

**TOWNSVILLE PORT AUTHORITY
ANNUAL REPORT 1988-1989**





The C.T.C. cruise ship 'Belorussiya' arrives in Townsville as part of her Pacific Islands cruise.

Office situated at
No. 1 The Strand
Townsville
Queensland 4810
Australia
P.O. Box 1031
Telex NAPORT AA 47334
Telephone (077) 72 1011
Cable address 'NAUSPORT'
Fax (077) 21 1254

CONTENTS

Presented to Parliament by Command

Board Members	2
Chairman's Review of Operations	3
Port Operation	9
Strategic Development Plan	10
Financial Report	14
Cargo Statistics	20
Maritime Museum	27
Tourism	28
Port People	30
Around the Port	32



*The Honourable Don McC. Neal, MLA,
Minister for Water Resources and Maritime
Services.*



The Honourable Don McC. Neal, MLA,
Minister for Water Resources and Maritime Services,
Brisbane, Qld. 4000

27 September, 1989.

Dear Sir,

Pursuant to the Section 46J of the Financial Administration and Audit Act 1977-1989, I have pleasure in enclosing the Annual Report by the Townsville Port Authority for the year ended 30th June, 1989.

Yours sincerely

J. DeFranciscis
J.P. DEFRANCISCIS,
Chairman.

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BOARD MEMBERS



CHAIRMAN

MR J.P. DEFRANCISCIS

A businessman with almost 12 years experience as a Councillor of the Burdekin Shire Council. He was appointed to the Board of the Authority in 1976 and is now the longest serving Board Member. In July 1982 he was elected Deputy Chairman and held the position for 3 years. He has been Chairman of the Board since June, 1985.

DEPUTY CHAIRMAN

HON. M.D. HOOPER

A valuer (A.C.I.V.) and real estate developer, he was Mayor of Townsville from 1972 to 1976 during which period he presented the City of Townsville on the Townsville Harbour Board. He served as a Member of Parliament from 1974 to 1980, becoming the Minister for Maritime Services and Tourism from 1979 to 1980. He is Chairman of the Townsville Branch of the Australia-Japan Society and Chairman of the Breakwater Casino Trust Fund. Since June, 1985 he has been a Member of the Board of the Townsville Port Authority, and Deputy Chairman from December, 1987.



MEMBER

MR R.R. BATHGATE

He is Senior Manager, Burdekin Mills and Rural Operations Manager, Kalamia Mill (C.S.R. Limited). He has had 34 years experience in Sugar Mills in Queensland and Northern New South Wales. His qualifications include a Bachelor of Commerce Degree and a Certificate in Chemical Engineering. He has been a Member of the Board of the Townsville Port Authority since 1979.

MEMBER

MR K.F. SCHREIBER

He is North Queensland Manager of BP Australia Limited. His qualifications include a Degree in Business Management/Marketing. He is a Member of the Chartered Institute of Transport and an Associate of the Australian Institute of Management. He has been a Member of the Board of the Townsville Port Authority since December, 1987.



MEMBER

MR J.R. CASAS

His present position is Managing Director of Townsville Transport & Services Pty. Ltd. and he has been with M.I.M. (Holdings) Limited since 1973. His qualifications include a Bachelor of Civil Engineering. He is a Fellow of the Australian Institute of Management. He has been a Member of the Board of the Townsville Port Authority since 1982. (Resigned 20th June 1989.)

MEMBER

MR D.D. KELLIE

The General Manager — Shipping and Services of T.T.S. Transport Pty. Ltd. Mr Kellie has had 20 years experience in port operations having worked in a range of positions covering maintenance, engineering, construction and operations at a variety of ports. He spent several years involved with Australia's largest tonnage port at Dampier, W.A. and prior to joining T.T.S. managed the Abbot Point Bulkcoal Pty. Ltd. shiploading facility for 5 years. Appointed to Board of Townsville Port Authority, July 1989.



MEMBER

PROFESSOR E. SCOTT

His present position is Assistant Vice Chancellor and Joint-Director of the Centre for Studies in Travel and Tourism — James Cook University of North Queensland. He is a Member of the Order of Australia, Civil Division (AM). His qualifications include a Bachelor of Arts (Honours Psychology) and a Doctor of Philosophy. He is a Member of the Australian Psychological Society and a Fellow of the Australian College of Education. He is a Director of the Australian Tourism Research Institute. He has been a Member of the Board of the Townsville Port Authority since December, 1987.

MEMBER

Cr. F.J. TRITTON

He is the proprietor of "Silver Hills" Inland Resort. He was elected to the Richmond Shire Council in 1960 and has been Shire Chairman since 1962. He is a Board Member of the North Queensland Electricity Board. In 1987 he was awarded the M.B.E. for services to Local Government. He has been a Member of the Board of the Townsville Port Authority since December, 1987.



CHAIRMAN'S REVIEW OF OPERATIONS

The Port of Townsville is administered by the Townsville Port Authority pursuant to the *Harbours Act* 1955-1989 (as amended). The Board of the Authority is comprised of the following persons, appointed by Order in Council dated 10th December, 1987:—

Mr J.P. Defranciscis	<i>Chairman</i>
Hon. M.D. Hooper	<i>Deputy Chairman</i>
Mr R.R. Bathgate	<i>Member</i>
Mr J.R. Casas	<i>Member*</i>
Mr K.F. Schreiber	<i>Member</i>
Professor E. Scott, AM	<i>Member</i>
Cr F.J. Tritton, MBE	<i>Member</i>

*Resigned 20th June, 1989.

*Mr D. Kellie appointed 20th July, 1989.

Section 58 of the *Harbours Act* defines the Authority's statutory objectives, viz:—

- (i) The control and management of Townsville Harbour, all harbour works relating to Townsville Harbour or the Authority and belonging to or constructed by the Townsville Port Authority.
- (ii) The Board of the Townsville Port

Authority may do all such acts and things as may be necessary for or incidental to the discharge or exercise of any of the duties, powers, functions or authorities of the Board of Townsville Port Authority.

Part III of the *Harbours Act* confers the following powers and duties upon the Board of the Townsville Port Authority, briefly:—

- Entering into contracts.
- Management of harbours.
- Harbour lights, signals, buoys and beacons.
- Acquisition of lands, etc.
- Surrender to Crown.
- Sale of land.
- Rock, stone, shingle, gravel, sand and other materials.
- Protection of water frontages from erosion.
- Loading and discharging.
- Railways and roads.
- Stevedoring.
- Vessels.

- Private employment of Port Authority equipment.
- Wrecks, obstructions and damages.

In summary the Authority regulates Townsville Harbour to ensure the safe, efficient, cost-effective movement of shipping, cargo and passengers through the Port of Townsville for the benefit of all Port users and the community in general.

Apart from being a regulating body, the Townsville Port Authority oversees the planning function, provides and manages Port infrastructure, as well as trade-related facilities and services. The Board of the Townsville Port Authority is at all times responsive to user requirements.

1. Trade Records in 1988/1989

During 1988/1989 the Port of Townsville recorded the highest annual trade throughput in 93 years.

Total trade for the year was a record 2 876 283 tonnes (t); comprising Imports of 1 155 271 t and Exports of

Scandinavian container ship 'Taiko', the longest ship ever to enter the Port of Townsville — length 262.08 metres. Unable to discharge quota of containers at Brisbane, the 'Taiko' took advantage of the facilities in Townsville to unload 56 containers for 'land bridge' rail to Brisbane.



1 721 012 t. The 1988/1989 trade was 12.7 per cent better than the previous high of 2 551 289 t recorded in 1976/1977.

Two new trade records were set in 1988/1989 when Nickel Ore imports reached 414 026 t; and, general cargo increased from 82 270 t last year to an all-time high of 130 470 t.

Trade in other categories was also above budget expectations. For example, Molasses exports were over budget by 29 266 t and Copper Concentrates by 33 046 t. Iron Slag, (a total of 15 786 t) was imported for the first time.

Container trade through the Port of Townsville increased again in 1988/1989. In the previous two years the trade doubled from 4 297 to 7 856 containers. During 1988/1989, the number of boxes handled increased to 10 539, as the following table shows:—

12 Months to June, 1988

	No.	Tonnes
Imports	3 726	11 604
Exports	4 130	63 540
TOTAL	7 856	75 144

12 Months to June, 1989

	No.	Tonnes
Imports	4 790	16 429
Exports	5 749	86 675
TOTAL	10 539	103 104

I am confident that the Port of Townsville stands on the threshold of a boom in container trade. Once southern importers realise that a container imported through Townsville can be railed to Brisbane before a southbound container ship can berth at one of the southern ports, then they will focus their attention on what Townsville and the Port have to offer. Already C.B. Marine and Engineering Pty Limited are successfully tapping this market and I am certain that other importers (for whom long delays of components etc on the waterfront can spell economic ruin) will be starting up in Townsville shortly.

In summary, the oil, sugar and mining industries accounted for 92 per cent of total cargo handled at the Port in 1988/1989.



Unloading gypsum from the 'Iron Kestrel'. 20 134 tonnes of gypsum from South Australia was imported to Townsville during the year, a key component for North Australia Cement Limited.



Loading tallow for Keelung in Taiwan on the 'Botany Tribute'. Tallow is a product of the North Queensland export abattoirs. 6 682 tonnes were exported during the year to Japanese and Taiwanese destinations.

SENIOR OFFICERS

BOARD

CHIEF EXECUTIVE
OFFICER



MR R.E. KENNY
BA., MCIT.

ENGINEERING
MANAGER



MR W.S. SERVICE
BE., MIE (Aust), MICE,
MIPENZ, MCIT.

SECRETARY



MR B.W. HOLDEN
BCom., A.A.S.A., CPA, MCIT.

FINANCIAL
CONTROLLER



MR J.A. SHERRIFF
BCom., A.A.S.A., CPA.

ADMINISTRATION

PORT
CONTROL

ENGINEERING
AND
DRAFTING

CIVIL AND
MECHANICAL
WORKS

ACCOUNTING

SMALL BOAT
HARBOURS



Ross Creek looking downstream. Townsville Port Authority lands are located on both sides of Ross Creek. Photograph shows recently constructed River Quays development.

Industry	Tonnes	% of Trade 1989	% of Trade 1988
Mining	1 250 007	43	39
Sugar	748 513	26	28
Oil	651 448	23	26
General Cargo	174 883	6	5
Pastoral	51 432	2	2
TOTAL	2 876 283	100	100

2. Increased Shipping 1988/1989

During 1988/1989, 371 cargo vessels with a total Gross Registered Tonnage of 4 206 520 tons entered the Port of Townsville. This was an increase of 39 cargo vessels over last year. In addition, there were 25 naval vessels, 7 ships requiring bunkers, 4 cruise ships and 66 other vessels over 200 tons.

