. & Mme. Billiard with Mr. P. Nadesan (Director of Civil Aviation) and Mr. K. Mchendra (Managing Director of Bousteads, Ltd., the local agents of the French firm).

Photo : Times

Sun-burnt and fatigued after his long sea-trip, a lonely bachelor, 39-year-old Mr. Alfred Petersen of Brooklyn, New York, put into Colombo harbour on January 22, in his own yacht "Stormoway" on a round-the-world cruise which started in April, 1949. He plans to be out at sea for another one and a half years before he returns home *via* the Red Sea, Mediterranean and West Indies.



"Stormoway"

Photo : Times

* * * * *

An American, Mr. Edward Sanderson and his Australian wife Dorothy, sailing round the world in a magnificent 45 ft. 20-ton yacht, the "Sari Marais," put into port on January 23, after leaving Brisbane in June, 1949.

Mr. Sanderson is a 47-year-old civil engineer who "got sick of living by the clock year after year." He is assisted by his wife, and an ex-R.A.F. man, Mr. R. Parbury, who joined the couple at Penang.



Mr & Mrs. A. HERMIL
Photo : Times

Mr. A. Hermil, General Manager of the Compagnie Industrielle de Travaux, the other French firm that forms the Combine entrusted with the development of the Port of Colombo arrived by plane on January 31, accompanied by his wife.

Mr. Hermil is a renowned expert on port construction. He will stay here for about three weeks inspecting the work done so far on Stage I of the Colombo Port Development Scheme.

* * * * *

Lord Francis James Rennel, one time President of the Royal Geographical Society, passed through Colombo with Lady Rennel on February 6, in the "Strathaird" on his way to Australia on a business trip.

Lord and Lady Rennel were the guests of Lord Soulbury, Governor-General of Ceylon, during their brief stay in Colombo.

* * * * *

Other distinguished passengers travelling on the same vessel were Professor Matthew John Stewart, who was until recently Professor of Pathology, University of Leeds, and Dr. D. W. Pickles, an expert on epidemiology.

* * * * *

The crack P. & O. liner "Chusan" put into port on February 9, with over 700 passengers, including 110 passengers for Colombo.

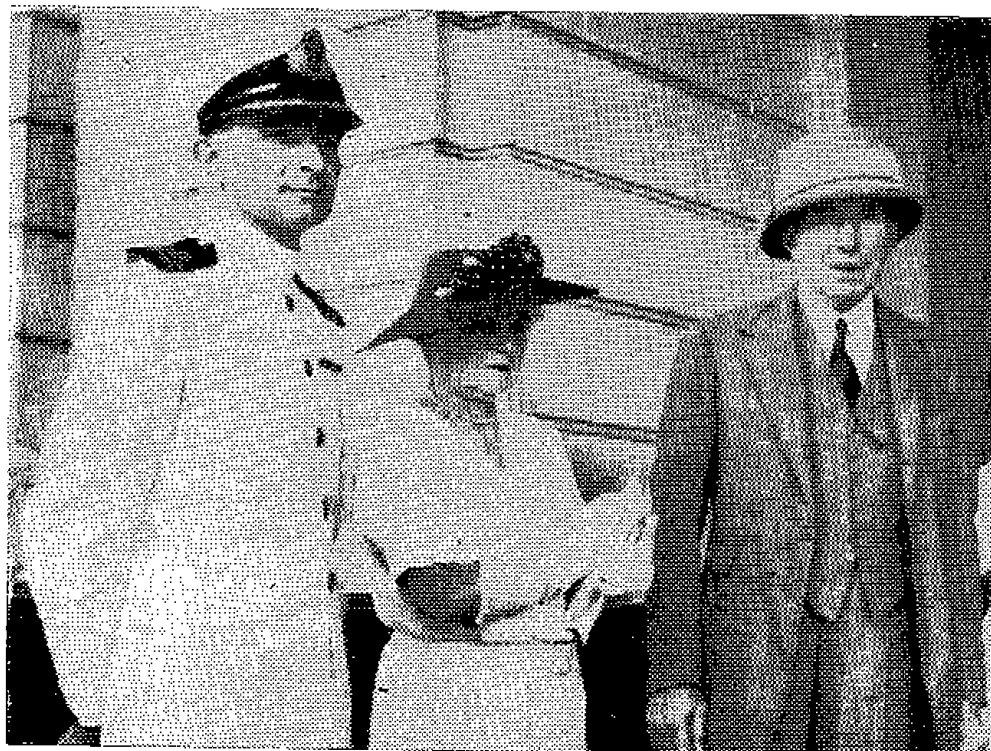
Four active 'flu cases on board had made the Bombay Port Authorities debar her from entering harbour.

In Colombo, however, she was granted "restricted pratique" and, although no visitors were allowed on board, transit passengers were allowed to come ashore.

A record quantity of over 3,000 bags of mail (a large part of which was intended for various parts of India and Pakistan) had to be landed here.

Among the passengers disembarking here were Sir Arthur and Lady Guinness and Vice-Admiral Sir Geoffrey Blake (retired) and Lady Blake. They were met at the jetty by Lt.-Commander Maulden, Senior British Naval Officer, Colombo. Sir Geoffrey was Gentleman Usher of the Black Rod from 1945 to 1949.

Sir Arthur, who is here to recuperate his health, is a partner in Guinness, Mahon & Co., a firm of bankers in London, and is a past President of the International Chamber of Commerce.

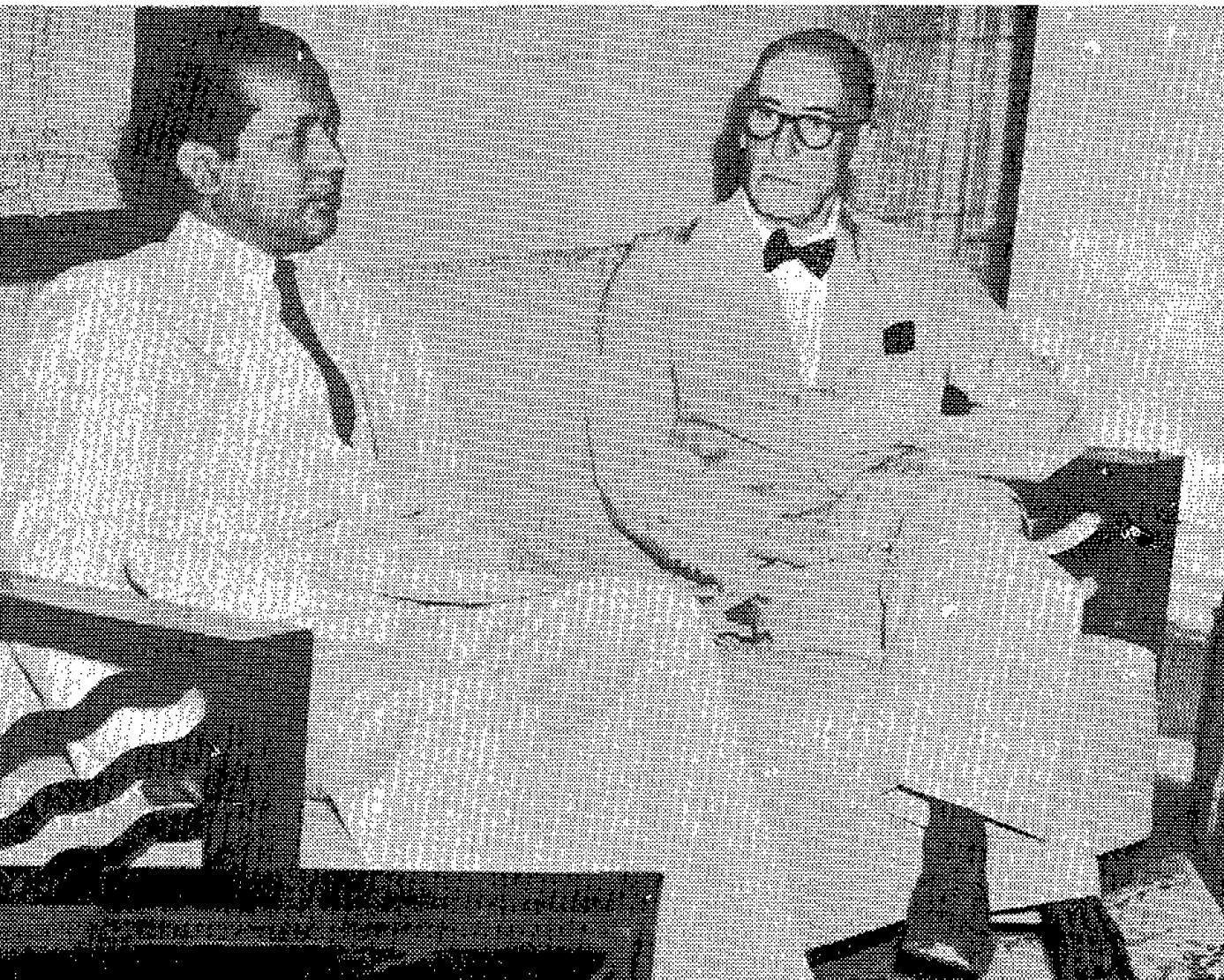


Lt.-Comdr. MAULDEN, R.N. LADY BLAKE

Sir GEOFFREY BLAKE

Photo : Times

Among the distinguished passengers who passed through Colombo on February 14, in the "Orion" were Sir Howard D'Egville, Secretary-General, Commonwealth Parliamentary Association, and Mr. D. Ross Mc Larty, Premier of West Australia, accompanied by his wife and his Under-Secretary, Mr. R. H. Doig.



Sir Howard with Mr. Albert Peiris, Speaker of the House of Representatives.

Photo: Times

* * * * *

Sir Lionel and Lady Kearns and Hon. E. C. Summerland, C.B.E., President of the Country Party of New South Wales also passed through in the same vessel.

* * * * *

Three Russian vessels the "Sergi Pulerin," "Hokage Koshandoc" and the "Sugaru" put into port for bunkers on January 31. They were followed by another, the "Perekop," on February 8. Five others, which were expected, failed to put in an appearance.

Whereas Russian ships are fairly frequent callers, the German ship "Kolonius" and the Turkish ship "Kanal" which touched at Colombo on February 15 and 16 respectively were the first ships of these nationalities to call at this port since the end of World War II.

The "Kolonius" was carrying a cargo of coal from Calcutta to Britain, while the "Kanal" had a cargo of 4,500 tons cotton for Japan.

* * * * *

Copenhagen-born, 38-year-old Mr. Arvid Klemensen, official photographer of the Maersk Line, spent six weeks in the Island where he took 7,000 ft. of colour movies and sound recordings.

He is on a round-the-world trip making a documentary film of the activities of the Maersk Line at Ports all over the world.

In an interview with a "Times" reporter he said: "The best place I have visited in the world is Japan, with Ceylon second on my list. But if there should be a paradise on earth, it should be Ceylon. Your people should feel proud they are living in Ceylon. The dresses of your women are so colourful and charming that I wish our women could be dressed in just as charming a way."

He is pictured below with the two beautiful Ceylonese receptionists employed at the Tourist Bureau Information Kiosk in the Passenger Jetty.

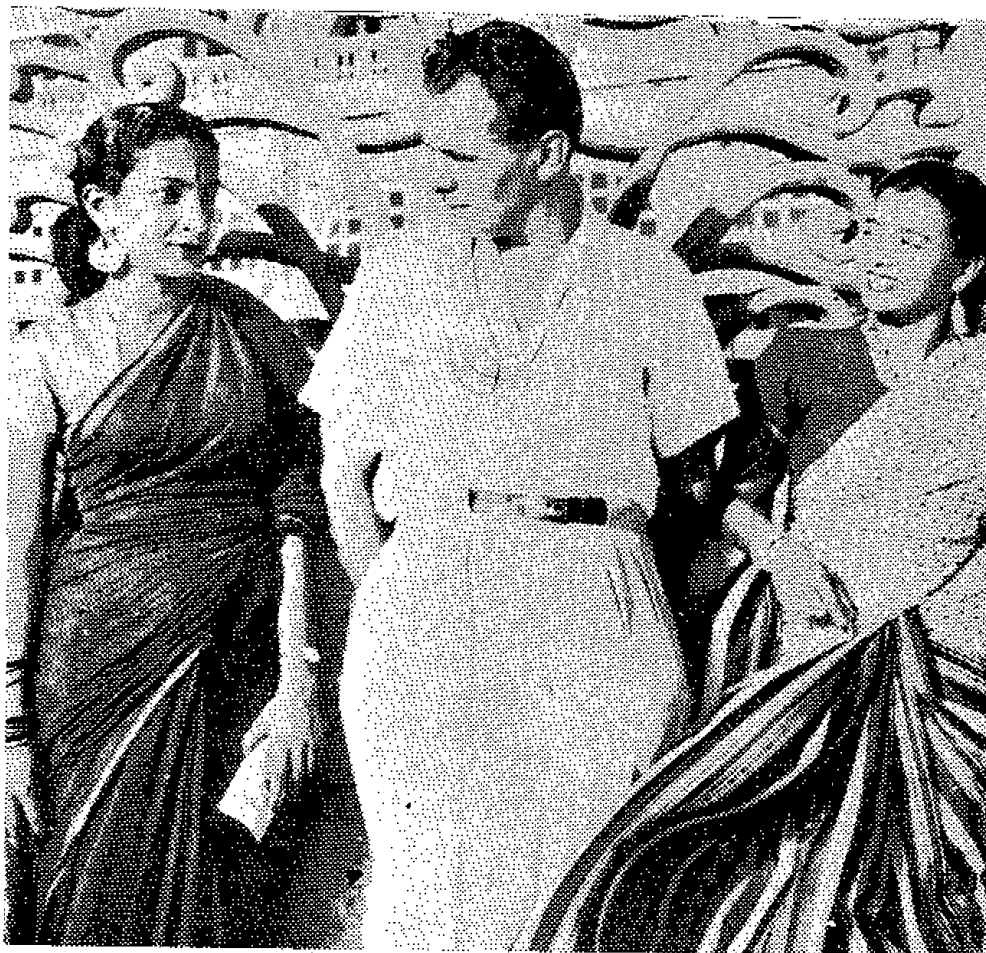


Photo : Times

ADDENDUM

FOR

"OUR VISITORS"

Air Marshal Sir Francis J. W. Mellersh, K.B.E., A.F.C., Air Officer Commanding, Malaya, passed through Colombo on s.s. "Corfu" on January 30, accompanied by Lady Mellersh. They were met on board by Air Commodore F. L. Pearce, C.B.E., D.S.O., D.F.C., Air Officer Commanding, R.A.F., Ceylon, and spent the day with him.

Air Marshal Mellersh is returning to the U.K. to take up the appointment of Air Officer i/c Administration at Headquarters, Bomber Command.

The Colombo Harbour Police

— By —

S. A. DISSANAYAKA, ESQ.,

Superintendent of Police, Ceylon Ports.

The need for policing the Harbour was first recognized in the latter part of the last century when the protective works, which converted Colombo Harbour from an open roadstead to the large artificial harbour it is today, were first started. It is, therefore, appropriate that a brief history of the Harbour Police should now be penned, for the 75th Anniversary of the Port of Colombo also marks the attainment of a hoary age by this special branch of the Police Force.

The earliest reference to its existence occurs in the Administration Report of Major L. F. Knollys, C.M.G., Inspector-General of Police, in 1891, which reads :—

“The work in the Colombo Harbour has greatly increased, and the Harbour Police are barely able to cope with it. It will probably be necessary to increase this Force shortly.”

In 1892, they are mentioned again :—

“Forming a portion of the Colombo Division Police are the Harbour Police.

During the year this body consisted of 4 Police Sergeants and 14 Constables.”

This number was considered inadequate and, in addition to an increase in personnel, it was proposed to increase the number of boats and “to purchase a Hulk for the accommodation of officers and men so that they may be always ready and conveniently located for their work in the Harbour.” In 1894, applications were called for a *Separate Harbour Police*. Ability to row, swim and work in rough seas, were the qualifications stressed, and naturally the chosen nucleus were drawn from boatmen employed in passenger boats and dubash canoes, and consisted chiefly of Malays, Malayalees and a few Sinhalese. Twenty-four men were recruited to patrol the Harbour on the look-out for smuggling and allied breaches of the law. European Police Sergeants were appointed to visit ships and examine passports. The new separate branch—the Harbour Police—was placed under the control of the Deputy Inspector-General of Police, Criminal Investigation Department. This connection between the Criminal Investigation Department and the Harbour Police was originally constituted because of the fact that Ceylon's situation on the main route between Europe and the Far East and Australia resulted in a very large number of persons passing through its chief port, Colombo. The Ceylon Police were and are constantly being requested by the Police of other countries to mark down, arrest, or report on the movements of undesirable characters or fugitive offenders on their way to India, Australia or the Far East. The Criminal Investigation Department thus acted as a clearing house and did a considerable amount of work for the Police of other countries.

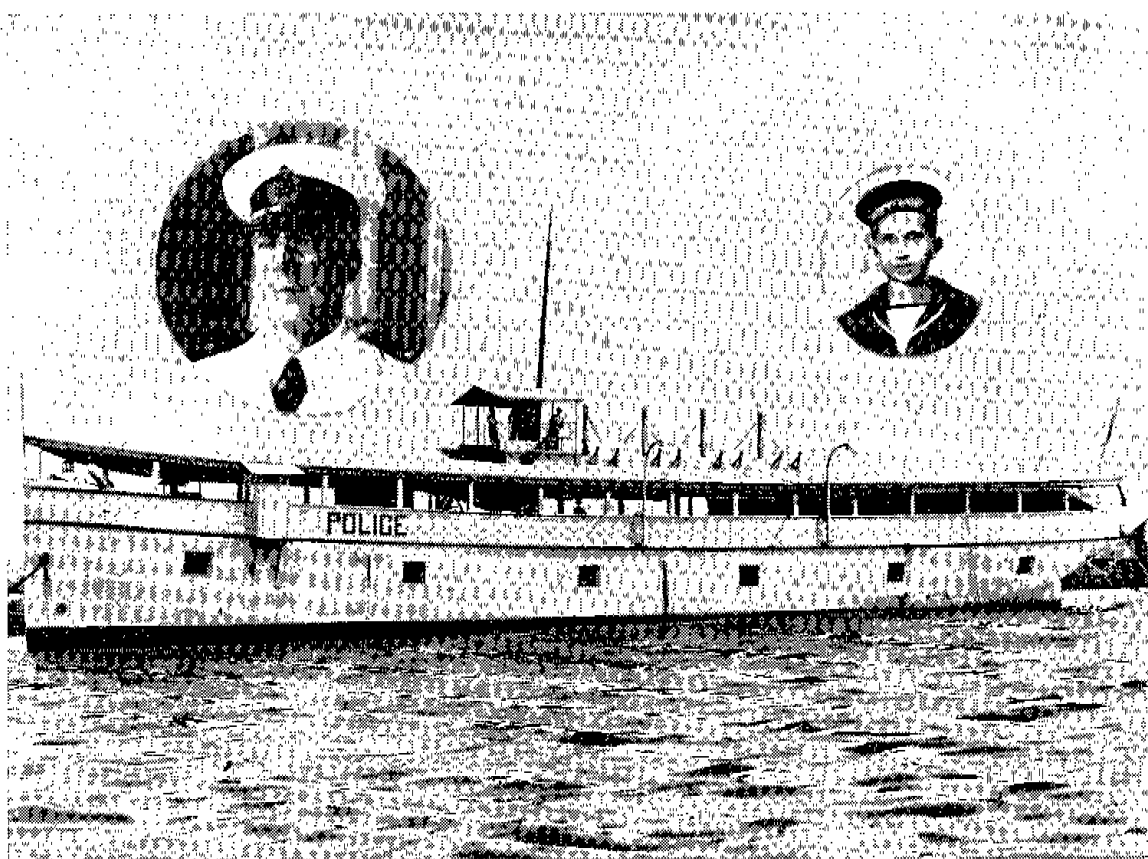
The Harbour Policemen were first housed in barracks at Galle Buck and, as there was no separate Harbour Police Station, they had to muster at the Fort Police Station every morning to be detailed for duty. These men had two shifts of 12 hours each to perform—from 6 a.m. to 6 p.m. and from 6 p.m. to 6 a.m. The absence of a separate station, however, was a great handicap to the branch, and in 1895, a Lighthouse Service Sailing Craft moored near the Yacht Cub was occupied as the first Harbour Police Station and proved of great advantage.

In 1897 an outbreak of plague was the occasion for the enactment of the "Quarantine and Prevention of Disease Ordinance, 1897," "to make provision for preventing the introduction into the Island of the plague and all contagious or infectious diseases, and for preventing the spread of such diseases in or outside the Island." The Harbour Police were detailed to enforce the Ordinance and for that purpose were placed under the control of the Hon. Mr. L. F. Lee, Principal Collector of Customs. The Police had to see to it that all crews signed on and off in Colombo were placed in quarantine on board a schooner named "Sultan Sikander," which was moored near the Yacht Club. The connection between the Harbour Police and Quarantine duties was thus from the beginning, a very close one, and even the idea of a floating, instead of a land Police Station, was conceived of to facilitate what was originally the most important of their duties, namely to send all persons boarding and leaving vessels for disinfection, and to escort the last lot of labourers for disinfection to the Floating Disinfection Station. This last was a Hospital Ship, brought in tow from Singapore, and fitted with disinfecting apparatus.

The epidemic over, a permanent Disinfecting Station was built in 1901 at the root of the South-West breakwater, and the Hospital Ship—the famous Police Hulk of the next twenty years—became the second floating Harbour Police Station, connected by telephone to the Criminal Investigation Department Office.

The principal duties of the Harbour Police then were the enforcement of Quarantine Regulations, the prevention of smuggling of arms, opium and drugs, the supervision of criminals and the investigation of crime in the Harbour, as well as dealing with stowaways and destitute emigrants.

Police Hulk

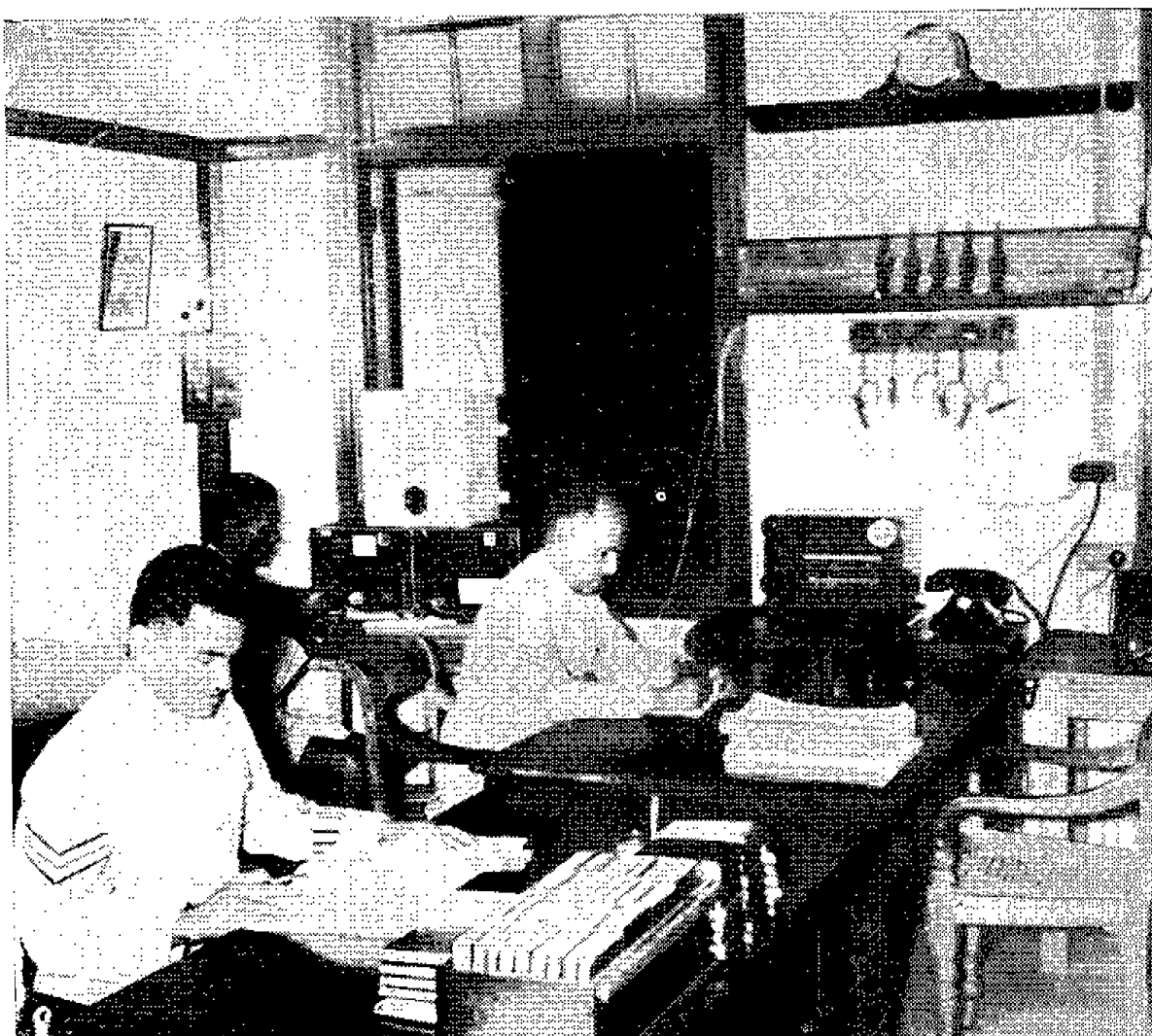


Inset in the photo above are (i) Chief Inspector Ashton who served in the Harbour Police from 1906-1931, and (ii) a Policeman in the uniform worn during that period.

For thirty-two years the Colombo Harbour Police worked from a floating station but it was gradually recognised that the advantages of a land over a floating station were overwhelming. Transport from shore to station required extra boats and launches as well as personnel to man them, whereas the upkeep charges would be much less on land, where accommodation for Police and prisoners, and their meals, would be easier to obtain. When the Passenger Jetty was being built in Colombo, therefore, the opportunity was taken to provide the necessary room for the Harbour Police Station in the new Passenger Jetty Buildings. Besides the Police Station and Office, and accommodation for Police personnel, a look-out was built on top of the Jetty, with telephone communication between the Charge-Room and the Look-out. The Harbour Police finally moved into its present position in the Jetty Buildings in 1928 when it came under the same roof as the Customs, the Preventive Staff, the Port Surgeon, and representatives of the Railway, Telegraph Office, Port Office, etc. The great advantage was that the passenger landing at Colombo could be directed from one Department to another and get all his business done under one roof. Apart from that, the bottom of the Hulk had to undergo periodical repairs, temporarily disorganising the Police Station, which, after it was housed in the Jetty, was brought into closer contact with the shore Police and the C.I.D. Meanwhile, the Hulk had sprung a leak and was condemned, and an era in the history of the Harbour Police came to an end.

Harbour Police Station

Photo : Colombo Port Commission



IT'S WORTH

THE PORT OF COLOMBO

IT IS READ A

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SPAIN
PORTUGAL
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INDIA
S. AFRICA
CHINA
DUTCH EAST INDIES
PHILIPPINES
AUSTRALIA
NEW ZEALAND

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U. S. A.
MIDDLE EAST
SOUTH AFRICA
INDIA
BURMA
MALAYA
PHILIPPINES
AUSTRALIA
NEW ZEALAND
TASMANIA

In December, 1925, in conjunction with the Harbour Police a Foreshore Police Station was established to maintain order on the coal grounds, prevent and detect thefts on ships in docks, and check smuggling, as well as to prevent unauthorised persons entering the Customs premises.

The Old Policeman

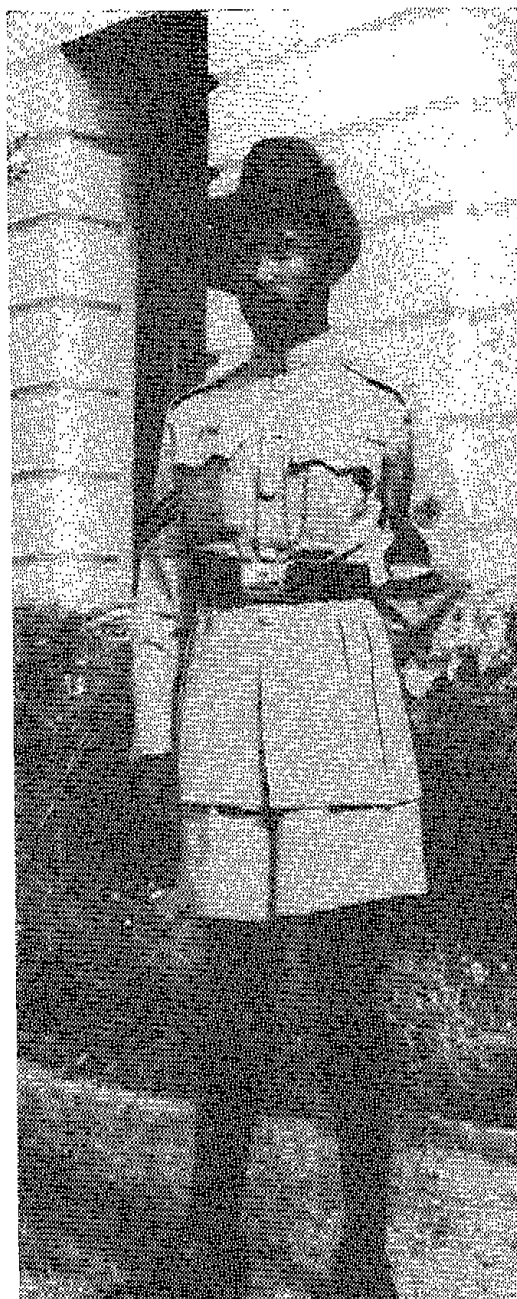
Photo : Survey Department



Sartorial fashions have changed considerably in the course of the half-century and more of the life of the Harbour Police. The original nucleus were only issued with a white jumper, a pair of trousers, a straw hat and a lanyard and were expected to be barefooted. To look smart, however, many of them used to collect Naval Singlets and Neckerchiefs from calling warships.

The New Policeman

Photo : Colombo Port Commission



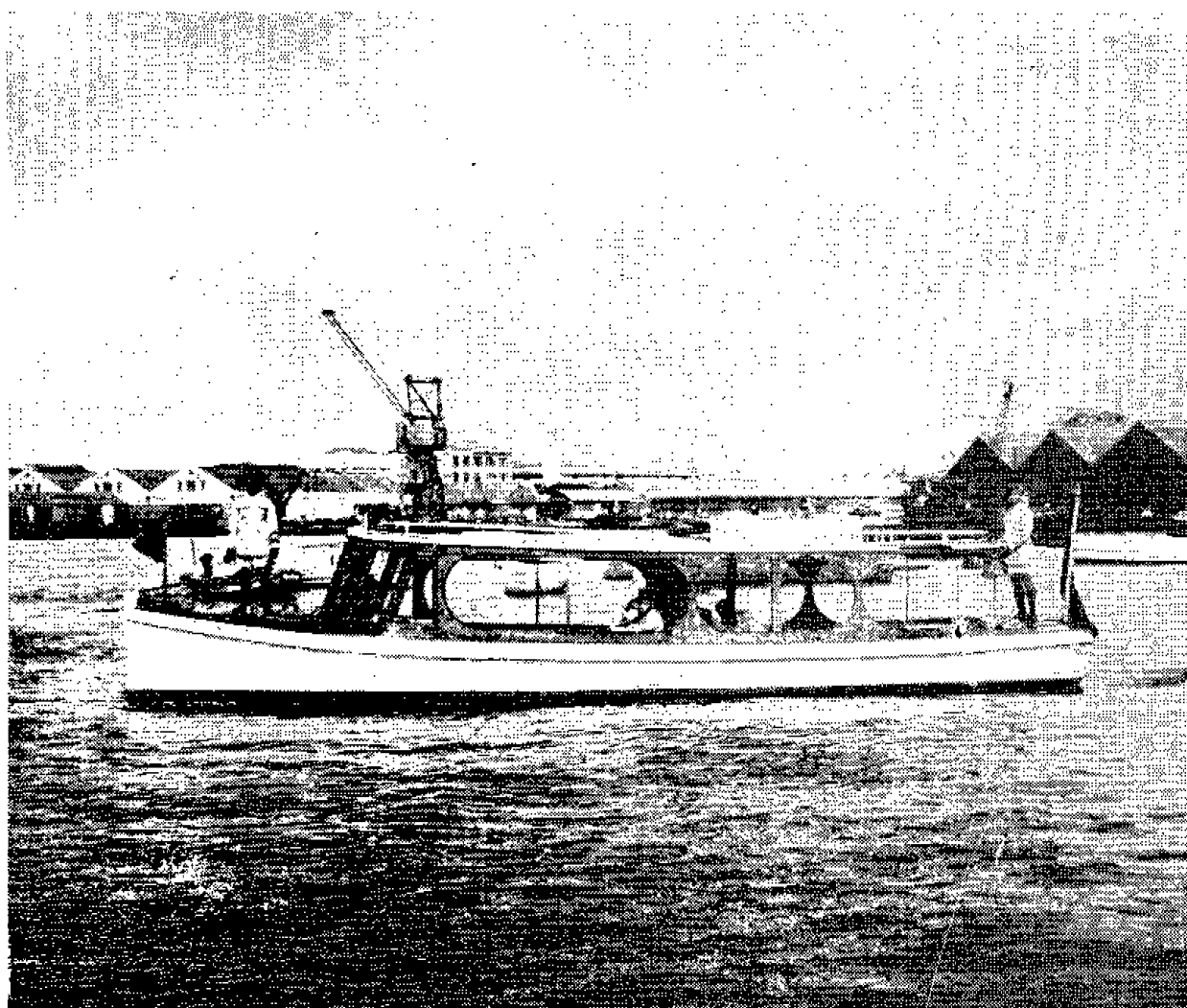
The Authorities appreciated the men's desire to look smart and orders were later placed with Messrs. George Lake & Co., Naval Contractors, to supply the Harbour Police with a complete set of blue serge jumpers, trousers and caps, but no footwear was thought desirable

until 1923. The uniform was somewhat altered later by the deletion of the pocket and its substitution by the whistle inside behind the bow tape of the Neckerchief. This blue serge uniform was undoubtedly unsuited to tropical conditions but it smacked of the salt water, and in appearance was smarter than the 1947 khaki, similar to that of the land Police, from whom the Harbour Policemen were henceforward only distinguishable by their shoes and stockings in place of the boots and putties of the land Policemen.

The Harbour Police afloat was perhaps symbolic of the earlier conception of this branch of the Police as being more or less an appendage of the Navy and the Merchant Services. With its move shorewards it has tended to assume its proper role of watchman at the Gateway. Its Quarantine duties have, in the course of time, passed to the Quarantine Department and its Immigration Control duties, have, after fifty years, been partly taken over in 1950 by the new Department of Immigration. Thus relieved of its non-Police duties, the Harbour Police have the privilege of being the Service's "Shop-window" for the eyes of the tourist and commercial world.

Harbour Police Launch "DIYASENA"

Photo : Colombo Port Commission





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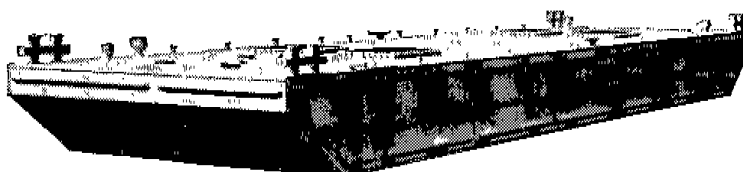
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HERE — AND THERE —

A record figure of 79,481 tons of water was supplied to shipping during the month of November, 1950, the previous record being 67,266 tons in April, 1950.

Supplies at the Guide Pier and North East Breakwater will shortly be improved when, as part of the Port Development Scheme, a large storage tank is constructed.

* * * * *

A new lighthouse on Galbokka Point, to the seaward of the Naval Offices, is now under construction and will replace the old familiar Clock Tower Light which has been a guide to shipping for nearly 70 years. It is hoped to switch on the new light in April, 1952.

The tower will be about 85 ft. high above sea-level and in the lantern at the top will be installed the most up-to-date and powerful light in the East. The apparatus will, however, be exactly half the weight and size of the present apparatus.

Of 1,880,000 candle power, the light will be visible from the bridge of an ordinary ship about 17 miles away, but it will be possible for navigators to take a bearing of the light beam as far off as 42 nautical or 47 land miles.

The light will be all-electric and fully automatic with every part duplicated. There will be two separate electric supply lines but, should both fail or be damaged, a diesel generator within the lighthouse will start up automatically and supply current. Should the motor which works the revolving mechanism fail, a duplicate motor will take over the work. Should the lamp itself burn out, another lamp will automatically take its place. In the event of any of these failures occurring a bell will ring to warn the light-keeper that something has gone wrong. Finally, the light will switch itself on at sunset and off at sunrise.

* * * * *

The fifth of the "S" class of ships (the others being the motor vessels "Somali" and "Soudan" and the turbine steamers "Surat" and "Shillong") was launched at the Clydebank on November 30, and will shortly join the P. & O. Far Eastern Service.

Of a gross tonnage of about 9,000, the vessel is 525 ft. in length and 70 feet in breadth. Her "Cargocaire" system of ventilation will provide complete control of air humidity in the cargo spaces, thus obviating damage to cargo through sweating and condensation—a danger inherent when climatic conditions vary as greatly as they do in the Far East trade.

Four single and four double cabins on the boat deck provide for the comfort of twelve passengers.

