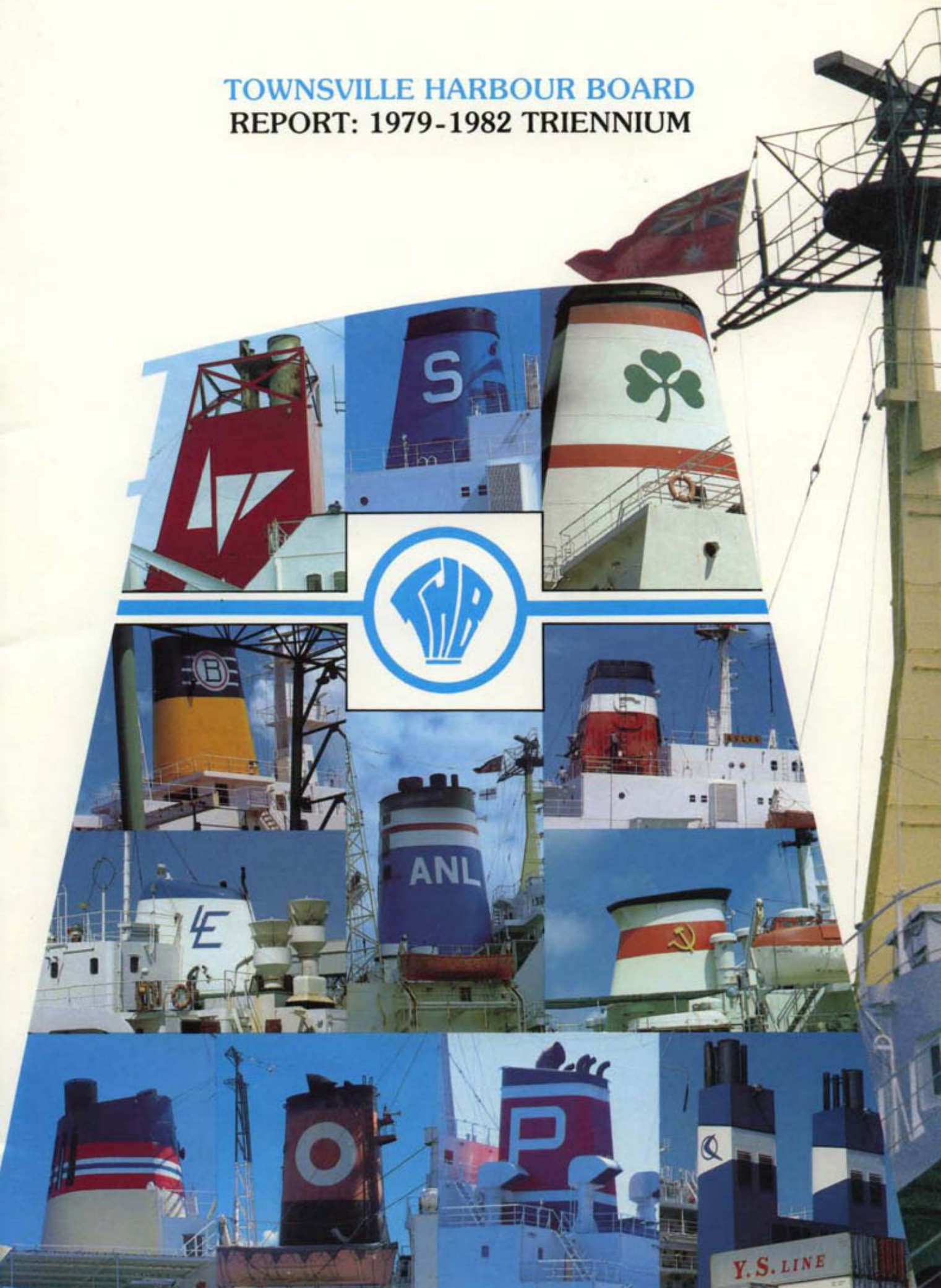


**TOWNSVILLE HARBOUR BOARD
REPORT: 1979-1982 TRIENNIUM**



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