In spite of increased shipping, the incidence of queuing at the Port of Townsville occurred only 10 times in the 12 months to 30th June, 1989. In each instance, queuing of vessels was for periods of less than 24 hours duration.

I am confident that, in the coming financial year, the number of cargo vessels calling at Townsville will top 400, without any significant increase in the incidence of queuing.

3. Authority Finances

In recent years, emphasis in the Authority has shifted from capital development works to increasing maintenance of existing Port assets. For example, maintenance undertakings in 1988/1989 such as the concrete pile repairs at Number 1, 8 and 9 Berths, amounted to \$49 170. As a result, the Authority has re-evaluated the direction of its financial planning and management practices, with a view to obtaining a more efficient use of resources and greater productivity.

During the past five years, the Authority has reduced the share of major income earmarked for interest and redemption from 49.5 per cent of total income to 30.5 per cent in 1988/1989. In the coming year this liability could be further reduced to 27 per cent, including new borrowings.

Meanwhile, assets will be brought to the highest economic standard of repair.

Management practices within the Authority have been reviewed during the last twelve months. The four most senior officers are now under Contracts of Employment. The three contract officers heading the Engineering, Finance and Administration divisions are now personally accountable for the performance of their respective divisions.

In keeping with comments by the Inter-State Commission, but also prior to the recommendations of the Inter-State Commission being brought down, the Authority reviewed productivity levels and embarked upon a campaign to reduce the incidence of absenteeism in the Authority's workforce. It goes without saying, that a few indifferent people can adversely affect the creditable performance of the majority.

Action taken by the Chief Executive Officer, with the concurrence of the Board, has seen a significant improvement in the incidence of recurring absenteeism.

4. Planning and Development

Port planning received the same high priority in 1988/1989, as it has in the past years. Since 1970 the Authority has produced no less than five major planning documents. All have dealt with the direction of future development in the Port of Townsville.

In 1988/1989, the Authority turned to planning the future of Ross Creek, where the Authority still controls small, but significant, parcels of waterfront lands.

The Authority commissioned the Honolulu-based firm of Helber, Hastert and Kimura to undertake a study, leading to the development of a concept plan. HH&K's brief was to integrate all of the present (and often competing) demands of a fairly large waterfront, with Townsville's nearby Central Business District.

The Helber Report was delivered to the Authority in January 1989 and has since been widely distributed within the Townsville community.

Late in 1988, the Authority was apprised of a development proposal by the Curtain Brothers Group. The

Group's proposal is to utilise the 100-hectare bunded area, east of Benwell Road.

In 1985/1986 the Authority used rock, mainly quarried from Magazine Hill, to construct a breakwater, enclosing 100 hectares of future port lands, at a cost of \$1.8 million. The Authority's intention is to fill the bunded area with dredge spoil etc to provide valuable backup lands to the Port.

Following representations from Curtain Brothers, the Authority commissioned (Curtain Brothers shared the cost) McIntyre and Associates Pty Limited to carry out a preliminary investigation on future eastern harbour development. The McIntyre Report, handed to the Authority in October 1988, indicated a development cost of between \$37 and \$47 million to utilise the 100-hectare area for a swing basin and linear wharf, paralleling Berths 2 to 4.

Curtain Brothers have since commissioned Mr L. Helber to carry out further investigations, but at this time Mr Helber's report has not been submitted to the Authority, to give the Authority an opportunity to assess the commerciality of what has been proposed.

The other major development proposal is the import of Nickel Ore through the Port of Townsville by Queensland Nickel Pty Limited (QNPL) for processing at the Company's Yabulu plant.

QNPL will have to import up to 4 million tonnes per annum (mtpa) of Nickel Ore, as the present ore body at Greenvale is due to run out in the early 1990's. The Company will have to either import the ore through the Port of Townsville or construct their own facility in Halifax Bay.

The Authority is keen to 'capture' the Nickel Ore trade and has given an undertaking to QNPL to reconstruct Number 4 Berth, at a cost of \$1 million, to handle a hopper and conveyor system. At this stage up to 1 mtpa will be imported annually for three years. During those three years the Authority will break-even on its investment. However, the Authority is confident that the Port of Townsville will win the trade from Halifax Bay and planning for a



Board members and officers inspect No. 4 berth to be upgraded to handle nickel ore import. From left: Dep. Chairman Hon. Max Hooper, Chairman Joe DeFranciscis, members F.J. Tritton, K.F. Schreiber, R.R. Bathgate and officers J. Sherriff, B. Holden and W. Service.



The 'Masirah III', one of the C.B. Marine fleet loading mining equipment for Papua New Guinea Mines.

Cruise ship 'Faristar' adds a blaze of light on the Harbour front as it sails after a Townsville stop-over.



dedicated facility has been included in the Authority's 1989/1990 Eastern Harbour Strategic Plan, dealt with later in this Report.

5. Tourism

Whilst tourism is not in the Authority's brief under the Harbours Act, it is nevertheless an important industry for Townsville and its region. For this reason, the Authority has actively sought to encourage cruise ships to call at the Port of Townsville.

During 1988/1989, the Authority commissioned a special five-minute video on Townsville to market the Port at the recent Cruise and Ferry Conference in London.

The Conference was attended by the Authority's Deputy Chairman, enroute to the ICHCA Conference in Stockholm. Whilst in London Mr Hooper called on a number of major cruise ship operators and there has been follow-up international advertising as well.

At the same time, I took the opportunity to have a first-hand look at the cruise ship industry in Florida,

whilst I was attending the IAPH Conference. The size of the industry in the Caribbean and Mediterranean is staggering when compared with Australia. Nevertheless, I think we will see more cruise ships in Australian ports as people realise the benefits of cruising "down under".

During the year the Authority continued its membership of:

Queensland Port Authorities' Association

Association of Australian Port and Marine Authorities

International Cargo Handling Co-Ordination Association

South Pacific Ports Association

International Association of Ports and Harbours

Various Development boards in the regional area contributing to trade through the Port of Townsville.

The Townsville Port Authority is an equal opportunity employer and has regular reviews of positions. At 30th June, 1989 the Authority employed 85 people including one aboriginal person

under a Training Agreement with the Commonwealth Government. The Authority has continued its policy of encouraging employees to take courses of study relevant to their careers. More than 75 percent of office staff have completed or are undertaking courses at tertiary institutions. Participation in A.A.P.M.A. Management Courses and other career development courses in Accounting, Engineering and Management is also Authority policy. In addition to training its own employees, Work Experience is offered to various Townsville Schools and Colleges as well as employees' children who are about to enter the work force. Employee Assistance Programmes offered by Interlock Occupational Counselling and Training services are also supported.

The average attendance at Board and Committee meetings was 74 percent during the year. There were thirteen (13) Ordinary Meetings and twenty-two (22) Committee Meetings during 1988/1989.

1988/1989 was a very successful year for the Port and the Townsville Port Authority. The Authority is an integral part of the State of Queensland's Port System and continuance of the Authority will further enhance the Queensland Economy. I wish to place on record my appreciation for the co-operation of the Board of the Authority, the Staff, the Port users and operators.

J.P. DEFRANCISCIS
Chairman

The Japanese fisheries training ship 'Umitaka Maru' visited Townsville with 22 cadet post graduate students from the Tokyo University. Chairman Joe Defranciscis and Captain Hideo Hotani exchange gifts to commemorate the visit.



PORT OPERATION

The Townsville Port Authority's major cargo handling facilities are available at its nine outer harbour berths. All berths are accessible by road, and they are also serviced by rail. Facilities available at each berth are listed below. Further information is included in the Authority's Port Information Booklet which is available on request.

No. 1 Berth is isolated and used exclusively by tankers for bulk oil and gas discharge and by all types of vessels for bunkering.

No. 2 Berth general purpose berth. 25.4 tonne, 32 metre radius travelling jib crane for container and unit load handling.

No. 3 Berth has a container crane — capacity 55.9 tonnes; extendable spreader to suit all sizes of containers;

a grab of 7.6m³ capacity; a heavy lift hook. A landing pad at the berth allows simultaneous use of the container crane and stern angle ramp for roll-on roll-off traffic.

No. 4 Berth has a landing pad for stern angle roll-on roll-off vessels. (This berth has been reconstructed for bulk liquid cargoes and light general cargo.)

No. 6 Berth is a general purpose berth with oil bunker and bulk molasses loading pipelines.

No. 7 Berth has a conveyor ship loader for mineral concentrates and molasses pipeline; rate 1 000 tonnes per hour for mineral concentrates.

No. 8 Berth is a general purpose berth, freezer stores at this berth.

No. 9 Berth has a conveyor ship loader

for raw sugar, rate 1 500 tonnes per hour.

No. 10 Berth has a stern ramp for roll-on roll-off traffic.