* * * * *

After successful exhibitions of his work in Colombo and Melbourne, George Claessen, 41-year-old Ceylon artist and erstwhile draughtsman in the Colombo Port Commission, migrated to London, where in December he staged an exhibition of his paintings and drawings in a joint show with 27-year-old English sculptress, Mary Gorrara.

Five oils and eighteen drawings were shown in his first London exhibition. "The animal drawings and the head studies of clowns and children reveal grace, simplicity and power," says the London correspondent of "The Times of Ceylon."

* * * * *

The Orient Line's new luxury ship "Oronsay" will not call here early in April as scheduled, because the fire which occurred in one of the holds while she was being fitted out at Barrow has resulted in her maiden voyage to Australia being postponed indefinitely.

The "Oronsay" is the sister-ship of the "Orcades," a regular Colombo caller since she was put into service last year. Like the "Orcades," she is fitted with the most up-to-date navigational and cargo-handling equipment including radar, gyro-compass, direction-finder and echo-sounding device. She was to have left London on her maiden voyage early next March.

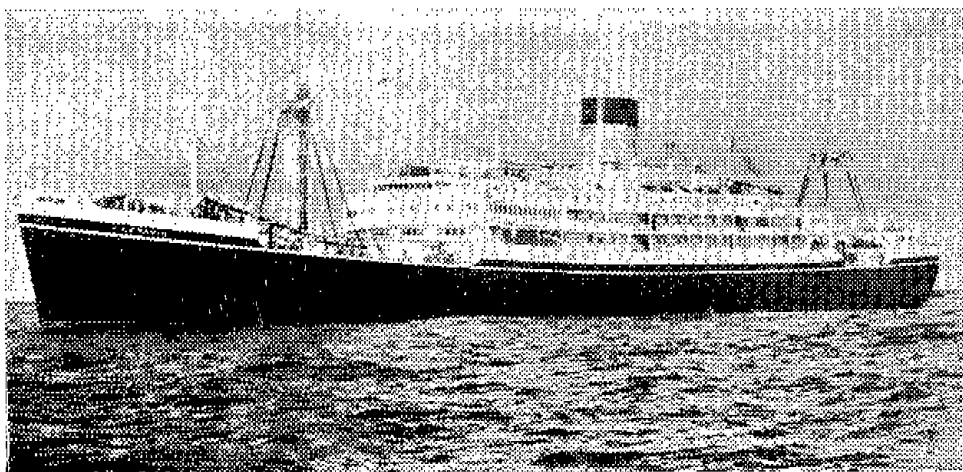
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The "Santhia" (8,600 tons) is the 56th addition to the B.I. Company's fleet since the outbreak of the war and is the third of a new class of ships to join that Company's Eastern services.

Accommodation has been provided for 25 first saloon passengers in single and two-berth cabins, 68 second saloon passengers in three and four-berth cabins, 68 intermediate class passengers in four, six and eight-berth cabins and 1,700 unberthed passengers.

* * * * *

When their Majesties, King George VI and Queen Elizabeth, leave England for their tour of New Zealand and Australia via Ceylon in 1952, it is expected that either the liner "Ceramic" (15,896 tons) or the "Gothic" (15,902 tons), of the Shaw Savill line will be chosen.



"Ceramic"

Photo : Times

Monday, January 15, (a Public & Bank holiday) saw seven passenger ships in Harbour, viz: the "Pasteur," "Ormonde," "La Marseillaise," "Worcestershire," "Staffordshire," "Falstria" and "Coromandel" (Cargo-cum-passenger vessel). This is by no means a rare occurrence these days, for a few days later, on January 20, there were five large and three small passenger vessels in port, viz: "Orcades," "Worcestershire," "Staffordshire," "Inchanga," "Surriento," "Panama," "Teiresias" and "Steel Chemist."

* * * * *

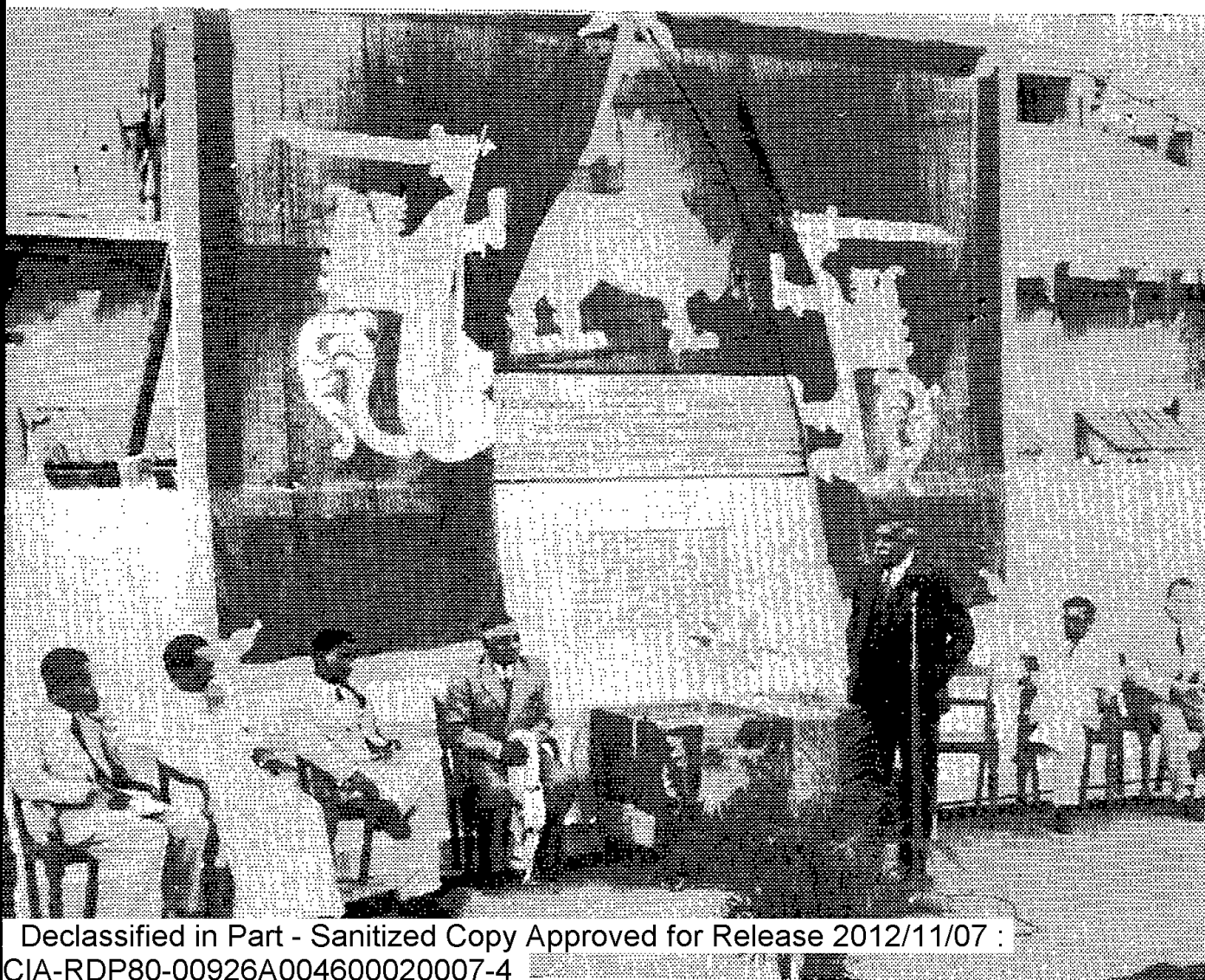
The "Jaladuth," a derelict landing craft which had lain long and uselessly in the Harbour for months on end, was sent to a watery grave, 15 miles off Colombo on January 23, when she was towed out by the H.M.Cy. S. "Vijaya" and sunk by gun-fire from the latter's 14 m.m. Bofors.

* * * * *

Earlier in this article, reference was made to the Port of Colombo's new lighthouse now under construction.

On February 2, the Premier of Ceylon, at an impressive ceremony, unveiled a plaque set in the base of the new lighthouse to commemorate the Port Development Scheme.

Photo: Times



The plaque bore the stirring inscription :—

“ This monument marks the bold enterprise and vision displayed by the first leaders of free Lanka, who, by embarking upon such immense constructional works as the Port of Colombo Development Scheme of 1950, emulated the shining example of her great kings whose public works shed glory upon this land.”

* * * * *

The Colombo Port Commission Recreation Club Grounds at “ Summerhill,” Mutwal, was transformed into a veritable fairyland blazing with myriads of multi-coloured jets, when the Port Commission, in conjunction with the Customs Department and the Ceylon Society of Arts, held a gigantic Carnival and water-fete for ten days from February 2—February 11 in commemoration of the 75th Anniversary of the Port and with the view of raising funds for the welfare of its employees and the construction of a new Art Gallery.

The highlight of the Carnival was the exhibition styled the “ Hall of Progress ” where, by means of models and the other media, the development of the Port of Colombo right up to what it will be when the vast scheme of Port Development now in hand will have been completed was vividly depicted.

* * * * *

The selection of a Carnival Queen is an essential ingredient of all Carnivals big and small and our Carnival—“ Anchors Aweigh ”—proceeded to select a “ Queen of the Port ” in due conformity with popular custom.

Miss DAPHNE CARROL was chosen “ Queen of the Port ” at the Anchors Aweigh Carnival. Our picture shows Miss Carol receiving a sash from Mrs. P. A. J. Hernu, wife of the Chairman of the Port Commission. In the centre is Miss Christine Kadramatamby, runner-up.



A bevy of 18 beautiful finalists paraded before a select panel of judges and a vast crowd of interested spectators.

The title was, after much deliberation, awarded to Daphne Carol amidst popular acclaim. We hail the new “ Queen ” and pay her the homage her beauty and grace have earned !!



Miss DAPHNE CARROL

Photo : Times

To end on a nautical note—two sister-ships to the liner “ Himalaya ” (28,000 tons) have been ordered by the P. & O. Company for the U.K.—Australia run.

One will be built on the Clyde and the other in Belfast and they will both be fitted with the “ Denny Brown ” stabiliser so successfully tried out in the Company’s crack liner “ Chusan.”

* * * * *

Tall-piece..... It is of interest to record that the average annual percentage occupation of berths in Colombo as detailed below is a clear indication of the ever-increasing popularity of the port :—

1947	...	...	...	...	...	...	70%
1948	...	...	...	...	...	...	70%
1949	...	...	...	...	...	...	75%
1950	...	...	...	...	...	...	84%

Publications Received :

Cochin Harbour Review—October, 1950.

“ Via Port of New York ”—October and November, 1950.

Weekly Bulletins of the Port of New Orleans—4th, 11th, 18th and 25th November, and 2nd and 16th December, 1950.

The Port of London Authority Monthly. (Silver Jubilee Number—October/November, 1950).

“ Revue de La Chamber de Commerce de Marseille ”—September, 1950, and October, 1950.

“ Marseille et L’Afrique Francaise.”

“ World Ports ”—October, 1950 and November, 1950.

Port of Melbourne Quarterly—January-March, 1951.

The Melbourne Port Gazette—December, 1950.

THE MEN WHO MAKE THE WHEELS GO ROUND

4. THE COLOMBO PORT COMMISSION FITTER

Depending on his grade, the Colombo Port Commission Fitter has to work on a variety of equipment ranging from the machinery of a 2,000 h.p. ocean-going Tug to a 5 h.p. petrol engine and from a 60-ton Floating Crane to a Fork Lift Truck. There are a large number of skilled craftsmen, who have been with the Colombo Port Commission for as many as 30 years, whose sons are now following in their footsteps. With family teams of this nature, the high standard of craftsmanship in our workshops is being maintained.



1.

TRAILS FOR TOURISTS

By P. A. EDIRIWEERA.

Our fair isle of Lanka is noted for its scenic beauties and its genial people, so that any tourist visiting this island is not only sure of visiting places of interest, but is also assured of a cordial welcome in all our towns and villages. Being rather a small island, most places of interest are situated in close proximity to the Port of Colombo.

For the transit passenger who wishes to see as much as can be seen in a day, there is a very wide selection indeed. For instance, the bathing beaches at Mount Lavinia 8 miles south, and Negombo (an Old Dutch Fort 23 miles north of Colombo. The drives to the respective beaches are really picturesque and are typical of Ceylon's coastal beauty with its beautiful palm-fringed drives. Mount Lavinia has in addition, a luxurious hotel situated on a high promontory of the bay while Negombo is noted for its delicious varieties of shell-fish.

Perhaps the most outstanding day trip would be made to that dream island on the Bolgoda Lake, San Michele, 14 miles out of Colombo. Here there are facilities for swimming and boating and, if this is not what the traveller wishes, there is always the spacious Club house, the shady lawn, or the fascinating octagonal-shaped summer-house at the end of the pier where one can rest and have a drink at leisure, admiring awhile, the peacefulness of the surrounding countryside and the shimmering waters of the lake.



The tourist who has two days to spend here has the opportunity of going further afield and visiting the historic towns of Kandy and Galle. The charm of Kandy is irresistible, for, coupled with its natural charm and colourful history, the tourist has the chance of driving along one of Ceylon's most splendid roads, where the vegetation changes from coconut groves to estates of rubber trees and then to the famous tea-gardens of Ceylon frequently interspersed with beautifully terraced paddy-fields.



In this, the last stronghold of the Kandyan Kings are included the Sacred Temple of the Tooth, the Audience Hall, the world-famous Peradeniya Botanical Gardens girdled by the Mahaweli, the New Ceylon University site (claimed to be the grandest in the East), and the beautiful Kandy Lake, situated in the heart of the Town. Equally thrilling to visit is the old-world town of Galle, 72 miles south, an ancient seaport and Dutch Fort, but little used by the modern ships of today. The road south to Galle is a tropical dream come true, of golden beaches, palm-fringed shores and inviting bays. In this

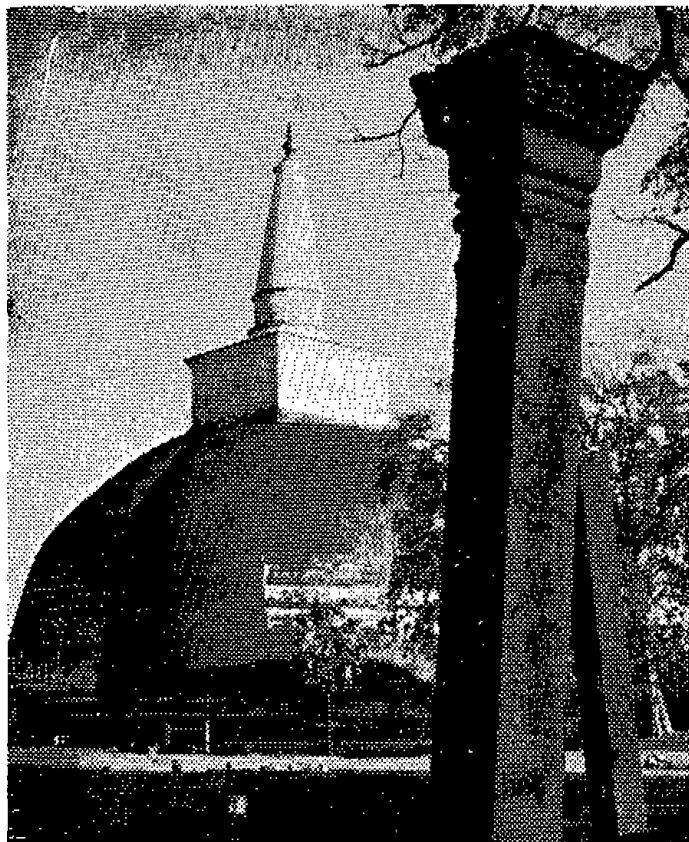
town are situated a number of Ceylon's arts and crafts centres, chief amongst them being the tortoise-shell industry. Clovenberg Bay is a very popular swimming resort, due to its lovely broad beach and safe waters.

The visitor who is able to spend 3 days or more is indeed lucky and there are two outstanding, though widely divergent, areas from which to make one's choice. Those interested in the ancient history and culture of our isle, would without a doubt make their way to the ancient cities of Anuradhapura, Polonnaruwa, Sigiriya, and Mihintale.

Anuradhapura, the ancient capital of Ceylon, will no longer see the glamorous days of yore, but the tourist has a chance of seeing what is left of the great place, the awe-inspiring temples and the vast gardens which have been preserved to the present day.

Polonnaruwa, the second capital of Ceylon, is noted for its great irrigation schemes which gives us an insight into the engineering prowess that was. The charming resthouse on the bunds of one of these tanks is worth going a long way to see, so ideally is it situated.

Perhaps the memory that will last longest with anyone is that of the invincible rock fortress of Sigiriya. Stronghold of that great King Kasyappa His cities and pleasure gardens are no more, but this 600 ft. high rock with its amazingly-preserved frescoe-paintings in a rock



grotto, stand as a monument to that whirl-wind reign. It is difficult to write enough on this matter ; it only lies for the tourist to see for oneself the splendour of an age that is no more.

The hill stations of Nuwara Eliya, Bandarawela, Ella and Diyatalawa are equally attractive for a week-end tour, especially if one is seeking peace and quiet rather than hectic sight-seeing. 6,000 ft. above sea-level, Nuwara Eliya nestles at the foot of Ceylon's highest mountain, Pidurutalagala. With a temperate climate and a natural beauty all its own, Nuwara Eliya is perhaps the most ideal hill-station all love. Tennis, golf, fishing, racing and hiking are some of the attractions for the traveller. One must not miss seeing the beauties of Hakgala Gardens, Lake Gregory, and the picturesque setting of the racecourse.

Bandarawela and Diyatalawa have a more equable climate, with the result that they are more popular with the Ceylonese. Here it is that one comes upon the rolling patnas, stretching as far as the eye can see ; here too, at Ella, through a cleft in the hills, one is able to get an uninterrupted view of Ceylon's lowlands stretching down to the sea and, on a clear day, even the sea is visible to the naked eye, although 100 miles away.

Ceylon has been described as "The Pearl of the East," not by us who have lived and loved it, but by our visitors who have travelled throughout towns and villages ; who have visited our places of cultural interest ; who have spent many a happy day in this tropical paradise.

Prospective visitors to this Island are bound to welcome the "Ready Reckoner" given below showing the cost of tours by motor car (as quoted by a leading Tourist Agency) to some of the places listed in the article above.

DAY TOURS

MOUNT LAVINIA and SAN MICHELE.—(A round trip of 30 miles with visits to Buddhist Temples, the Museum and other places of interest in the City en route and inclusive of lunch at Mount Lavinia or San Michele).

				Ceylon currency		Sterling equivalent		
				Rs. c.		£	s.	d.
One person only	...	...	...	40 00	or	3	0	0
Two persons	...	...	...	25 00	or	1	19	0
Three persons	...	...	...	20 00	or	1	10	0
Four persons	...	...	...	15 00	or	1	3	0
Five persons	...	...	...	12 50	or	0	19	0

NEGOMBO.—(Round trip of fifty miles inclusive of fish lunch at Government Resthouse).

				Ceylon currency		Sterling equivalent		
				Rs. c.		£	s.	d.
One person only	...	...	...	55 00	or	4	3	0
Two persons	...	...	...	30 00	or	2	5	0
Three persons	25 00	or	1	19	0
Four persons	20 00	or	1	10	0
Five persons	15 00	or	1	3	0

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51, Parsons Road,
'Phone: 4012
COLOMBO.

KANDY.—(Round trip of one hundred and forty-four miles inclusive of all tips and lunch at the Queen's Hotel).

				Ceylon currency	Sterling equivalent		
				Rs. c.	£	s.	d.
One person only	...	...	...	150 00	or	11	5 0
Two persons	...	...	...	80 00	or	6	0 0 per head
Three persons	...	...	...	55 00	or	4	3 0 „ „
Four persons	...	...	...	45 00	or	3	8 0 „ „
Five persons	...	...	...	35 00	or	2	15 0 „ „

GALLE.—(Round trip of one hundred and forty-four miles inclusive of all tips and lunch at the New Oriental Hotel).

Same Charges as for Kandy.

WEEK-END OR TWO-DAY TOURS

(Charges include accommodation in First-class Hotels or Government Resthouses, tips and sight-seeing expenses).

NUWARA ELIYA.—(via Kandy).

				Ceylon currency	Sterling equivalent		
				Rs. c.	£	s.	d.
One person only	...	...	...	250 00	or	19	0 0
Two persons	...	...	...	150 00	or	11	6 0 per head
Three persons	...	...	...	100 00	or	7	10 0 „ „
Four persons	...	...	...	75 00	or	5	9 0 „ „
Five persons	...	...	...	65 00	or	4	16 0 „ „

ANURADHAPURA and DAMBULLA.—(Ruined Cities).

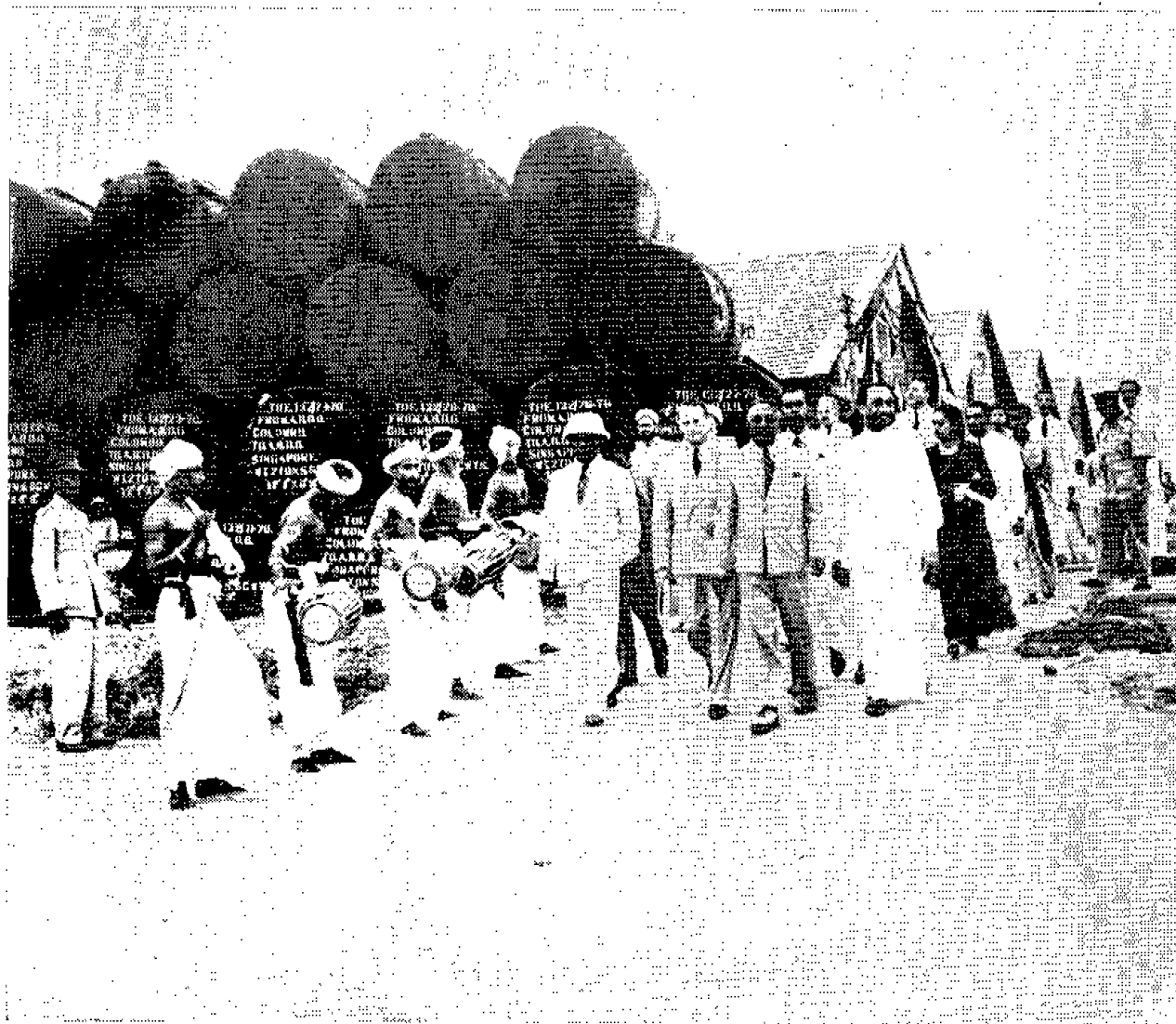
(Same Charges as for Nuwara Eliya).

POLONNARUWA and SIGIRIYA.

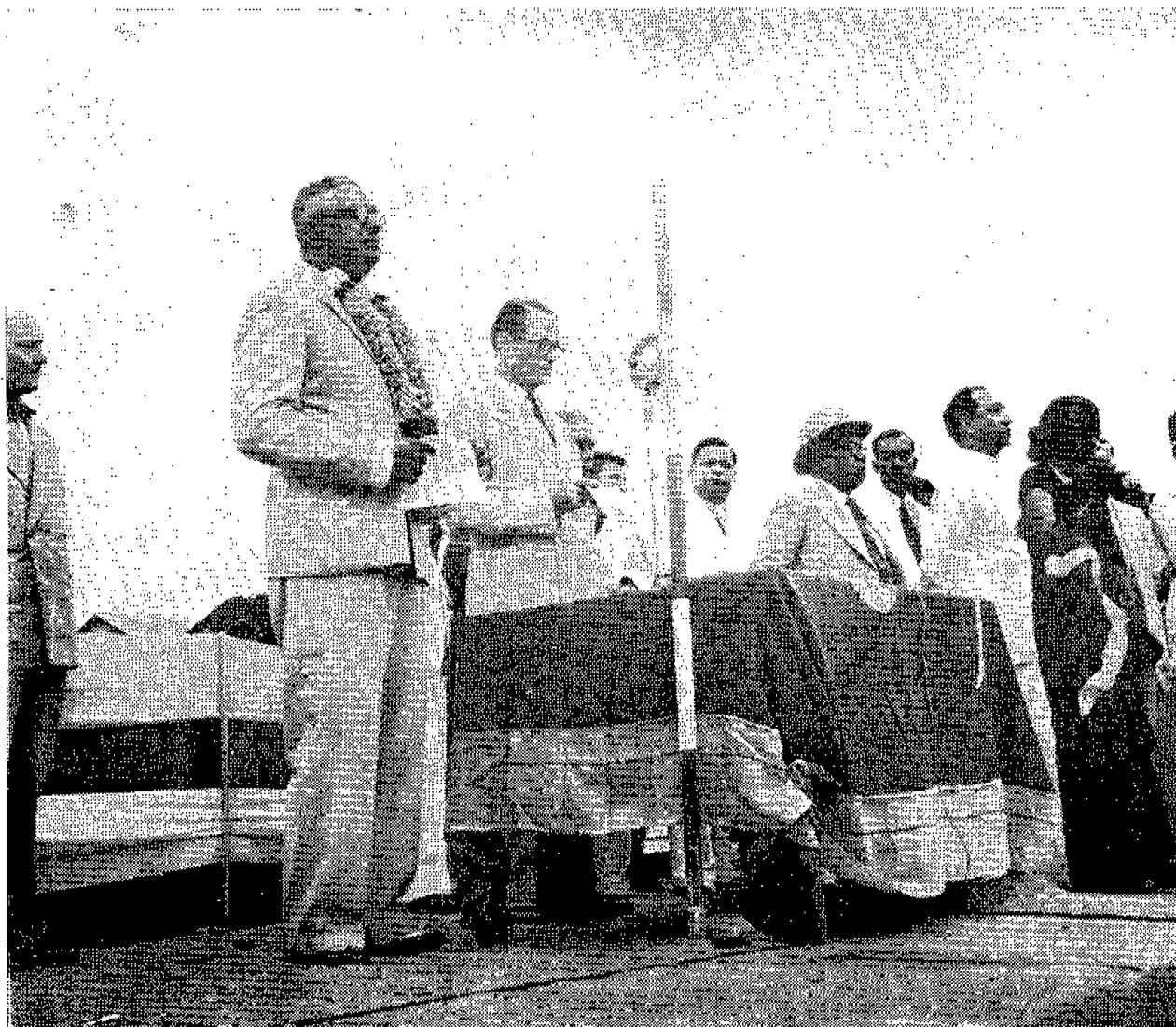
				Ceylon currency	Sterling equivalent		
				Rs. c.	£	s.	d.
One person only	...	...	...	300 00	or	22	12 0
Two persons	...	...	...	175 00	or	13	3 6 per head
Three persons	...	...	...	125 00	or	9	8 0 „ „
Four persons	...	...	...	100 00	or	7	10 0 „ „
Five persons	...	...	...	75 00	or	5	9 0 „ „

Colombo

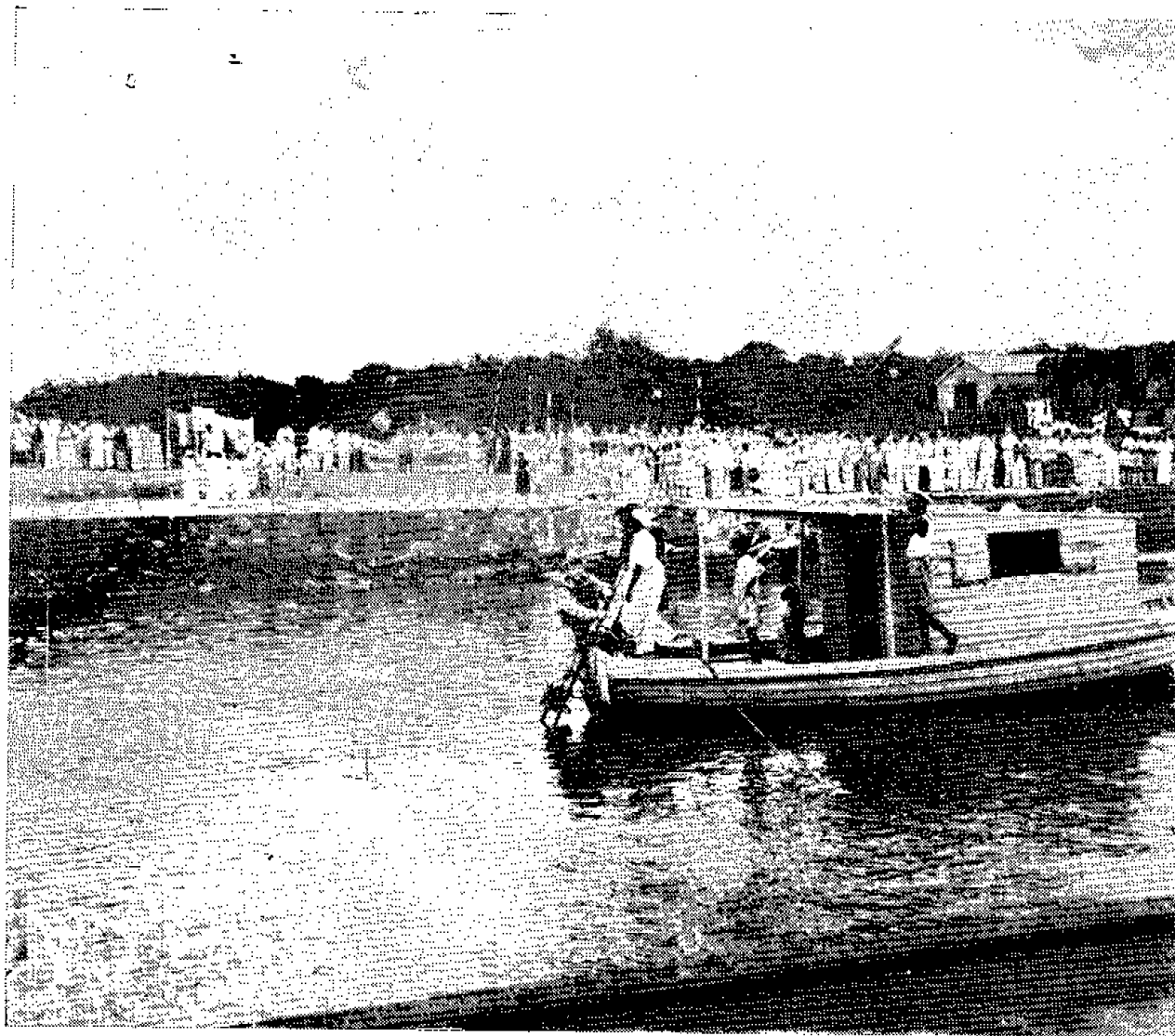
Port Development Scheme



On December 1, 1950, distinguished guests headed by the Hon'ble Sir John Kotelawala, K.B.E., Minister of Transport and Works, proceeded to the block-laying site to the tattoo of "magul-bera"—drums used from the days of the ancient Sinhalese kings as a welcome on ceremonial occasions.



Lt.-Col. P. A. J. Hernu, Chairman, Colombo Port Commission, making his introductory speech prior to calling on Sir John to lay the first block of the North-East Breakwater Quay.



A Diving Inspector employed under the Resident Engineer, Colombo Port Development Scheme, prepares to descend into the water to receive the first block.

* * * * *

The programme of the sequence of works of the Colombo Port Development Scheme has been altered to enable Contractors to start work forthwith on the construction of the New Customs Building and passenger launch landing at the root of the South-West Breakwater.

This change in programme—which was agreed to at a Conference held on February 16, between Port Officials and the Contracting Engineers—will considerably speed up the scheme.

The Landing Jetty to be attached to the new Customs building will enable the transference of facilities for the passenger traffic of the port from the present passenger jetty which has to be handed over to the Contractors to enable them to complete the work on the Delft Pier.

ABOUT THE PORT OF COLOMBO.

1. Dimensions at Entrance to Harbour

		Minimum Width	Minimum Navigable Depth*
Western Entrance	... ..	750 ft.	38 ft.
Northern Entrance	... ..	700 ft.	32 ft.

*L.W.O.S.T.

2. Berthing Accommodation

		South-West Monsoon (May to Sept.)	North-East Monsoon (Oct. to April)
(a) At buoys :—			
Number of berths (large)	... ..	34	42
Number of berths (small)	... ..	6	5
		<u>40</u>	<u>47</u>

N.B.—Maximum Draft at which ships can be permitted—35 ft.

(b) Alongside :—

Guide Pier	... ..	Entire length, 800 ft.
		Depth up to 1st 500 ft.—33 ft.
		Depth for remaining 300 ft.—30 ft.
Discharge Jetty...	... ..	Length ... 550 ft.
		Depth ... 33 ft.

Oil Berth :—

* Outer Bunkering Jetty	... ..	Length ... 550 ft.
		Depth ... 32 ft.

* As work on the provision of alongside berths has now commenced, this berth will be out of commission for the next 12 months or so.

N.B.—Maximum Draft at which ships can be permitted is 2 ft. less than depth of water shown.

3. Warehouse Accommodation

		Imports, Exports and Transhipment
Total area of ground space	... ..	628,663 sq. ft.
Total cubic capacity	... ..	8,264,323 cu. ft.

All Warehouses are served by road and rail transport facilities.

4. Cranes :—

		Number.	Capacity.
Electric Cranes	... ..	33	1 to 6 tons
Steam Cranes	... ..	26	2 to 5 tons
Steam Jib Cranes	... ..	2	10 tons
Steam block loading "Titan"	... ..	1	33 tons
Steam Dockside Crane	... ..	1	30 tons.
Steam Goliath Cranes	... ..	4	5 — 30 tons
Mobile Cranes	... ..	8	4 to 10 tons
Floating Cranes	... ..	5	5 to 60 tons
Hand Cranes	... ..	12	1 to 10 tons

5. Docks and Slipways

(a) Graving Dock :—				
Length	...	...	...	694 ft. 7½ ins. (extreme on floor)
Breadth	...	...	...	85 ft. (at cope)
Depth	...	...	...	30 ft. (L.W.O.S.T.)
(b) Inner Graving Dock :—				
Length	...	...	...	350 ft. (extreme on floor)
Breadth	...	...	...	54 ft. (at cope)
Depth	...	...	...	20 ft. (L.W.O.S.T.)
(c) Patent Slip :—				
Length of cradle	...	...	...	200 ft.
Breadth	...	...	...	25 ft.
Depth	...	...	...	11 ft. forward 21 ft. aft.
Capacity	...	...	...	1,000 tons

6. Oil Facilities

The Storage Depot, 128 acres in extent, is at Kolonnawa, 4½ miles from the Harbour. There is also a Measuring Tanks Depot, 19 acres in extent, at Bloemendhal, ¾ mile from the Harbour. Two 10" diameter pipelines for liquid fuel, one 10" diameter pipeline for Kerosine Oil and Benzine and an 8" diameter pipeline for automotive diesel oil, together with boosting pumps, connect the Harbour (Guide Pier, Discharge Jetty and Outer Bunkering Jetty) to the Installation.

The Depot is divided into two sections, one for fuel oils and kerosine and the other for benzine and other dangerous oils. These two sections are separated by a safety reservation. The Depot is accessible by road and rail.

Land is available for lease both at Kolonnawa Oil Depot and Bloemendhal.

7. Coconut Oil Facilities

The Storage Tanks, 8 in number, are at Summer Hill, within the Harbour premises. The total storage capacity of the tanks is 4,600 tons. An 8" diameter pipeline delivers oil at the rate of 180-200 tons per hour to the Guide Pier where ships berth to load the bulk coconut oil.

Delivery to ship will shortly be speeded up to about 300 tons per hour when a boosting pump is installed.

8. Transshipment Cargo

Special low rates are quoted for handling transshipment cargo, as well as reductions given in Port Entering Dues on vessels carrying cargo for transshipment in Colombo.