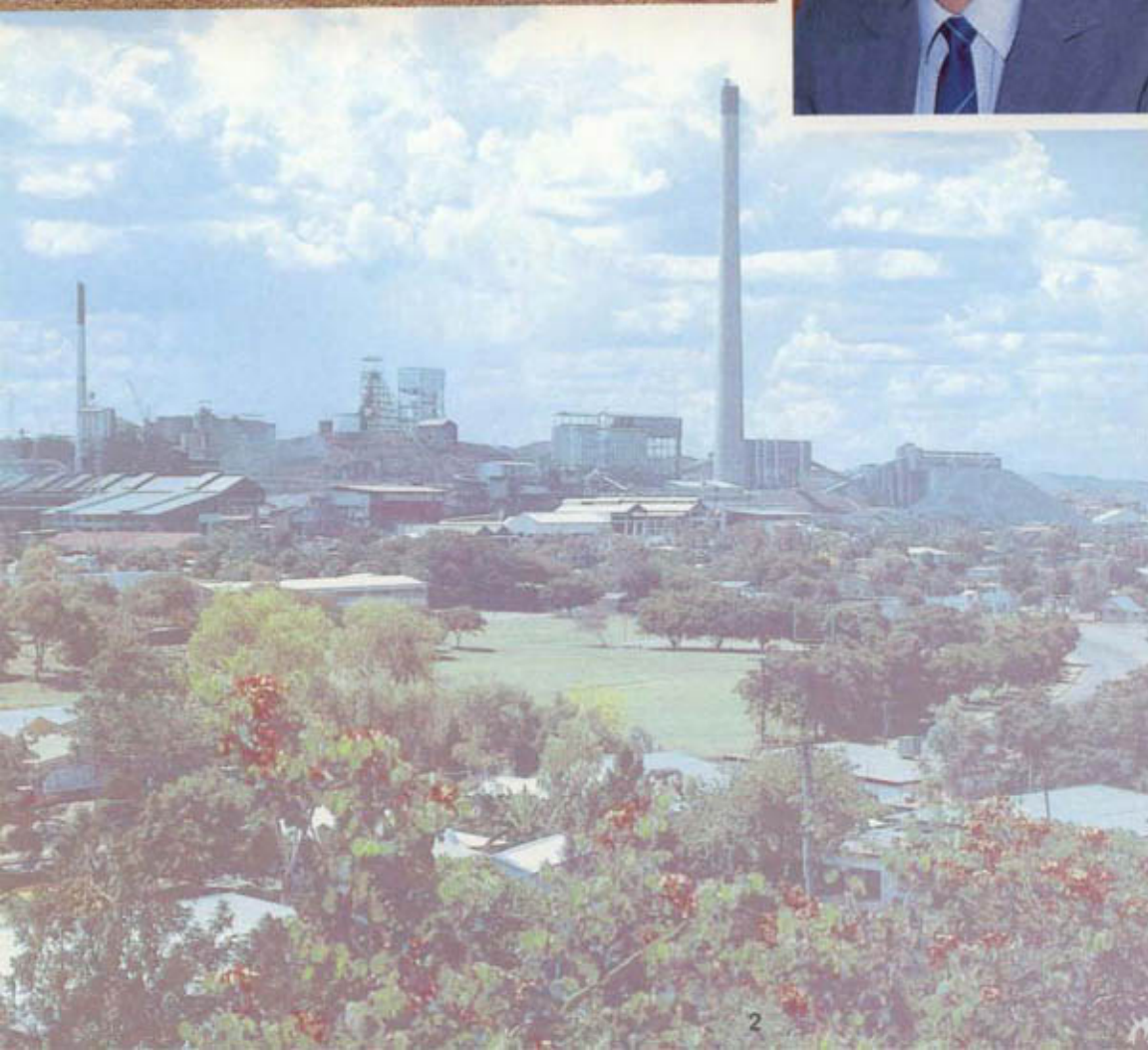
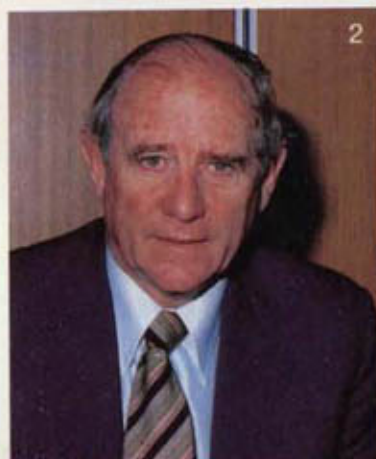
Cover Illustration:

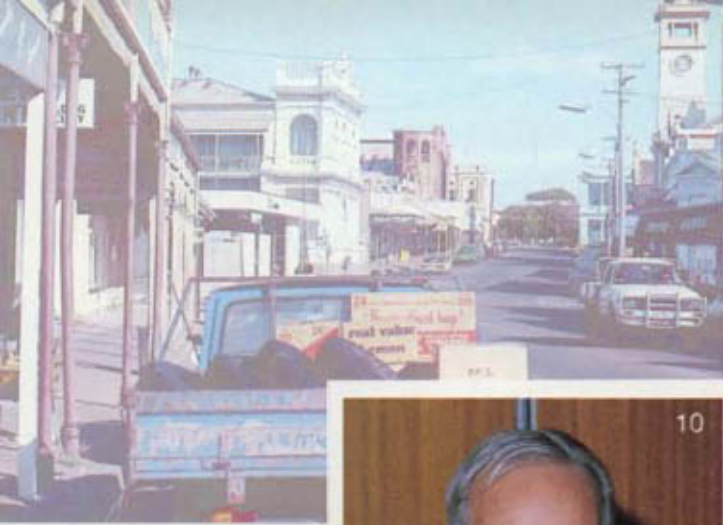
The house colours of the funnels of ships that call at Townsville reflect the internationality of the Port usage.

TOWNSVILLE HARBOUR BOARD
Report: 1979-1982 Triennium



*View from the Bridge of the
ScanCarrier BOOGABILLA
entering Townsville Harbour.
Vessels of the ScanCarrier fleet
call regularly at Townsville to
take on general cargo in
containers and export pallets of
nickel and copper.*





Members of the Board:

1. A. G. Field — Chairman (Queensland Government)
2. A. J. Hope — Deputy Chairman (Queensland Government)
3. R. R. Bathgate (Queensland Government)
4. J. P. Defranciscis (Shire of Ayr)
5. W. J. H. Holmes MBE, (Shire of Cloncurry)
6. J. B. Mathews (Shires of Dalrymple and Thuringowa)
7. K. V. McElligott (City of Townsville)
8. A. McGrady (City of Mount Isa)
9. O. H. Pershouse (City of Charters Towers)
10. R. G. Westcott (Shires of Flinders, McKinlay and Richmond)
11. N. K. Wilson (City of Townsville)



Senior Executives: Left to Right:

I. G. Malpas — Secretary W. S. Service — Engineer
R. E. Kenny — Asst. to Secretary



Three members of the Board of Townsville Harbour are Queensland Government appointed — eight are elected as representatives of the Cities and Shires of Townsville and the rich hinterland whose primary products and their by-products pass through the Port. These cities and the primary products of the Shires provide a colourful montage background of the importance of the Port to North Queensland.

CHAIRMAN'S REVIEW

The three year triennium 1979-1982 has been a particularly significant period for the Port of Townsville with new developments and the completion of earlier projects previously initiated by the Board as long-term plans.

Overall activity of trade through the Port has been satisfactory with 1981-1982 showing a 6% increase to 2 231 146 tonnes over 1980-1981 although the general economy is reflected in a total tonnage downturn for the Triennium of 12% compared with the three year period 1976-1979.

However, with new cargoes developing in North Queensland and ships demanding facilities for quick turn around, the Board has proceeded to plan for the needs of the future.

conferences have at last recognised the advantages of loading and discharging containerised traffic at Townsville as against the previously favoured system of centralising containers at Brisbane and Sydney.

To further augment facilities for the growing container traffic, an area of 9.1 hectares has been reclaimed immediately adjacent to Nos. 3 and 4 berths and this land is already operational with 1844 hectares occupied by the Australian Molasses Pool, 1.6 hectares occupied by Gas Supply Franchises, .306 hectares by Consolidated Fertilisers Ltd. and 4.232 hectares taken up as a container terminal operated by Northern Shipping & Stevedoring Pty. Ltd. The area given to containers provides for the storage of 128 empty containers,

1.



2.



With the completion of reconstruction of Berths Nos. 2 and 3, it is noted that these berths are in more demand as the size of ships using the Port is increasing. The advantage to have reinforced concrete decking on steel piles for a length of 512 metres, completely serviced by a 55 tonne container crane which is mobile for the length of the combined berths, in addition to two electric cranes of 12 and 20 tonne capacity, gives for quick handling of cargoes of all kinds.

As a result, the major shipping

128 dry containers and 96 points for refrigerated containers.

Molasses and Bulk sugar exports showed an increase of 2.87% in comparison with shipments for the previous Triennium. To service this growth trend, the Queensland Bulk Sugar Terminals Organisation have now completed the major works of redesign and construction of a new rail balloon terminal loop and associated works in the Port area at a cost of \$17.6 million, whilst a further \$7 million is being spent on the acquisition of new bottom dump rail waggons.