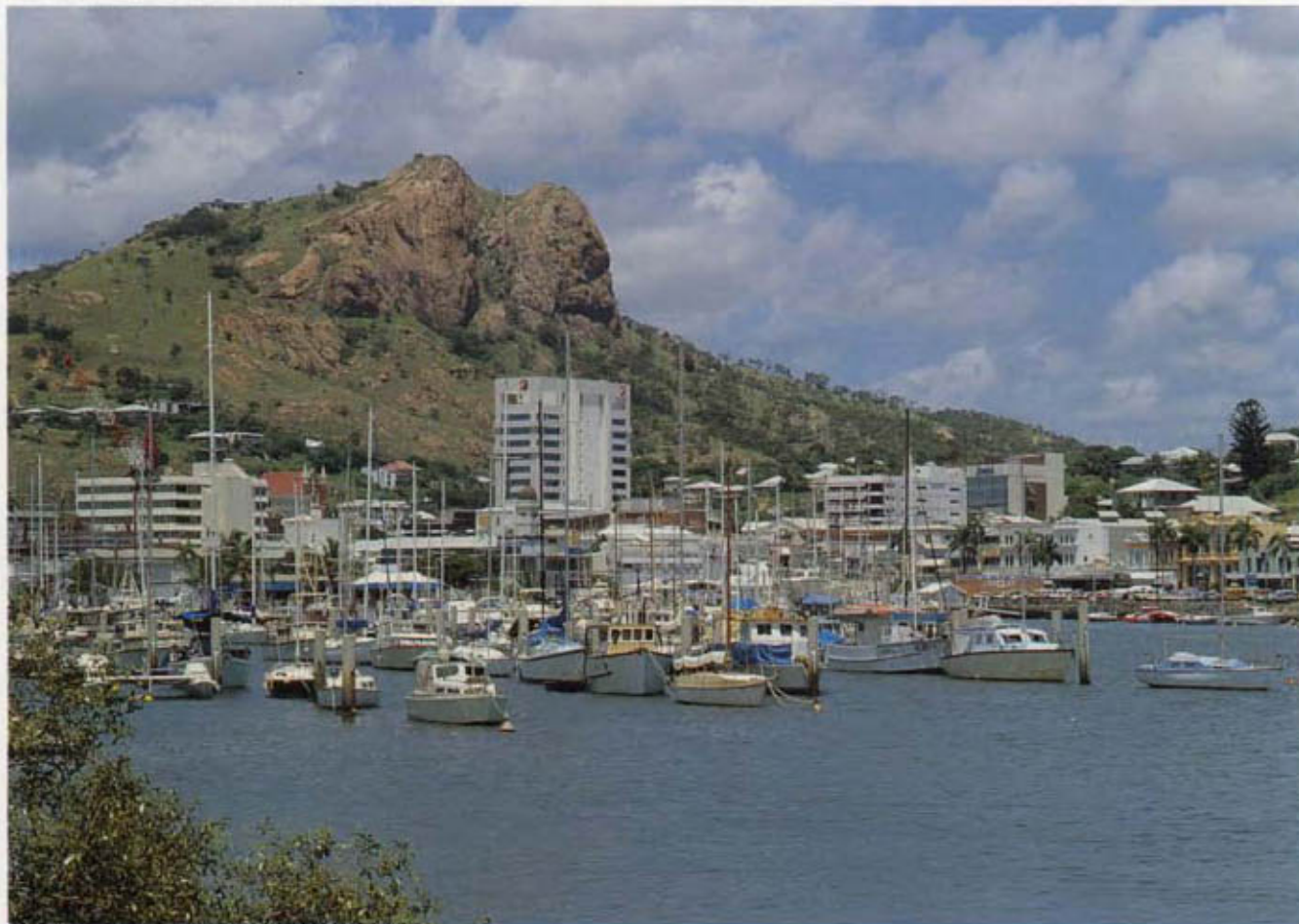
In addition to the static cargo handling facilities the stevedoring companies provide a variety of mobile units to handle any load that can be supported by the wharves.

The Ross Creek Boat Harbour provides mooring and other facilities for pleasure craft, charter craft and ferries. Approximately 180 vessels now moor in this boat harbour.

The Ross River Boat Harbour provides moorings for approximately 94 fishing boats and 100 pleasure craft.

There are also 168 pleasure craft berths available at the Breakwater Marina.

The Ross Creek Boat Harbour caters for 180 small craft — pleasure craft, charter boats and ferries. Photograph shows the Ross Creek Marina and the Townsville Motor Boat Club.



STRATEGIC DEVELOPMENT PLAN

The Authority's Strategic Development Plan for the Eastern Harbour, is a clear statement by the Board of the Authority of how the Eastern side of the Port is to be developed in the short-term, for the long-term benefit of the entire Port of Townsville.

The Report is aimed, in the first instance, at developing the infrastructure required to handle up to 4 million tonnes per annum (mtpa) of nickel ore, through the Port of Townsville. The Report then goes on to show how that infrastructure can be taken up by other follow-on trades.

Recently, Dallhold Nickel Management Pty Limited expanded the capacity of its Yabulu Refinery, north of Townsville, to handle up to 4mt of nickel ore annually. The Company's stated intention is to import the 4mtpa through a purpose built facility in Halifax Bay. Public estimates of the cost of Halifax Bay project are in excess of \$100 million. Dallhold propose to unload the nickel ore from 90,000 ton ships, north of Magnetic Island, into lighters which will then move inshore to unload at a trestle wharf 1.35 kilometres in length. The nickel ore is then taken ashore by conveyor.

The Halifax Bay facility would be under the control of the Harbours Corporation as it is outside the Harbour limits of Townsville Port Authority. Harbour Dues would be paid by Dallhold to the Corporation.

Spillage is considered a significant problem by environmentalists and is a major argument in their opposition to the Halifax Bay project going ahead. The likely extent of the problem is not difficult to visualise. A stable 90,000 ton ship will be unloading into small lighters *slopping* about in the swell. The problems of vessel stability will be made worse, if smaller 50,000 ton ships are used as well. The local Saunders Beach Action Group has also been vocal about the visual impact of the jetty, which will be continually lit at night.

The Great Barrier Reef Marine Park Authority (GBRMPA) has to approve a Permit for the Halifax Bay proposal, before work can start. The process of reviewing the environmental impacts of the project commenced on 11th August, 1989 followed by a 30 day review period. GBRMPA is expected to hand

down a decision in late September, 1989.

The Authority wants the entire 4mtpa nickel ore trade to be handled through the Port of Townsville. However, the project must stand alone financially. The Authority will not contemplate any cross subsidisation by other Port users.

Extensive investigations by the Authority costed the facilities required to handle 4mtpa through the Port at \$65 million. The Authority would carry out the following capital works:—

- Extension of the entrance channels.
- Widening the entrance channels to 120 metres and deepening the channels to 14 metres. (Current dimensions are 92 metres wide and 10.7 metres LWD).
- Construction of a 400 metre diameter Swing Basin, north of Number 1 Tanker Berth.
- Construction of a dedicated Berth.

Spoil from dredging the entrance channel and swing basin, outside Number 1 Berth, will be used to entirely reclaim an area of 146 hectares (100 hectares is already bunded) on the eastern side of the Port. A large part of the reclaimed land can then be used for nickel ore conveyors, a stockpile and rail loadout station. The equipment installed by Dallhold at Number 4 Berth to handle 1mtpa could be transferred to the new site. Queensland Railways (QR) will be able to construct a dedicated line



Unloading nickel ore from Gebe Island, Indonesia.

on the reclamation for the nickel ore trade. There would be no restriction on the diameter of the rail loop.

The Authority has identified the following advantages for Dallhold, if the 4mtpa is handled through a dedicated berth at the Port of Townsville:—

1. Dallhold's operations, at the purpose built wharf, will be separate from the rest of the Port.
2. Nickel ore can be delivered from the ship to a large stockpile area on the reclamation. Using a land based unloading system, Dallhold will achieve higher discharge rates, than is likely to be the case in the Halifax Bay operation where ships' gear will be used.

The Port of Townsville looking south to Breakwater Hotel and the City.





C.B. Marine vessel 'Bosisa' uses the stern loading facility at No. 10 berth.

3. In a berth at the Port of Townsville the problems of spillage into the sea, and other environmental risks, will be considerably lessened.

The Authority has identified three (3) immediate follow-on trades viz:—

- Increasing trade with Papua New Guinea and the South Pacific.
- An increase in the container trade.
- The import of 300,000 tonnes of iron ore for stainless steel processing at Yabulu.

During the course of the Authority's negotiations with Dallhold, the Authority was apprised of a proposal by Curtain Brothers (Qld) Pty Limited (CB) to construct a breast wharf and swing basin, within the 100 hectare

bunded area on the Eastern side of the Port.

Curtain intend using some 40 percent of the 100 hectares for linear wharf and backup lands, paralleling Berths 2, 3 and 4. The remainder of the bunded area would be dredged to form a swing basin, for vessels up to 6.5 metres draught.

A subsequent report on this proposal, commissioned by the Authority and carried out by McIntyre and Associates Pty Limited, showed that Curtain's proposal will cost between \$37 million and \$47 million.

Curtain Brothers also commissioned Helber, Hastert and Kimura of Honolulu to carry out further investigations. However, the consultants report was not submitted to the Authority prior to public release of the Authority's Strategic Plan.

Nevertheless, the Authority continued to plan for the incorporation of a Curtain's facility in the development of the Eastern Harbour, even though the Authority was unable, without the benefit of Curtain's development plan, to assess the commerciality of their proposal.

In the final analysis, the Authority considers that Curtain's present requirements can be realistically accommodated on part of the 146 hectare reclamation. Depending on ship size and identified cargo tonnages,

the Authority will give favourable consideration to any request by Curtain's to expand their facilities, in accordance with the Authority's current land use policies.

Preliminary investigations by the Authority indicate that Dallhold will be able to accommodate the iron ore trade at the dedicated nickel ore berth, without any significant capital expenditure being required.

During 1988/1989 there was a significant increase in container trade through the Port of Townsville.

Recently, holdups on Brisbane's waterfront have turned shippers' attention to Townsville. It goes without saying that Port delays, whatever the cause, can spell economic disaster for importers tied to production schedules.

The Port of Townsville already has a dedicated container crane and berth, with an adjacent container terminal. However, if the idea of using Townsville (for both import and export of containers) in conjunction with reliable and fast rail links with Brisbane can be further developed, then the Authority is confident that the container trade will expand significantly.

The Authority will encourage any new shippers to develop a container terminal, within the 100 hectare reclamation, with a wharf and craneage south of the dedicated nickel ore wharf.