9. Fire Protection

Efficient protection is ensured at all times in the Port by the Fire Float "Phoenix," as well as land appliances.

10. Landing Companies

Four principal Landing Companies own between them about 350 cargo lighters ranging from 35 to 100 tons, tugs and special craft by which cargo is transported between ship and shore and vice versa.

Stevedore Contractors provide fast working stevedore gangs for handling import and export cargoes.

NOTE : A booklet containing all information regarding the charges for the use of port facilities may be had on application to the Secretary, Colombo Port Commission.

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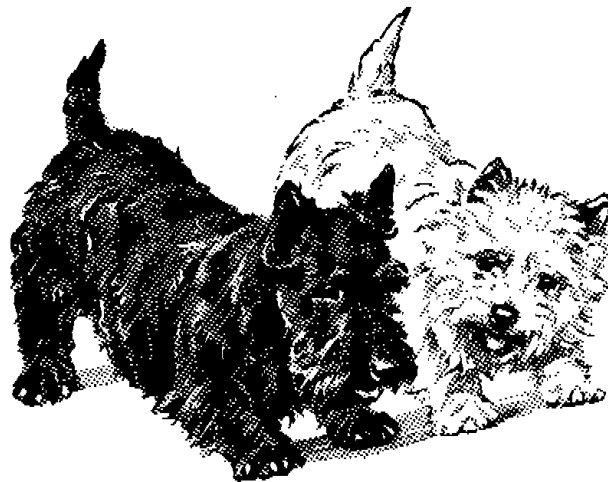


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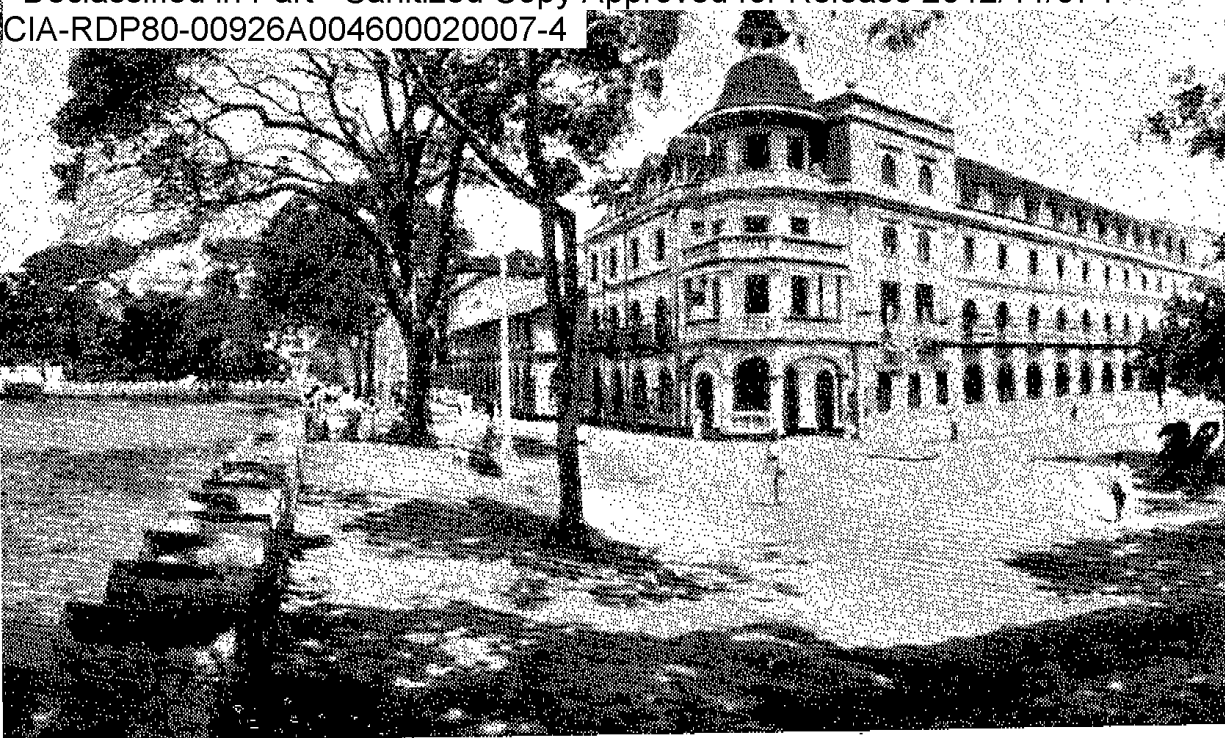
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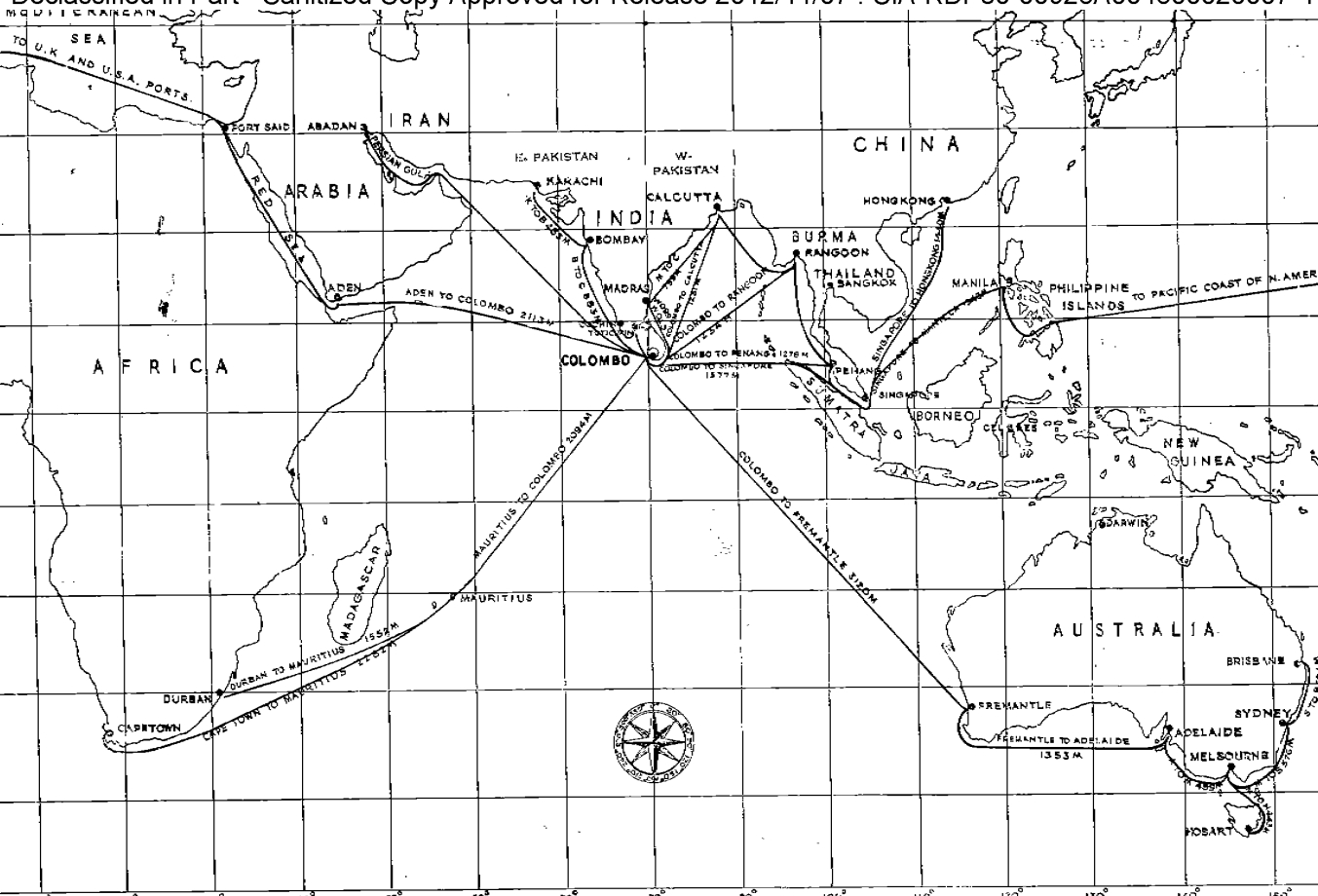
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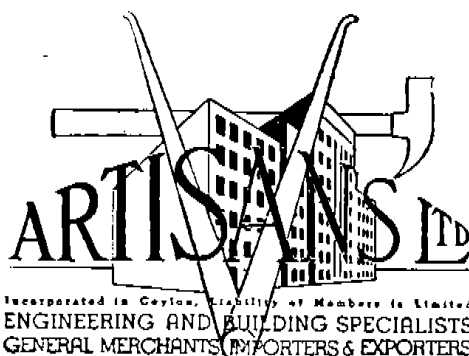
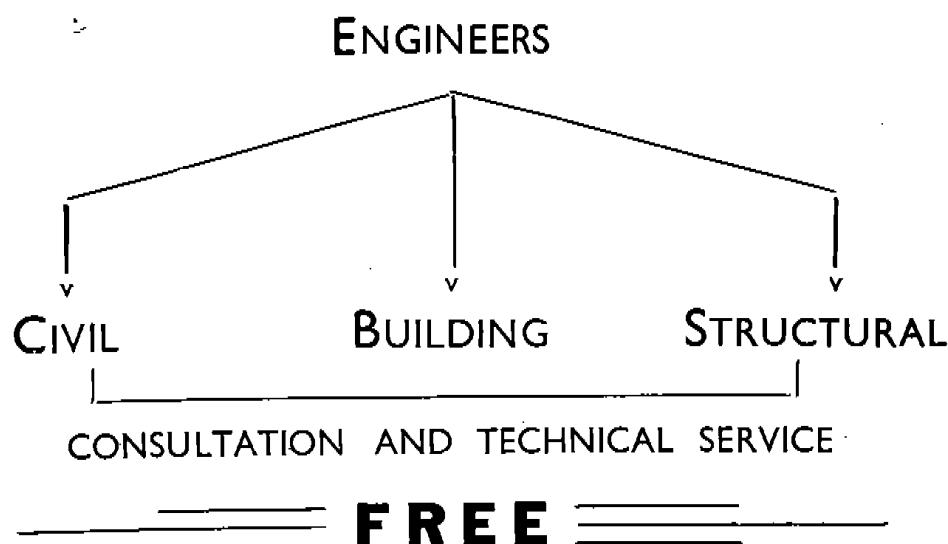
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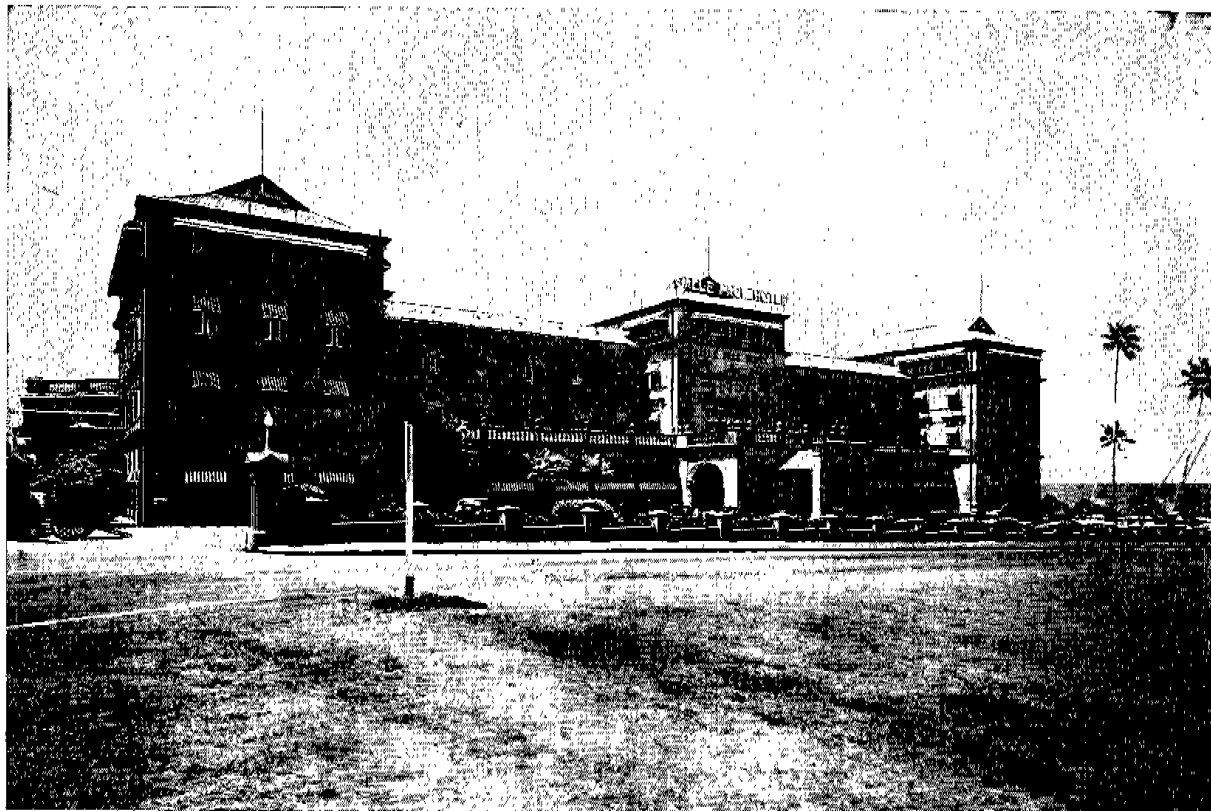
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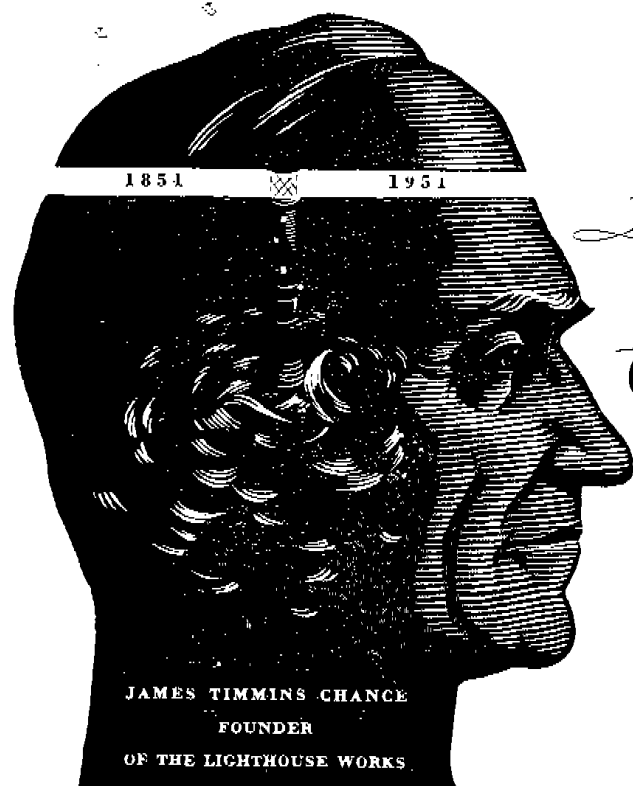
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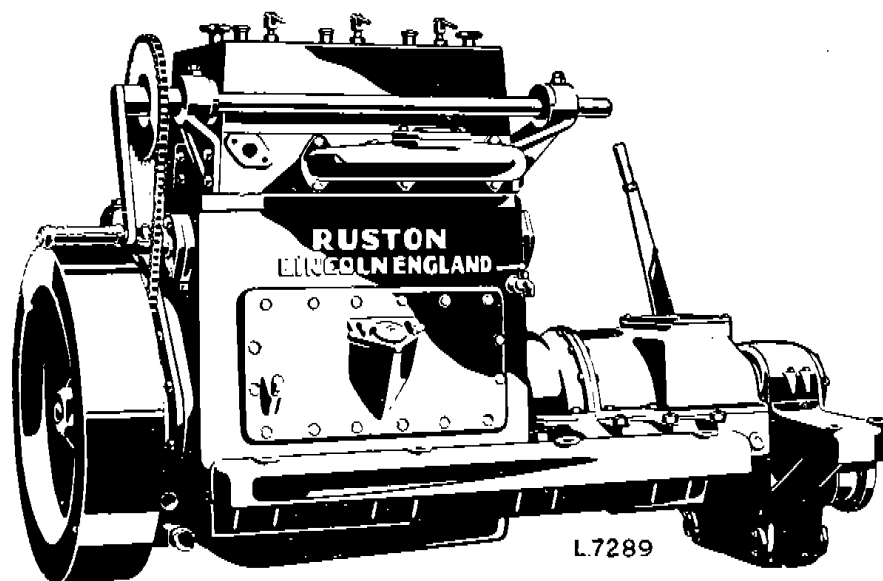
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THE PORT OF COLOMBO QUARTERLY REVIEW



Vol. 3.

SEPTEMBER, 1951.

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FRONT COVER



All communications relative to this magazine should be addressed to the Secretary, Colombo Port Commission.

The views of contributors do not necessarily represent the opinions of the Colombo Port Commission.

Our cover photo shows one of the crack liners of the Messageries Maritimes, the "Felix Roussel", leaving the Graving Dock outward bound after completing minor repairs.

Photo : C. P. Koch

COLOMBO CALLERS

5.—

THE BIBBY LINE

Founded in 1807 by Mr. John Bibby, the Bibby Line's initial activities in the Dublin packet service, with several small sailing ships operating between Parkgate, Cheshire and Dublin, preceded its entry into the tramping sphere.

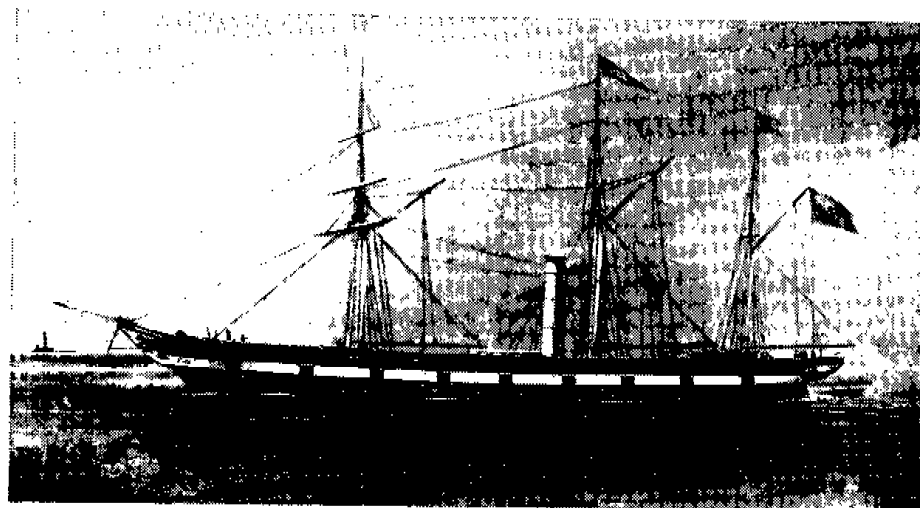
About 1821, the ships commenced services in which Mediterranean ports featured prominently.

Taking advantage of the end of the East India Company's monopoly, the Bibby Line then began a service to the East Indies. By 1839, the Bibby fleet consisted of 12 ships with a total of 2,191 tons. The further extension of the sphere of activities brought with it a corresponding increase in the size of the vessels built to maintain regular services, the "John Bibby," 540 tons, being fairly representative. Bibby, Sons and Company were then well established and were taking a leading position in British shipping. Progress had been one of the characteristics of the company since its inception, so it was only natural that as soon as the advantages of the steamship had been realised, the firm would participate in the new form of power.



The 540-ton "John Bibby," built for the Bibby Line in 1841.

In 1850, a contract for two steamers was drawn up and in the following year the "Tiber" and "Arno," both of about 900 tons, joined the company's fleet. They were excellent vessels of their time and size, on which no expense had been spared.



*One of two steamers contracted for in 1850—the other was the "Tiber"—
the "Arno" was a vessel of about 980 tons.*

In 1858, the company decided to engage a new fleet of steamers for its expanding Mediterranean trade. Mr. Edward J. Harland, founder of Messrs. Harland and Wolff, Ltd., had just started business in Belfast and Bibbys gave him the first opportunity to show his ability with an order for three ships, each of about 1,500 tons gross. Mr. Wolff became a partner in the concern in 1861.

In due course, the "Venetian," "Sicilian" and "Syrian" emerged, designed on Mr. Harland's famous system of great length and comparatively small beam; they were such a success that repeat orders followed again and again, each time with a slight improvement, so that it eventually turned out that of the first 21 ships built by Harland and Wolff, no fewer than 19 were for the Bibby Line.

Soon after the "Egyptian" of 1861, the Bibbys dropped the clipper stem and heavy rig in favour of the utilitarian straight stem, Mr. J. J. Bibby's own idea, in such vessels as the "Istrian"; he also invented a system whereby steering could be done from the bridge.

A vast trade was developed in the Mediterranean, largely in conjunction with the P. & O. Line. In 1875, however, the opening of the Suez Canal created a breach in the associated operations of the Bibby and P. & O. Lines. As the trade then left in the Mediterranean was insufficient to attract and keep fully occupied a fleet up to the standard of the Bibby Line, the firm decided to develop a new service—to the New England port of Boston. The new service was an unqualified success. In the early seventies, Mr. Frederick R. Leyland, manager of the Bibby office and friend of the partners, bought out the Bibby Line and in January, 1873, the plate on the office door in Drury Buildings, Water Street, Liverpool was removed and replaced by one inscribed "F. Leyland."

Bibby's 18 steamers, therefore, formed the nucleus of the Leyland Line, which carried on the Mediterranean and Atlantic services. In 1892, soon after the death of Mr. F. R. Leyland, the business was converted into a public company, which reached its zenith in 1900, when it purchased the interests and fleet, comprising 22 steamers with a gross tonnage of 111,183, of the old-established West India and Pacific Steam Ship Co., Ltd. About a year later, however, the great American Morgan combine, the International Mercantile Marine Company, acquired a controlling interest in the company's Atlantic services; the Mediterranean service passed into the possession of Mr. (later Sir) John Ellerman, who at the time of the transfer was Chairman of the Leyland Line. Thus it will be seen that the great Ellerman group of the present day largely originated from the Bibby Line.

The annexation to the British Empire of Upper Burma which had become effective in January, 1886, and the rapid development of Ceylon, had opened up great trading possibilities in these areas, so for that purpose the firm of Bibby Brothers and Company was established in 1889, with offices at 26, Chapel Street, Liverpool, to operate a line of steamers between Liverpool and Rangoon and later to Colombo.

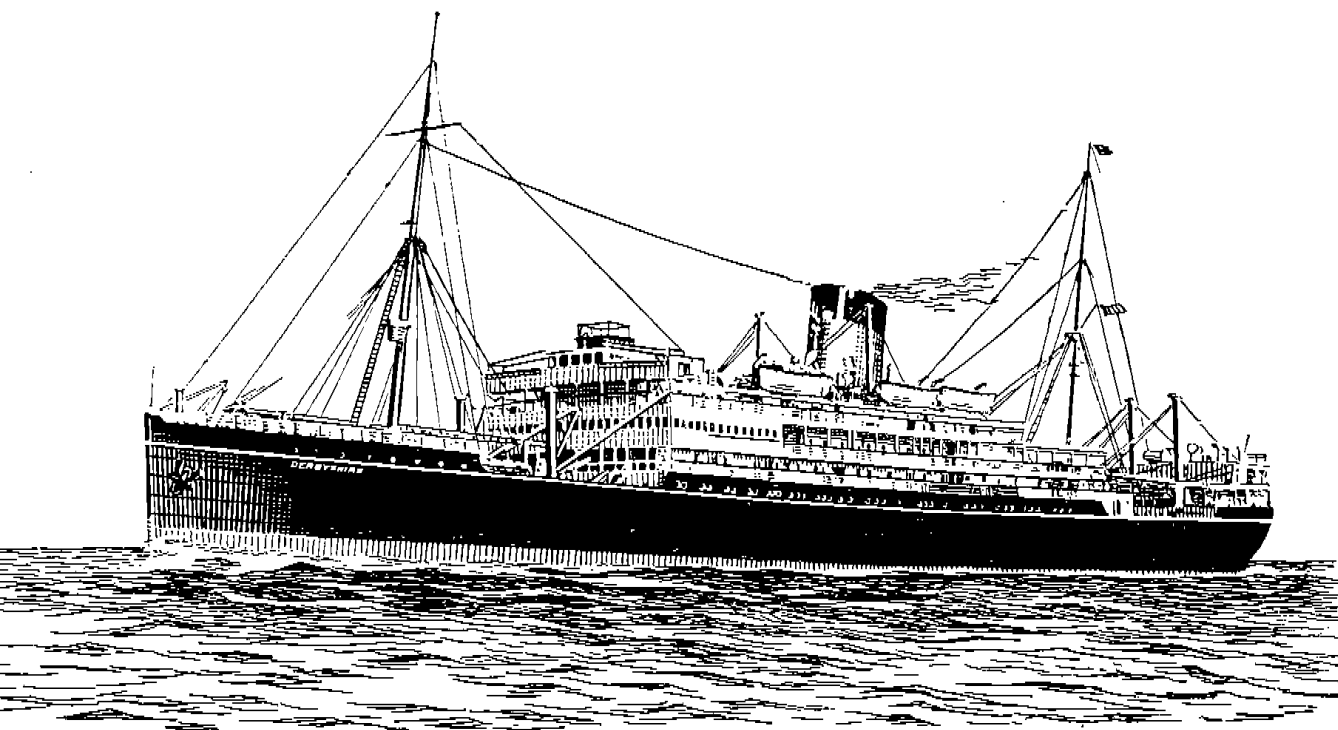
Harland and Wolff were again selected to build the ships required and the original "salmon pink" funnel with black top and plain red house-flag were re-adopted. Leylands had also reverted to the "salmon pink" and black top for their funnel, but an alteration in the system of nomenclature in which the names of the English counties were used simplified the identification of Bibby liners. Some years later the Bibby family crest was placed in the centre of their red house-flag and the red of the Leyland flag was relieved by a green cross with a white circle in the centre.

The first unit of the re-constituted Bibby fleet, the "Lancashire," was completed in August, 1889, to be followed two months later by the "Yorkshire." These two sister-ships were steel four-masted schooners of slightly more than 3,870 tons, fitted with single screws and triple-expansion engines which developed a nominal horsepower of 500. Their dimensions were 400.7 ft. x 45.2 ft. x 28.1 ft. and they had a service speed of 14 knots. Their unusually small freeboard and tall funnel gave them a distinctive appearance. The "Lancashire" inaugurated the passenger service on her first voyage by the carriage of one solitary passenger! Shortly after the "Lancashire" entered service under Capt. Harris, she became famous by logging a run of 23 days 20 hours from Liverpool to Rangoon, a record which stood for many years.

The successful debut of these ships demonstrated the need for additional tonnage, and Harland and Wolff were instructed to go ahead with two more steamers. The year 1891 saw the delivery of the "Shropshire" and the "Cheshire," enlarged editions of the original pair, their lengths being 445.5 ft. with tonnage increased to 5,655. Triple-expansion engines brought their n.h.p. up to 650, while the introduction of twin screws gave them the distinction (later shared by the Orient liner "Ophir") of being the first and only twin-screw ships running East of Suez for several years. With the four 14-knot liners the company was able to inaugurate a four-weekly service out and home.

The "Staffordshire," which was an improvement in many matters of detail and showed a tonnage increase to 6,005, came from the Queen's Island yard in 1894. Her service speed was up to $14\frac{1}{2}$ knots.

The delivery in October, 1897, of the "Derbyshire," made possible the introduction of a three-weekly service. Embodying all the improvements and maintaining the increases in length and tonnage which were evident in the preceding additions to the fleet, the "Derbyshire's" tonnage was 6,635 and her dimensions 452 ft. x 52.2 ft. x 30.5 ft. while her n.h.p. was up to 795.



Few merchant ships had so varied a war-time career as the "Derbyshire." She was the first Bibby liner to be de-requisitioned and, after modernisation, re-entered her owners' service in November, 1947.

The Boer War was still in progress when Messrs. Harland and Wolff delivered the seventh "shire" ship to Bibbys in March, 1902. This was the 7,968-ton "Warwickshire," with an impressive, tall funnel and introducing quadruple-expansion engines of 903 n.h.p. which brought the standard speed of the fleet up to 15 knots.

The "Worcestershire" of 1904 and "Herefordshire" of 1905 were sister-ships of slightly different dimensions. Although somewhat smaller than the "Warwickshire," they were as completely equipped. With the commissioning of these two ships, the two oldest units, the "Lancashire" and the "Yorkshire," became redundant and consequently were sold in 1905 to sail under the Russian flag.

In September, 1909, the "Leicestershire" restored, and in October, 1910, the "Gloucestershire" increased, the strength of the fleet, in which the comfort and safety of passengers and crews were top-priority issues.

The upward trend in tonnage and dimensions, which had received a check in the "Worcestershire" and "Herefordshire," was again in evidence, and although the two latest additions were not as big as the "Warwickshire," they had the greater tonnage.

September, 1912, saw the delivery of the present veteran of the fleet, the "Oxfordshire." The largest and last of the counter stern steamers built by Harland and Wolff for the line, she conforms to the traditional lay-out of her predecessors.

With the exception of the "Derbyshire," all the ships of the Bibby fleet had a speed of 15 knots, with ample cargo accommodation and carrying first-class passengers only; a fortnightly service between Liverpool and Rangoon was maintained. Calls were made at Marseilles for passengers and mails, Port Said, Port Sudan and Colombo *en route*, and on the return voyage the liners proceeded to Tilbury before going round to Liverpool.

In the late summer of 1914, the Bibby Line had a ship, the second "Lancashire," under construction by Harland and Wolff, and the following vessels in commission:—"Derbyshire," "Warwickshire," "Worcestershire," "Herefordshire," "Leicestershire," "Gloucestershire" and "Oxfordshire"—all substantially built, roomy and fast. It was, therefore, not surprising that, when it was clear war was inevitable, the Bibby Line was one of the first ship-owning companies to be called upon to supplement the nation's water-borne combat resources.

The company resumed its development policy after the war as soon as ship-builders could undertake the work, and in February, 1920, Messrs. Harland and Wolff delivered the Bibby Line's second "Yorkshire." Her length was exactly the same as the "Lancashire's," but her beam and depth were greater, whilst her 10,184 tons made her the first of the fleet to pass the 10,000 ton mark. She was also the company's first geared turbine ship. A further stage was reached in August, 1920, when the same builders handed over the line's pioneer motorship, the "Dorsetshire," which was followed nine months later by the "Somersetshire." Both were about 7,450 tons, and their rig—two masts and one funnel without the usual rake—represented a complete breakaway from the Bibby four-masted tradition. These ships were cargo liners with accommodation for 12 passengers, and were very successful while in service as such. In 1927, they were withdrawn and sent to Messrs. Vickers-Armstrongs, Ltd., for conversion into troopships.

Satisfied with the performance of the motorship in the Indian Ocean trade, the company, in 1925, invited tenders for the building of two motor passenger liners. The Fairfield Shipbuilding and Engineering Co., Ltd., delivered the first of these motorships, the second, "Shropshire," in October, 1926, and she was followed nine months later by the second "Cheshire." These sister-ships were 483.6 ft. × 60.3 ft. × 31.8 ft. with a gross tonnage of 10,550, and returned to the four-masted, single-funnel rig.

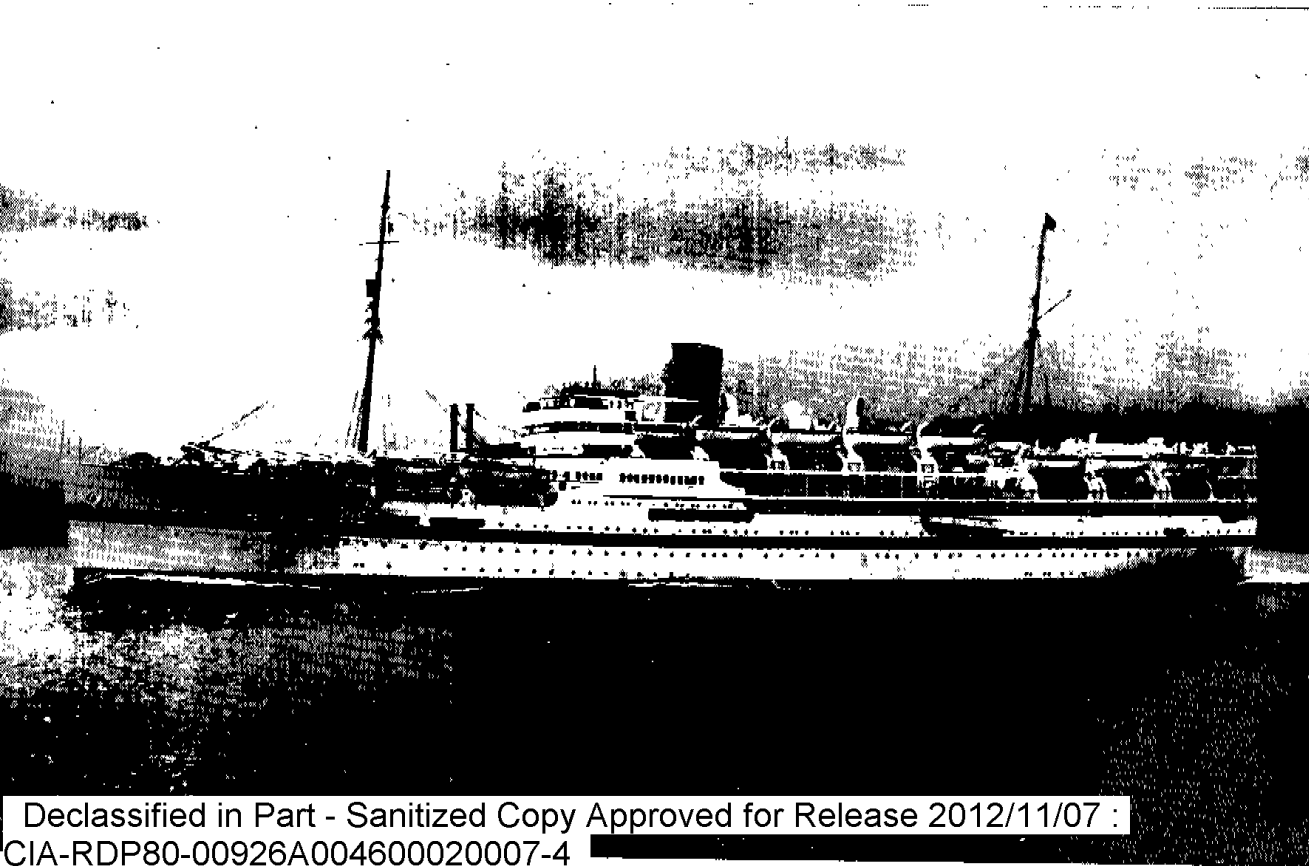
Accommodation in keeping with the Bibby—the highest-standard—was for some 300 first-class passengers, and they had a service speed of 15½ knots. They proved so successful that a further order was placed with the Fairfield Company, and in January, 1929, the second "Staffordshire" entered the company's service. Slightly larger, she was otherwise a sister to the first two Fairfield-Sulzer engined passenger ships of the fleet. Another call was made on the line for a troopship in 1930, and for this purpose the "Lancashire" was handed over for conversion.

In October, 1930, the fourth passenger ship built for the Bibby Line at Govan went down the slipway after being named "Worcestershire" by Mrs. Harold Bibby. The second ship of the company to bear this name, she was slightly larger in dimensions than her predecessors from this yard, but bore a very close resemblance to them in her main features.

At the end of March, 1932, the company moved their headquarters from Chapel Street to Martins Bank Building, Water Street, Liverpool, taking over the whole space of one floor of that building. The company's activities now embraced additional U.K. and Continental ports and an extension of the tourist facilities, which had long been a popular feature of the line. Bibby's second "Derbyshire" sailed from Liverpool on November 8, 1935, on her maiden voyage. A motor vessel of 11,660 tons, she had been delivered from the Fairfield yard the previous month, with all the characteristics of Bibby liners plus additional features for the comfort of passengers. Somehow further improvements were embodied in each addition to the fleet, in which every unit held the highest class at Lloyd's and was built and equipped far in excess of official requirements. In service the "Derbyshire" worthily upheld the company's reputation.

At the outbreak of war on September 3, 1939, Bibbys had in commission, in addition to the transports "Devonshire," "Dorsetshire," "Lancashire" and "Somersetshire," the motor vessels "Cheshire," "Derbyshire," "Shropshire," "Staffordshire" and "Worcestershire," and the steamers "Oxfordshire" and "Yorkshire." All were called upon and participated actively in some capacity. They served as armed merchant cruisers, troop transports and hospital ships, and in the Fleet Train; they took part in every operation.

Launched in 1938 the 11,275-ton motorship "Devonshire" left her builders' yard on the Clyde two months before the outbreak of war the following year and made her first sailing under war-time conditions. She was on foreign service most of the war years, returning to the U. K. in April, 1944. She is currently engaged on Far Eastern trooping duties.



A wartime addition to the fleet, the cargo liner "Herefordshire" came under the liner requisition scheme in 1944 and made voyages to India, Australia, America and Java before finally settling down after the end of the war on the Rangoon run. Until joined by the reconditioned "Derbyshire" in November, 1947, she was the only liner of the company in the service.

Replacement plans were put into operation immediately after the cessation of hostilities and indicate a radical change of design for future units of the fleet. The latest addition is the company's second "Warwickshire."