3.



5.



6.



4.

1. With No. 2 berth occupied the 228.5 metre length of the ScanCarrier BOOGABILLA has plenty of room to come alongside No. 3 berth and use both the container crane and stern angle loading ramp to load and discharge simultaneously.

2. The ANL container ship AUSTRALIAN ESCORT makes for Townsville on the E.S.S. schedule to load refrigerated containers and general cargo for Japan and South Korea.

3. The neat installation of Gas Supply Franchises occupies 1.6 hectares of the new reclaimed area adjacent to No. 4 berth.

4. The paving of the 4.232 hectares provided for the N.S.S. operated container terminal adjacent to No. 3 berth nears completion.

5. Queensland Bulk Sugar Terminals have completed a new rail terminal loop around the Nos. 1 and 2 sugar sheds at a cost of \$17.6 million.

6. Bottom dump rail waggons make quick work of unloading at the new receival station.

Townsville is the first port in Australia to adopt this new and highly efficient system of transporting sugar from the mills to the sugar storage at the Port.

With growth potential for the shipment and handling of mineral concentrates, a new terminal concentrates storage shed for Mount Isa Mines Limited is now nearing completion at a cost of \$12 million. To allow this construction to proceed and to complete an efficient loop for the sugar rail receival system it was necessary to relocate the molasses terminal to a position on the newly reclaimed area adjacent to No. 4 Berth. This work was completed within six months and involved an expenditure of \$1,603,000.

In addition, it was necessary for the Board to relocate the carpenters' workshop and other associated buildings. This work has also been completed at a cost of \$414,000 and the new location on newly reclaimed land at the southern end of Seventh Avenue at the mouth of Ross River reflects the Board's interest in the development of this area for concentration of service functions of the Port administration.

This area has attracted much activity by the Board as 1½ hectares of new land has been reclaimed on which a modern fishermen's complex has been developed including the construction of 84 metres of new berths and associated land facilities.

With the increased use of Townsville Harbour as a fisherman's base, extended provision has been made at Ross River with breakwater and dredging operations to give an approach channel of 3 metres depth incorporating day/night beacons at a total cost of \$2 million.

Pleasure craft have also been catered for with the provision of an additional four lane launching ramp by the Department of Harbours and Marine from the Small Craft Facilities Fund at a total cost of \$107,000.

The Board has been pleased to liaise with Breakwater Island Resort Pty. Ltd. in the establishment of an

international hotel, casino and marine complex adjacent to the Western breakwater. Harbour Board land has been alienated and made available to the developers for the project which is estimated to cost \$80 million.

The pattern of trade through the Port is showing an upward trend and there is evidence of a pervading

centralised at Sydney, Melbourne and Fremantle and the prospect of wool dumping and handling from Townsville will be unlikely.

7.



new confidence, with meat and phosphate once again being shipped through the Port. Initial shipments of phosphate rock are only at the rate of 250,000 tonnes per annum but facilities for transportation and stock-pile could handle shipments at the rate of 1,000,000 tonnes per annum without difficulty.

The new Mount Isa mineral concentrates storage in the Port area, has heralded an announcement by the Company of increase in their volume of export.

Despite long and earnest efforts in conjunction with private enterprise to encourage wool dumping in Townsville and direct shipment of wool for Japan and European destinations, the practise of centralising wool shipments at southern ports still continues despite an overall additional cost to the grower. It would now seem inevitable that Australia's wool shipments will in the future be

New Ventures:

The Board has adopted a conservative approach to borrowings whilst interest rates remain high, but several lease-back arrangements have been made during the period which have alleviated the necessity to borrow heavily whilst at the same time retaining a high rate of development.

Reserves are being accumulated which by 1985-1986 shall result in a marked fall in the ratio of outside loan indebtedness to development expenditures.

An important feature of development at the Port of Townsville has been the continuation of the policy of entering into financial arrangements with private enterprise for the construction of major facilities. Where private enterprise and the Board can see common objectives of mutual advantage, there develops

8.



7. Townsville Transport & Services Pty. Ltd., were commissioned to relocate the 270 tonne, 10,000 tonne capacity molasses tank to its new location.

8. A second four lane launching ramp for small pleasure craft has been provided at Ross Creek.

9. The new M.I.M. minerals concentrates storage shed nears completion. The concentrates will feed by two-gate conveyor for direct loading at No. 7 berth.

9.



a strong association of on-going consultation and direction of effort which is ultimately in the interest of all Port users.