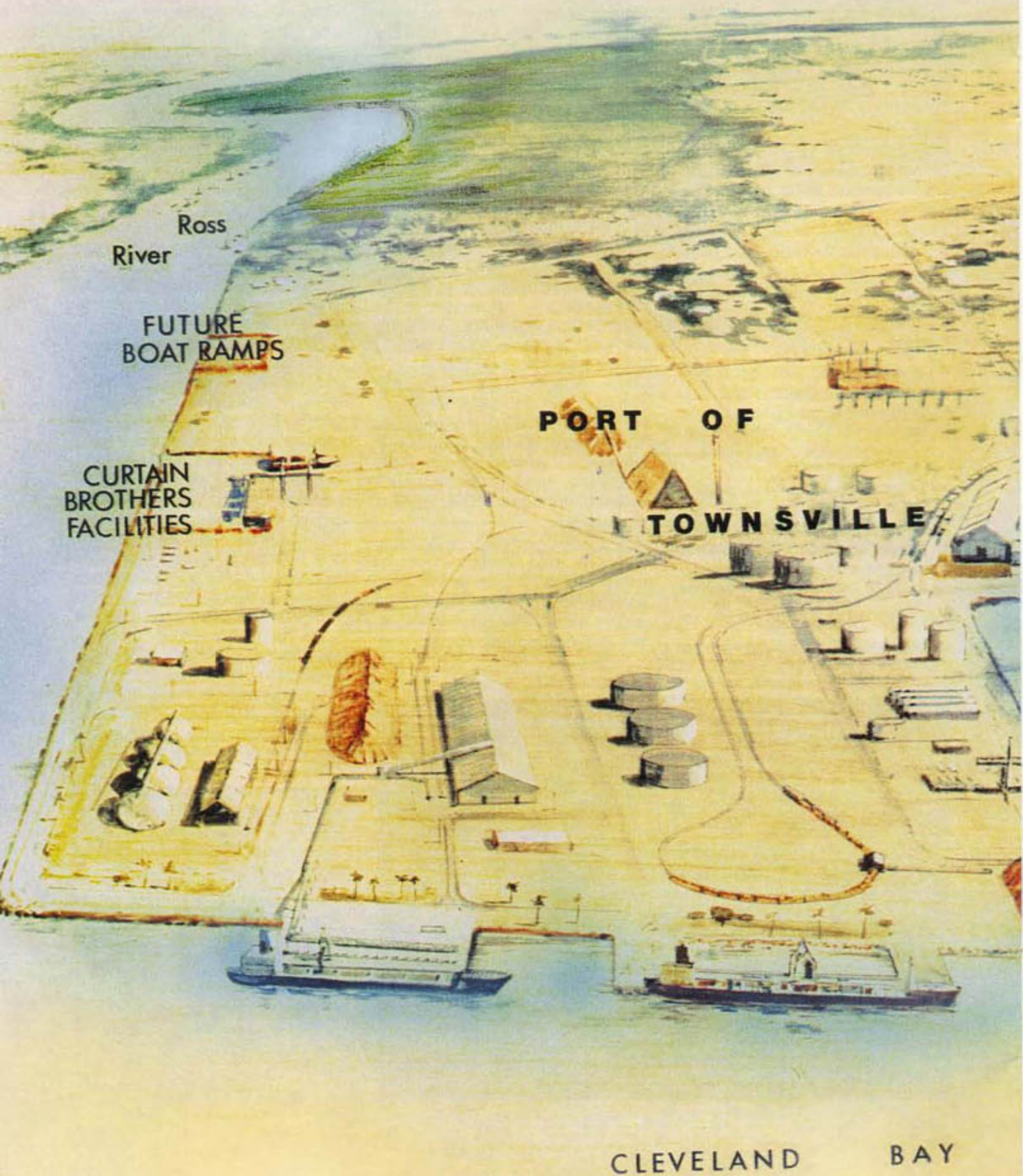
The Authority's Strategic Plan is a carefully considered proposal to significantly increase the trade of the Port of Townsville in the short-term. It will have an immediate impact on follow-on trades, whilst giving a glimpse of the Port as it will look in the 21st Century.

The Authority is confident that when all the issues have been carefully weighed, a decision favouring Townsville for the import of 4mtpa of nickel ore will be forthcoming.

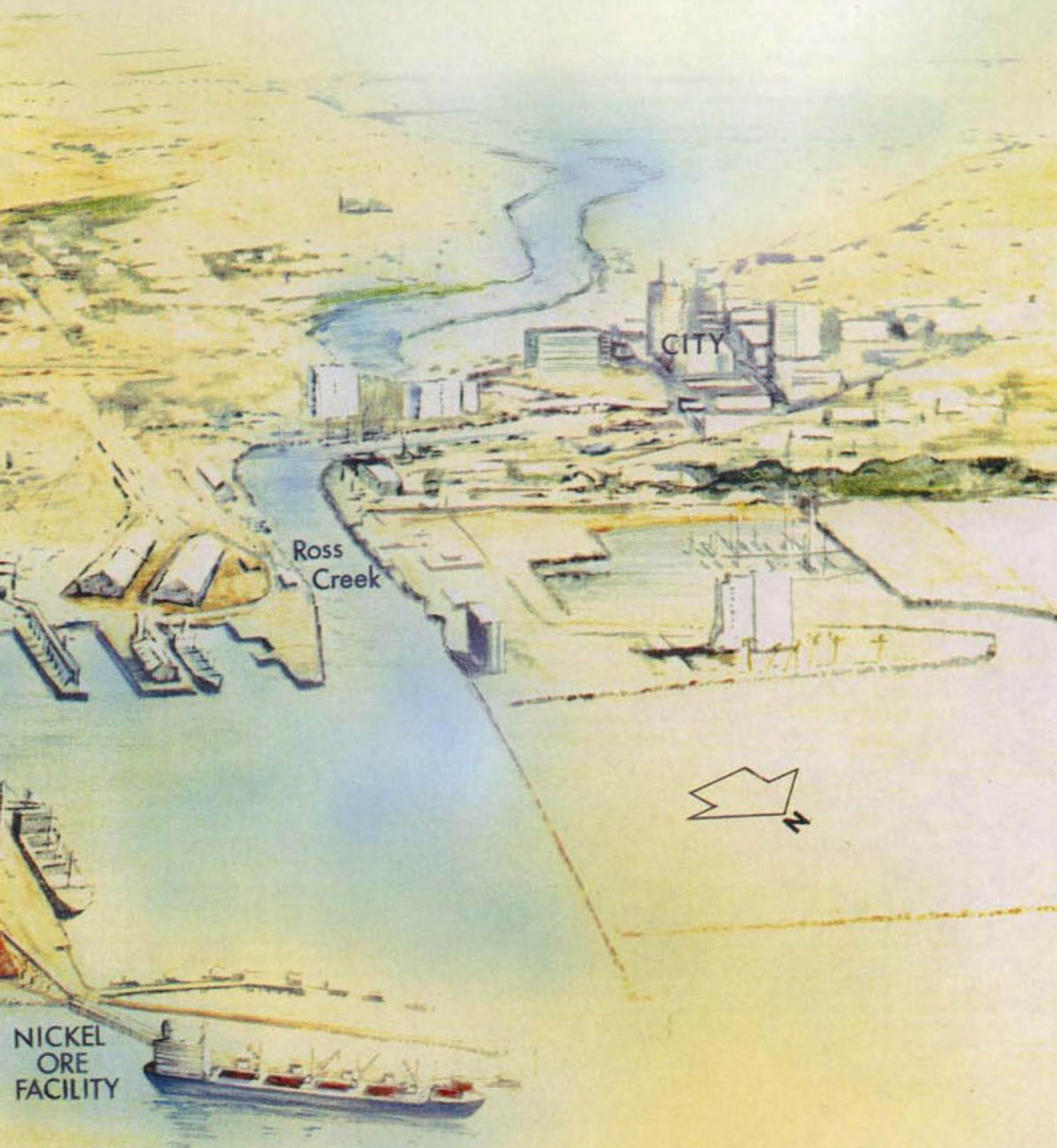
Looking west to the 100 hectare bunded area of Benwell Road which is the focus of the Strategic Development Study.



STRATEGIC DEVELOPMENT PLAN



EASTERN HARBOUR



TOWNSVILLE PORT AUTHORITY

ANNUAL FINANCIAL STATEMENTS

PURPOSE AND SCOPE OF FINANCIAL STATEMENTS

The Townsville Port Authority is constituted under the Harbours Act 1955-1989 and is a statutory body within the meaning given in the Financial Administration and Audit Act 1977-1988.

These statements have been prepared to satisfy the provisions of the Financial Administration and Audit Act 1977-1988 and other prescribed requirements. They provide accountability for the custody and management of moneys and resources under the control of the Authority and disclose the results of operations of the Authority during the year and indicate the financial position of the Authority as at the close of that year.

The statements fully reflect the whole of the activities of the Authority.

TOWNSVILLE PORT AUTHORITY PROFIT AND LOSS ACCOUNT YEAR ENDED 30TH JUNE, 1989

DESCRIPTION	NOTES	1989 \$	1988 \$
OPERATING REVENUE			
WHARVES			
Harbour Dues.....		5 465 804	4 637 807
Tonnage Rates.....		1 241 549	1 022 586
LAND AND TENANTED BUILDINGS			
Rent.....		1 381 368	1 392 744
SMALL BOAT HARBOURS			
Small Boat Harbour Ross River.....		198 512	210 789
Small Boat Harbour Ross Creek.....		142 899	130 758
Breakwater Marina.....		42 459	21 415
OTHER			
Interest on Investments.....		733 783	592 080
Electricity Sales.....		207 492	178 373
Water Sales.....		74 263	53 871
Profit on Disposal of Non-Current Assets.....		95 152	47 250
Picnic Bay Jetty Berthing Fees.....		71 982	68 661
Plant Hire.....		22 486	28 309
Services to Shipping.....		26 169	18 074
Port Services.....		11 055	12 262
Miscellaneous.....		9 770	4 985
TOTAL OPERATING REVENUE		\$9 724 743	\$ 8 419 964
OPERATING EXPENSE			
WHARVES			
Dredging and Dredging Plant.....		1 302 296	1 391 384
Depreciation.....		71 151	70 728
Operating and Maintenance.....		1 404 105	1 235 858
Depreciation.....		253 536	252 619
LANDS AND TENANTED BUILDINGS			
Operating and Maintenance.....		468 582	371 569
Depreciation.....		263 188	263 188
SMALL BOAT HARBOURS			
Ross River — Maintenance and Operating.....		110 220	107 962
Depreciation.....		33 064	52 314
Ross Creek — Maintenance and Operating.....		128 287	130 185
Depreciation.....		8 091	4 855
Boat Ramps — Maintenance and Operating.....		18 608	14 017

OTHER			
Interest		1 631 961	1 531 062
Electricity Purchases.....		187 612	179 869
Water Purchases.....		94 604	69 583
Picnic Bay Jetty Maintenance		42 241	64 676
Plant — Maintenance and Operating.....		203 764	309 712
Depreciation		63 021	53 150
Services to Shipping.....		40 152	40 924
Administration — Maintenance and Operating		938 946	826 915
Depreciation		48 324	63 227
Miscellaneous — Maintenance and Operating		344 089	263 835
Depreciation		74 439	74 182
TOTAL OPERATING EXPENSE		7 730 281	7 371 814
OPERATING PROFIT BEFORE EXTRAORDINARY ITEM AND QUEENSLAND GOVERNMENT LEVY		1 994 462	1 048 150
EXTRAORDINARY ITEM			
Profit on Sale of Land		0	722 015
OPERATING PROFIT BEFORE QUEENSLAND GOVERNMENT LEVY		1 994 462	1 770 165
Queensland Government Levy	2	418 021	393 051
NET PROFIT		1 576 441	1 377 114
TRANSFER FROM RESERVES	4	683 221	376 238
		2 259 662	1 753 352
TRANSFER TO RESERVES	4	1 289 628	1 001 996
RETAINED PROFITS FOR PERIOD ENDED 30TH JUNE		\$ 970 034	\$ 751 356



Townsville tug 'Burdekin' nudges a container ship in to No. 3 berth.