With a cargo-carrying capacity of about 9,500 tons and passenger accommodation for 76 she sailed on her maiden voyage from Liverpool on September 5, 1948.

The Bibby Line is one of the very few shipping companies which has retained its individuality and maintained its family connections throughout ; four generations have now conducted its affairs and the fifth has already begun to take an active interest in its management. The prolonged retention of the company's ships in the country's service, political developments in India, Ceylon and Burma, and air transport are factors which tend to make the company's rehabilitation an extremely difficult task, but the characteristics which established its eminence in the past are still part of the company's assets, as evidenced by its present reconstruction programme.

OUR VISITORS



Mr. Cooper with his wife on board the "Strathaird" in which they travelled to Ceylon.

Photo: Times

One of Britain's best-known portrait-painters, Mr. Egerton Cooper, R.A., arrived on May 14, in the P. & O. "Strathaird" with his wife to complete the portrait of the Prime Minister, the Right Honourable Mr. D. S. Senanayake, P.C., on which he commenced work in London when the Premier visited Britain last year.

* * * * *

On their way to the U.K. for the Festival of Britain in the P. & O. "Chusan" which arrived on May 16, were His Highness, Syed Putra Ibni Al-Marhum Syed Hassan Jamabullail, the Raja of Perlis (F.M.S.) and his consort, Her Highness the Raja Perempuan.

The Raja Muda (Crown Prince) of Selangor (F.M.S.) was also travelling with them.

The party was entertained to lunch by the Prime Minister at the Senate Building.

* * * * *

The Danish motorship "Fionia" limped into Port on June 4, after sustaining damage to her engine during her voyage from Singapore to Colombo. Two cylinder covers, weighing almost two tons apiece, were flown out from Copenhagen and fitted to the vessel, which finally sailed on June 27.

In addition to a full complement of passengers, the vessel carried a number of elephants bound for Continental Zoos. The enforced stay in port did not ruffle the placidity of the pachyderms, but it must have sorely taxed the patience of the passengers.

* * * * *

Ten Russian trawlers led by the cargo vessel "Angora" put into port on May 21 for bunkers on their way to Vladivostock, where a Russian fishing centre is to be established.

On the P. & O. "Stratheden" which called on May 29, was Miss Phyllis Burke (21) of New York. Inspired by the wish to acquire a liberal education and imbibe culture she set out in June with a friend, Miss Beverley Drche (24), to hitch-hike round the world.

Sailing to Britain with 500 dollars each and a haversack they hitch-hiked through Britain, Scandinavia, Denmark, Western Germany, France, Italy, Greece, Egypt, the Holy Land, Arabia, Persia, India, Burma, China, Japan and the Malay Peninsula. From Singapore they sailed to Australia where Miss Drche settled down.

Miss Burke is en route to France where she hopes her journey will end.

* * * * *

The new Orient Liner "Oronsay" (28,000 tons gross) arrived in harbour on June 1, on her maiden voyage to Australia. The largest ship to be launched in 1950, it is provided with a comprehensive system of Marconi Marine radio equipment and navigational aids including radar.

A cocktail party was given on board by the Commander of the ship, Capt. T. L. Sharrock, and Messrs. Whittall & Co., her Colombo Agents.

Interesting passengers en route to Australia were Jon Pertwee, the British radio, stage and screen comedian, who is embarrassed by his resemblance to the American comedian Danny Kaye, and the crippled pianist, Miss Jo Spangler, for whom a successful future has been predicted by the well-known British composer, Sir Hamilton Harty.

* * * * *

The newest addition to the Fisheries Department's fishing fleet—the 300-ton "Braconglen"—arrived in Colombo harbour from London on June 4, with half a ton of fish caught en route. The journey out to Ceylon took 35 days—a record for a trawler of its size, especially since rough weather was experienced all the way.

The skipper, Mr. W. G. Mitchell, who brought the previous trawler "Raglan Castle" out, and the entire crew of the vessel flew to England to man the vessel. The mate, Mr. N. Mendis, is the first Ceylonese to qualify for and obtain the U.K. Board of Trade Fishing Mates' Certificate.

* * * * *

Admiral Sir Geoffrey Layton, Ceylon's wartime Commander-in-Chief, arrived from S. Africa in the "Isipingo" on June 10, for a fortnight's stay in Ceylon, before proceeding to Australia and New Zealand whence he will return to Britain via Panama.



ADMIRAL SIR GEOFFREY LAYTON, Ceylon's war-time Commander-in-Chief, looks at the city from the deck of the "Isipingo," in Colombo.

—Photo: Times

Sir Geoffrey evinced the keenest interest in the progress made by Ceylon's Army and Navy in whose high standard of efficiency he expressed the greatest confidence in view of the fine record of the Ceylonese who served in the fighting forces in the last war.

* * * * *

The French luxury liner "Felix Roussel" arrived on June 13, almost a day behind schedule due to a breakdown in one of her engines in the Suez Canal.

* * * * *

Over three hundred British youngsters, most of them orphans, *en route* to new homes in Australia toured Colombo with their Welfare Officer, Mrs. Brown, when the P. & O. "Maloja" touched at Colombo on June 13.

Some of the children may be adopted by Australian families, but the majority will be sent to special camps where they will be trained as Australian citizens.

* * * * *

In the "Orontes," which passed through Colombo on June 19, were nine postulants—nick-named "The Angels" by their fellow-passengers as a compliment to their zeal—who have left their parents and homes in Ireland to join the Geraldton Presentation Convent in Australia.

Ranging in age from 16 to 18, some will become nursing sisters and the others teachers.



Photo: Times

Capt. E. Abanese, the skipper of the Lloyd Triestino liner "Australia," gave a Cocktail party on board to a distinguished gathering when she touched at Colombo on June 20 on her way to Port Said, Genoa and Naples.

The ship's arrival was delayed as she had to turn back to look for a passenger presumed to have fallen overboard.

* * * * *

The "Telemon," the first German ship to call at this Port since war was declared in 1939, put into port on July 4, for bunkers.

* * * * *

Formerly the British hospital ship "El Nil," the re-christened Pakistan pilgrim ship "Safina-e-Murad" arrived in Colombo on July 4, on its first trip from Karachi to Chittagong whence she will carry pilgrims to Jeddah for the forthcoming Haj Festival.

* * * * *

The "Felix Roussel" on her return trip to France called on July 10. On board were the King of Laos and his son, Prince Savong, heir to the throne.

* * * * *



MISS NEW SOUTH WALES

Photo : Times

Miss Patricia Woodley, "Miss New South Wales, 1951," passed through Colombo on June 3, in the "Orcades" en route to the U.K. She will tour Britain and the Continent for five months with Miss Payne who is accompanying her.

* * * * *

Also on board was Mr. Early Covert after a successful season in Australia playing the lead in the musical "Annie Get Your Gun." He was accompanied by his wife and 8-year-old son, Gary, who also played a role in the play.

* * * * *

Distinguished visitor on the "Orontes" which called on July 1, was Capt. White en route to the U.K. to take up his appointment as Australian High Commissioner there.

He was accompanied by his wife and daughter.

Capt. White holds a distinguished record in both world wars and, apart from 22 years as a member of the Federal Parliament representing Melbourne, was Minister for Trade and Customs with the Lyons Government and Minister for Air and Civil Aviation under the Menzies regime.

The "Derbyshire" which put into port on July 22, brought a party of 13 Burmese Buddhist pilgrims. Among other gifts the pilgrims brought with them when they came ashore was a silver and gold casket studded with 722 diamonds, 3 emeralds and 32 rubies.



U. Ka Si, Burmese Ambassador-designate to the United Kingdom, brings the casket ashore followed by the other members of the mission.

Photo : *Times*

* * * * *

Another German vessel, the m.v. "Rio Bengo" arrived in Colombo on July 22. The skipper, 41-year-old quondam U-Boat Commander Herr Otto Stoeffler, and his partner, Herr F. Schoen, are co-owners of the vessel.

The ship brought a cargo of dried fish from Karachi and left for Cochin on August 15, with a cargo of Ceylon Copra.

* * * * *

The Governor-General of Australia, the Rt. Hon. William McKell and Mrs. McKell passed through Colombo on July 27, in the Orient liner "Orontes" on their way to England for a holiday and for discussions with H.M. the King regarding arrangements for the Royal Tour of Australia in 1952.

They were accompanied by their son and daughter and Lt.-Col. Orr, Military Secretary.

M. Robert du Gardier, who succeeds Baron Pinoteau as Minister for France in Ceylon, arrived on July 29, in the liner "La Marseillaise."

M. le Bideau arrived in the same vessel to succeed M. Boizet as French Consul.



The new French Minister to Ceylon, M. Du Gardier, and Madame Du Gardier, photographed on board the "La Marseillaise" with their two children, Patrice (right) and Sylvie (left).

Photo : Times

* * * * *

A four-masted Brazilian Naval training ship, the 3,325-ton "Almirante Saldanha," created a furore when she arrived here on August 1, on her annual training cruise.

Skipped by Capt. Pedro Paulo de Araujo Suzano, she was the first Brazilian naval ship to call here since November, 1890.

The floating naval college, equipped with sail and an auxiliary steam engine, carried 85 midshipmen, a crew of 400 and 29 officers. The midshipmen are instructed in the most practical way in all aspects of navigation and Naval warfare and examinations are conducted monthly by the officers on board.

The ship remained in port for a week and the smart uniforms of the naval trainees evoked much admiration as did their prowess in the fields of soccer and swimming.

All her previous training cruises were confined to European waters, but the Captain declared that it had now been decided to include the "Orient" in her schedule, and that the ship will, therefore, make this port every year in future.

* * * * *

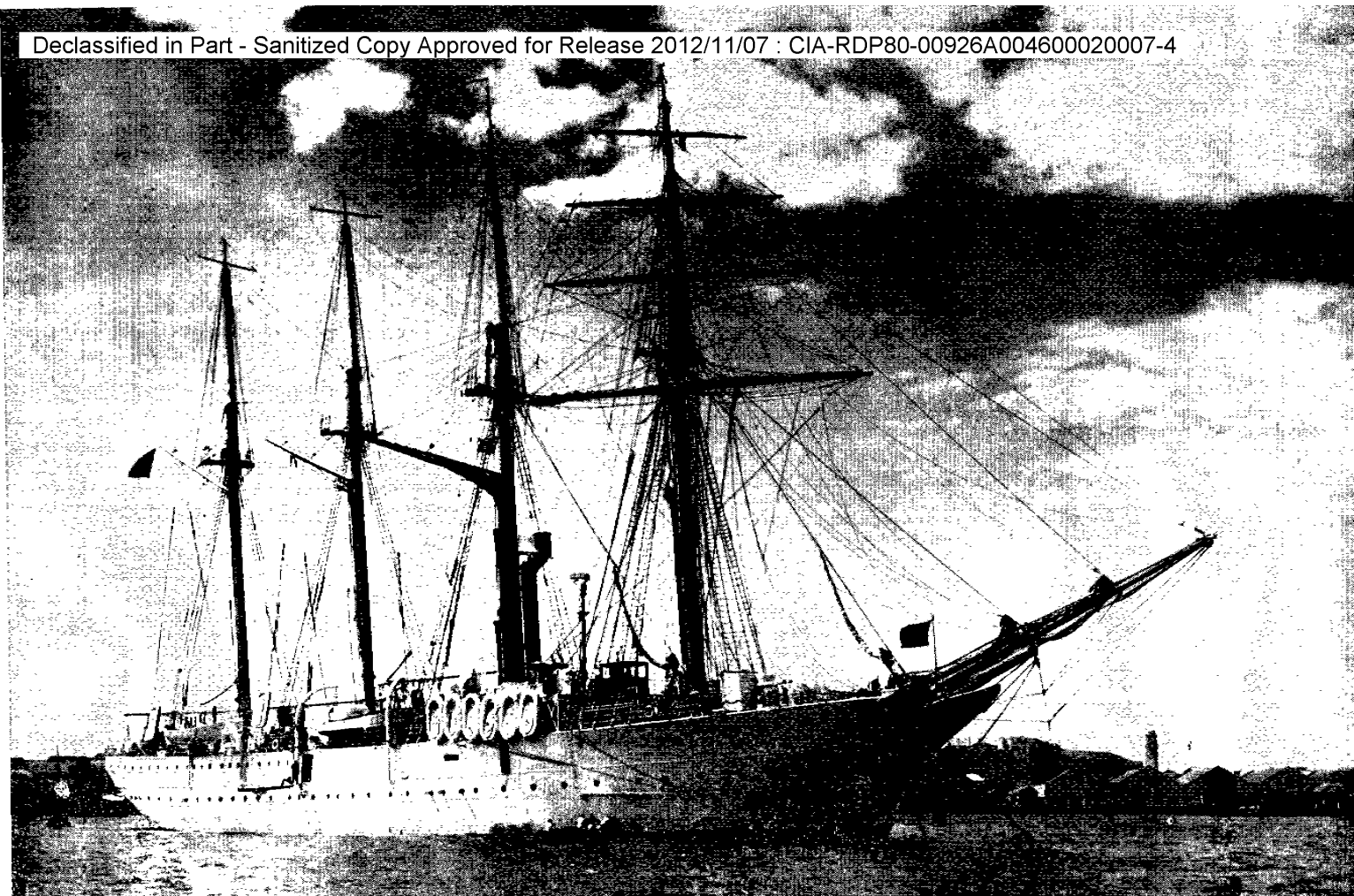
The "President Monroe" which put into port on August 26, carried a full-complement of globe-trotters, among whom were Miss Barbara Bailey, a beauty-culture expert from California, United Nations' war correspondent, Mr. Bruce Thomas with his wife and daughter, and dye-magnate, Mr. Newton Sobin, with his wife and two sons.



THE BRUCE THOMAS FAMILY : Mr. Thomas is a United Nations war correspondent, who reported the Kaesong Peace talks for a string of U. S. newspapers. Five-year-old Susan has travelled twice to Europe and is now on a round-the-world tour. Mrs. Loraine Thomas is Professor of Journalism at Compton College.

Photo : Times

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Brazilian Training Ship

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The second Brazilian ship to call here in three days, the "Salte 56," put into port on August 4. On board was Brazil's first woman war-correspondent, Miss Fernanda Reis.



'KING' OF THE COCOS
ISLANDS—Photo: Times

The "Salte 56" is the first of nine small vessels built in Japan for the Brazilian Government and is on her way to Rio *via* Aden.

* * * * *

John Clunies Ross, 22-year-old fourth white "King" of the Cocos Islands, disembarked in Colombo on August 14, from the "Ormonde" for a brief stay in this Island prior to flying to the U.K. to marry Miss Daphne Parkinson whom he met during his visit to Britain last year.

Mr. Clunies Ross, whose ancestors colonized the Cocos Islands—a lonely group of 27 islands in the Indian Ocean—in 1825, ascended the throne in December, 1949.

* * * * *

The well-known Chinese millionaire, film and newspaper magnate of Singapore, Mr. Loke Wan Tho and his wife, were in Colombo on August 16, 1951, in the "Carthage," on their way home from a holiday in India, where Mr. Loke climbed 11,000 feet up the Himalayas.

* * * * *

Sir Lloyd Dumas, Chairman of the Australian Press Association and Australian Member of the Board of the Reuter Trust, arrived in Colombo in the P. & O. "Strathaird," on August 20.

Accompanied by Lady Dumas, he was returning to Australia after attending Reuter's Centenary Celebrations in England.

* * * * *

The "Salte 57," the second of nine small vessels ordered by the Belgian Government from Japan, arrived on August 23, on her way to Rio *via* Aden.



SIR LLOYD and LADY DUMAS

Photo: Times

Mr. P. E. Millbourn, C.M.G., an engineer and businessman, whose services have been loaned to Ceylon by the U.K. Government to whom he is Adviser on Shipping, arrived on September 2, to sit on a two-man Commission which has been appointed to study and advise on the port problems in Colombo.



Mr. P. E. MILLBOURN, C.M.G.

Photo: Times

Making his name in the construction of Mulberry harbours off the Normandy invasion beaches and other methods of wartime port improvisation and in the solving of the problem of post-war congestion in ports all over the world, he brings unrivalled knowledge of the latest advances in port-mechanisation and the speediest way to handle all types of cargoes.

He expects to finish sittings in two weeks and his report is awaited with interest.

ISLE OF GEMS AND HER GEM TRADE

By

SARDHA RATNAVIRA

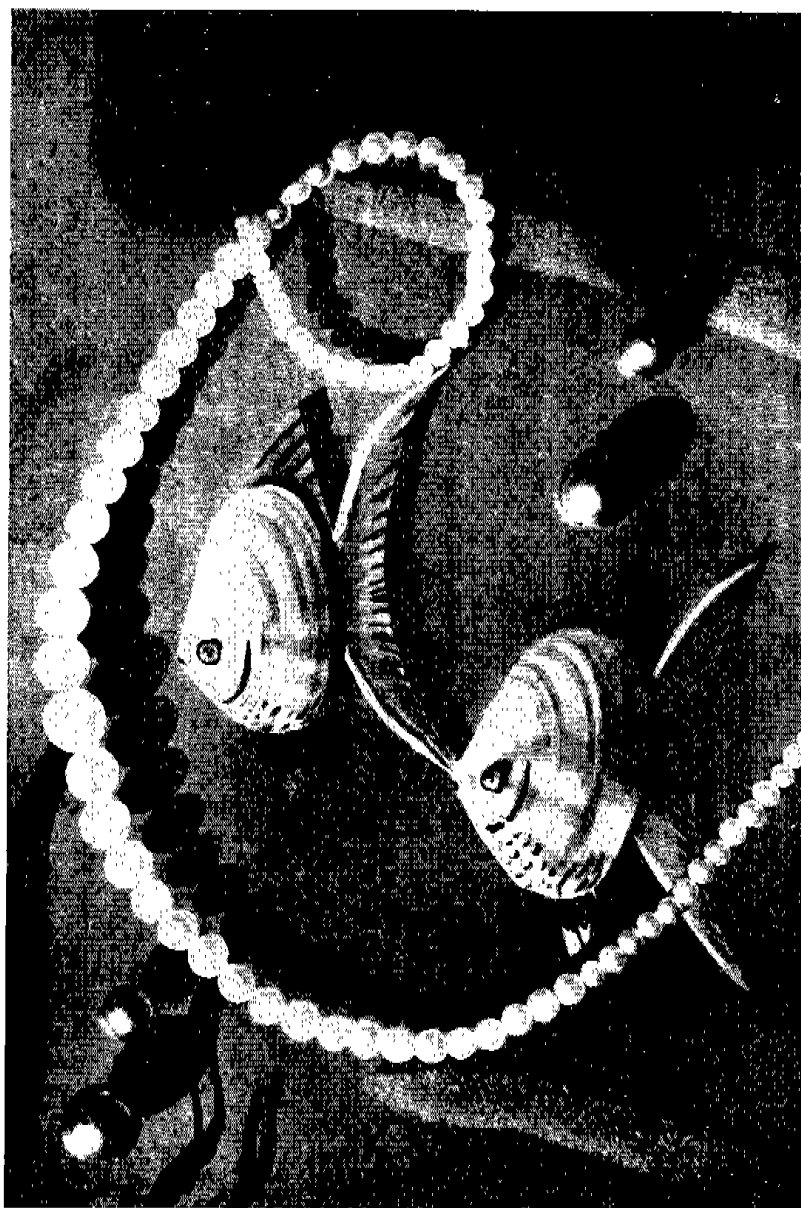
(Gemologist.)

Nestling among the peaks of the Sabaragamuwa district lies Ratnapura, famous throughout the world as the city of gems. Star Sapphires, Blue Sapphires, Rubies, Cat's eyes and a large variety of other gems, of quantity unlimited, are found here, and here one finds Ceylon's gemming industry at its best. These gems are cut and polished by expert gem-cutters and form the basis of some of the finest jewellery offered for sale in Colombo, the gem-trading centre of Ceylon. Incidentally, the gem-cutting trade is monopolised by the Moors and they still stick to their crude equipment for the purpose.

Out of over a hundred jewellers in Colombo, only a handful have been in the trade for nearly half a century. During the war, many small shops with attractive name-boards to lure G.I.s sprang up like mushrooms overnight, all over the town of Colombo. Even the candy-dealers, money-changers, cigar merchants and magazine stalls took to displaying gems and jewellery in fancy show-cases. Many of the dealers became self-styled experts, though they did not know the difference between a genuine gem and the bottom off a beer bottle or a piece of red glass off a traffic light or between a pearl and a glass bead. It thus became possible for those visiting Ceylon to buy anything from a hunk of glass off a traffic light to a genuine Ruby, and perhaps pay the same price for both.

Ear-drop set with Pearls and Cabochon-cut Rubies





A String of Pearls

Ceylon has always been noted for her unscrupulous dealers and has been classed as one of the worst countries for gem-trading. One who has travelled abroad rarely returns to Ceylon without hearing remarks to the effect that the gem-trade in Ceylon is a big "racket."

Large quantities of synthetic and imitation stones, cut and uncut, manufactured in other countries have found their way into Ceylon. Thanks to the Ceylon Government, the importation of synthetic and imitation stones into Ceylon has now been banned. This has greatly helped to reduce the sale of non-genuine gems to some extent, but has not solved the entire problem, for already a large quantity of fake stones that were imported years ago are in the market. Of late, the Government, with the co-operation of the ethical jewellers, most of whom are members of the newly-formed Ceylonese Jewellers' and Gem Merchants' Association, has been busy trying to adopt ways and means of protecting the gem-buying public.

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December, 1950

Port of Colombo Quarterly Review



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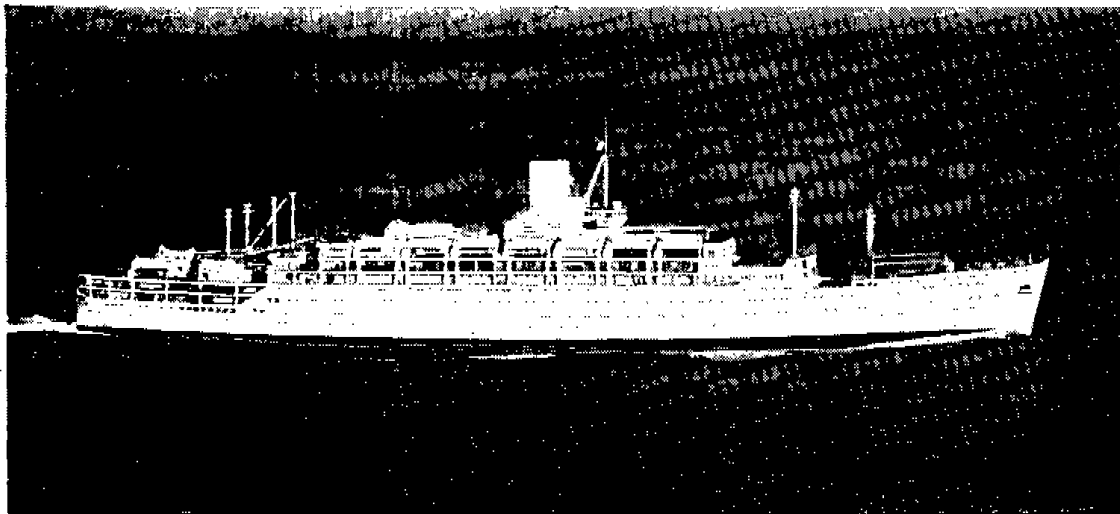
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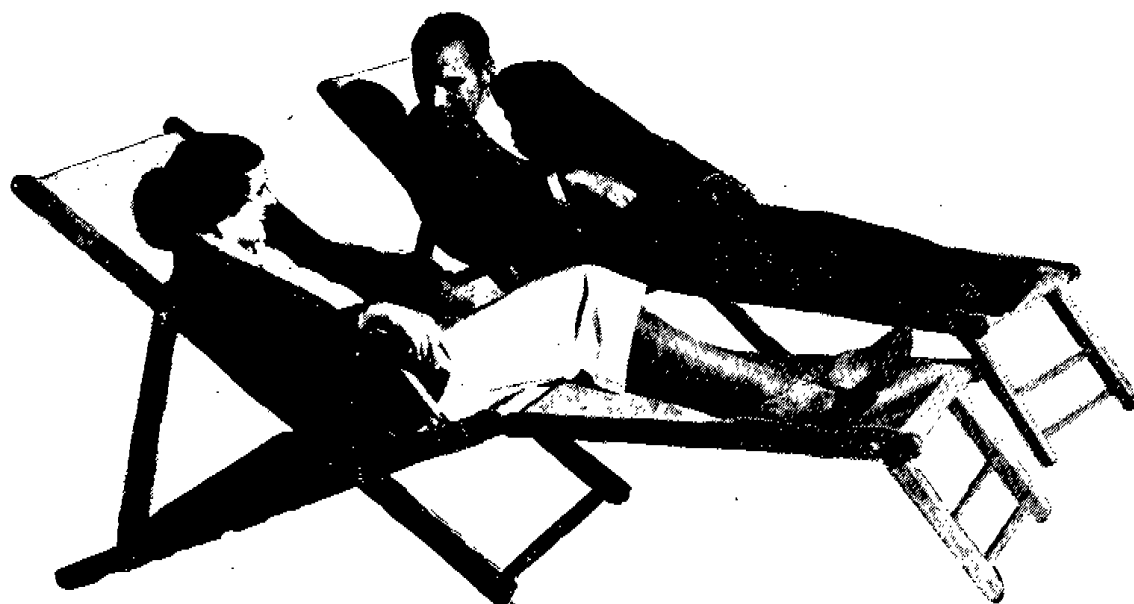
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for

COMPAGNIE MARITIME DES CHARGEURS REUNIS

HEAD-OFFICE

for

INDIA--PAKISTAN--BURMA & CEYLON

12, PRINCE STREET

P. O. B. No. 99

COLOMBO

Telephone : 2298

5. Docks and Slipways**(a) Graving Dock :—**

Length	...	...	694 ft. 7½ ins. (extreme on floor)
Breadth	...	...	85 ft. (at cope)
Depth	...	...	30 ft. (L.W.O.S.T.)

(b) Inner Graving Dock :—

Length	...	...	350 ft. (extreme on floor)
Breadth	...	...	54 ft. (at cope)
Depth	...	...	20 ft. (L.W.O.S.T.)

(c) Patent Slip :—

Length of cradle	...	...	200 ft.
Breadth	...	...	25 ft.
Depth	...	...	11 ft. forward 21 ft. aft.
Capacity	...	...	1,000 tons

6. Oil Facilities

The Storage Depot, 128 acres in extent, is at Kolonnawa, 4½ miles from the Harbour. There is also a Measuring Tanks Depot, 19 acres in extent, at Bloemendhal, ¾ mile from the Harbour. Two 10" diameter pipelines for liquid fuel, one 10" diameter pipeline for Kerosine Oil and Benzine and an 8" diameter pipeline for automotive diesel oil, together with boosting pumps, connect the Harbour (Guide Pier, Discharge Jetty and Outer Bunkering Jetty) to the Installation.

The Depot is divided into two sections, one for fuel oils and kerosine and the other for benzine and other dangerous oils. These two sections are separated by a safety reservation. The Depot is accessible by road and rail.

Land is available for lease both at Kolonnawa Oil Depot and Bloemendhal.

7. Coconut Oil Facilities

The Storage Tanks, 8 in number, are at Summer Hill, within the Harbour premises. The total storage capacity of the tanks is 4,600 tons. An 8" diameter pipeline delivers oil at the rate of 180-200 tons per hour to the Guide Pier where ships berth to load the bulk coconut oil.

Delivery to ship will shortly be speeded up to about 300 tons per hour when a boosting pump is installed.

8. Transshipment Cargo

Special low rates are quoted for handling transshipment cargo, as well as reductions given in Port Entering Dues on vessels carrying cargo for transshipment in Colombo.

9. Fire Protection

Efficient protection is ensured at all times in the Port by the Fire Float "Phoenix," as well as land appliances.

10. Landing Companies

Four principal Landing Companies own between them about 350 cargo lighters ranging from 35 to 100 tons, tugs and special craft by which cargo is transported between ship and shore and vice versa.

Stevedore Contractors provide fast working stevedore gangs for handling import and export cargoes.

NOTE : A booklet containing all information regarding the charges for the use of port facilities may be had on application to the Secretary, Colombo Port Commission.

ABOUT THE PORT OF COLOMBO.

1. Dimensions at Entrance to Harbour

	Minimum Width	Minimum Navigable Depth*
Western Entrance	750 ft.	38 ft.
Northern Entrance	700 ft.	32 ft.

*L.W.O.S.T.

2. Berthing Accommodation

	South-West Monsoon (May to Sept.)	North-East Monsoon (Oct. to April)
(a) At buoys :—		
Number of berths (large)	34	42
Number of berths (small)	6	5
	40	47

N.B.—Maximum Draft at which ships can be permitted—35 ft.

(b) Alongside :—

Guide Pier	Entire length, 800 ft.
	Depth up to 1st 500 ft.—33 ft.
	Depth for remaining 300 ft.—30 ft.
Discharge Jetty...	Length 550 ft.
	Depth 33 ft.

Oil Berth :—

* Outer Bunkering Jetty	Length 550 ft.
	Depth 32 ft.

* As work on the provision of alongside berths has now commenced, this berth will be out of commission for the next 18 months or so.

N.B.—Maximum Draft at which ships can be permitted is 2 ft. less than depth of water shown.

3. Warehouse Accommodation

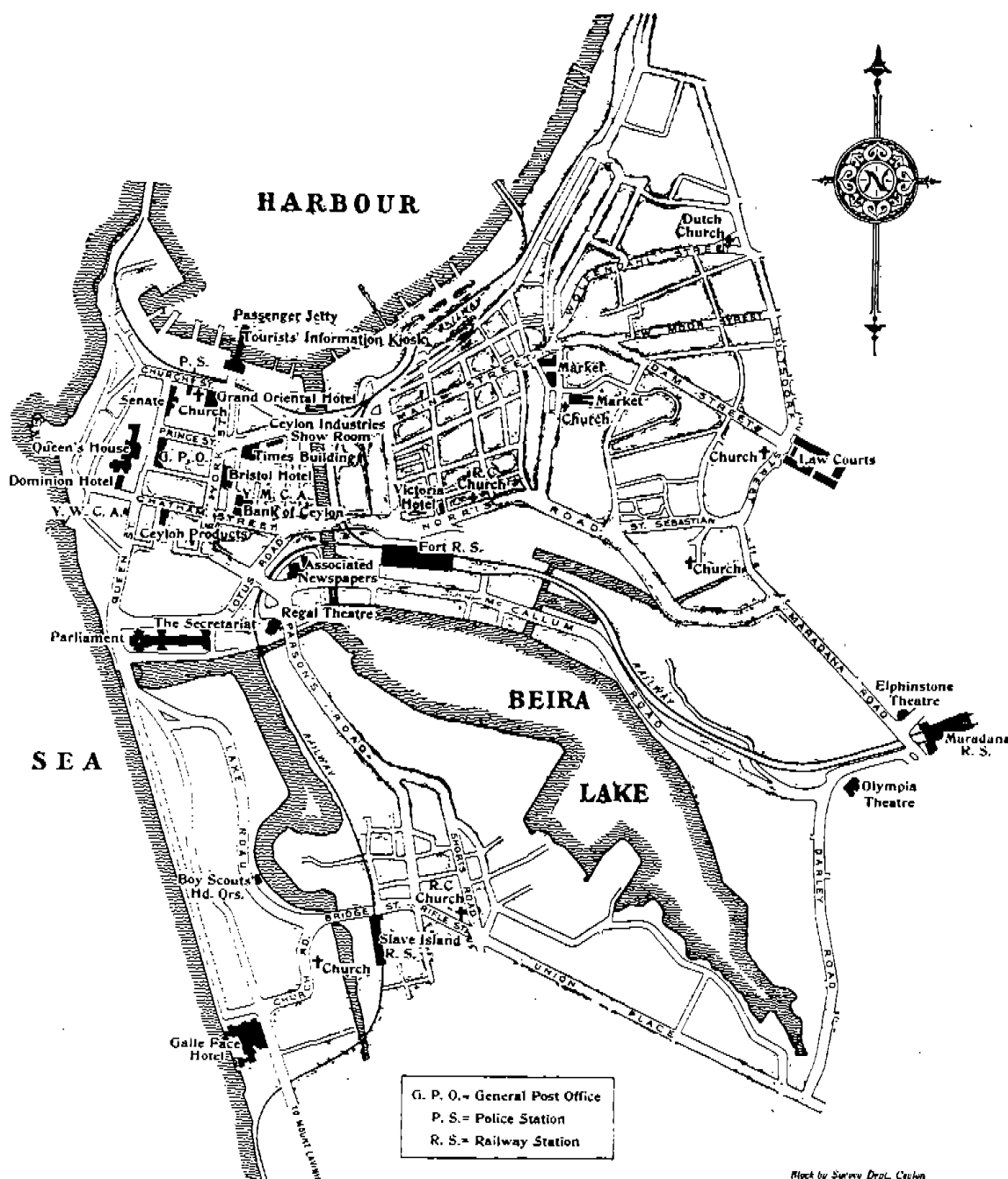
	Imports, Exports and Transhipment
Total area of ground space	628,663 sq. ft.
Total cubic capacity	8,264,323 cu. ft.

All Warehouses are served by road and rail transport facilities.

4. Cranes :—

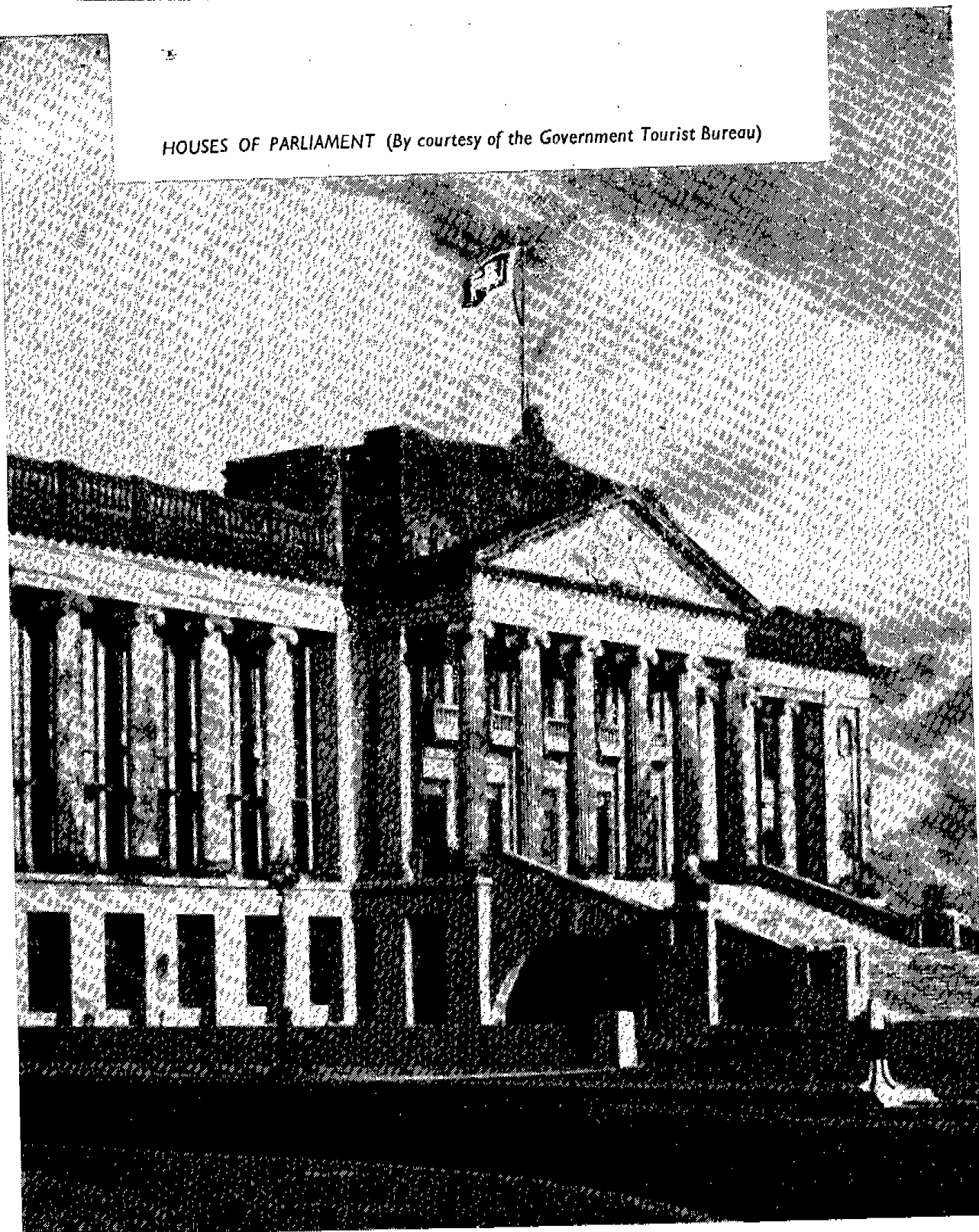
	Number.	Capacity.
Electric Cranes	33	1 to 6 tons
Steam Cranes	26	2 to 5 tons
Steam Jib Cranes	2	10 tons
Steam block loading "Titan"	1	33 tons
Steam Dockside Crane	1	30 tons.
Steam Goliath Cranes	4	5 — 30 tons
Mobile Cranes	8	4 to 10 tons
Floating Cranes	5	5 to 60 tons
Hand Cranes	12	1 to 10 tons

Further south is the promenade known as Galle Face, at the end of which is the Galle Face Hotel. At its further end begins the Galle Road, which runs to the southern town of that name 70 miles away. The first section of this highway is wide enough to take a very heavy load of motor traffic, including double-decker omnibuses. The Prime Minister's residence, "Temple Trees," is an impressive building on this road which leads to Colombo's populous southern suburbs.