On the industrial scene, the Board has been successful in maintaining a high rate of production and a minimum of confrontation in industrial matters. During the 1981-1982 year outside staff were granted a 38 hour week. The

Board's office staff have worked a 35 hour week for many years.

The Board is fortunate to have a loyal and dedicated staff at all levels and I believe that this is reflected in the harmonious and efficient way in which everybody accepts and carries out their responsibilities. The Members of the Board join with me in expressing appreciation.

PORT DEVELOPMENT

Dredging

Developmental dredging continued during the triennium in Ross River. The cost to date for the dredging of a channel into Ross River, a swing basin and mooring areas in the river is \$1 174 295.

As part of a reclamation project adjacent to the Eastern Breakwater sand banks were removed from Ross River to provide fill material and as a result additional mooring areas for small boats became available.

Fishing Base

The development of a fishing base in Ross River has commenced. At 30th June 1982 expenditure on a wharf was \$438 567. The final cost of this wharf and associated facilities will be approximately

- 1. The dredge TOWNSVILLE, acquired by the Board in 1952, carries our maintenance dredging at berths and swing basin.
- 2. The mouth of Ross River has been transformed with dredging, and new berthage to keep apace with industrial development.
- 3. The Fishermen's complex at Ross Creek is now serviced by 84 metres of new reinforced concrete wharfage.
- 4. New Harbour Board workshops have been constructed in Seventh Avenue, South Townsville.



\$1 million of which \$750 000 will be made available by way of a loan by the Department of National Development and Energy.

Reclamation

To provide additional back-up land for the main cargo wharves 9 hectares of land was reclaimed adjacent to the Eastern Breakwater. All this land has been leased and facilities have been constructed. These facilities include aqua ammonia storage, LPG storage, a container terminal for dry and refrigerated containers. The cost of this project to 30th June 1982 was \$5 772 923.

Bulk Sugar Terminal

This terminal has been further developed during the last three years and new unloading facilities and rail loop have been constructed. The expenditure on this project (B.S.T. Stage 2B) to 30th June 1982 was \$15 230 644.

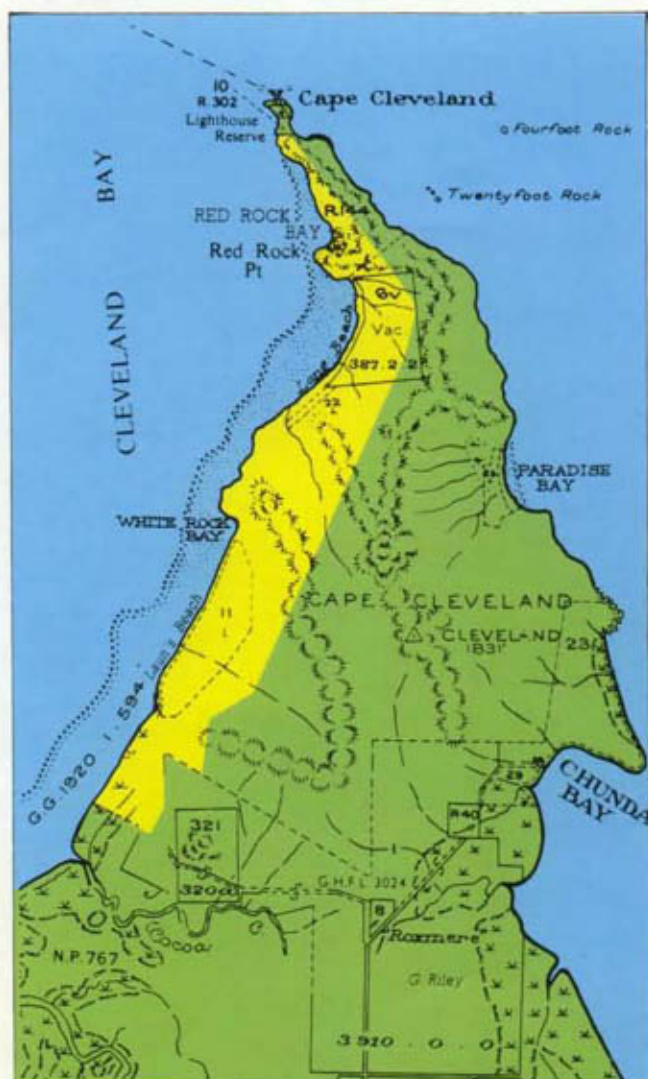
Workshops

As part of the Board's rationalisation of its workshops, new workshops are being constructed at Ross River. The cost at 30th June 1982 for workshops and wharf was \$452 422.