TOWNSVILLE PORT AUTHORITY
BALANCE SHEET
AS AT 30TH JUNE, 1989

DESCRIPTION	NOTES	1989 \$	1988 \$
CAPITAL AND RESERVES			
Capital	3	22 685 702	21 715 668
Reserves	5	3 195 618	2 589 211
TOTAL CAPITAL AND RESERVES		\$25 881 320	\$24 304 879
CURRENT ASSETS			
Cash and Short Term Investments	6	2 230 675	2 319 853
Receivables and Prepayments	7	834 263	779 140
Inventories		108 336	107 845
Work in Progress		2 768	25 390
TOTAL CURRENT ASSETS		\$ 3 176 042	\$ 3 232 228
NON-CURRENT ASSETS			
Receivables and Prepayments	7	598 560	665 231
Fixed Assets	8	32 615 565	32 877 945
Intangibles	9	0	229 000
TOTAL NON-CURRENT ASSETS		33 214 125	33 772 176
TOTAL ASSETS		36 390 167	37 004 404
CURRENT LIABILITIES			
Creditors and Accruals	10	975 339	1 062 494
Financial Debt	11	763 665	1 189 826
Provisions	12	404 406	163 680
TOTAL CURRENT LIABILITIES		2 143 410	2 416 000
NON-CURRENT LIABILITIES			
Financial Debt	11	7 201 533	8 569 868
Advance on Rental		1 163 904	1 713 657
TOTAL NON-CURRENT LIABILITIES		8 365 437	10 283 525
TOTAL LIABILITIES		10 508 847	12 699 525
NET ASSETS		\$25 881 320	\$24 304 879

TOWNSVILLE PORT AUTHORITY
SOURCES & APPLICATIONS OF FUNDS
YEAR ENDED 30TH JUNE, 1989

DESCRIPTION	NOTES	1989 \$	1988 \$
SOURCES OF FUNDS			
Funds from Operations	A		
Inflows — Port Operations		8 472 591	7 416 099
Interest		733 783	592 080
Other		423 217	364 535
Proceeds From Sale of Non-Current Assets		95 152	47 250
LESS OUTFLOWS		9 724 743	8 419 964
		6 673 398	6 370 433
		3 051 345	2 049 531
REDUCTION IN ASSETS			
Current Assets			
Cash and Short Term Investments		89 178	611 638
Inventories		0	7 451
Work in Progress		22 622	3 556
Non-Current Assets			
Receivables and Prepayments		66 671	111 447
Intangibles		229 000	229 000

INCREASE IN LIABILITIES

Current Liabilities

Creditors and Accruals

Financial Debt

EXTRAORDINARY ITEM

Profit on Sale of Land

TOTAL SOURCES OF FUNDS**APPLICATIONS OF FUNDS****INCREASE IN ASSETS**

Current Assets

Receivables and Prepayments

Inventories

Non-Current Assets

Fixed Assets

REDUCTION IN LIABILITIES

Current Liabilities

Creditors and Accruals

Financial Debt

Non-Current Liabilities

Financial Debt

Advance on Rental

Queensland Government Levy

TOTAL APPLICATIONS OF FUNDS**NOTE A**

Reconciliation of Funds from Operations with Operating Profit Before Extraordinary Item and Queensland Government Levy.

Operating Profit before Extraordinary Item and Queensland Government Levy

Add: Depreciation

Provisions

FUNDS FROM OPERATIONS

	0	796 525
	0	178 443
	0	722 015
\$ 3 458 816		\$ 4 709 606
56 465	370 373	
491	0	
552 435	1 864 313	
87 155	0	
426 161	0	
1 368 335	1 532 116	
549 753	549 753	
418 021	393 051	
\$ 3 458 816		\$ 4 709 606
1 994 462	1 048 150	
814 815	834 263	
242 068	167 118	
\$ 3 051 345		\$ 2 049 531

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS**1. STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES**

(a) Basis of Preparation of the Accounts:

The foregoing financial statements have been prepared in accordance with the Financial Administration and Audit Act 1977-1988 and other prescribed requirements, having regard to applicable Australian accounting standards using historical cost accounting principles. Revenue and expenditure have been brought to account on an accrual basis. Additional accruals have been brought to account for the first time this financial year and detailed in notes 7 and 10.

(b) Inventories:

Inventories are valued at average cost.

(c) Fixed Assets and Depreciation:

Fixed assets, excluding land, channels and swing basins are depreciated on a straight line basis at rates dependent upon their expected useful lives. Crown Lands vested in the authority pursuant to the provisions of the Harbours Act 1955-1989 are not included in the balance sheet as they involve no acquisition cost to the Authority and may be subsequently compulsorily divested.

(d) Investments:

Investments are valued at cost.

(e) Disposal of Non-Current Assets:

The profit or loss on disposal of all non-current assets is determined as the difference between the net book value at the time of disposal and the proceeds of disposal.

(f) Segment Reporting:

The Authority operates predominantly in one industry being that of seaport administration. It also operates predominantly in one geographic segment being Townsville.

(g) Employee Provisions:

Provisions are made in the accounts for benefits accruing to employees from the day they commence employment in relation to annual leave and with seven or more years service in relation to long service leave. Sick leave is brought to account as incurred.

(h) Comparative Figures:

Certain comparative figures of the prior year have been restated in order to comply with the current year's presentation of the accounts.

1989**\$****1988****\$**

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS (Continued)

NOTES	1989 \$	1988 \$		
2. QUEENSLAND GOVERNMENT LEVY				
The levy is payable to the Harbours Marine Fund by Order in Council Pursuant to Section 168A of the Harbours Act 1955-1989.				
3. CAPITAL				
Balance as at 1st July	21 715 668	20 964 312		
Retained Profits for Period Ended 30th June, 1989	970 034	751 356		
Balance as at 30th June	\$22 685 702	\$21 715 668		
4. TRANSFER TO AND FROM RESERVES				
Transfer from Reserves				
Long Service Leave Payments Reserve	223 000	53 057		
Special Loan Redemption Reserve	417 980	258 504		
Maintenance Reserve — Picnic Bay Jetty	42 241	64 677		
	\$ 683 221	\$ 376 238		
Transfer to Reserves				
Long Service Leave Payments Reserve	0	56 057		
Asset Replacement and Improvement Reserve	777 734	63 786		
Special Loan Redemption Reserve	255 403	766 781		
Maintenance Reserve — Picnic Bay Jetty	101 052	92 020		
Maintenance Reserve — Breakwater Marina	49 774	23 352		
Maintenance Reserve — Suter Pier Shed	105 665	0		
	\$ 1 289 628	\$ 1 001 996		
5. RESERVES				
Asset Revaluation Reserve	1 272 057	1 272 057		
Long Service Leave Payments Reserve	0	223 000		
Asset Replacement and Improvement Reserve	1 059 616	281 882		
Special Loan Redemption Reserve	423 100	585 677		
Maintenance Reserve — Picnic Bay Jetty	251 101	192 290		
Maintenance Reserve — Breakwater Marina	84 079	34 305		
Maintenance Reserve — Suter Pier Shed	105 665	0		
	\$ 3 195 618	\$ 2 589 211		
— Asset revaluation reserve: represents former lease on portion 448 forfeited to the Authority. Valuation represents initial cost to Australian Coastal Shipping Commission which approximates market value.				
6. CASH AND SHORT TERM INVESTMENTS				
Cash on Hand	400	400		
Cash at Bank	(133 445)	(121 676)		
Deposits at Call	250 000	243 000		
Interest Bearing Deposits	2 015 000	2 198 129		
Commercial Bills	98 720	0		
	\$ 2 230 675	\$ 2 319 853		
— The actual bank account was not overdrawn. Amounts include the value of unrepresented cheques which were invested in short term investments until presentation.				
7. RECEIVABLES AND PREPAYMENTS				
In Current Assets				
General	704 227	670 039		
Less Provision for Doubtful Debts	1 342	3 438		
	702 885	666 601		
B.S.T. Loan Redemption	6 815	51 591		
Casino Developers	59 856	59 856		
Prepayments	64 707	1 092		
	\$ 834 263	\$ 779 140		
In Non-Current Assets				
B.S.T. Loan Redemption	0	6 815		
Casino Developers	598 560	658 416		
	\$ 598 560	\$ 665 231		
— Casino Developers: The amount of \$658 416 is receivable over the next eleven (11) years.				
— Repayments on loans raised in respect of the Bulk Sugar Terminal are paid by the Sugar Board and will be finalised on 30th September, 1989.				
— Prepayments totalling \$64 369 were brought to account for the first time this financial year.				
8. FIXED ASSETS				
	Cost and Valuation \$	Accumulated Depreciation \$	Net Book Value \$	Net Book Value \$
Wharves	11 964 181	2 944 415	9 019 766	9 240 738
Lands and Tenanted Buildings	11 808 395	380 688	11 427 707	11 442 595
Channels and Swing Basins	6 727 768	0	6 727 768	6 727 768
Small Boat Harbours and Facilities	1 565 608	279 400	1 286 208	1 293 759
Dredging Plant	705 081	372 123	332 958	404 109
Work in Progress	1 959 060	0	1 959 060	1 931 772
Workshops	1 395 922	303 886	1 092 036	1 096 309