Note.—This is the last article in this series. A new series on "Organized Motor Tours to various parts of the Island" by a leading Tourist Agency will commence in Vol. III, No. 1).

HOUSES OF PARLIAMENT (By courtesy of the Government Tourist Bureau)



Proceeding south from the Clock Tower in the Fort to the sea front, you pass the impressive Parliament Building, where the House of Representatives meets. Behind it is the Secretariat, in which all important Government Departments are housed.

And this brings you to the Ceylon Industries' shop and to the Pettah, a crowded market-place and typically Oriental shopping centre where people of all nationalities loiter, buy and bargain. Graceful Oriental women flash by like pictures out of a story book. Hawkers, attired in bright sarongs, crave for custom with tinkling glass bangles and garish gew-gaws. In the old Town Hall Market, fragrant with the aroma of the spices and Eastern delicacies which were transported to King Solomon by the Navy of Tarshish may be found, in a hundred stalls, all the commodities of the island attractively displayed. Within a stone's throw Hindu Temples flaunt their fantastic frontages, bare-bodied men, with ash-smeared foreheads, sit wrapt in meditation.

At the further end of the Main Street are an old Dutch belfry, and beyond it Kayman's Gate, the junction. A most interesting relic of the Dutch occupation is Wolvendaal Church, whose lofty dome is visible to the traveller as he approaches the port of Colombo. A fine cruciform building in Doric style, erected in 1749, it contains many memorials of Dutch rule, chief among these being the coats-of-arms and tombstones over the graves of Governors.

Not far from Wolvendaal are the Law Courts on a hill called Hultsdorp, after Gerard Hult, Dutch Governor and General of 1655.

To the north of Colombo is Mutwal, a picturesque part of the coast. Here, when evening falls, you will see fishing canoes with rust red sails fluttering and drying in the breeze, children frisking on the sands and sturdy brown men mending nets.

Exploring the city in another direction, you will discover Slave Island, where the Dutch were once said to have kept slaves, one of their Eastern institutions. But it is no longer an Island in the lake. Its residents today include a large number of Malays, the descendants of members of a regiment stationed here when the British took Ceylon in 1796. The Dutch East India Company's associations are perpetuated by the Sinhalese name, Kompannaveediya.

In the heart of Colombo is its fashionable residential quarter, the Cinnamon Gardens, where once the Dutch grew the precious plant to free themselves from the Sinhalese kings. Here you will find the Town Hall, the Museum, Victoria Park and the Racecourse. The Museum is notable for its exhibits from Ceylon's storied past, its entomological and mineral collections; precious stones, rare jewellery and curios; copies of frescoes and numerous other objects of absorbing interest.

Some of the roads in this part of the city are particularly attractive especially when they are strewn with the blossoms of the Flame of the Forest, the Gold Mohur and other shade-trees, drawing a rich counterpane over the roadway.



TOWN HALL, COLOMBO.

(By courtesy of the Government Tourist Bureau)

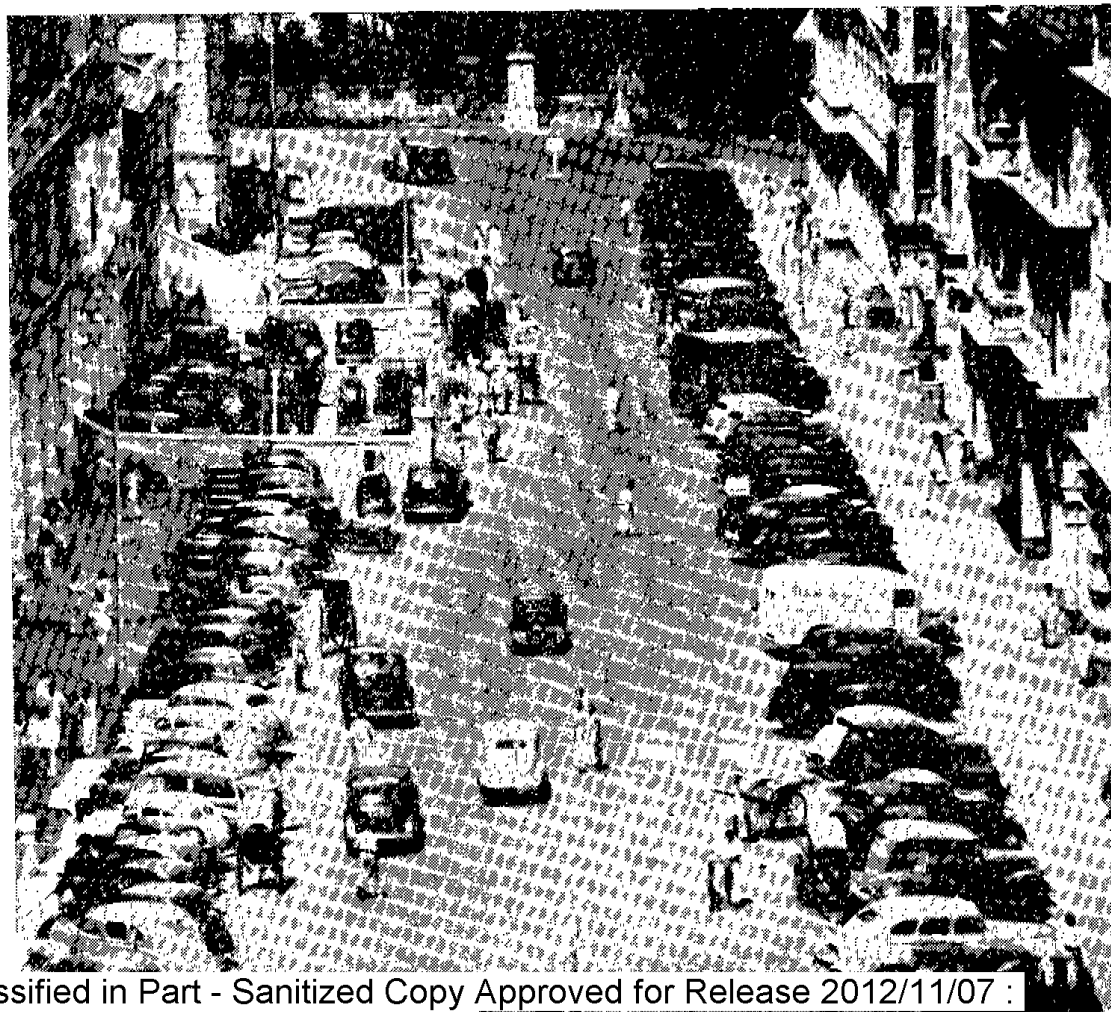
As you step out of Passenger Jetty, past the Customs Offices, and the Tourist Information Centre, you are in what is known as the Fort, the Island's business and administrative nerve centre. A fort had been built by the Portuguese in the early 16th century. Later it was rebuilt by the Dutch on an ambitious scale. It was this which the British seized towards the close of the 18th century. All the fortifications were demolished about 75 years ago—but the name persists. The Dutch captured Colombo in 1656 from the Portuguese who had ruled Ceylon's maritime provinces for over a century and a quarter; and the British from the Dutch in 1796.

St. Peter's Church, in the Fort, on the turning right from the jetty, was used in Dutch times as a residence for Governors. It contains some interesting memorial tablets. Round the corner is Queen's House, the residence of the Governor-General adjoining which is Gordon Gardens, originally a Dutch burial ground. In the garden is a curious boulder stamped with an European coat-of-arms surmounted by a crown. A date read as 1501 is engraved on it. This is a "padrao" which early Portuguese navigators used to set up when they came to a new land.

Opposite is the building where the Senate, the Second Chamber of Ceylon's Parliament meets. The Senate also houses the Cabinet offices, the venue of the Commonwealth meeting on Foreign Affairs. A little further on is the General Post Office. Beyond it is the lighthouse and Clock Tower, built in 1837, in Queen Street.

Turning left and proceeding along Chatham Street, where there are many shops, restaurants and business houses, you may step in at "Ceylon Products," an emporium run by the Ceylon Government where excellent examples of the art of the local craftsman make exquisite souvenirs of Ceylon. Another turn to the left and you are in York Street. Some of the big stores, silk shops and jewellers' firms are situated here, as well as in Prince Street, which leads you to Main Street.

PRINCE STREET, COLOMBO—(By courtesy of the Government Tourist Bureau)



TOURISM

By "MOTORIST"

S

COLOMBO

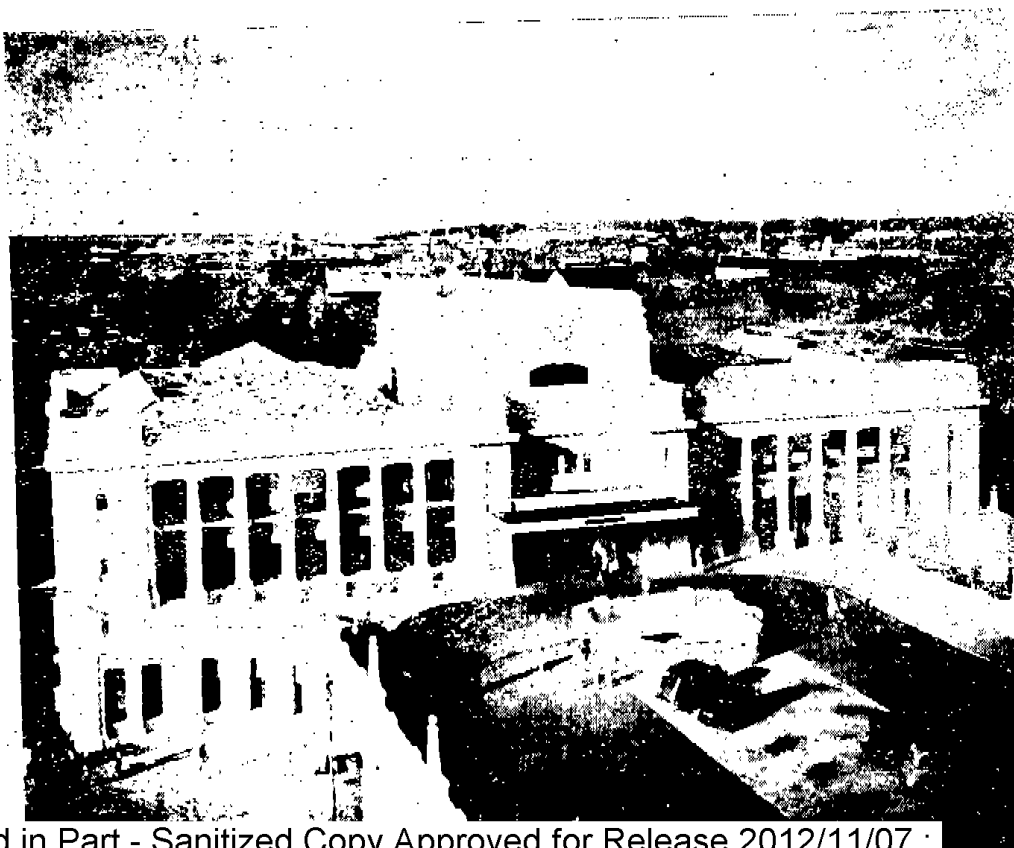
Colombo, capital of the youngest Dominion in the British Commonwealth, is an Eastern garden of colourful contrasts. Its exotic Oriental life side by side with modern amenities, its excellent roads, wide, clean and lined by flowering trees, and its refreshing green setting of coconut palms and luxuriant vegetation combine to make it one of the most popular ports of call in Asia.

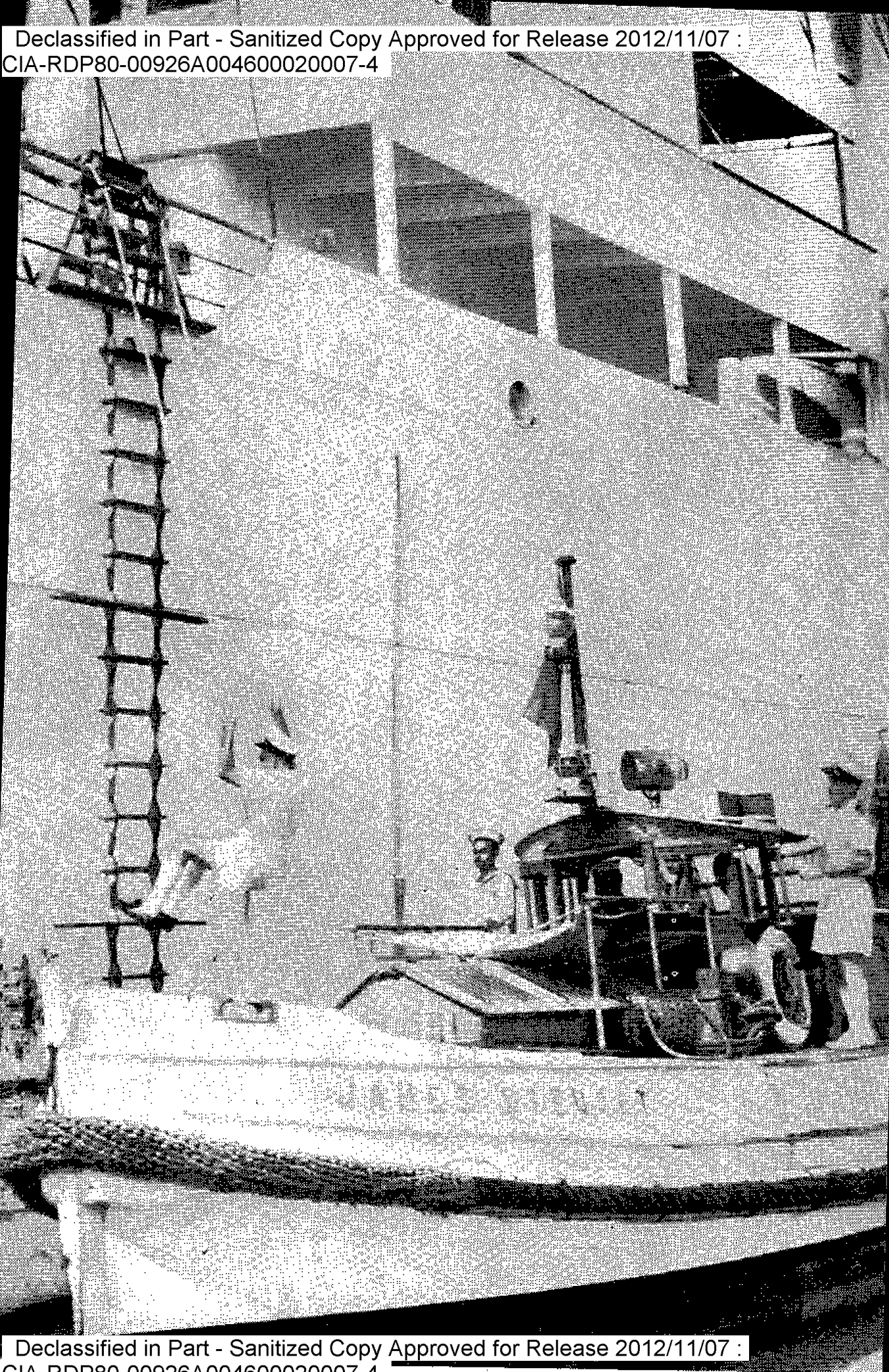
Its harbour is internationally known as one of the world's large ports, in which the flags of all nations may be seen as their ships lie at anchor.

Two air-ports serve Colombo, Visitors by air touch down either at Katunayake—21 miles to the North—or at Ratmalana—11 miles to the South—and motor to the capital through interesting rural and suburban scenes.

The city bears the stamp of the West to some extent. Since 1505, when the Portuguese came to it, it has continued this contact.

PASSENGER JETTY—COLOMBO, (By courtesy of the Government Tourist Bureau)





Publications Received:

Port of Mobile News—September, 1950.

Port of Oslo Booklet.

Port of Aden Annual.

Report of the General Manager of South African Railways and Harbours for year ended March 31, 1949.

Port of New Orleans Weekly Bulletin—September 23, 1950.

Port of Greenock Handbook.

Revue de la Chambre de Commerce de Marseille—August, 1950.

Port of Melbourne Quarterly—October-December, 1950.

Melbourne Port Gazette—November, 1950.

World Ports—September, 1950.

Dock and Harbour Authority—October, 1950.

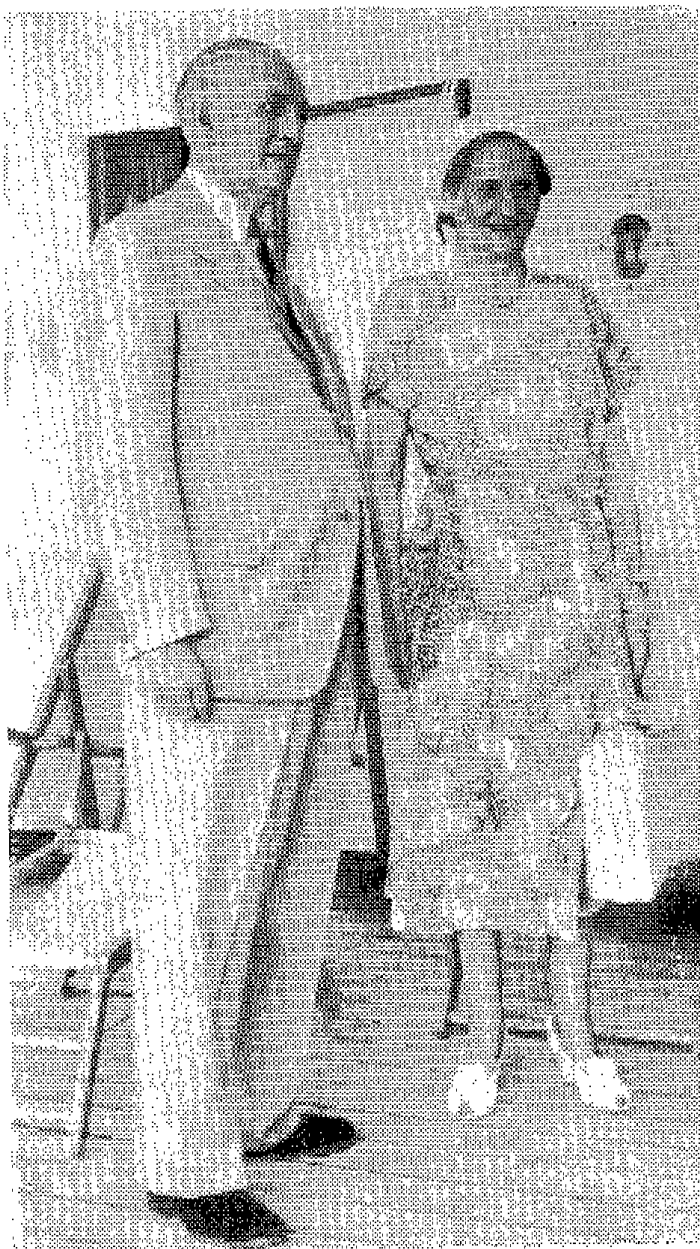
THE MEN WHO MAKE THE WHEELS GO ROUND

3. THE COLOMBO PORT COMMISSION PILOT

The Colombo Pilot Service is one of the finest in the East. Apart from movements of ships inside the harbour a pilot is required, on an average, every two hours day and night 365 days in the year either to take a ship in or out of Colombo Harbour.

Sir John Tarbat, member for Export Interests in the Colombo Port Commission and Managing Director of the Galle Face Hotel, returned to the Island with Lady Tarbat by the "Strathnaver" on November 13, after a holiday in the U.K.

We welcome him back and look forward to the renewal of happy associations.



SIR JOHN AND LADY TARBAT

The second of the President Line's three new \$ 12,000,000 "round-the-world" luxury-cruise liners, the s.s. "President Adams" was launched in Camden, N.J. on October 9. The first of the trio, "President Jackson" was launched on June 27, and is now nearing completion, while the last, "President Hayes" will be launched early in December.

* * * * *

A new Indian passenger-cum-cargo liner, the "Jalvallabh" of 9,000 tons is due to enter the India-U.K. Continent service in December. She has been built for the Scindia Steam Navigation Company and her sister-ship the "Jalrajendra" will be launched next month for the same owners.

* * * * *

The British India Company's new cargo liner the s.s. "Ordia" successfully completed her trials on the Clyde on August 25, and will shortly be leaving the U.K. for employment in the Company's Eastern services for which she has been designed.

She will join her sister-ship the "Olinda" which has been in service since March, 1950.

* * * * *

MISS JOAN RAMSBOTHAM, daughter of the Governor-General, left for home in the "Worcestershire"

Photo: Times



Hon. Joan Ramsbotham, daughter of the Governor-General of Ceylon, sailed for the U.K. in the "Worcestershire" on October 2. Her wedding to Capt. R. H. S. O'Grady will take place at St. James' Church, Spanish Place, in London's West End on December 16. Lord Soulbury may fly to London to attend the wedding.

He will co-star with Kerima, 22-year old Arab girl, Carol Reed's glamorous find for the role of Aissa.

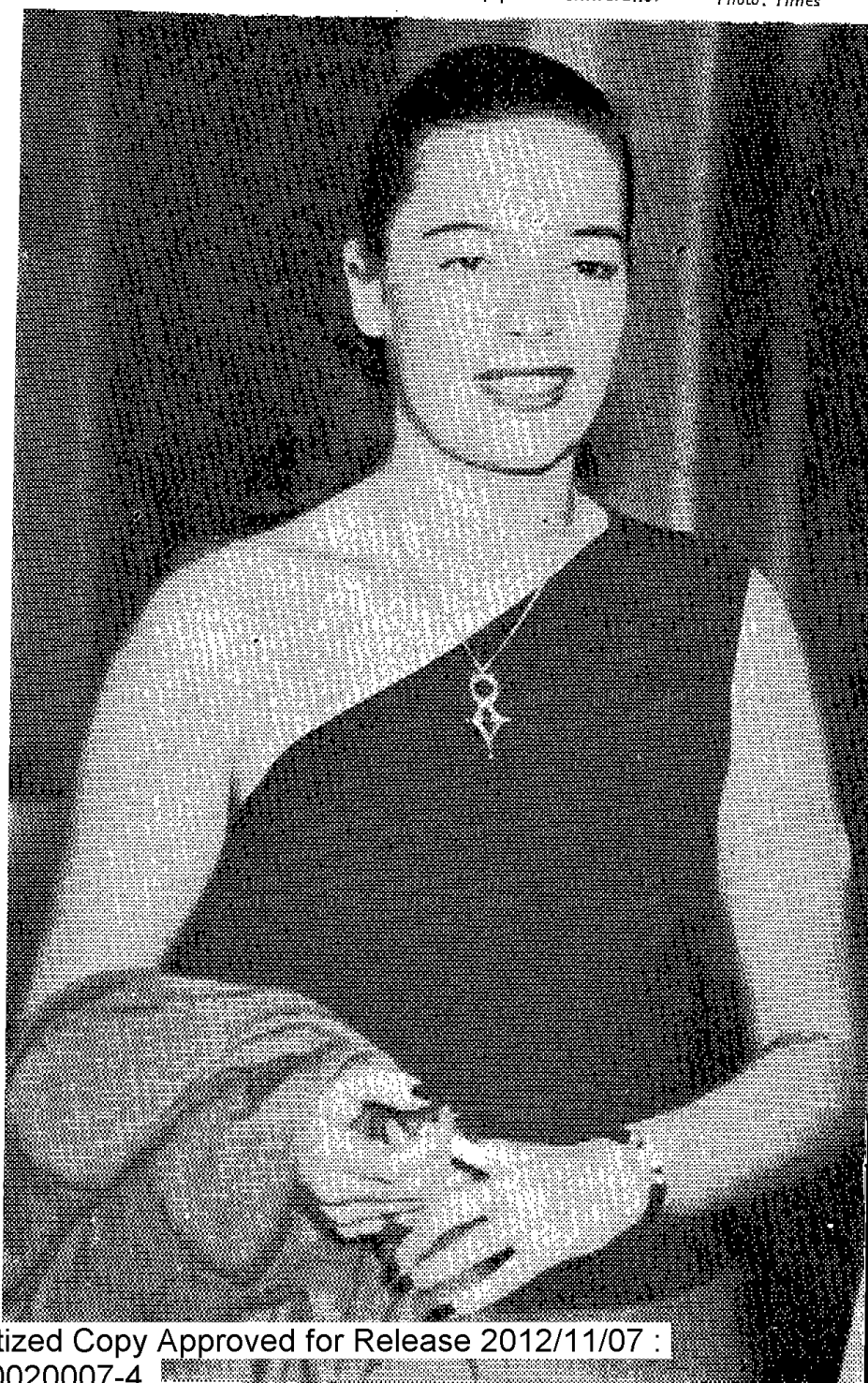
Dockside scenes from the film will be shot beside the Prince of Wales Jetty in the heart of Colombo Harbour and a Maldivian brigantine will be taken three miles out of harbour to shoot scenes on the high-seas. In addition to scenes in various parts of the Island, a Malay Kampong-village is being constructed on the lower reaches of the Kelani river.

* * * * *

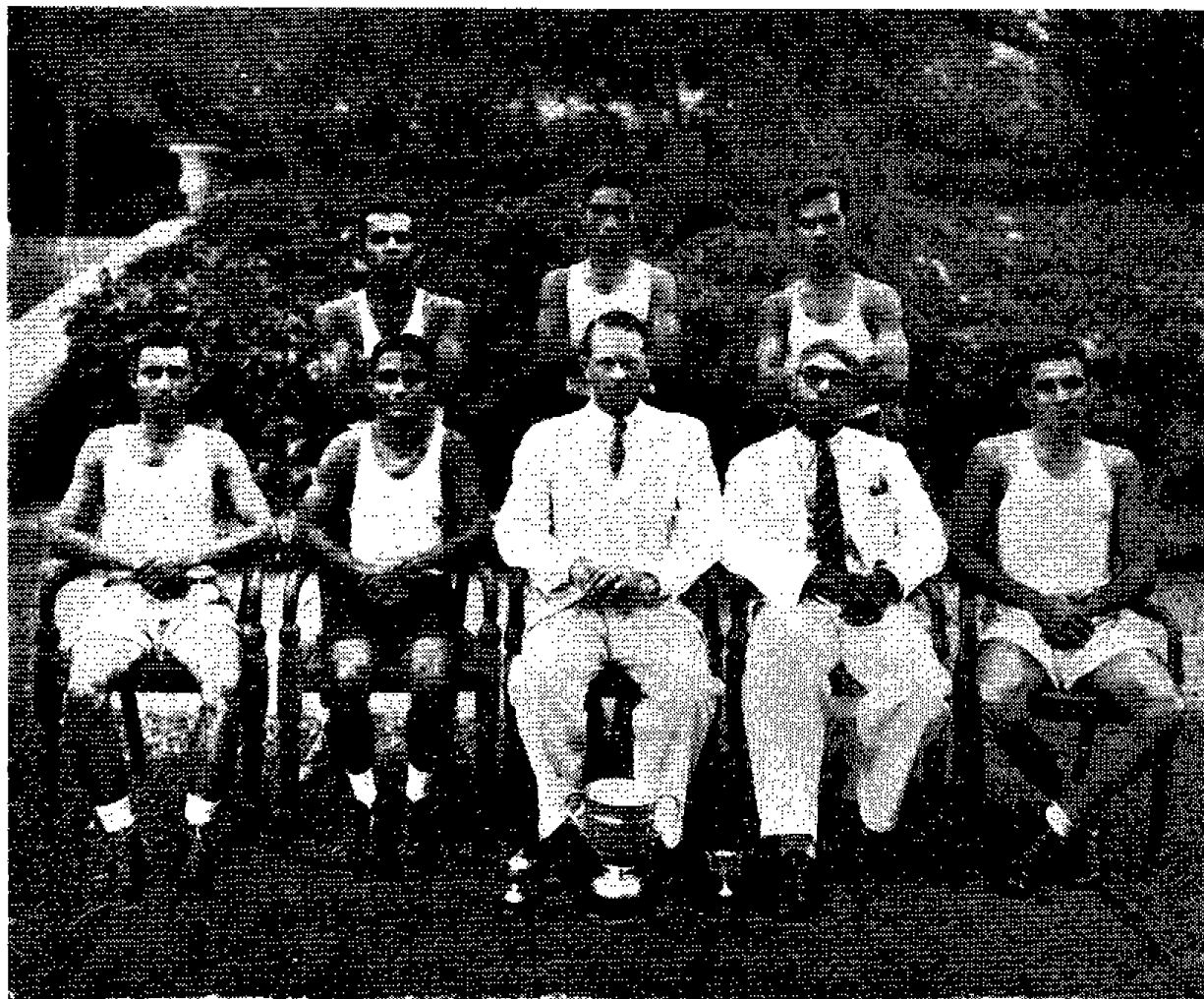
KERIMA, sensational new Arab "find," to star in Carol Reed's "Outcast of the Islands," finds solace in a cigarette amidst the bustle of greetings at Katuncyaka Airport, where she arrived by air with British film star, Trevor Howard, and a number of film technicians. Photo: Times

A famous British Oil Company is also making a film—a colour film of jungle life in Ceylon. Those working on the project have had particularly good luck and it is understood that the film, which should be completed within a few months, contains some incidents of jungle life never before filmed. After a Ceylon preview, it will be shown all over the world.

Ceylon has scenic beauty and colour which attracts film-producers and will undoubtedly be selected more and more frequently by film-producers for films requiring an Oriental setting.



The Colombo Port Commission Boxing Team emerged victorious in the Amateur Boxing Association Tournament for the Clifford Cup. The photograph shows the Team with Lt.-Col. P. A. J. Hernu, Chairman, Colombo Port Commission, and the Secretary of the Colombo Port Commission Recreation Club.



Clifford Cup Boxing Team

Photo: C.P.C.

* * * * *

The advent of Carol "Third Man" Reed and the famous British filmstars Trevor Howard and Sir Ralph Richardson to shoot scenes for British-Lion Film Co's production "Outcast of the Islands" has aroused considerable interest here.

Trevor Howard spent the first six years of his life in Ceylon, where his father Mr. A. J. Howard used to work in the firm of Messrs. Aitken, Spence & Co., Ltd., Colombo.

* * * * *

A record tonnage of 13,292 tons of Coconut oil was shipped through the Port bulk oil installation in October, 1950, the highest figure prior to that month being 10,225 tons in November, 1949.

HERE — AND THERE —

THE foundation stone for the construction of the South-West Breakwater (which with ancillary works converted Colombo from an open roadstead into a perfectly-sheltered harbour) was laid by King Edward VII (then Prince of Wales) on December 8, 1875.

The Port of Colombo is therefore 75 years old this month, and to celebrate its anniversary the Port Commission and Customs Departments in conjunction with the Ceylon Society of Arts are organising a mammoth carnival entitled "Anchors Aweigh." Commencing two days prior to Independence Day—February 4, it will run for ten days. One of the high-lights of the carnival will be the "Hall of Progress" where models, photographs, etc., will vividly illustrate the wide contrast in the port (and its equipment) as it was then, is now and will be when the vast port development works now in hand have been completed.

* * * * *

Appropriately enough 75 years later, almost to the day, the Hon'ble the Minister for Transport and Works, Sir John Kotelawala, K.B.E., performed the ceremony of laying the first block of the North-East Breakwater Quay (the first part of the Rs. 88,000,000 Port Development Scheme) on December 1.

Sir John Kotelawala, K.B.E., the Hon'ble Minister for Transport & Works (Lt.-Col. P. A. J. Hernu, Chairman, Colombo Port Commission, on his right), presses the switch to inaugurate the commencement of the construction of the North-East Breakwater Quay. Photo: Times



Shipping is unique among man's occupations, in that, it is the first to feel the impact of a trade depression and the last to recover from its consequences. Up to the end of 1937, the improvement in world trade was progressively maintained. In 1939, England was once again at war, and British tramp shipping came under the control and direction of the Government. Contrary to popular belief, tramps placed at the service of the nation a comparatively new fleet of ships, of an average age of 11.5 years as against the 15 years vintage of more elaborate ocean liners. At this time, 24% of the total tonnage of the British Mercantile Marine was comprised of tramps and 57% of liners. In all theatres of water-borne operations, 807 U.K. owned tramps, representing nearly 3 million gross registered tons, the highest proportion among any single class of commercially-owned vessels, were sunk. Many more were either partially or totally disabled. The magnificent contribution made by British-owned tramps, together with those of allied nations towards the common victory, is amongst the finest achievements in the glorious annals of their history.

Wartime controls and direction of shipping were continued even after hostilities ceased, though they were less vigorously applied. Tramps were permitted to undertake chartered voyages, but they were not freed from adhering to scheduled freight rates fixed by the Ministry of Transport. By the 31st December, 1947—hardly two years after the end of the European war—tramp shipping showed such enterprise and sagacity in rehabilitating itself, that it accounted for 34% (including returnable tonnage under Lease Lend), while liner shipping declined to 45% of the total tonnage of all U.K. commercially-owned vessels of 1,600 gross registered tons and over. In peace as in war, tramp shipping has made an outstanding contribution towards Britain's invisible exports and the reduction of her adverse balance of payments.

At the beginning of December, 1948, the British Government announced the release of deep-sea dry cargo shipping from adherence to scheduled freight rates, and tramps once again won the freedom for which they longed. In the meantime, a radical change in the pattern of world trade had taken place. Apart from Government intervention in commerce, bulk-buying, barter and bilateral trade agreements, exchange restrictions and the changed conditions in ports throughout the world have made the task of tramp owners in fixing their ships to carry cargoes steadily, and therefore economically, a matter of the utmost difficulty. Another post-war development which has affected tramps intimately, has been the change in the areas of surplus food production in the world. This has necessitated food cargoes being transported over longer distances far removed from their historical trade routes.

Tramps represent the free-lances of the shipping world, the competitive unit par excellence. They can roam across the oceans, discriminate in the choice of their employment, lay up their ships during a slump and bring them back again to service when prospects look brighter. They have no friends to make, no powerful interests to placate. They are as impersonal as taxi cabs, as impassive as departmental stores. In common with their mundane namesakes, they are both born to wander—the one over hard sunbaked roads, the other over the watery wastes of the oceans.

ADVERTISING

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L / *OVER THE WORLD*

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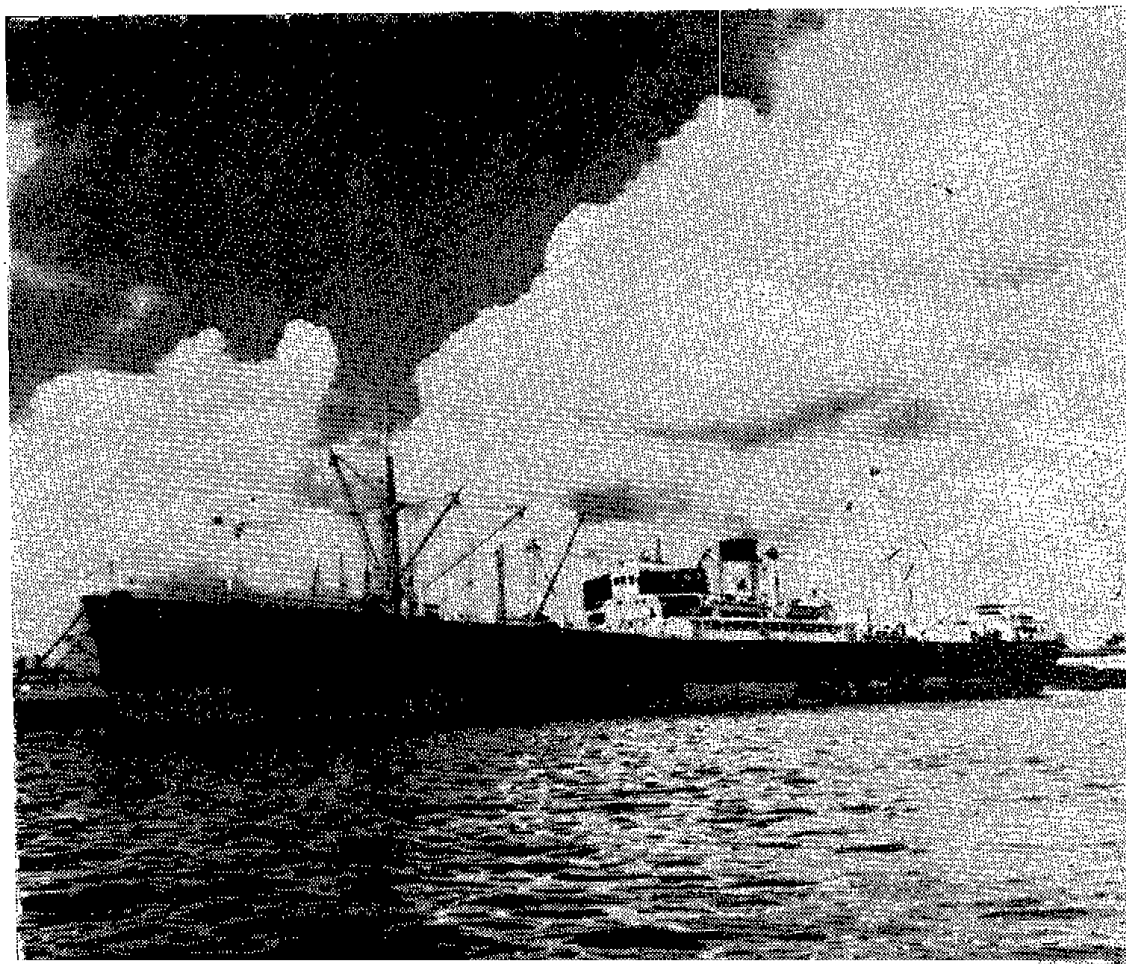
In 1930, 8% of the world's shipping tonnage was laid up. By 1932, the percentage had increased to 20%. It was obvious that there was an excess of shipping tonnage in the world. This surplus tonnage competing for a diminishing volume of freight, resulted in competition of the most determined kind. Freight rates dropped almost to the level of the prime costs of the most efficiently run tramp. By 1934, British tramp shipping was in a parlous state. A high proportion of its tonnage laid up, accumulated reserves almost exhausted and the future holding no prospects of an early revival in world trade, such confirmed individuals as the tramp owners were constrained to approach the Government for a subsidy. They maintained that British tramp shipping had to contend with unequal competition from subsidised foreign vessels, whose crews were ill-paid and whose standards of safety were far from adequate. In 1934, the Government granted a subsidy to British tramp shipping. The amount was not to exceed £2 millions over a period of one year. The main objects of the subsidy were :—

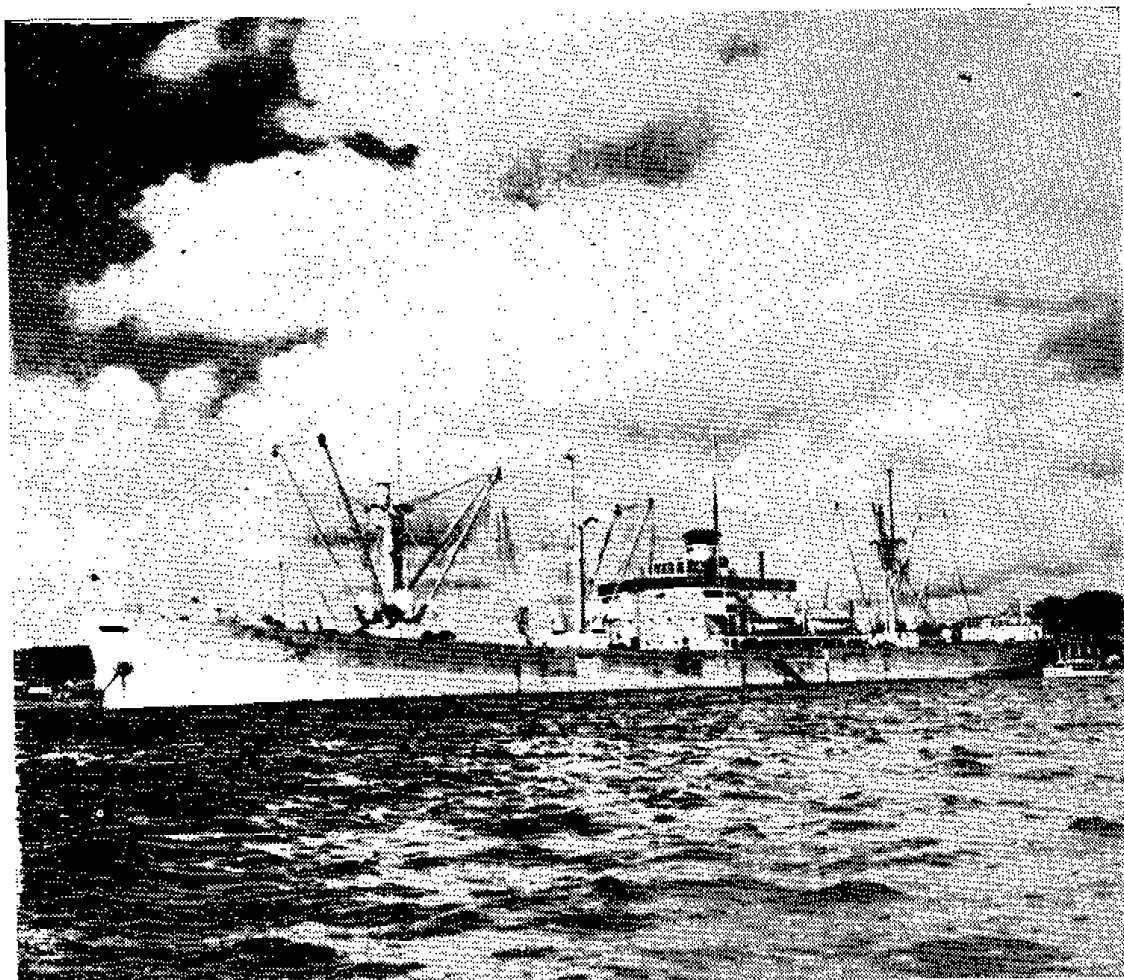
- (i) to prevent internecine competition among British-owned tramps ;
- (ii) to secure greater employment at the expense of foreign subsidised shipping ;
- (iii) to build new tonnage or modernise the existing vessels ;
- (iv) to scrap uneconomic British tonnage and to purchase foreign ships for the same purpose.

British tramp owners, armed with the newly-won subsidy weapon, showed commendable foresight in not entering into disastrous competition with their erstwhile rivals, particularly the Greeks, but negotiated minimum freight rates with them. By 1935, there was a marked upward trend in world trade and the subsidy was withdrawn.

Another Typical Tramp

Photo: C.P.C.





S. S. "Meandros"

Photo: C.P.C.

The management of a tramp calls for the highest skill in the making of quick decisions, the display of individual initiative, the taking of risks and the creation of a strong sense of partnership between management and members of the crew. These qualities of management tend to restrict the managerial unit to a size, where it can be efficiently and remuneratively employed.

The tramp freight market is highly competitive and organised on an international basis. It is centred in the Baltic Exchange at St. Mary Axe in London, where the world's tramp tonnage requirements are dealt with amidst keen commercial rivalry. The aim of the tramp owner is never to leave his vessel unemployed, as time expenses continue to run whether in port or not. He will so fix his voyages, that his vessel will be at the right place and at the right time to avail himself of advantageous freight rates in a port, where the demand for spot tonnage is far in excess of the available supply. Competition at the Baltic Exchange has at most times been as near conditions of perfect competition as it is practically possible to get and several attempts to restrict ruinous competition have proved abortive. Prior to the 1914-18 war, the Sailing Ship Owners International Union attempted to remove competition by fixing minimum charter rates, but the attempt failed due to lack of support. Since the end of 1929, a slump in world trade set in. Taking the index year 1913=100, the volume of world trade, which stood at 130 in 1929, rocketed down to 96 in 1932. The world's sea-borne trade for this period, taking the index year 1913=100, declined from 135 in 1929 to 101 in 1932.

TRAMP-SHIPPING

— By —

“ LONGSHOREMAN ”

The word “tramp” conjures up in the imagination the picture of a dirty, unkempt and forlorn vagrant in tattered clothes, his belongings suspended at the end of a stick, trudging along the road, with the sky as his roof and the ditch his bed. To ascribe such a dismal portrayal, to a tramp of the seas, is to do the gravest injustice to a fine array of ships and the gallant men who sail them.

Tramp vessels are primarily meant to provide shippers with an efficient and cheap means of ocean transportation. Embellishments and gay trappings have, in consequence, to give way to practical equipment to ensure economy of operation. The main interests of tramps lie in the conveyance of the world's agricultural commodities from the producing to the consuming areas, the movement of primary products from the extractive industries to the manufacturing regions and, generally, in the transportation of homogeneous bulk cargoes to and from any part of the world. Tramps seeking freights may be taken to lesser known ports in the more remote parts of the world, where a full cargo of any appreciable tonnage may not always be readily available, or the depth of water may not allow for a deep-drafted vessel or the facilities for the handling of cargo may be inadequate. To meet such conditions, tramp vessels have to conform to average, rather than specialised types, sacrificing the advantages of size to mobility and adaptability. Some tramps leave their home waters in the course of their employment, and engage in trade between foreign ports, which might sometimes keep them away from home for many years at a stretch. Tramp owners rarely own permanent port facilities, nor do they need imposing shipping offices. Their main form of contract is the “Charter Party,” which is sufficiently flexible to cater for a variety of forms of hire and service. A distinct service rendered by tramps to shippers is the offer of a choice of “optional ports” for the discharge of their cargoes. It may well be that at the time of shipment, negotiations between shippers and their prospective foreign buyers may still be pending. In such an event, the optional ports set out in the Charter Party, extend the market for the shippers' cargo, which is a convenience, impracticable for liner services to provide. On the whole, tramps and liners keep to their self-appointed spheres of activity. Overlapping of a kind however occurs, where a liner service taking advantage of low freight rates prevailing in the tramp market, “time” charters a vessel for service on its liner run, either to meet a seasonal demand for increased tonnage, or to tide over a period where the liner company's vessels are undergoing repairs or routine surveys. A freight broker or shipping agent, finding adequate freight available, may also charter a tramp and advertise it, as loading “on the berth.” If these intrusions into a liner service's preserves become frequent, tramps can act as regulators of liner freight rates, by forcing conference lines to take notice of the low rates offered by them.

Tramps are owned by relatively small concerns, often by one-ship companies, which have remained strongly individualistic. Where for reasons of financial expediency they have become subsidiaries of larger shipping combines, they have still continued to retain their individuality, despite the restraints of their holding companies. A development which appears to be popular among tramp operators is the “managing owner” set up, through whom, a number of tramps belonging to different owners is managed from one office. This form of rationalisation of management is not without its economies to tramp owners who are parties to such a merger.

Travelling back to England on the P. & O. "Stratheden" which called on November 13, was Arthur Askey, the British Comedian, after a twelve-month tour of Australia.

His impersonations of Shaw, with the late playwright's permission, delighted hundreds of Australian audiences.

* * * * *

Seven adventurous young men led by a 63-year-old South African business-man set out from Cape Town two years ago on a round-the-world cruise in a 103-ton racing type Yacht "Carid I," built in 1896 for the late Lord Dunraven. The yacht entered port on November 7 after a trip lasting as long as 22 days from Penang due to the bad weather they encountered.

* * * * *

The troopship H.T. "DILWARA," which touched at this Port on November 23, brought Air Vice-Marshal Blucke, C.B., C.B.E., D.S.O., A.F.C., the Air Officer in Charge of Administration at Headquarters, Far East Air Forces, Singapore.

After inspecting R.A.F. Stations in Ceylon and a brief holiday at Nuwara Eliya, he will assume duties as Air Officer Commanding Air Headquarters, Malaya, relieving Air Vice-Marshal Sir Francis Mellersh, C.B.E., A.F.C., who is returning to the U.K. in January, 1951, on the expiry of his tour of overseas duty.



ARTHUR ASKEY

Photo: Times

A word about Shaw

VISITORS



Dr. D. F. MARTYN.

Photo: Times

His Excellency Lt.-Gen. Sir Willoughby-Norrie, K.C.M.G., C. B., D. S. O., M. C., Governor of the State of South Australia since 1944, and Lady Norrie on their way back to Adelaide.

* * * * *

Colonel Valder Gates, M.B.E., great grandson of the original founder of the Cow & Gate Company, and Managing Director of the firm, passed through Colombo on his way to Australia in the P. & O. "Strathaird" on October 30.

Also on the "Strathaird" was Dr. D. F. Martyn, a scientist engaged in research work on a new subject—radio astronomy.

He served as an adviser to the U. S. A. Air Force Directorate on a atmospheric problems in July and later led the Australian delegation at the ninth International Congress of the International Union of Scientific Radio at Zurich.

* * * * *

The motor vessel "Ceylon" (9,800 tons), the first of three ships built for the Swedish East Asiatic Co. called at Colombo on November 7, on her maiden voyage to the East.

Built on the most modern lines she will carry cargo and passengers to and from the East.

M. V. "Ceylon"

Photo: Times



OUR

"The time has come," the Walrus said,
 "To talk of many things
 "Of ships and shoes and sealing wax
 "Of cabbages and kings."

LEWIS CARROLL.

Rugger fans in Ceylon were given a treat when the British Isles Touring Rugby Union XV, on its way back from Australia in the P. and O. "Strathnaver" on Monday, September 18, trounced an All-Ceylon Team on the Havelock Racecourse Ground by 44 points to 6.

* * * * *

The M.C.C. Team arrived on October 1, in the "Stratheden" on their way to Australia. A one-day cricket match between Ceylon and the M.C.C. ended in a tame draw, but cricket enthusiasts were treated to some scintillating cricket by MacIntyre, who scored a century, Simpson, Brown and Close.

* * * * *

Sir George Harvie-Watt, K.C., one of the delegates to the Commonwealth Parliamentary Conference in New Zealand, and Lady Harvie-Watt also travelled on the same ship. They were the guests of the Governor-General during their short stay in Colombo.

* * * * *

The P. & O. "Corfu," which arrived at Colombo on October 11, en route for the Far East, brought Sir Alexander Grantham, Governor and Commander-in-Chief of Hong Kong, and Lady Grantham.

* * * * *

The Orient luxury liner "Orcades" arrived in Colombo on October 21, bringing a host of distinguished passengers :—

Sir Alan Herbert, British politician and humourist travelling to Australia on a mission for the British Council.

He started work on another book after he joined the ship. His latest book "Independent Member" was published.

"I love Ceylon. I was here in 1925 and again in 1931, and hope to spend a week here next year on my way from Australia," he declared.

Sir Charles Bruce-Gardner, Bart., Industrial Adviser to the Board of Trade and Chairman of British Industrial Companies, with Lady Bruce-Gardner.

Peter Dawson, the famous baritone, who first made his name in opera in London in 1902.



Sir ALAN HERBERT

Photo: Times

“....with Transshipment in Colombo”

Prior to the last war, Colombo handled an appreciable amount of transshipment traffic. During the war and in the year or two immediately after, there was a marked decline due to wartime conditions.

With the reversion to normal trade, however, transshipment traffic has slowly but surely increased and, to foster and encourage this traffic, the port of Colombo offers attractive terms to shipping engaged in this trade as the extract from a recent circular to shipping agencies given hereunder will show :—

“Vessels discharging cargo exceeding 100 shipping tons brought from a foreign port for re-shipment to a foreign port shall be given a rebate of 50 per centum on entering dues.”

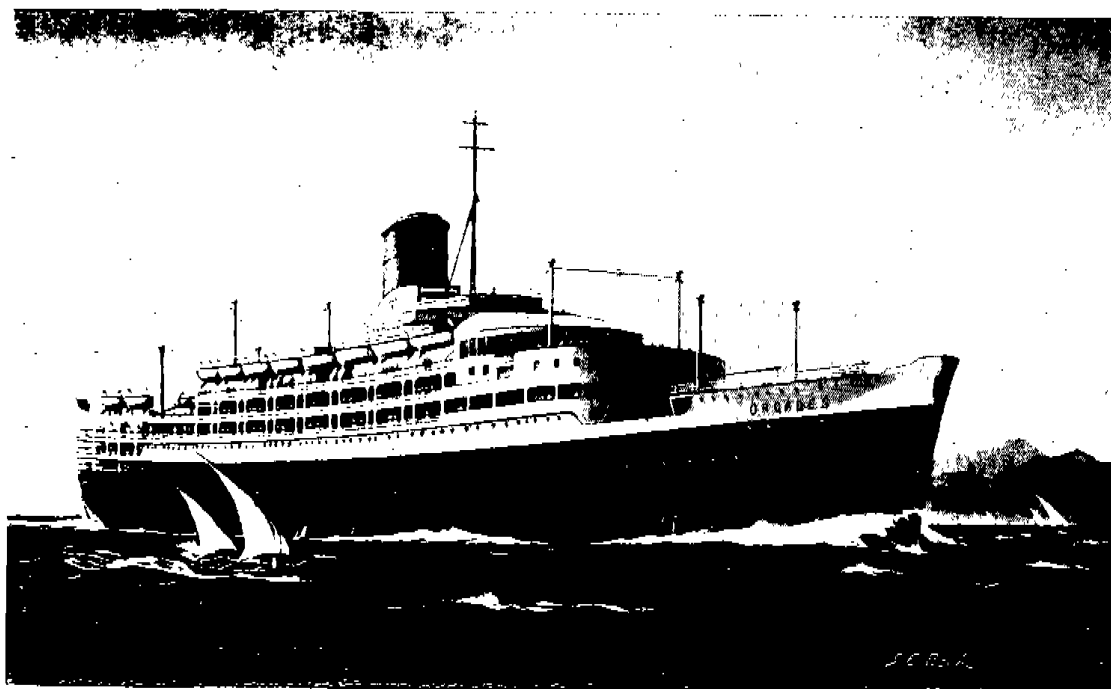
N.B.—“Foreign port” means *any port outside Ceylon* and the rebate will not be restricted to vessels which discharge transshipment cargo exclusively.

Colombo enjoys an unique position on the Eastern and Far Eastern trade routes. It is also the focal point from which trade routes to the U.K., Continent, Africa and Australia, Eastern, Far Eastern and Pacific ports and the Americas radiate and, therefore, is ideally suited as the port for transshipment traffic in this part of the world.

With the growing realization in shipping circles of the advantages this port has to offer by centering transshipment traffic here, Colombo will undoubtedly become more and more popular for this type of business.

After the war the four surviving ships were retained by the Ministry of Transport for from one to three years, and it was not until July, 1949, that the last of the four, "Otranto," returned to the normal service to Australia after re-conditioning.

Two new steamers were ordered, both from Vickers-Armstrongs, Ltd., Harrow-in-Furness to help to replace the War losses, being named "Orcades" and "Oronsay" as a compliment to the two vessels of the same names which were lost within 48 hours of each other in October, 1942. "Orcades" made her maiden voyage in December, 1948, and has proved very popular on the Australian run. "Oronsay," which was launched as recently as the 30th June last, is expected to be ready to join the service in March, 1951. Both these steamers are of 28,000 tons gross register, with greatly increased power and speed. Their external appearance has undergone considerable change from previous Orient Line ships in the arrangement of their upper decks, funnel, and Bridge structures. Internally many modern improvements are incorporated and in the First Class most of the Public rooms and many of the Cabins are air-conditioned.



S. S. "Orcades"

All the steamers carry First and Tourist "B" Class passengers with the exception of "Otranto," which carries Tourist one-class passengers only, and "Ormonde" which carries migration passengers to Australia and Tourist "B" Class on her homeward run.

The history of the Orient Steam Navigation Co., Ltd., is a tale of a span of just over seventy years, covering the evolution from "Orient" to "Orcades." The Orient Line fleet has never been a large one, quantity has never been its aim, but it has played a great part in the development of the Merchant Navy.

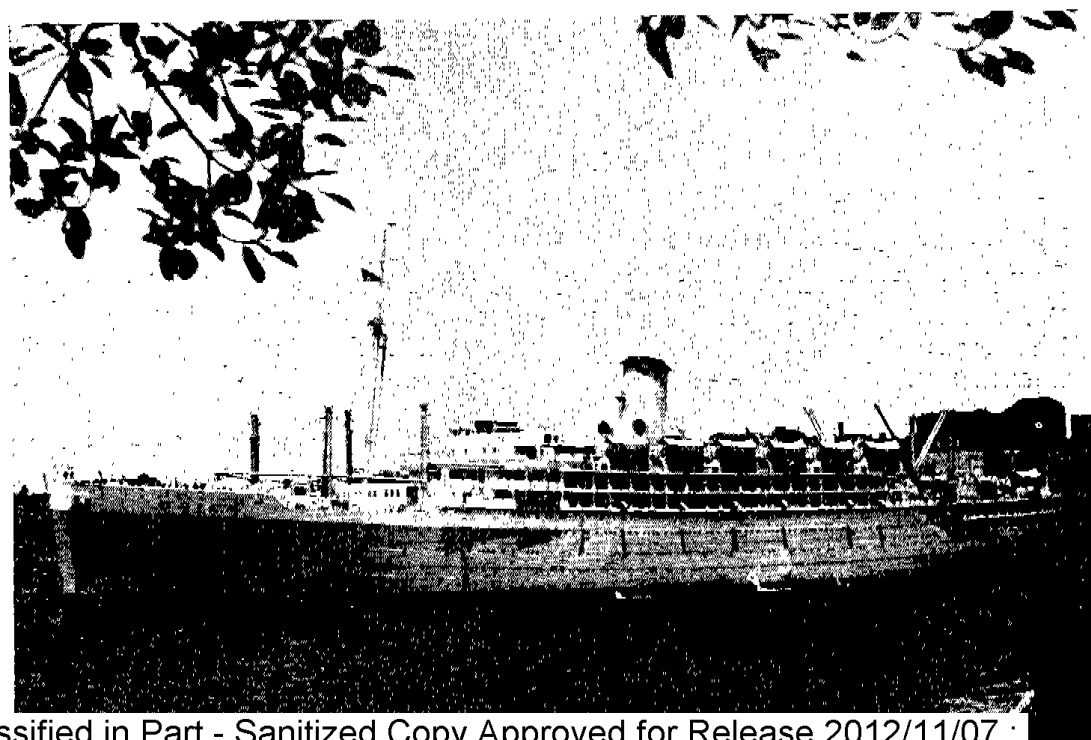
In 1934 an order was placed for the building of "Orion," 23,500 tons. Like her forerunner, the "Orient," she marked a very distinct stage in the development of the type of passenger vessels in the Australian trade. She was the first ship in that trade to have conditioned air, and her distinctive appearance—she had only one funnel and one mast—marked her functional quality as a ship of today. In 1937, a sister ship, "Orcades," with the same characteristics and of the same tonnage as "Orion" entered the service.

The second World War inflicted heavy losses on the Company. Of the eight ships in service at the outbreak of war, all of which were requisitioned as troop transports, only four survived. It is only possible here to give the briefest account of the sinkings of "Orama," "Orford," "Orcades" and "Oronsay." The loss of the "Orama" occurred during the evacuation from Narvik in May, 1940, when she became involved, when alone, with a formidable enemy surface force. Overwhelmingly superior armament allowed the enemy to pour shells into her at a safe range. Finally the attackers closed in and "Orama" was sunk and her crew taken prisoner. In the same month, during the evacuation from France, "Orford" was ordered to Marseilles. While she lay there German bombers, by a combined weight of high explosive and incendiary bombs, started a fire which quickly became unmanageable and the ship had to be abandoned. In October, 1942, one of the war's most concentrated and massive blows against one shipping company was struck by U-boats against ships of the Orient Line, when within 48 hours of one another, "Oronsay" and "Orcades" were sunk off the west coast of Africa in two entirely distinct attacks several hundred miles apart. The latter succumbed only after the sixth torpedo had struck her.

Prior to being sunk "Oronsay" distinguished herself at the evacuation from St. Nazaire, for in spite of having her bridge demolished by a bomb from an air attack, she was able to rescue a great number of troops from the sinking liner "Lancastria." Later, she led the attacking fleet through the minefield by night in the successful assault on Madagascar.

The four ships that survived, "Orion," "Orontes," "Otranto" and "Ormonde," played their part throughout the war as troop transports. All of them took part in one or other of the three landings in North Africa, Sicily and Italy. All were frequently under enemy attack either from the air or by U-Boats, and were lucky to escape serious damage. It was during the Sicilian landings that "Orontes" shot down an attacking JU. 88.

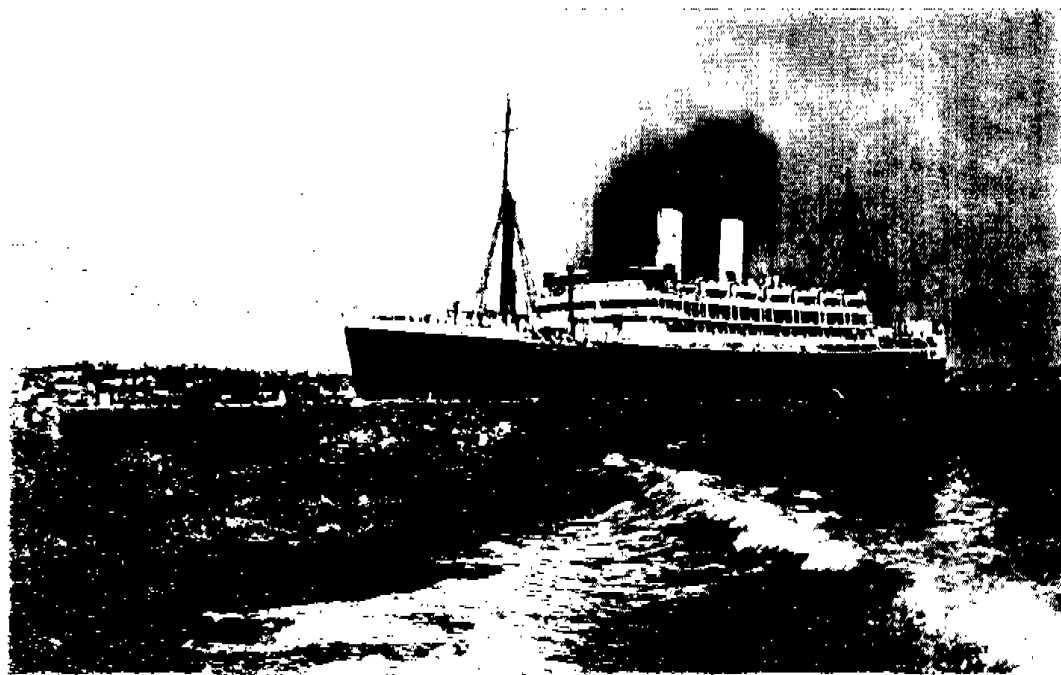
S. S. "Orion"



As long ago as 1876 the Managers had been concerned with conveyance of emigrants to Queensland and since then a great number have been carried to all five Australian States. When the peopling of Australia is again undertaken, no doubt the Orient Line will play its part as before. Another important side of the business which developed in the eighties was the carriage of mails, and up to the outbreak of the second World War the Orient Company was still under contract to the Australian Government to maintain a regular mail service between England and Australia.

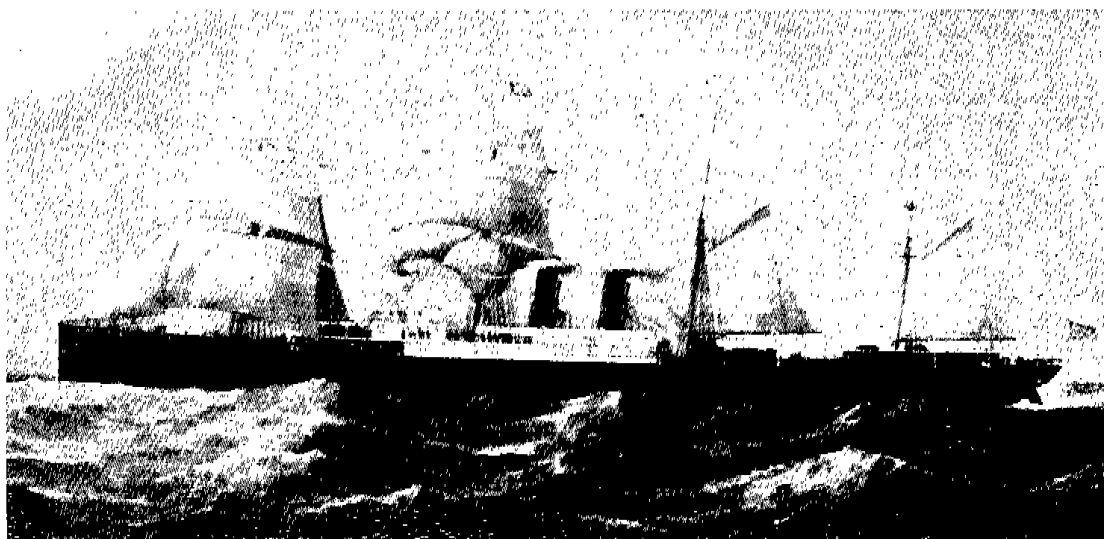
The year 1908 marked a turning point in the Company's fortunes. Previously, steamers of the Royal Mail Steam Packet Company had shared in providing sailings in the regular mail service ; now they were to be withdrawn. The Managers of the Orient Company had to decide whether to build at once five new steamers to enable them to carry on the fortnightly service by themselves. It was a formidable financial venture, but they took the risk and placed orders for five ships of 12,000 tons, viz., "Orsova," "Otway," "Osterley," "Otranto" and "Orvieto." These were delivered between May and November, 1909. A sister ship "Orama" was completed in 1911, and a larger vessel "Ormonde" was laid down in 1914 and saw service in the 1914-18 war. These ships, with their ample deck space, were a great advance in comfort on anything that had been known in the Australian passenger trade.

Throughout the war of 1914-1918 Orient Liners played their part as Armed Merchant Cruisers and troopships. Four were sunk, and after the war the place of the lost ships was taken by ex-enemy steamers until they could be replaced by modern passenger vessels specially designed for the trade. Between 1924 and 1929 five new steamers, each of 20,000 tons, were built, viz: "Orama," "Oronsay," "Otranto," "Orford" and "Orontes."



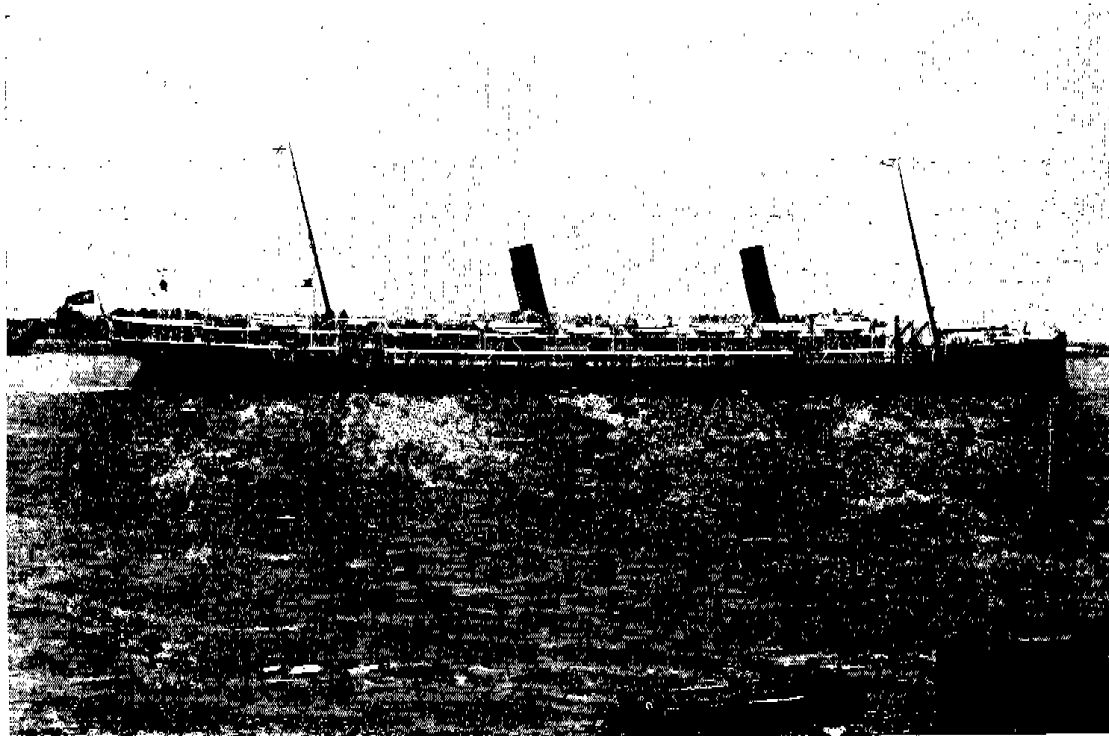
S. S. "Orontes"

In the same year, an order was placed for the "Orient"—5,386 tons, the first steamship specially designed for the Australian trade. With the exception of the "Great Eastern" she was the largest vessel afloat, and was also the first ship to be fitted with electric light.



S. S. "Orient"

The year 1891 saw the launch of another famous Orient ship, the "Ophir." She was a handsome vessel and the first twin-screw ship ever to go east of Suez. In 1901 she was chosen to convey the Duke and Duchess of Cornwall and York (King George V and Queen Mary) on their Empire tour.



S. S. "Ophir"

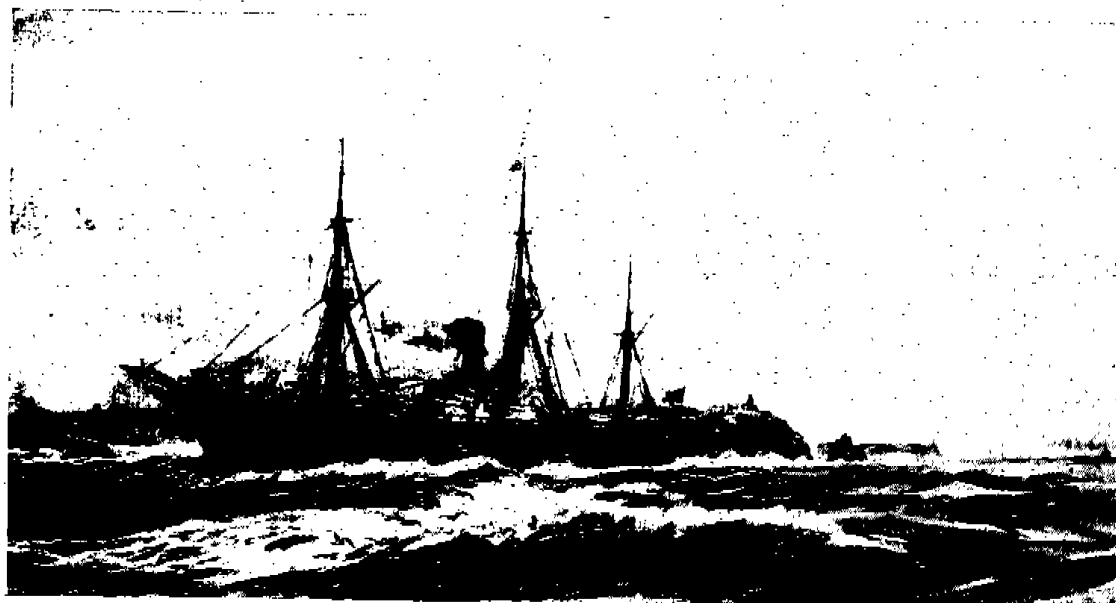
COLOMBO CALLERS

2.

THE ORIENT STEAM NAVIGATION CO., LTD.

In 1853 there was an Orient Line of clipper ships, taking its name from the wooden clipper "Orient"—1,032 tons, which made several record passages to Australia. The origin of this enterprise dates back to the Napoleonic wars, when the association began, which still continues, between the Anderson family and the fortunes of the Orient Line. In 1797 the firm of James Thomson & Co. was founded to carry on the business of shipowning and ship-broking. Some fifteen years later, Alexander Anderson, of Peterhead, a retired naval officer, gave them the London agency of a prize ship which he had bought at the close of the Napoleonic wars; it was through this connection that his nephew, James Anderson, then joined the Company. He subsequently became a partner and the firm became Anderson, Thomson & Co.; later, Anderson, Anderson & Co., and ultimately, Anderson, Green & Co., Ltd.

During the seventies, the Andersons, realizing that the transition from sail to steam was inevitable, discussed with another well-known group of shipowners, F. Green & Co., the possibilities of running a line of steamships to Australia. They first tried out an experiment and in 1874 chartered the "St. Osyth", 3,541 tons. Encouraged by the success of this experiment, they formed the Orient Steam Navigation Company in 1878, and bought four steamers then about seven years old. The "Garonne" was the first of these to fly the new Company's house flag when she sailed for Australia in March, 1878.



S. S. "Garonne"

EDITORIAL

Vol. 2.

DECEMBER, 1950.

No. 4.

The production of the present number marks the second anniversary of this periodical. Our many friends continue to give us their whole-hearted support and we have had a number of direct inquiries from overseas for advertising space. Our order book for 1951 is full and in some instances we have had to refuse space.

The magazine is now widely distributed and we ensure that it gets into the hands of the right people. With the help of our Publishers, we hope that our production will be still further improved, particularly in respect of the photography.

I take this opportunity, in the last issue for 1950, on behalf of the staff and myself, of thanking all our friends for their continued support and our Publishers for their valuable help during the past year.

* * * * *

Elsewhere in this issue, reference will be found to the fact that 75 years ago the first block was laid in the construction of the South-West Breakwater of the Port of Colombo. Colombo, therefore, is not in its first youth, but with the Port Development Scheme for the construction of some 15 alongside berths, its rejuvenation which has started—although none too soon—will in due course be complete.

The filming of part of Carol Reed's new film "An Outcast of the Islands" in the Port of Colombo, also referred to elsewhere, will be one of the last pictorial records of a silhouette which has not changed within the memory of the oldest seafarer who still trades in Eastern waters.

* * * * *

In bringing this Editorial to a close, the staff and I wish all our friends a very Happy Christmas and a Prosperous New Year.

EDITOR.

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THE PORT OF COLOMBO QUARTERLY REVIEW



Vol. 2

DECEMBER, 1950

No. 4

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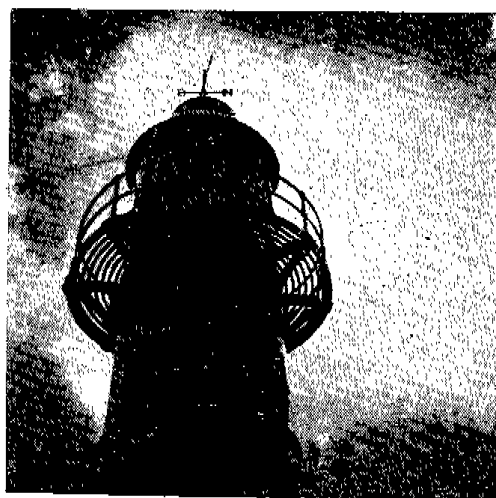


Photo: C. P. Koch

All communications relative to this magazine should be addressed to the Secretary, Colombo Port Commission.