NOTES			1989 \$	1988 \$
Plant and Equipment	1 159 510	743 911	415 599	478 508
Administration	653 330	385 776	267 554	209 357
Access Roads	82 633	53 653	28 980	33 812
Beacons	16 280	5 426	10 854	11 939
Parks and Gardens	76 760	29 685	47 075	7 279
	\$38 114 528	\$ 5 498 963	\$32 615 565	\$32 877 945
— Assets which the Authority has title and have been provided at no cost to the Authority are as follows.				
— Bulk Sugar Terminal (B.S.T.)			28 548 139	29 630 450
— Molasses Terminal			388 094	388 094
— Q.F.M.A. Fishermen's Marina			1 307 399	1 307 399
— Container Crane			1 459 081	1 459 081
			\$31 702 713	\$32 785 024
9. INTANGIBLES				
Relocation of Molasses Terminal and Other Works			\$ 0	\$ 229 000
— Relocation of Molasses Terminal has been amortised by \$169 000 in the first year and \$229 000 over the subsequent six years.				
10. CREDITORS AND ACCRUALS				
General			520 235	986 622
Inventory			14 042	15 969
Retention			23 492	54 318
Accrued Interest			212 749	0
Accrued Wages			29 973	0
Revenue in Advance			169 766	0
Trust Fund Deposits			5 082	5 585
			\$ 975 339	\$ 1 062 494
— Accruals totalling \$412 488 were brought to account for the first time this financial year.				
11. FINANCIAL DEBT				
In Current Liabilities				
Sinking Fund Loans			350 000	0
Less Sinking Fund Contributions			371 345	0
			(21 345)	0
Other Loans			785 010	1 189 826
			\$ 763 665	\$ 1 189 826
In Non-Current Liabilities				
Sinking Fund Loans			4 208 502	4 558 502
Less Sinking Fund Contributions			2 705 065	2 471 739
			1 503 437	2 086 763
Other Loans			5 698 096	6 483 105
			\$ 7 201 533	\$ 8 569 868
— The Authority is required to make contributions to sinking funds to provide for the repayment of moneys borrowed.				
12. PROVISIONS				
Employees' Annual Leave			187 890	163 680
Employees' Long Service Leave			216 516	0
			\$ 404 406	\$ 163 680

CERTIFICATE OF CHAIRMAN AND CHIEF EXECUTIVE OFFICER

We have prepared the foregoing annual financial statements pursuant to the provisions of the Financial Administration and Audit Act 1977-1988 and certify that —

- The foregoing financial statements and notes to and forming part thereof are in agreement with the accounts and records of the Townsville Port Authority.
- In our opinion —
 - The prescribed requirements in respect of the establishment and keeping of accounts have been complied with in all material respects; and
 - Subject to notes 1(a) and 1(h), the foregoing annual financial statements have been drawn up so as to present a true and fair view, on a basis consistent with that applied in the financial year last preceding, of the transactions of the Authority for the period 1 July 1988 to 30 June 1989 and of the financial position as at the close of that year.

J. DeFranciscis

J.P. DEFRANCISCIS
Chairman

R.E. Kenny

R.E. KENNY
Chief Executive Officer

Dated this 31st Day of August, 1989

CERTIFICATE OF THE AUDITOR GENERAL

I have examined the accounts of the Townsville Port Authority as required by the Financial Administration and Audit Act 1977-1988 and certify as follows —

- I have received all the information and explanations which I have required;
- The foregoing financial statements and notes to and forming part thereof are in the form required by the prescribed requirements and are in agreement with those accounts; and
- In my opinion —
 - The prescribed requirements in respect of the establishment and keeping of accounts have been complied with in all material respects; and
 - Subject to notes 1(a) and 1(h), the foregoing statements have been drawn up so as to present a true and fair view, on a basis consistent with that applied in the financial year last preceding of the transactions of the Authority for the period 1 July 1988 to 30 June 1989 and of the financial position as at 30 June 1989.

P.B. Nolan

P.B. NOLAN
Auditor General

Dated this 21st Day of September, 1989

CARGO STATISTICS

IMPORTS Australia — Tonnes

PORT	General Purpose Oil	Yabulu Oil	General	Fertilizer	Nickel Ore	Gypsum	Granulated Iron Slag	Total
INTRASTATE								
QUEENSLAND								
Brisbane	288 444	...	2 705	...	...	...	...	291 149
John Brewer Reef	...	...	6	...	...	...	...	6
Other	...	...	343	...	...	...	...	343
TOTAL INTRASTATE	288 444	...	3 054	...	...	...	...	291 498
INTERSTATE								
NEW SOUTH WALES								
Sydney	23 564	...	2 082	...	...	...	15 786	41 432
SUB-TOTAL	23 564	...	2 082	...	...	...	15 786	41 432
SOUTH AUSTRALIA								
Thevenard	...	...	...	...	...	20 134	...	20 134
SUB-TOTAL	...	...	...	...	...	20 134	...	20 134
VICTORIA								
Westernport	13 267	...	...	...	...	...	...	13 267
Melbourne	...	...	150	...	...	...	...	150
Geelong	146 816	11 118	...	...	...	...	...	157 934
SUB-TOTAL	160 083	11 118	150	...	...	...	...	171 351
TOTAL INTERSTATE	183 647	11 118	2 232	...	...	20 134	15 786	232 917
TOTAL AUSTRALIAN IMPORTS	472 091	11 118	5 286	...	...	20 134	15 786	524 415

IMPORTS Overseas — Tonnes

PORT	General Purpose Oil	Yabulu Oil	General	Fertilizer	Nickel Ore	Gypsum	Granulated Iron Slag	Total
BELGIUM — LUXEMBOURG								
Antwerp	102	...	...	...	...	102
SUB-TOTAL	102	...	...	...	...	102
CANADA								
Vancouver	547	...	...	...	...	547
SUB-TOTAL	547	...	...	...	...	547
GERMANY								
Bremen/Nordenham	30	...	...	...	...	30
Hamburg	433	145	...	...	...	578
SUB-TOTAL	463	145	...	...	...	608
INDONESIA								
Gebe Island	378 992	...	...	378 992
SUB-TOTAL	378 992	...	...	378 992



A successful trial shipment of 1 644 tonnes of cedar and pine timber from Canada unloaded from the 'Western Andes'. Well packed and carefully handled on the wharf, repeat shipments will be forthcoming.

IMPORTS Overseas — Tonnes

PORT	General Purpose Oil	Yabulu Oil	General	Fertilizer	Nickel Ore	Gypsum	Granulated Iron Slag	Total
JAPAN								
Hiroshima	415	...	...	...	...	415
Hakata	90	...	...	...	...	90
Kobe	91	...	...	...	...	91
Kanda	1 127	...	...	...	...	1 127
Moji	492	...	...	...	...	492
Nakanoseki	29	...	...	...	...	29
Nagoya	5 396	...	...	...	...	5 396
Osaka	815	...	...	...	...	815
Yokkaichi	274	...	...	...	...	274
Yokohama	3 487	...	...	...	...	3 487
SUB-TOTAL	12 216	...	...	...	...	12 216
KUWAIT								
Kuwait	7 979	...	...	...	...	...	...	7 979
SUB-TOTAL	7 979	...	...	...	...	...	...	7 979
MALAYSIA								
Port Kelang	1 459	...	...	...	...	1 459
SUB-TOTAL	1 459	...	...	...	...	1 459
MARSHALL ISLANDS								
Kiribati	6	...	...	...	...	6
SUB-TOTAL	6	...	...	...	...	6
NETHERLANDS								
Rotterdam	1 331	...	...	...	...	1 331
SUB-TOTAL	1 331	...	...	...	...	1 331
NEW CALEDONIA								
Vila	125	...	...	...	...	125
Baie Du Prony	35 034	...	...	35 034
Vanuatu	250	...	...	...	...	250
Noumea	39	...	...	...	...	39
SUB-TOTAL	414	...	35 034	...	...	35 448
PAPUA NEW GUINEA								
Daru	47	...	...	...	...	47
Kikori	743	...	...	...	...	743
Kiunga	6 620	...	...	...	...	6 620
Lae	25	...	...	...	...	25
Misima	7 605	...	...	...	...	7 605
Port Moresby	2 437	...	...	...	...	2 437
Samari	1	...	...	...	...	1
SUB-TOTAL	17 478	...	...	...	...	17 478
REPUBLIC OF KOREA								
Busan	99	...	...	...	...	99
Ulsan	229	...	...	...	...	229
SUB-TOTAL	328	...	...	...	...	328
REPUBLIC OF PHILIPPINES								
Bacong	7 218	...	...	...	7 218
SUB-TOTAL	7 218	...	...	...	7 218
REPUBLIC OF SINGAPORE								
Singapore	...	160 260	212	...	...	...	...	160 472
SUB-TOTAL	...	160 260	212	...	...	...	...	160 472
SWEDEN								
Gothenberg	3 075	...	...	...	...	3 075
SUB-TOTAL	3 075	...	...	...	...	3 075
UNITED ARAB EMIRATES								
Dubai	396	...	...	...	...	396
SUB-TOTAL	396	...	...	...	...	396
UNITED KINGDOM								
London	3	...	...	...	...	3
SUB-TOTAL	3	...	...	...	...	3
UNITED STATES OF AMERICA								
Kenai	2 101	...	...	...	2 101
Oregon	689	...	...	...	...	689
Portland	408	...	...	...	...	408
SUB-TOTAL	1 097	2 101	...	...	...	3 198
OVERSEAS TOTAL	7 979	160 260	39 127	9 464	414 026	...	...	622 877
SUMMATION								
INTRASTATE	288 444	...	3 054	...	...	...	...	291 498
INTERSTATE	183 647	11 118	2 232	...	...	20 134	15 786	232 917
OVERSEAS	7 979	160 260	39 127	9 464	414 026	...	...	622 877
TOTAL IMPORTS	480 070	171 378	44 413	9 464	414 026	20 134	15 786	1 155 271

CARGO STATISTICS (Continued)

EXPORTS Australia — Tonnes

PORT	General Cargo	Sugar	Molasses	Meat	Hides	Tallow	By Products
INTRASTATE							
QUEENSLAND							
Palms Area	2 033	...	...	...	...	...	...
Horn Island	254	...	...	...	...	...	...
John Brewer Reef	1 197	...	...	...	...	...	...
Cairns	455	...	...	...	...	...	...
Other	545	...	...	...	...	...	...
TOTAL INTRASTATE	4 484	...	...	...	...	...	...
INTERSTATE							
NEW SOUTH WALES							
Newcastle	...	...	...	...	...	...	...
SUB-TOTAL	...	...	...	...	...	...	...
VICTORIA							
Melbourne	...	...	3 108	...	...	...	...
SUB-TOTAL	...	...	3 108	...	...	...	...
TOTAL INTERSTATE	...	...	3 108	...	...	...	...
TOTAL EXPORTS — AUSTRALIA	4 484	...	3 108	...	...	...	...