The views of contributors do not necessarily represent the opinions of the Colombo Port Commission.



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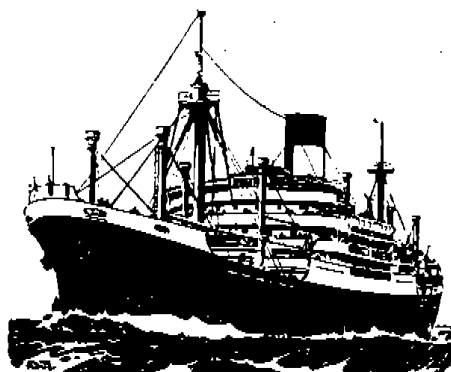
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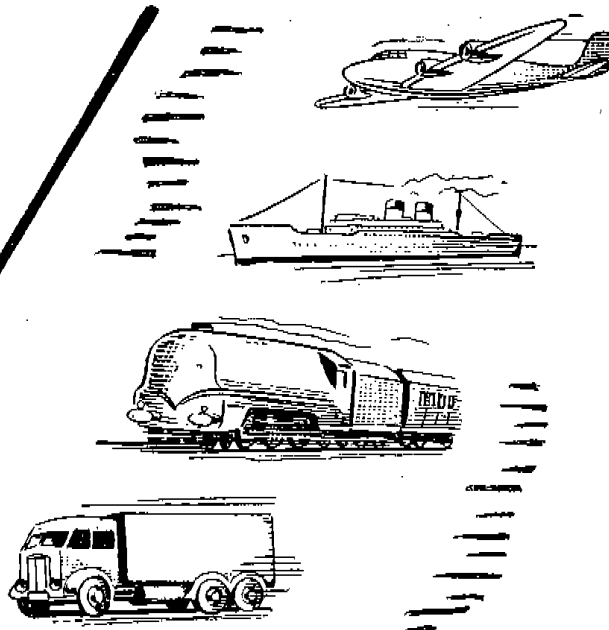
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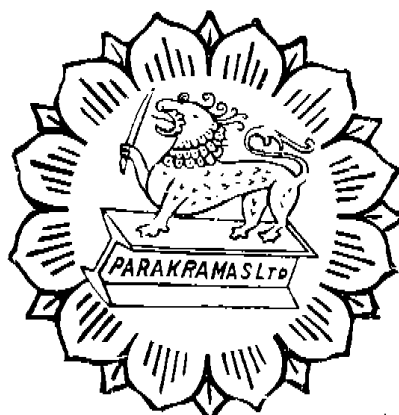
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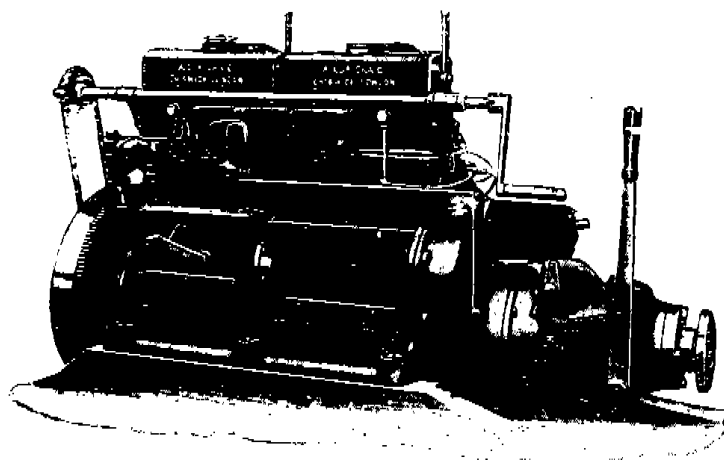
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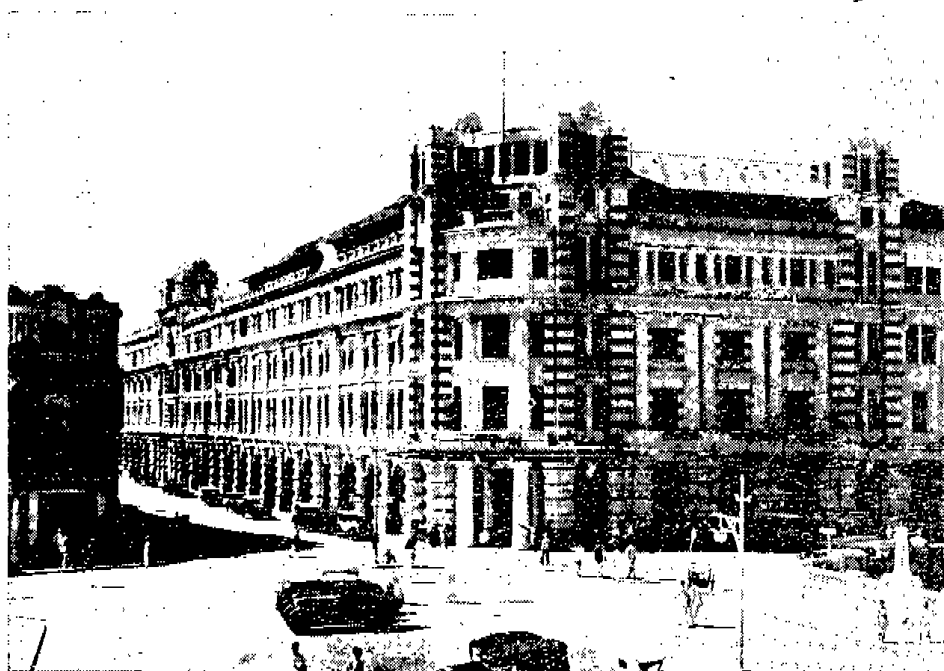
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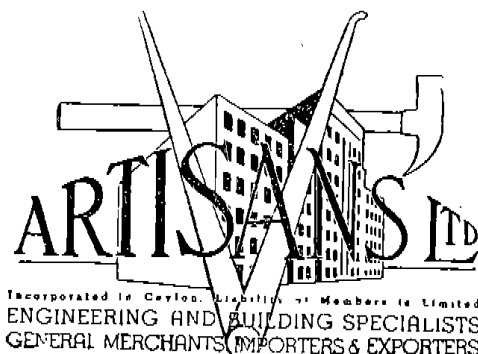
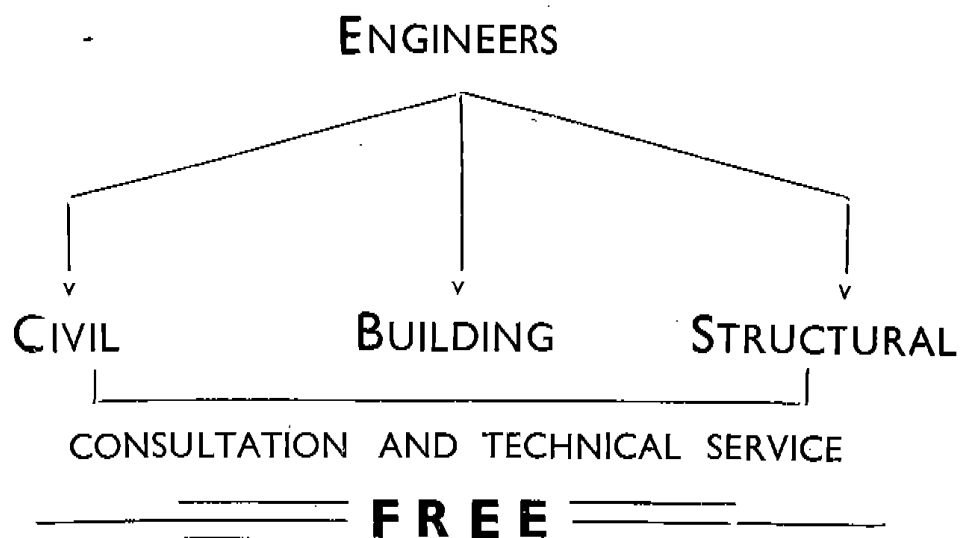
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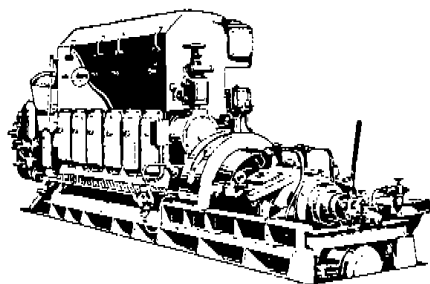
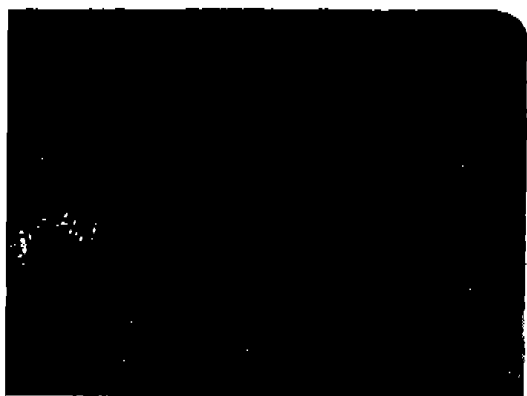
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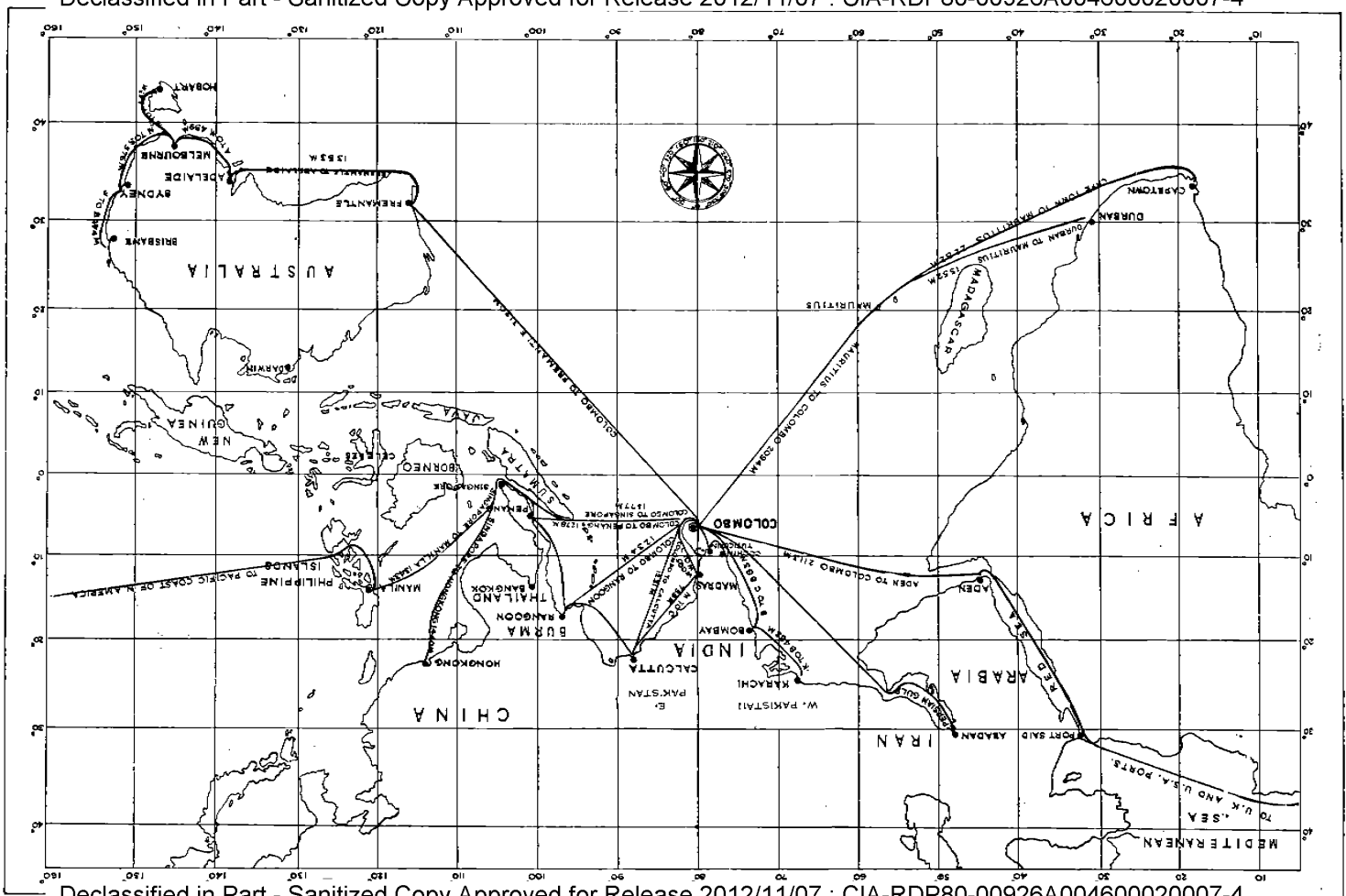
QUARTERLY REVIEW

DECEMBER

1950

Vol. 2 No. 4

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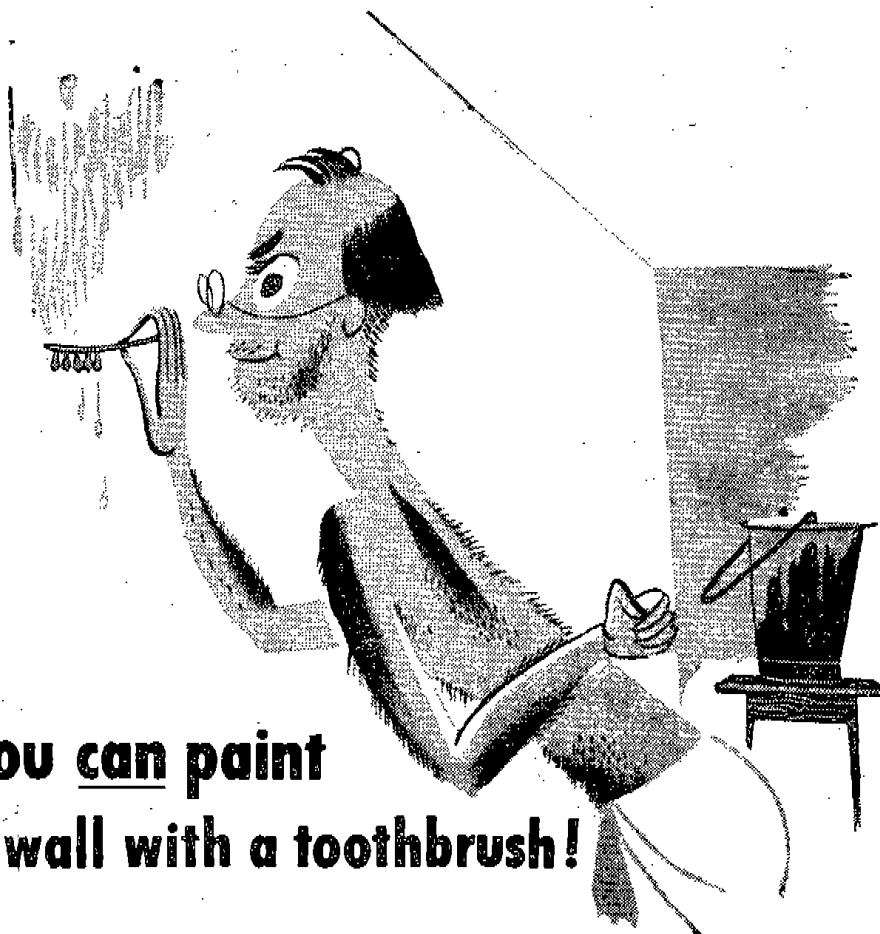
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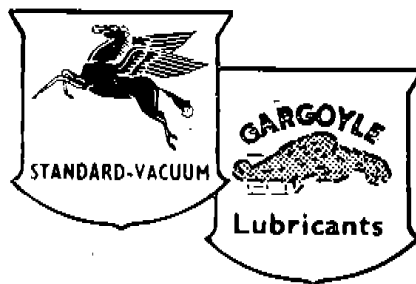
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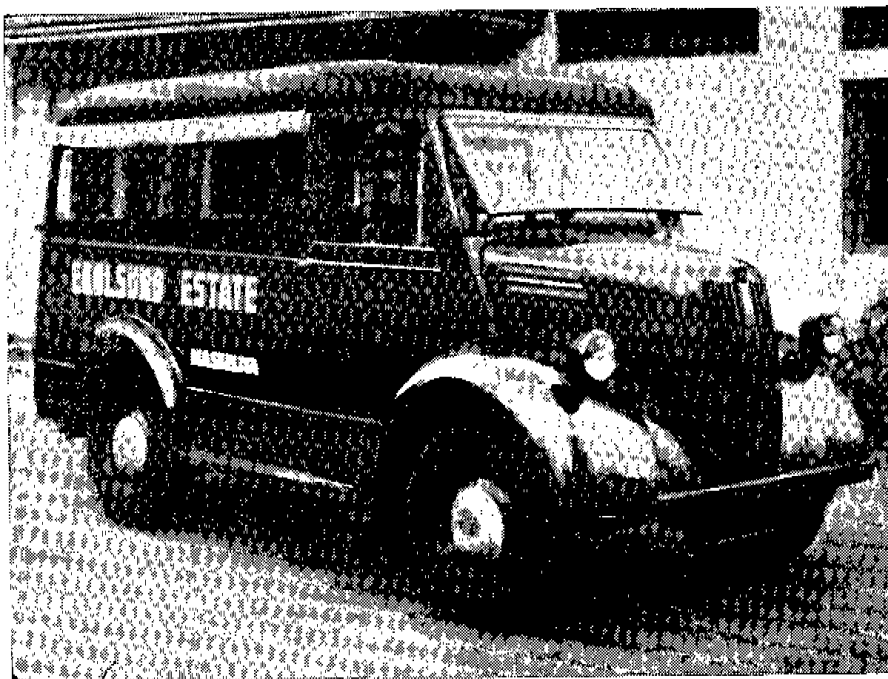
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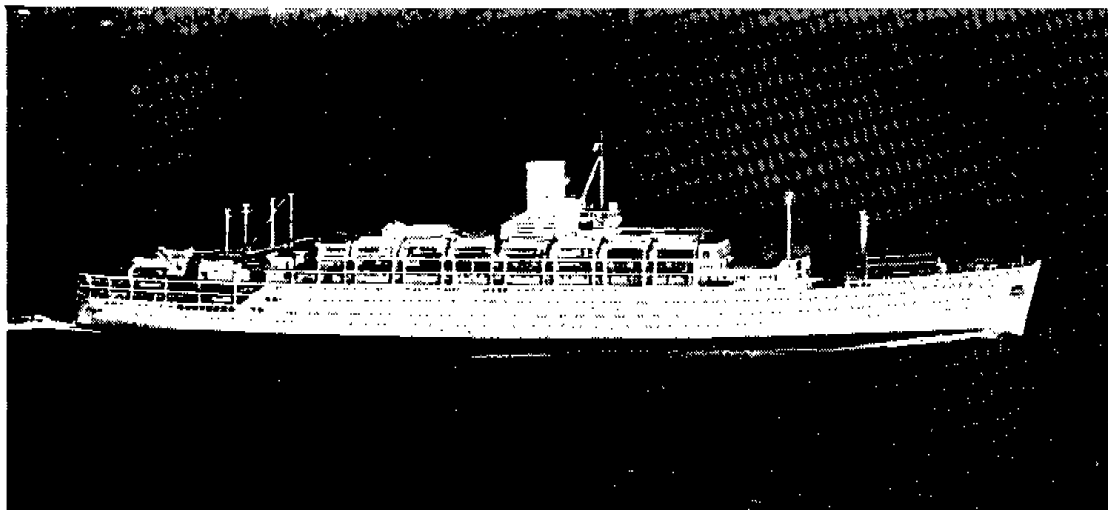
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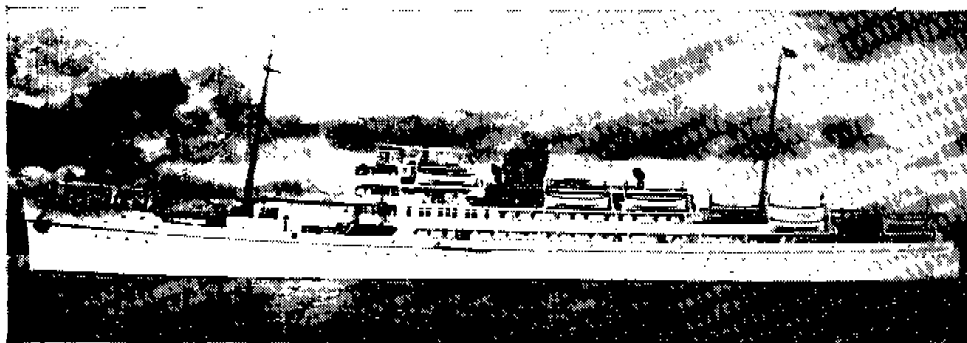
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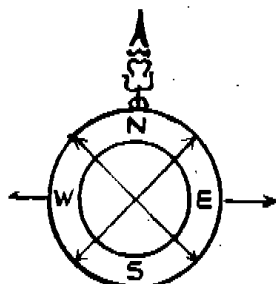
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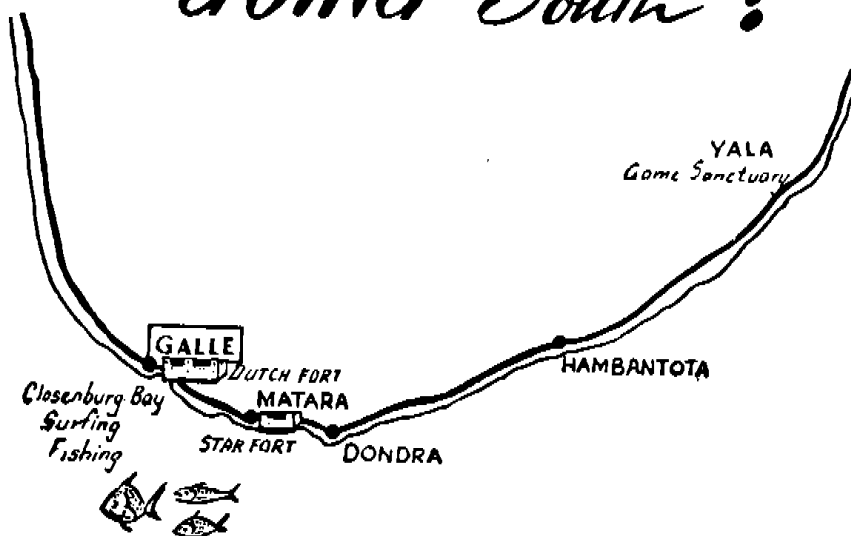
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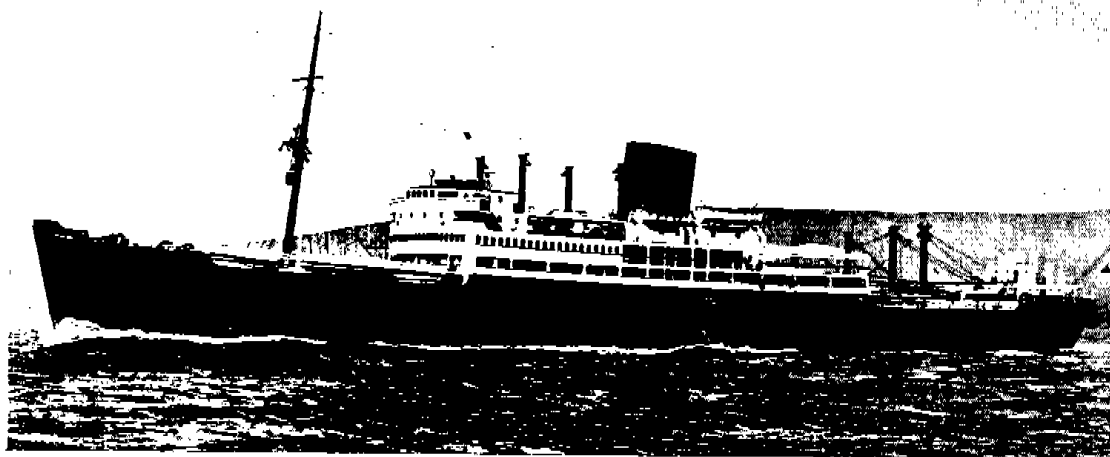
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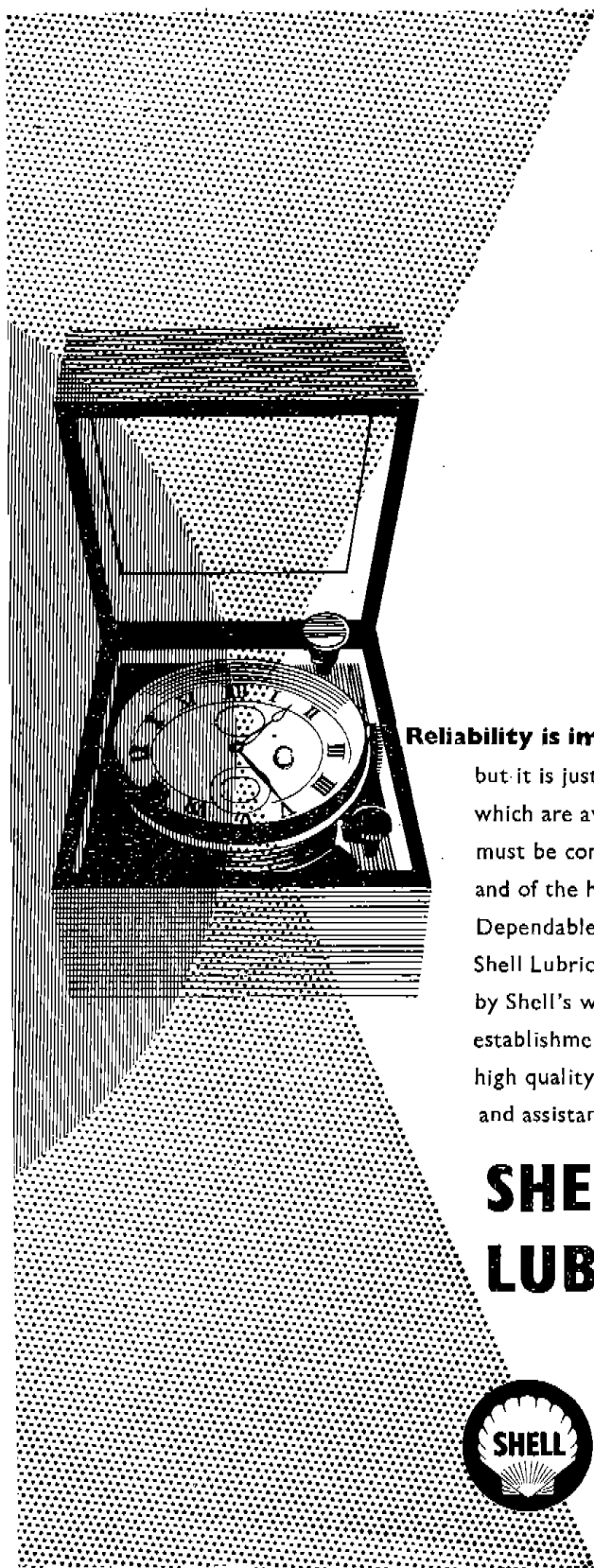
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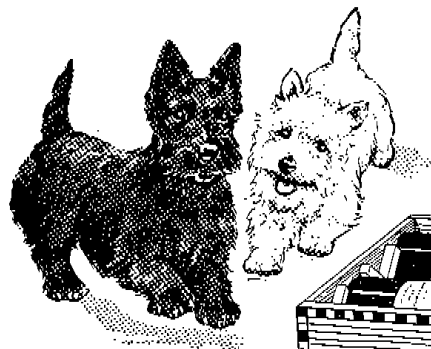
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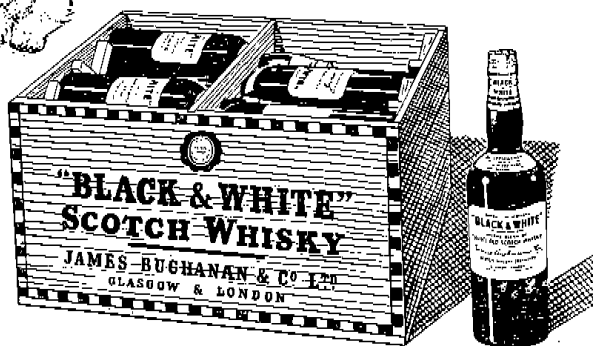


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Length	694 ft. 7½ ins. (extreme on floor)
Breadth	85 ft. (at cope)
Depth	30 ft. (L.W.O.S.T.)

(b) Inner Graving Dock :—

Length	...	...	...	350 ft. (extreme on floor)
Breadth	...	...	...	54 ft. (at cope)
Depth	...	...	...	20 ft. (L.W.O.S.T.)

(c) Patent Slip :—

Length of cradle	...	...	...	200 ft.
Breadth	...	...	...	25 ft.
Depth	...	...	...	11 ft. forward 21 ft. aft.
Capacity	...	...	...	1,000 tons

6. Oil Facilities

The Storage Depot, 128 acres in extent, is at Kolonnawa, 4½ miles from the Harbour. There is also a Measuring Tanks Depot, 19 acres in extent, at Bloemendhal, ¾ mile from the Harbour. Two 10" diameter pipelines for liquid fuel, one 10" diameter pipeline for Kerosine Oil and Benzine and an 8" diameter pipeline for automotive diesel oil, together with boosting pumps, connect the Harbour (Guide Pier, Discharge Jetty and Outer Bunkering Jetty) to the Installation.

The Depot is divided into two sections, one for fuel oils and kerosine and the other for benzine and other dangerous oils. These two sections are separated by a safety reservation. The Depot is accessible by road and rail.

Land is available for lease both at Kolonnawa Oil Depot and Bloemendhal.

7. Coconut Oil Facilities

The Storage Tanks, 8 in number, are at Summer Hill, within the Harbour premises. The total storage capacity of the tanks is 4,600 tons. An 8" diameter pipeline delivers oil at the rate of 180-200 tons per hour to the Guide Pier where ships berth to load the bulk coconut oil.

Delivery to ship will shortly be speeded up to about 300 tons per hour when a boosting pump is installed.

8. Transshipment Cargo

Special low rates are quoted for handling transshipment cargo, as well as reductions given in Port Entering Dues on vessels carrying cargo for transshipment in Colombo.

9. Fire Protection

Efficient protection is ensured at all times in the Port by the Fire Float "Phoenix," as well as land appliances.

10. Landing Companies

Four principal Landing Companies own between them about 350 cargo lighters ranging from 35 to 100 tons, tugs and special craft by which cargo is transported between ship and shore and vice versa.

Stevedore Contractors provide fast working stevedore gangs for handling import and export cargoes.

NOTE : A booklet containing all information regarding the charges for the use of port facilities may be had on application to the Secretary, Colombo Port Commission.

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ABOUT THE PORT OF COLOMBO.

1. Dimensions at Entrance to Harbour

				Minimum Width		Minimum Navigable Depth*
Western Entrance	...	...	...	750 ft.	...	38 ft.
Northern Entrance	...	...	...	700 ft.	...	32 ft.

*L.W.O.S.T.

2. Berthing Accommodation

				South-West Monsoon (May to Sept.)		North-East Monsoon (Oct. to April)
(a) At buoys :—						
Number of berths (large)	...	...	33	...		42
Number of berths (small)	...	...	5	...		5
			38			47

N.B.—Maximum Draft at which ships can be permitted—35 ft.

(b) Alongside :—

Guide Pier	...	...	...	Entire length, 800 ft.			
				Depth up to 1st 500 ft.—33 ft.			
				Depth for remaining 300 ft.—30 ft.			
Discharge Jetty...	...	...	Length	...	...	...	550 ft.
			Depth	...	...	...	33 ft.

N.B.—Maximum Draft at which ships can be permitted is 2 ft. less than depth of water shown.

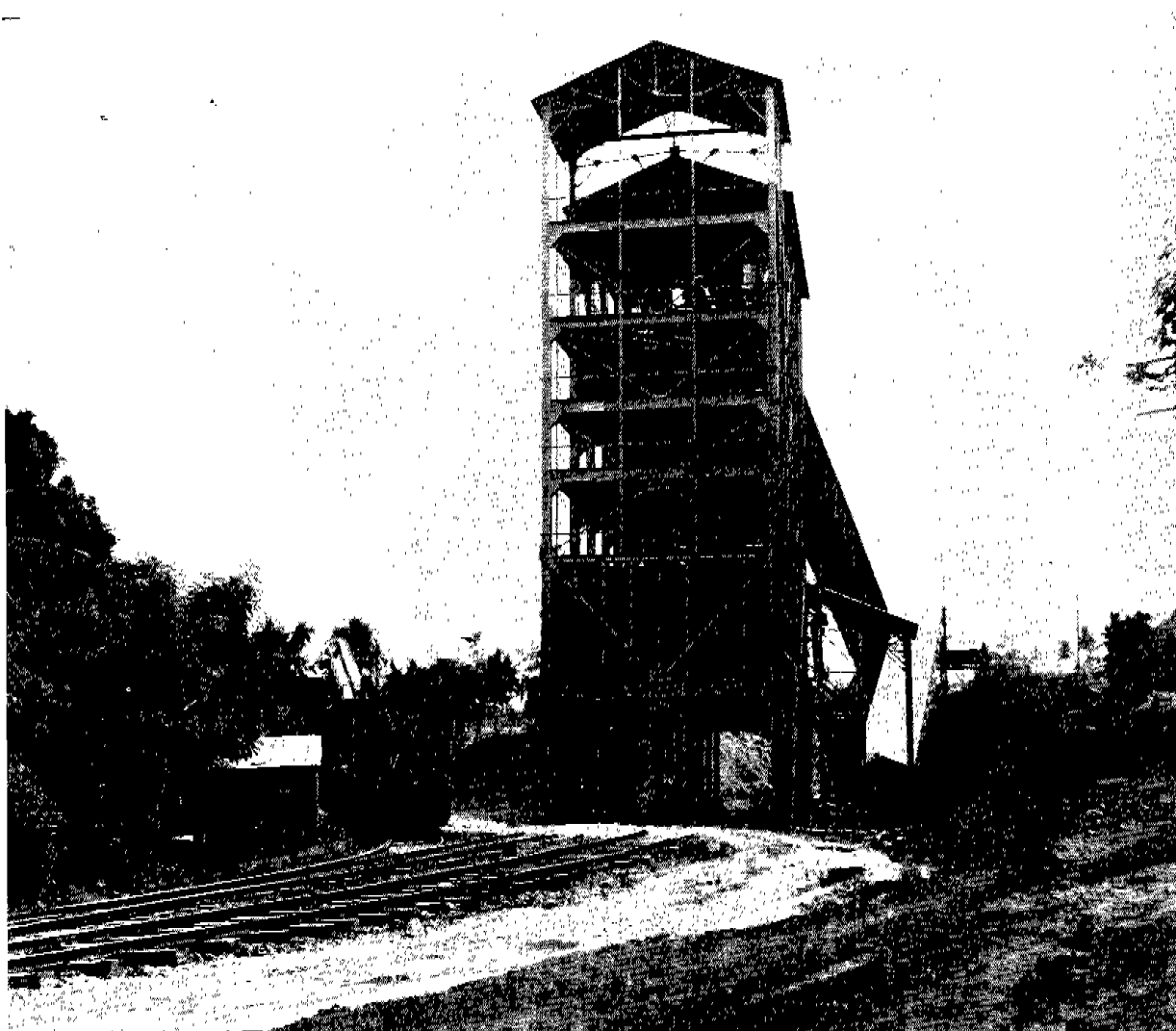
3. Warehouse Accommodation

						Imports, Exports and Transhipment
Total area of ground space	...	...	...	...	...	628,663 sq. ft.
Total cubic capacity	...	...	...	...	...	8,264,323 cu. ft.

All Warehouses are served by road and rail transport facilities.

4. Cranes :—

					Number.		Capacity.
Electric Cranes	...	...	...	...	33	...	1 to 6 tons
Steam Cranes	...	...	...	...	26	...	2 to 5 tons
Steam Jib Cranes	...	...	...	...	2	...	10 tons
Steam block loading "Titan"	...	...	...	...	1	...	33 tons
Steam Dockside Crane	...	...	...	...	1	...	30 tons.
Steam Goliath Cranes	...	...	...	...	4	...	5 — 30 tons
Mobile Cranes	...	...	...	...	8	...	4 to 10 tons
Floating Cranes	...	...	...	...	5	...	5 to 60 tons
Hand Cranes	...	...	...	...	12	...	1 to 10 tons



Giant Stone Crusher

The aggregates screened out between 3/16 inches to 4 inches are directed to silos and thence transported to the blockyard and other places at the site of the works. The whole plant is electric and the output is about 100 cubic yards per hour. Space prohibits a more detailed description.

Every effort has been made to reduce the unskilled labour employed and machinery has been introduced at every stage of the work. The drilling at the quarry face is pneumatic and after blasting, the stone is reduced by secondary blasting to meet the requirements for the rubble foundations and the crushers. As far as possible all transportation has been mechanised. Thus, apart from French mechanics, there will be about 120 semi-skilled men employed at the quarry.

The total output of the quarry, that is rubble and stone aggregates, will be in the region of 1,200 tons per day. This could be increased by using the Primary Plant.

As I do not think that we will have another opportunity of visiting the quarry at Mahara, we can only hope that a work so carefully planned and executed will give its designers and operators complete satisfaction.

R. E.

The construction of the Contractor's blockyard is reaching a final stage. The underground belts and the elevators to the mixers are in position and Goliath cranes are being assembled. The Contractors have introduced modern equipment, designed to save labour and expedite the work.

Since my last report, the Contractors have taken delivery of a 30-ton "Marion" floating crane, which was towed from Casablanca by a Dutch Tug. The crane arrived safely just ahead of the South-West Monsoon, which broke upon Colombo during the night of the 30th-31st May. During the night the wind velocity reached 65 m.p.h. but by 2 p.m. had fallen to 20 m.p.h. Needless to say, the sea was running very high. For a few days there was a heavy swell inside the Harbour and block-setting had to be stopped.

Before undertaking works of the dimensions of the Port Development Scheme, stone supplies must be assured. The Mahara Quarry, situated some ten miles north of Colombo now handed over to the Contractors by the Port Commission, appears to meet all requirements, having both rail and road connections with the Works. The quarry has a well-developed "face" with the overburden thrown well back, and although the floor is inclined to be hot and humid, the rather beautiful approaches hardly suggest to the visitor any sort of discomfort and certainly not the mass of modern machinery installed there.

It was decided to carry out the work at the quarry in two stages: firstly, to provide a small Primary Plant to meet the requirements for temporary works and, in the meantime, to assemble the Main Plant.

The erection of the Primary Plant was started in September, 1950, and was in operation in the following February. All steelwork and machinery, some 50 tons, was brought from France.

This plant is based upon a 10-inch rotary crusher, with vibrator screens. The crushed stone ranging from zero to 4 inch, travels by means of belt conveyors to bins. The output of the plant is between 90-100 cubic yards of crushed stone per day. It is electrically-operated and will be kept to meet an emergency, now that the main plant is in operation.

The assembly and erection of the Main Plant was commenced in January, 1951, and it came into use at the end of July, 1951. Before the plant could be erected, it was necessary to carry out rather heavy earth excavation and banking. The main structure has four floors above the bins and required some 300 tons of structural steelwork. To this must be added all the machinery and belt conveyors, all of which came from France.

As the plant was erected, all parts were carefully numbered and fitted to facilitate their removal upon the completion of the works.

The Main Crusher Plant is based upon one 18-inch rotary crusher and two secondary rotary crushers, 8 inches and 10 inches respectively.

Suitable stone is delivered to the main 18-inch crusher. The crushed stone (zero to 8 inch) is passed by means of elevators and belts to the top of the structure, and so through feeders to the rotary screens. The reject above 4 inch can either be directed to the secondary crushers and so to the screens again, or to bins to be used as finer grading in the rubble bottoming in the quay wall foundations.

Colombo Port Development Scheme

2.

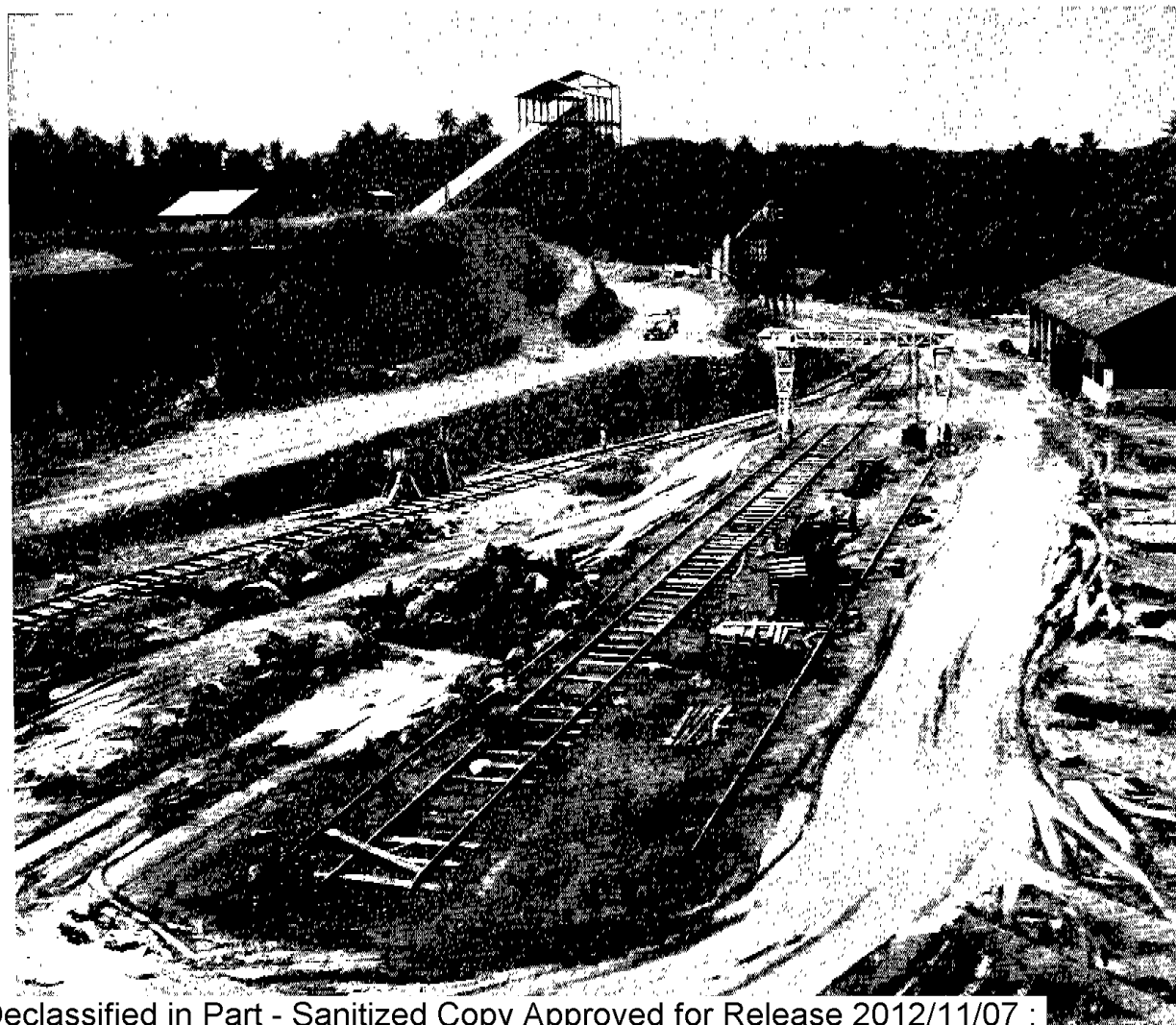
This report deals mainly with the works carried out at the Mahara Quarry by the Contractors, to provide rubble stone and aggregates for the Port Development Scheme.

Before proceeding to Mahara, the progress of the Port Works, might be noted. The setting of the large blocks at the North-East Breakwater Quay, which, by the way, will be known as the "Mutwal Quay," has kept more or less to schedule and, at the end of July, 1923 blocks had been set. The filling behind the quay wall is in progress and, once the superstructure begins, the shape of the new quay will be clearly seen. The demolition of the now obsolete jetties has commenced.

The dredging for the foundations of a section of the North Pier of the Oil Dock has been carried out with a floating grab, after the removal of the wreckage previously reported, and the cleaning of the foundations is now being done.

The Port Commission has placed a contract for the removal of the wrecked oil tanker "Soli," a reminder of the last world war. Once the "Soli" has gone, the area will be much improved and more useful to shipping.

Mahara Quarry

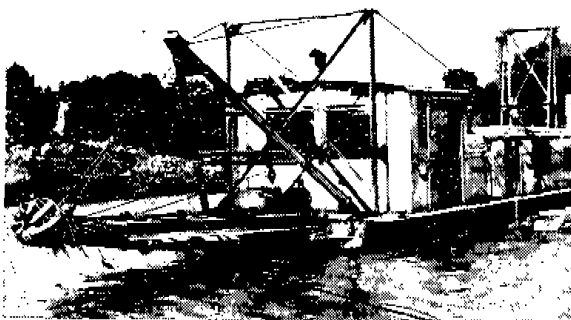


EXCAVATING EQUIPMENT

DREDGES

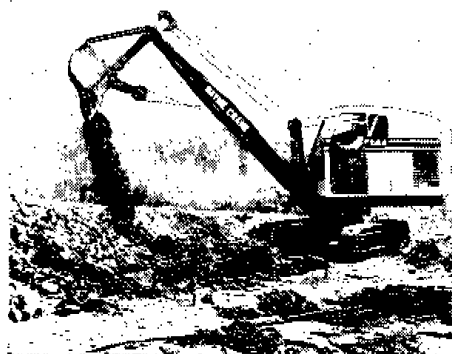
Hydraulic- 8" to 15"; Dipper and Clamshell $\frac{1}{2}$ cu. yd. and up.

ASD dredges are integrated units with bolted sectional steel hulls. Units are assembled at the site of use and may be dismantled and shipped to other locations.



BARGES and HULLS

Capacities to 500 tons. Shallow draft.
Bolted sectional steel construction.
Hundreds already in use on Indian waters.



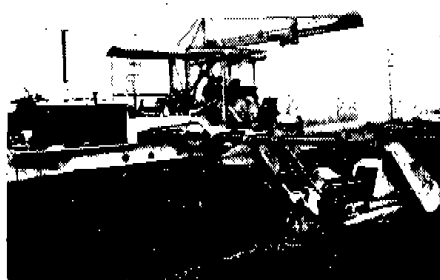
POWER SHOVEL

Wayne Crane heavy-duty $\frac{1}{2}$ -yard excavators and cranes to 12 $\frac{1}{2}$ -ton capacities. Available in three basic machines: Rubber-Tired, Self-Propelled, Crawler or Truck-Mounted.

All convertible to shovel, trench hoe, clamshell dragline, pile driver, magnet or utility crane.

DREDGER

The Peerless Dredger is a completely hydraulically operated machine designed for fast, low-cost construction and maintenance of irrigation and drainage systems.



For particulars, apply to :—

DODGE & SEYMOUR, LIMITED, 53 Park Place, New York 7, N. Y.

AMERICAN STEEL DREDGE CO. INC.
FORT WAYNE 1 - INDIANA - U.S.A.

Today, Nuwara Eliya has a reputation for looking after its visitors with a degree of hospitality seldom matched elsewhere. It is in fact, a city of guests. Even to this Island, which is like an oasis of peace in an Asia seething with struggle and blood-shed, Nuwara Eliya is the Shangri-La, the dream city of peace and play, pleasure and leisure. Here come weary travellers from all parts of the world and tired visitors from all over Ceylon to win back their lost health. They play golf and tennis, fish for trout, climb hills, ride horses or back winners, and forget themselves in the invigorating climate and the beauty with which they are surrounded. Flowers in profusion burst on their eyes like an explosion of the spectrum. The lakes, the parks, the hills, the plains, the very air they breathe, soothe their jaded nerves.

From Nuwara Eliya it is only six miles to the famous Hakgala Botanical Gardens where, in a landscape garden of quiet dignified, natural beauty, plants from all parts of the world are grown.

The highest peak in Ceylon, Pidurutalagala, only four miles along a bridle path, is another ideal place for an afternoon's picnic.

The more vigorous can hunt the leopard on Horton Plains some 36 miles away, or the Elk on the Moon Plains closer by.

Come to Nuwara Eliya—a piece of Europe cradled in the bosom of the hills of Asia—where the air is like wine, where Nature's healing hand will soothe your jaded nerves and nurse you back to health and vigour.



The Nuwara Eliya Park

TOURISM

3. NUWARA ELIYA

QUEEN OF CEYLON'S HILL STATIONS.

By P. A. EDIRIWEERA.

All tourists like Ceylon ; the Australian tourist loves it. Few other countries in the world afford so much variety. In Colombo one is in the midst of swaying palms, broad beaches and the sun. Sometimes a visitor may find Colombo a little too warm. Then, in a few hours he can be whisked in comfort to the hills where every prospect pleases and the air is cool.

The Queen among the cluster of hill stations is Nuwara Eliya. It is six thousand three hundred feet above sea level but only five hours by car from Colombo. Its beautiful parks, expanse of lake, trout streams, golf-course and first-class hotels are famous throughout the East. The way to Nuwara Eliya lies through some of the grandest scenery in Ceylon as the road winds up through rubber and tea estates overlooking lovely valleys lit brilliantly by the noon-day sun.

Hikers will delight in the opportunities for exercise that lie in all directions with scenic beauty to beguile them. As you take the sudden twists and turns, elbow bends and steep climbs of the long trail to Nuwara Eliya, you feel as though you were following the intricate arguments of some complex, abstruse philosophy. But as your car tops the crest of the Ramboda Pass and begins to glide noiselessly downwards to Nuwara Eliya which lies in the green valley open before you, you feel that you have arrived at a supreme conclusion after all the mental exertion of an intricate line of argumentative reasoning.

Here, in this beautiful city into which you zig-zag, may be found every comfort—warm fires, hot baths, well-cooked food, good walks, fine company and the best golf links in the East.

In the history of Ceylon, Nuwara Eliya finds no place, but there are many legends associated with it.

One such story is that the town entertained an unwilling guest, hard to please, in Sita, the abducted wife of Rama, King of Ayodhya. Ravana, the then King of Ceylon and a connoisseur in all things beautiful, had flown the beautiful lady there in his air-borne chariot. The abducted queen did not appreciate the beauty of her new surroundings and according to legend the hundreds of cascading waterfalls and murmuring streams which are to be found everywhere in Sita Eliya, owe their source to her copious tears. Her pursuers are alleged to have set fire to the dense forests in the area, which accounts for the black earth you find there today.



Publications Received :

The Dock and Harbour Authority. June, 1951.

The Melbourne Port Gazette. July, 1951 and August, 1951.

Port of Melbourne Quarterly. Centenary Jubilee Number.

Port of Sydney Journal. January-April, 1951.

The Port of London Authority (Monthly). June, 1951 ; July, 1951 and August, 1951.

World Ports. May, 1951 and June, 1951.

Via Port of New York. June, 1951.

Port of Los Angeles Shipping Directory. July, 1951.

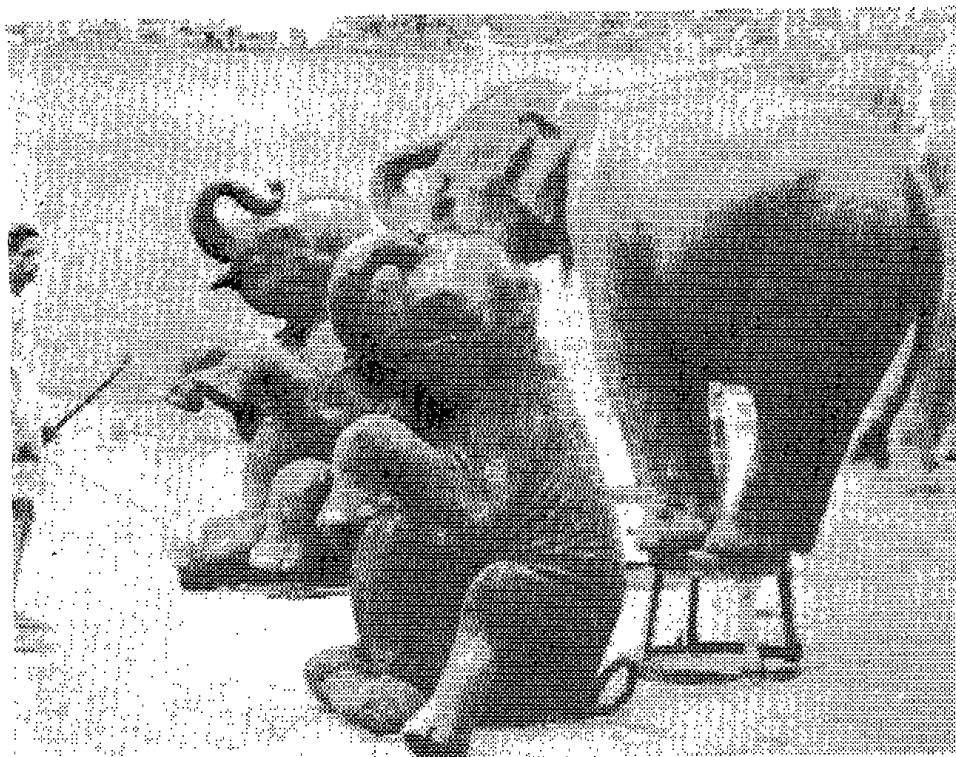
Weekly Bulletin of Port of New Orleans. March 31, 1951 ; April 7, 1951 ; April 14, 1951 ; April 21, 1951 ; May 5, 1951 ; May 12, 1951 ; May 19, 1951 ; May 26, 1951 ; June 2, 1951 ; June 9, 1951 ; June 16, 1951 ; June 23, 1951 ; June 30, 1951 ; July 7, 1951 ; July 14, 1951 ; July 21, 1951.

THE MEN WHO MAKE THE WHEELS GO ROUND

6. THE COLOMBO PORT COMMISSION LOCOMOTIVE DRIVER

The Colombo Port Commission railway system comprises some 22 miles of track and is linked to the Ceylon Government Railways at the Harbour exchange sidings. Our locomotive drivers are busy men today. With over 650,000 tons in 1950, they are hauling more than three times as much freight than they did ten years ago.

The *piece de resistance* on the bill of fare is the cabaret turn put on by the elephants every evening at about 5 p.m.—vide story and photo by our publishers' Reporter and photographer below.



Not quite "Folies Bergeres" I'll admit—but what more can a showman expect of a self-respecting elephant than curves and a good memory?

Go to the Zoo any day around five o'clock of an evening. The parade of the paunchy pachyderms is something you simply cannot afford to miss.

Bertram Mills himself has nothing on these ebullient elephants who stand on their heads, on their keepers, on tiny three-legged stools. In fact they stand on anything but their dignity. They samba and they waltz. They totter around on their toe nails.

And the grand finale is a tail-to-trunk marchpast, the sobriety of which is somewhat marred by the fact that the leader "gives out" on a mouth organ.

P.S.: No, it's not "Goodnight Irene"!

(Story by Kenneth L. Joachim, Picture by Mervyn L. Fernando).

* * * * *

The biggest International Show staged in South and South-East Asia will be the Colombo Exhibition which will be declared open by Their Majesties the King and Queen next February.

All Asian countries from Pakistan to the Philippines and the Maldives, with the colonial territories of the U.K. in S.E. Asia as well as Australia and New Zealand will be participating.

Art forms from all countries in S.E. Asia will be housed in the cultural section where teams, including head-hunters from Borneo and a troupe of Maoris from New Zealand, will perform.

Mr. Mischa Black, architect of the Festival of Britain will advise the Government of Ceylon on the structural plans, layout, etc.

It will be a show worth going a long way to see and would-be tourists will be well-advised to make their reservations for hotel accommodation, etc., well in advance.

Discharge figures per day of three eight-hour shifts were as follows :—

20,000 bags

22,000 „

26,000 „

25,000 „

18,000 „

* * * * *

Another step in the Colombo Port Development Scheme was taken on August 21, when workmen began demolishing buildings at the wharf to make room for the new quay to be constructed off the South-West Breakwater. The new quay is to be called the "Customs Quay," while the North-East Breakwater Quay is now known as "Mutwal Quay."

* * * * *

Mr. H. Christensen, Manager for American President Lines for India, Pakistan and Ceylon, has left the Island to take up a new appointment with the line in Singapore.

He has been succeeded by Mr. M. J. Oremus.

* * * * *

A full programme is in store for Britain's "Festival Girl," Judy Breen, when she calls at Colombo on her round-the-world flying trip on September 13. During her 19-hour stay in the Island she will be whirled to Kandy to visit the world-famed Temple of the Tooth, back to Colombo for a personal appearance at a Colombo Cinema, attend a Press party, dine at the Galle Face Hotel, where the Hon. Sir Oliver Goonetilleke, Minister for Home Affairs, will preside and finally attend a dance which is being organised in aid of the Girl Guides' Association of Ceylon in her honour and under her patronage.

* * * * *

Mr. E. H. Tong, Superintendent of Whipsnade Zoo in London was full of praise for the Dehiwala Zoo—a few miles out of Colombo—when he arrived for a busman's holiday in Ceylon. He sailed on September 1, with a collection of elephants, leopards, storks and insects for Whipsnade.

Visitors to Ceylon should make it a point to visit the Dehiwala Zoo whose broad acres are framed in a background of flowering trees and shrubs in tropical profusion.



MISS JUDY BREEN

Photo: Times

Before the outbreak of war, Japan ranked third among the maritime countries of the world. Japanese ship-building has almost reached its pre-war standard and Shipping lines in Japan are eagerly awaiting the signing of the Peace Treaty to begin operating on the sea-routes of the world. Two well-known lines which used to operate regularly between Japan and Colombo were the Nippon Yusen Kaisha and the Osaka Shosen Kaisha. The "Maru" ships, as their vessels were called, will soon be a familiar sight in Colombo.

* * * * *

Dr. W. G. Wickremesinghe, Director of Medical and Sanitary Services, and a member of the Colombo Port Commission, has been appointed an Officer of the Order of St. John by H.M. the King, who is the Sovereign Head of the Grand Priory in the British Realm of the Venerable Order of the Hospital of St. John of Jerusalem.



The honour has been conferred on Dr. Wickremesinghe for his work in the St. John Ambulance Brigade Overseas, Ceylon Branch, of which he is the Commissioner.

We extend our heartiest felicitations to him on receiving this coveted distinction in the organisation.

* * * * *

A large gathering of friends and officials assembled at the Passenger Jetty on July 17, to bid Sir Walter Hankinson, retiring U.K. High Commissioner in Ceylon, and Lady Hankinson "good-bye" when they left for England in the "Oronsay."

Sir Walter and Lady Hankinson will be very much missed by the hosts of friends they have made in Ceylon and Lady Hankinson in particular by the numerous Associations of which she was an active member.

* * * * *

We regret to record the death of Mr. L. A. Cordelle, Agent in Ceylon of the Compagnie Industrielle de Travaux of Paris, Contractors for the Colombo Port Development Scheme.

Mr. Cordelle had been ailing for some time and was on his way home on leave in the "Felix Roussel" when, on July 19, he collapsed from heart failure.

He was buried at sea and a Solemn Requiem Mass was sung at St. Lucia's Cathedral on July 23, with his colleagues and Port officials in attendance.

He was well-loved and his loss will be keenly felt.

To his widow we extend our deepest sympathies.

* * * * *

The "Clan Brodie" which arrived on July 24, with a consignment of over 100,000 bags of sugar, completed discharge in five days and sailed one day ahead of schedule.

SIR WALTER HANKINSON, retiring U.K. High Commissioner in Ceylon, and Lady Hankinson wave good-bye to those who came to see them off on July 17th at the jetty. They left for England in the "Oronsay".

Until the arrival of Sir Walter's successor, Sir Cecil Syers, Mr. M. R. Metcalf will act as High Commissioner. —Photo: Times

Business handled by the Messageries Maritimes Co. in India, Burma, Pakistan and Ceylon has increased by leaps and bounds. To cope with this additional traffic (and that with other countries) the Company has embarked on the construction of nine new passenger liners—"Vietnam," "Laos," "Cambodge," "Pierre Loti," "La Bourdonnais," "Ferdinand De Lesseps," "Jean Laborde," "Caledonien" and "Tahitien"—and seven cargo vessels, "Gange," "Pheio," "Euphrate," "Irrawady," "Indus," "Mekong," and "Meinam." The three last-named are already in commission and the "Indus" called at this port on June 25.

* * * * *

The popular old Bibby liner "Oxfordshire" (8,687) tons has been saved from the ship-breakers' yards. Re-registered by the Government of Pakistan as the "Safina-E-Arab," she will be engaged in her new lease of life as a pilgrim ship carrying devout pilgrims from Pakistan to Mecca and back.

The name "Oxfordshire" will, however, be perpetuated by the Bibby line with a brand-new and up-to-date addition to the Bibby fleet.

* * * * *

Prospective tourists will welcome the news that the amount of sterling currency permitted to be brought into or taken out of the Island has now been increased from £5 to £10.

* * * * *

The Pakistan Navy frigate "Zul Fikar" (1,370 tons) bumped into the 23,500-ton P. & O. Liner "Strathmore" just after the latter had berthed on June 25, and smashed three port-holes. The bow of the frigate was badly damaged.

Repairs to a steel plate which was cracked forced the liner to delay her departure for about 18 hours.

* * * * *

John H. Bramah, Diving Inspector in the Colombo Port Development Scheme, married Audrey Lapworth on June 26.

Miss Lapworth had arrived a bare 48 hours before the ceremony by the Air Ceylon Skymaster, "Laxapana" after a flight of 6,000 miles from the U.K.

We extend our heartiest congratulations and best wishes to the young couple.

* * * * *

More than a mile of eight-inch steel pipes were aboard the "City of Philadelphia" which arrived on July 8.

These steel pipes—6,000 feet in length—form part of a shipment of the Cutter Suction Dredger ordered from America by the Colombo Port Commission. The dredger, the first of its kind to be imported into Ceylon, will cost eight lakhs of rupees.

The hull and other component parts will arrive later and it will be assembled in Colombo. This dredger will be used for reclamation work in Beira Lake and elsewhere and in shallow dredging. It has 500 feet of floating pipeline and 5,500 feet of shore pipeline and two booster pumps.

The dredger has a cubic capacity of 53 feet against a dynamic head of 190 feet and will be able to go through the McCallum Locks and under the smallest bridge over the lake and dredge up to 30 feet cutting its own flotation.

The Contract for the salvage of s.s. "Soli," sunk by enemy action during the war, was secured by the Italian firm, Messrs. D. Tripovich & Co. of Trieste, with a tender of Rs. 789,950.

Salvage operations are expected to commence very shortly under the direction of the Resident Partner and Engineer, Baron de Banfield.

* * * * *

Typical monsoon weather prevailed on June 2. Gusts of 52 m.p.h. were recorded and the seas were so choppy that ships had to be kept waiting outside due to the inability of Pilot launches to go out to meet them. Some ships were allowed to come in during the day at their own risk without a Pilot, but the "Nordstjernen," "Bronxville" and "Maston," which hove into sight after nightfall, were made to anchor outside and wait for daybreak as it was considered imprudent to allow them to try and find their way in unpiloted.

* * * * *

Congestion in the harbour reached an all-time post-war "high" in June, during which the monthly average of the occupation of harbour berths reached the high figure of 94 per cent. The average occupation figure for the first six months in 1951 was 80 per cent.

Apart from the fact that the volume of trade handled by the port has increased phenomenally, the presence of a large number of disabled vessels, which immobilised a number of valuable berths, contributed materially to the congestion.

The record below is illuminative :—

"Holmy" arrived May 7, sailed July 29.

"Fionia" arrived June 4, sailed June 27.

"Al Chisti" arrived June 4, sailed July 7.

"Pakistan Progress" arrived May 14, sailed July 4.

"Marcar" arrived June 13, sailed July 6.

The worst offender was the "Vincent" which arrived on June 5, and is yet here !

The periodic influx of food cargoes also contributed to the congestion. On June 12, for instance, a total of nine food ships were in port—five discharging 20,000 tons rice, one discharging 2,000 tons flour and three discharging 12,000 tons sugar.

On June 22, 44 ships—the maximum number the Port can accommodate—were in harbour, while several others were expected.

On June 27, there were 41 sea-going ships at buoys and one empty berth (apart from the two being swept) while four more ships were expected.

On August 28, there were 34 vessels in harbour and five expected.

* * * * *

For the third year in succession the Salvage Tug "Rode Zee" (cruising range 15,000 miles) has been stationed in Colombo during the S.W. Monsoon to answer distress calls. She took up station on June 9. On July 20, she was directed to Bombay with instructions to tow the "Binfield" to Hongkong for repairs. The "Binfield," however, slipped out at night without a clearance Certificate and made her way to Hongkong, chased all the way by the "Rode Zee." From Hongkong the "Rode Zee" returned to Colombo and is shortly expected to tow the disabled ship "Vincent" to Liverpool—a distance of 6,700 miles.

mainly for the discharge of food cargoes. He was also charged with the task of conducting enquiries for the acquisition of additional mobile cranes.

He returned to the Island by air on June 25.

* * * * *

General Sir John and Lady Harding passed through Colombo on the "Canton" on May 23. The General had recently vacated the post of G.O. C-in-C., Far East Land Forces, and was on his way to assume duties as G.O. C-in-C. in Germany.

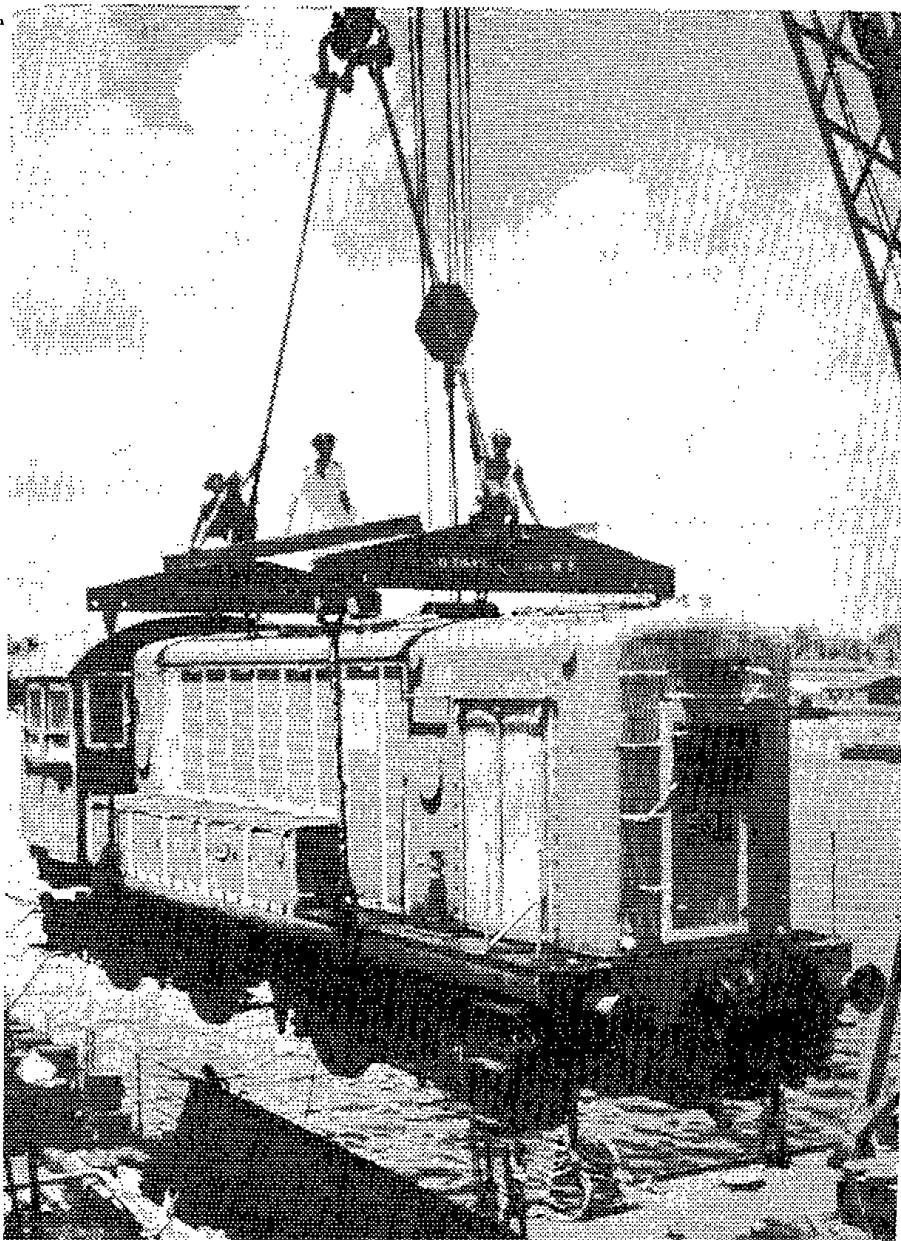
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The Ceylon Government Railway is at last receiving rolling stock and locomotives ordered years ago. The "Clan Davidson" brought urgently-required bogeys and two well-wagons. The latter are specially designed with a dip or well in the floor-board to enable the carriage of large packages through tunnels.

The "Clan MacIennan" brought the first of eight diesel shunting locomotives on order.

First of eight Diesel electric locomotives shipped by North British Locomotive Co. to the C.G.R., being unloaded from the "Clan MacIennan". These locomotives will be mainly used for shunting purposes. It is expected that the other seven will arrive in about three months.

—Photo: Times



HERE — AND THERE —

The Port of Colombo is always ready to assist schools and colleges in conducted tours of the harbour including the Colombo Port Development Scheme. Several colleges have made use of this facility already and a school in Bangalore will be sending a party of students over in October.

Launches are supplied at a special rate of Rs. 10 per hour for parties of 50 and under—the only stipulation being that at least two weeks' notice must be given in order that the necessary arrangements can be made at this end.

It must be stressed, however, that permission to go on board a ship in the harbour can only be granted by the local Agents of the vessel. If, therefore, such a visit is contemplated, prior application must be made to the Agents direct by the Head of the educational institution concerned.

* * * * *

Lt.-Col. P. A. J. Hernu, Chairman, Colombo Port Commission, emplaned for the U.K. on May 27, to investigate, on behalf of the Ceylon Government, the possibility of the purchase of a fleet of lighters to be owned and operated by Government

Col. Hernu emplanes for the U. K.



Being very rare stones, they fetch high prices. The synthetic "Alexandrites" are purplish in colour and when observed in artificial light the colour is much more intense. The genuine is a sort of an "olive green" colour by daylight and purplish or Amethyst colour in artificial light. A genuine Alexandrite of good quality would cost you anywhere from hundred and fifty rupees per carat onwards depending on the quality and change of colour. Green Sapphires are sometimes sold for Aquamarine. "King Topaz" or "Oriental Topaz" is a golden-coloured Sapphire.

Tricks of the Trade

How are you to know whether a stone is genuine or a fake? That's simple—just ask a dealer down the street and he will demonstrate a few "Tests." He will probably put a tiny drop of water on the face of a stone and show you that the drop does not move from its position! He will rub the stone against a vertical pane of glass and the stone will stick there. He will place it between two coins, and step on it and the stone will not break. He will scratch glass with it—and after all these "Tests" you will probably go home with a beautiful gem and be mighty proud of it till you find out that you are stuck with a phoney gem.

These "Tests" don't mean a thing. The explanation is simple—you can get one flat glass surface to cling to another merely by passing your finger over each. The natural oil makes them stick. Try it sometime, it's fun! In the same way, a drop of water stays put on any slightly oily surface. And if you can break anything harder than a hazel-nut between two slim coins without bending their edges, you are clever, indeed. Then again, anything harder than glass will scratch it and it certainly doesn't have to be a genuine gem!

Touts and Guides

Touts and guides are a great asset to unscrupulous dealers. They help in the sale of non-genuine gems to the tourists. On days ships put into port, it is a rare sight not to see these "Sharks" rushing at the tourists with attractive business-cards of self-styled expert gem merchants and jewellers. These guides are paid as much as twenty-five per cent. on a deal. Some of the victims are so well handled by the guides, that they are not given a chance of stepping into a reliable dealer's to get their merchandise checked or valued.

It is very important to keep in mind that when it comes to buying jewellery and gems it is absolutely essential to go to a reputed dealer—someone you can trust implicitly—for, without this confidence, you may as well give up the idea of buying Jewellery at all. Mutual confidence is most important. The buyer *must* be able to trust the dealer and the dealer the buyer. In the matter of valuation, more blame is attributable to the buyer than to the dealer. Very often would-be buyers are unintentionally misled by wrong valuations. It is very seldom that two valuations will agree. If the would-be buyer uses a little more common sense when getting an article valued, it will do him a lot of good. No jeweller likes to help another to sell his goods when he himself is trying to get rid of his own merchandise. It is human nature to hunt for bargains. But you must bear in mind that a good jeweller will *never* bargain with you. He will fix the selling price of an article after accurately calculating the cost—the price of the stone, the setting, the labour involved and the legitimate profit. The reliable dealer will *always* have his merchandise price-marked. If a jeweller makes a drastic reduction from the marked price, beware! There is something wrong somewhere!

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Besides the sales of spurious stones for genuine, misleading trade names which do not accurately or fairly describe the merchandise are frequently used. Some of the popular names used by dealers in describing their gems are confusing and often intentionally deceptive. They apply the name "Topaz" not only to the real topaz, but also to almost any yellow transparent gem. The so-called Topaz offered to you in the trade is really Quartz. They are yellow "Topaz Quartz" and sell from fifty cents to about five rupees per carat, whereas the precious topaz would cost you about fifteen rupees or more per carat depending on the quality. Water Sapphires are often sold as White Sapphires (Corundum). There is a great deal of difference between the two, both technically and in the price. Water Sapphires are sold from fifty cents to about a rupee per carat and the White Sapphires from five rupees to about thirty rupees per carat. White Sapphires, being the colourless variety of corundum, have the same optical and physical properties as the Ruby and Blue Sapphire. They are very lively to look at compared to the Water Sapphires, and last longer. Then again there is the "Rangoon Diamond" or the "Belgium Diamond," which is not a diamond at all. It may be offered to you as a "White Sapphire" or a "White Zircon" and is a kind of synthetic stone imported from Rangoon and very frequently used in settings and palmed off as a genuine White Sapphire. The so-called "Alexandrites" offered to you are nothing but synthetic stones. It is very rarely one sees a fairly good quality specimen of Alexandrite.

Necklaces—New (above) and Old