EXPORTS Overseas — Tonnes

PORT	General Cargo	Sugar	Molasses	Meat	Hides	Tallow	By Products
BELGIUM — LUXEMBOURG							
Antwerp	457	...	17 904	...	...	...	...
SUB-TOTAL	457	...	17 904	...	...	...	...
CANADA							
Montreal	...	...	...	601	...	...	...
Optional	...	10 000	...	...	...	...	...
St John	...	11 000	...	...	...	...	...
Toronto	...	...	...	688	...	...	...
Vancouver	...	21 008	...	...	...	...	...
SUB-TOTAL	...	42 008	...	1 289	...	...	...
SRI LANKA							
Colombo	614	...	...	...	...	...	...
SUB-TOTAL	614	...	...	...	...	...	...
CHINA, PEOPLES REPUBLIC OF							
Huangpu	...	...	...	...	...	...	...
Shanghai	...	...	...	...	...	330	...
Tsingtao	...	2 800	...	...	...	...	...
SUB-TOTAL	...	2 800	...	...	...	330	...
TAIWAN							
Hua Lien	1 042	...	...	...	...	...	...
Kaohsiung	...	...	...	...	...	529	...
Keelung	...	...	...	24	...	1 522	...
Taichung	...	...	...	...	...	1 016	...
SUB-TOTAL	1 042	...	...	24	...	3 067	...
HONG KONG							
Hong Kong	218	...	...	...	...	...	...
SUB-TOTAL	218	...	...	...	...	...	...
INDONESIA							
Belawan	3 250	...	...	...	...	...	...
Optional	190	...	...	...	...	...	...
Pontianak	394	...	...	...	...	...	...
Samarinda	243	...	...	...	...	...	...
Sampit	140	...	...	...	...	...	...
Wetar Island	238	...	...	...	...	...	...
SUB-TOTAL	4 455	...	...	...	...	...	...
JAPAN							
Akita	...	...	...	...	...	...	...
Chiba	...	...	...	...	...	230	...
Hachinohe	...	...	...	...	...	...	...
Hakata	...	31 800	...	...	...	...	...
Hikoshima	...	...	...	...	...	...	...
Hibi	...	...	...	...	...	...	...
Kobe	374	...	...	318	346	819	53
Nagoya	366	...	...	215	...	...	2 154
Naha	...	...	...	52	...	...	...
Niihama	...	...	...	...	...	...	...
Onahama	...	...	...	...	...	...	...
Osaka	1 653	...	...	946	199	...	56
Shikama	...	...	...	...	...	...	...
Tokyo	...	84 050	...	552	...	...	...
Yokkaichi	...	...	...	41	105	...	...
Yokohama	217	193 661	...	1 342	...	1 919	2 155
SUB-TOTAL	2 610	309 511	...	3 466	650	2 968	4 418

Cattle	Refined Copper	Lead Products	Zinc Conc.	Copper Conc.	LGM Conc.	Nickel	Phosphates	Total
...	2 033
...	254
...	1 197
...	455
...	545
...	4 484
...	6 002	...	...	6 002
...	6 002	...	...	6 002
...	3 108
...	3 108
...	6 002	...	...	9 110
...	6 002	...	...	13 594
Cattle	Refined Copper	Lead Products	Zinc Conc.	Copper Conc.	LGM Conc.	Nickel	Phosphates	Total
...	98 019	...	59 991	...	...	176 371
...	98 019	...	59 991	...	...	176 371
...	601
...	10 000
...	11 000
...	688
...	21 008
...	43 297
...	614
...	614
...	5 990	...	...	...	...	5 990
...	330
...	2 800
...	5 990	...	...	...	...	9 120
...	1 042
...	529
...	1 546
...	1 016
...	4 133
...	218
...	218
594	3 250
1 850	784
999	2 244
588	1 242
...	728
...	238
4 031	8 486
...	123 726	...	...	...	...	123 726
...	230
...	30 309	...	...	30 309
...	31 800
...	16 509	...	...	...	...	16 509
...	5 146	...	...	...	5 146
...	880	...	2 790
11 828	14 563
...	52
...	16 111	...	...	...	16 111
...	57 017	...	...	...	...	57 017
3 694	626	...	7 174
...	16 007	...	10 003	...	...	26 010
...	84 602
...	146
17 542	1 010	...	217 846
33 064	213 259	21 257	40 312	2 516	...	634 031

CARGO STATISTICS (Continued)

EXPORTS Overseas — Tonnes							
PORT	General Cargo	Sugar	Molasses	Meat	Hides	Tallow	By Products
KOREA, REPUBLIC OF							
Busan	5378	...	...	454	73	...	...
Inchon	...	80 708	2 859	...	...	...	...
Onsan	...	...	...	...	...	...	...
Pohang	5 472	...	...	...	...	...	...
Ulsan	...	42 120	...	...	...	...	...
SUB-TOTAL	10 850	122 828	2 859	454	73	...	...
KUWAIT							
Kuwait	58	...	...	...	...	...	...
SUB-TOTAL	58	...	...	...	...	...	...
MALAYSIA							
Georgetown, Penang	50	...	...	...	...	...	...
Kemaman	16 361	...	...	...	...	...	...
Pasir Guddang	12	...	...	...	...	...	...
Port Kelang	...	14 700	...	...	...	...	...
Prai	...	77 700	...	...	...	...	...
SUB-TOTAL	16 423	92 400	...	...	...	...	...
MALDIVES, REPUBLIC OF							
Male	2	...	...	...	...	...	...
SUB-TOTAL	2	...	...	...	...	...	...
MARSHALL ISLANDS							
Kiribati	11	...	...	...	...	...	...
SUB-TOTAL	11	...	...	...	...	...	...
NETHERLANDS							
Amsterdam	...	...	6 334	...	...	...	...
Flushing	1 450	...	...	...	...	...	...
SUB-TOTAL	1 450	...	6 334	...	...	...	...
NEW CALEDONIA							
Baie Du Prony	636	...	...	...	...	...	...
Noumea	25	...	...	...	...	...	...
Vanuatu	2 158	...	...	...	...	...	...
SUB-TOTAL	2 819	...	...	...	...	...	...
PAPUA NEW GUINEA							
Alotau	1	...	...	...	...	...	...
Daru	37	...	...	...	...	...	...
Kikori	1 383	...	...	...	...	...	...
Kiunga	35 921	...	...	151	...	...	...
Lae	1 208	...	...	...	...	...	...
Misima	33 098	...	...	...	...	...	...
Port Moresby	11 123	...	...	390	...	...	...
SUB-TOTAL	82 771	...	...	541	...	...	...
SINGAPORE, REPUBLIC OF							
Singapore	23	29 700	...	28	...	...	220
SUB-TOTAL	23	29 700	...	28	...	...	220
SOUTH AFRICA, REPUBLIC OF							
Durban	...	...	...	...	...	497	...
SUB-TOTAL	...	...	...	...	...	497	...
THAILAND							
Bangkok	...	...	...	...	...	...	...
SUB-TOTAL	...	...	...	...	...	...	...
UNITED KINGDOM							
London	54	...	...	...	...	...	...
Motherwell	89	...	...	...	...	...	...
SUB-TOTAL	143	...	...	...	...	...	...
UNITED STATES							
Boston	...	...	...	19	...	...	...
Houston	...	...	19 440	...	...	...	...
Jacksonville	...	...	...	877	...	...	...
New Orleans	...	...	99 621	...	...	...	...
Philadelphia	...	...	...	4 764	...	...	...
Wilmington	...	...	...	13 987	...	...	...
SUB-TOTAL	...	...	119 061	19 647	...	...	...
VIETNAM							
Ho Chi Min City	2 040	...	...	...	...	...	...
SUB-TOTAL	2 040	...	...	...	...	...	...
OVERSEAS TOTAL	125 986	599 247	146 158	25 449	723	6 862	4 638
SUMMATION							
INTRASTATE	4 484	...	...	...	...	...	...
INTERSTATE	...	...	3 108	...	...	...	...
OVERSEAS	125 986	599 247	146 158	25 449	723	6 862	4 638
TOTAL EXPORTS	130 470	599 247	149 266	25 449	723	6 862	4 638

Cattle	Refined Copper	Lead Products	Zinc Conc.	Copper Conc.	LGM Conc.	Nickel	Phosphates	Total
...	5 905
...	83 567
...	63 744	11 789	...	...	...	75 533
...	5 472
...	42 120
...	63 744	11 789	...	...	...	212 597
...	58
...	58
...	50
...	16 361
160	172
...	14 700
...	77 700
160	108 983
...	2
...	2
...	11
...	11
...	6 334
...	24 876	...	...	...	...	20 435	...	46 761
...	24 876	...	...	...	...	20 435	...	53 095
...	636
...	25
...	2 158
...	2 819
...	1
...	37
...	1 383
...	36 072
...	1 208
...	33 098
2	11 515
2	83 314
...	29 971
...	29 971
...	497
...	497
103	103
103	103
...	30 257	166 158	...	...	...	2 392	...	198 861
...	89
...	30 257	166 158	...	...	...	2 392	...	198 950
...	19
...	19 440
...	877
...	99 621
...	4 764
...	13 987
...	138 708
...	2 040
...	2 040
4 296	88 197	166 158	381 012	33 046	100 303	25 343	...	1 707 418
...	4 484
...	6 002	...	...	9 110
4 296	88 197	166 158	381 012	33 046	100 303	25 343	...	1 707 418
4 296	88 197	166 158	381 012	33 046	106 305	25 343	...	1 721 012

CARGO STATISTICS (Continued)

SUMMARY OF IMPORTS — Tonnes

	1981	1982	1983	1984	1985	1986	1987	1988	1989
GENERAL	54 629	55 607	44 355	51 902	34 939	20 156	17 126	25 997	44 413
OIL									
General Purpose	785 104	711 890	582 436	473 962	607 264	608 203	586 048	645 127	639 671
Liquid Gas	6 443	5 959	13 967	13 314	12 207	12 154	10 907	9 824	11 777
	791 547	717 849	596 403	487 276	619 471	620 357	596 955	654 951	651 448
FERTILIZER									
Bulk	...	10 503	24 485	16 425	32 082	...	10 084	6 099	9 464
Liquid	17 610	13 021	17 507	14 715	3 761	12 496	...	...	...
	17 610	23 524	41 992	31 140	35 843	12 496	10 084	6 099	9 464
IRON AND STEEL	5 772	4 511	6 474	1 551	565	...	...	...	...
NICKEL ORE	...	...	...	...	...	30 325	41 082	118 013	414 026
SULPHUR	27 775	26 246	...	...	...	...	2 070	5 995	...
GYPSUM	16 134	15 542	...	15 671	...	15 201	18 798	...	20 134
GRANULATED IRON SLAG	...	...	...	...	...	...	...	...	15 786
TOTAL	913 467	843 279	689 224	587 540	690 818	698 535	686 115	811 055	1 155 271

SUMMARY OF EXPORTS — Tonne

	1981	1982	1983	1984	1985	1986	1987	1988	1989
GENERAL	59 979	26 104	17 340	31 246	26 622	19 946	40 511	82 270	130 470
OIL	...	1 008	5 178	640	...	...	...	...	...
MEAT & ASSOCIATED PRODUCTS									
Frozen	2 330	14 881	6 270	13 495	6 697	6 253	16 264	26 731	25 449
Hides	638	2 123	2 523	3 842	2 455	785	1 914	764	723
Tallow	8 891	12 138	10 364	11 312	13 239	6 722	11 445	10 242	6 862
By-Products	2 779	5 106	6 816	9 815	4 352	4 024	7 629	7 335	4 638
	14 638	34 248	25 973	38 464	26 743	17 784	37 252	45 072	37 672
MINERALS									
Refined Copper	138 095	118 312	140 355	135 601	94 549	69 187	79 252	86 310	88 197
Concentrates:									
Copper	27 956	...	22 405	20 323	56 968	85 189	20 659	15 836	33 046
Zinc	214 160	262 499	328 993	405 976	421 183	437 905	444 438	415 819	381 012
LGM	...	...	...	...	...	10 172	103 061	116 543	106 305
Dross	...	1 474	...	...	...	...	...	...	...
Lead Products	123 155	159 882	154 910	200 770	226 353	227 605	147 191	171 797	166 158
Oil Shale	...	...	...	...	20 148	...	...	...	...
Nickel	26 069	27 581	23 132	18 369	18 942	20 918	24 192	26 364	25 343
Rock Phosphates	...	101 563	127 329	18 701	10 139	15 305	15 311	7 303	...
	529 435	671 311	797 124	799 740	848 282	866 281	834 104	839 972	800 061
MOLASSES	60 271	116 043	108 102	95 141	168 334	119 858	96 138	115 106	149 266
SUGAR	516 427	531 531	510 662	608 062	594 205	560 445	578 801	575 179	599 247
WOOL	(609 Bales)	...	...	...	...	...	...	...	...
	188	...	...	...	...	...	...	...	...
CATTLE	(32 271 Head)	(22 866 Head)	(9 455 Head)	(5 920 Head)	(3 416 Head)	(3 282 Head)	(11 044 Head)	(774 Head)	(8 592 Head)
	10 757	7 622	4 186	2 960	1 708	1 641	5 522	387	4 296
MARBLE	...	...	...	...	4 047	...	...	...	...
TOTAL	1 191 695	1 387 867	1 468 565	1 576 253	1 669 941	1 585 955	1 592 328	1 657 986	1 721 012

TOTAL THROUGHPUT — Tonnages

	1981	1982	1983	1984	1985	1986	1987	1988	1989
	2 105 162	2 231 146	2 157 789	2 163 793	2 360 759	2 284 490	2 278 443	2 469 041	2 876 283

SHIPPING INFORMATION

	1981	1982	1983	1984	1985	1986	1987	1988	1989
No. of Vessels	497	509	419	451	400	354	372	430	473
Gross Tonnage	3 446 498	4 057 208	4 067 644	4 363 771	4 647 209	4 378 158	3 678 968	3 893 634	4 371 607

From 1983 only vessels over 200 tons included

CARGO RECORDS

	DATE	VESSEL	RECORD
Imports	05/01/77	Bramora	discharged 56 506 tonnes of Bulk Oil
Exports	19/12/77	Nestor	loaded 43 772 tonnes of Raw Sugar
Deepest Draft Vessel	08/05/88	Harefield	12.06 metres loaded with Minerals
Longest Vessel	19/06/89	Taiko	262.08 metres
Highest D.W.T. Tonnage	26/03/76	Capetan Carras	85 108 tonnes
Widest Beam	12/05/81	Tokurasan Maru	37.57 metres

MARITIME MUSEUM

The Townsville Maritime Museum continues to be supported by the Authority and has recently recorded it's 10,000th visitor. The range of exhibits is contantly growing and the activities and enthusiasm of the Townsville Seafarers' Association has attracted National radio and TV interest.

The Port Authority gives generous support to the Museum administration by subsidising services and employing an Information Officer under the Aboriginal Training Scheme. The Museum was an existing structure owned by the Port Authority and located on Port Authority land. It was renovated by workers under the C.E.S. programme and is now a popular venue for school children, World War II veterans revisiting their wartime action station at Townsville and local families.

The display consists of relics from the many famous shipwrecks off the North



Left: Groups of school children from local schools are frequent visitors to the Museum.

Below: In the Wheel-house at the Maritime Museum.



Queensland coast, World War II items with a comprehensive display of historic photographs.

Right: Deputy Chairman Hon. Max Hooper (right) and Chief Executive Richard Kenny (left) look over historic photographs with Seafarers' Association members (left to right) Fred Bootes, Neville George and Doug Gilchrist.



Below: Museum volunteer Mr. Fred Bootes inspects life-boat 'MOORAH' which is being restored.



Right: Getting hands-on experience.



Below: What Port are you sailing to, son?



TOURISM

The City and Community of Townsville have invested more than \$500,000 in tourist development and facilities over the last twelve months. It is pleasing to note that dividends in both profitability and tourist visitors to Townsville have increased.

The Sheraton Breakwater Hotel and Casino and the Townsville Bicentennial project, the Barrier Reef Wonderland and Museum, have proved popular attractions to both overseas and Australian tourists to North Queensland. The Billabong Sanctuary just south of Townsville and Boardwalk at Ross Creek are new innovations giving Townsville an exciting image.

In addition, new hotels and motels have sprung up and are showing high occupancy results. Magnetic Island is serviced by two frequent ferry schedules as well as a vehicle barge which use terminals developed on Port Authority land. The Port Authority provides safe anchorages and mooring berths for charter vessels as well as providing servicing facilities for small craft in Ross Creek and in Ross River.

The Port Authority has taken the initiative to attract more overseas tourists by promoting the Townsville region in its publicity and by extending an incentive to international cruise operators by waiving port charges on overseas cruise ships visiting Townsville.

In 1988-89 four international cruise ships visited Townsville and in order to further consolidate the image of the City and its nearby attractions, Deputy Chairman, Hon. Max Hooper attended the Cruise and Ferry '89 Exhibition in London as a delegate where he released a promotional video produced for the Authority with assistance from the Magnetic North Tourism Authority, Townsville-Thuringowa Development Board, Great Barrier Reef Marine Park Authority and North Queensland Marine Towage Pty Ltd.

It is satisfying to see the community response to the Authority's many initiatives for tourism. Volunteer school children artists have painted large murals on the walls of the Picnic Bay

Jetty shelter shed. The arrival of visitors from overseas tourist ships is an event of great pageantry and friendly welcome with bands playing, tour buses and taxis waiting, attractive souvenir stalls and guides offering their services to show the City sights.

The Port Authority gives full support to the City Council and other organisations in their efforts to attract the tourist dollar to the local economy which means that the whole community gains by the multiplication effect of more than double in value benefit to the local citizen.



Visitors from the 'Fairstar' come ashore to give the local economy a boost!



Well fed swans at the Billabong Sanctuary just south of Townsville.



The colourful murals painted by school children artists on the walls of Picnic Bay Ferry Shelter Shed.



One of the bands giving a fanfare welcome.



Colourful souvenirs are readily available for the tourist.



Realistic underwater viewing at the Barrier Reef Wonderland.

Breakwater Marina with the Sheraton Breakwater Casino in the background.



A variety of tropical meals can be enjoyed on the Boardwalk overlooking Ross Creek.

PORT PEOPLE

The Port Authority has been in the forefront in giving leadership in recognising the significant contribution made by the people employed in the many and varied activities, duties and services which are the responsibility of the Board.

All employees appear to show an enthusiasm for their work and exude a pleasant manner in dealing with the public. There is a great camaraderie at all levels and whether it be carrying out prompt action when an oil spill occurs, the onerous task of maintaining of wharf piles, cleaning and keeping the precincts tidy or the draughtsmen working on the Strategic Plan through to the telephonist/receptionist, all reflect pride in being part of the Townsville Port Authority.

Members of the Board make frequent inspections around the Port and the Chief Executive Officer and the Engineering Manager foster the good relationships. Board members and senior staff are keenly aware of the concept of Total Quality Management as a philosophy embracing everything which is done, linking the quality initiatives which have been undertaken separately to date, so that corporate planning and development of people and technology is geared to meet the challenges ahead.

Appreciation is expressed by the Board to all persons associated with the Port for their help, effort and co-operation at all times.



Top: Deputy Chairman Max Hooper donating paint and paint brushes to Magnetic Island school children, Simon Grigg and Nonnie Rendell for mural painting on the Picnic Bay Jetty Shelter Shed.

Centre: Authority workmen were quickly on the job to clean up a small oil spill setting up the oil boom and getting to work with the oil skimmer and absorbent pads. Dispersant is only used as a last resort.

Left: Workshop staff making repairs to the Authority's end loader.



Above: The Authority's grab dredge in operation at No. 4 berth. The mud spoil is loaded on to a mud barge. No. 4 berth is presently used for bulk liquid cargoes and light general cargo.



Top Right: Drafting office staff John Tolscher, Bill Randolph and John Neal.

Centre Right: Wharf piles need constant attention. This Authority workman sandblasts to clean down a pile before application of protective coating.

Right: Workshop employees at the Flinders Street car park.

Bottom Right: Port employee John Boto astride his motor cycle which is set up with his famous 'broom holder', with cleaning gear.

Below: Boating Inspector Bob Schmid, an employee with 25 years service, photographed at the Ross River Charter Boat Marina.



AROUND THE PORT

Apart from the 85 people directly employed by the Port Authority, there are more than 1,200 people employed in related industries such as watersiders, stevedoring, crane driving, all facets of transport, tug boats, marine engineering services, providores, pilotage and security.

The Port hosts a community of workers whose combined efforts create for the Port of Townsville a record of efficiency and quick turn-around of vessels.



National media coverage of Australia's first female 'wharfie', Sandra Elliman photographed with her father.



Trawlermen repairing nets at Fisherman's Wharf, Ross River.



Loading Mount Isa lead slabs on No. 3 wharf by container crane for shipment to London.



The Travel Lift in operation at Ross Haven Marine Shipyards in Ross River.



A Townsville based pilot climbs aboard to guide another vessel into port.



A North Queensland Marine Towage employee, Frank Halkaday secures a ship's line.

[illegible]



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