Access Corridor to Cape Cleveland

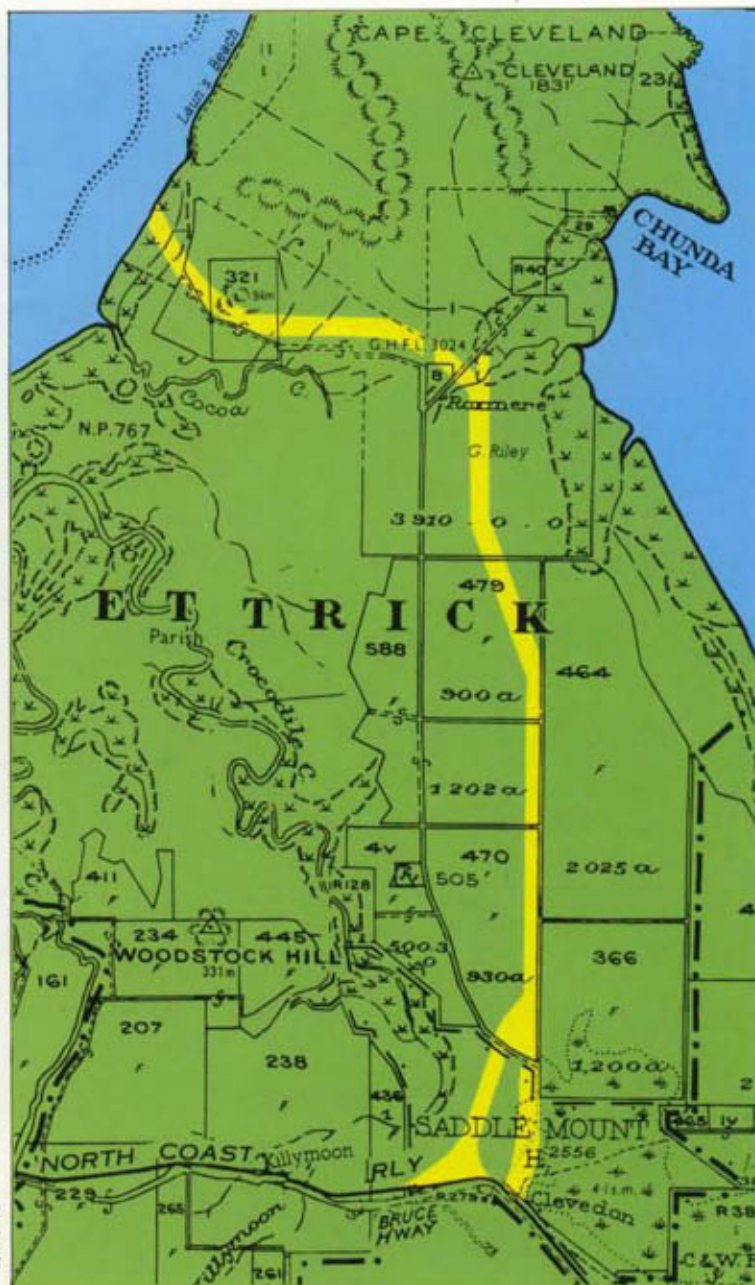
The acquisition of an access corridor to the west side of Cape Cleveland from the main north south rail line and highway was completed. The cost to date was \$85 149.

The west side of Cape Cleveland is reserved for port purposes and if in the future there is a requirement to develop a port at Cape Cleveland a corridor for road, rail and other services will be available.



Map showing the extent of land already reserved on the West side of Cape Cleveland for future port development.

During the triennium a corridor of land to provide access from the North Coast Railway line and Bruce Highway was acquired.



Looking to the North-east with six of the ten berths working and with fishing craft taking advantage of vacant berths which will be the pattern until the Ross River Fishermen's haven has been completed.



THE FUTURE — FORWARD PLANNING

The main reason for the high efficiency of the port is that the Board has continued planning for the future. The Board's Planning Committee meets regularly to ensure that any projects are compatible with future long term development of the port. The Committee's terms of reference include the following objectives:—

1. provide the essential port services and facilities required by the City of Townsville and related areas;
2. encourage and assist the city's growth and diversification of industries within those areas;

3. make a thorough and factual examination of existing facilities, services and properties and to determine as to whether or not they are operating or are being used to the best advantage for the present and future requirements of the Board.

The Board is conscious of the limitations of the present port and the main project planned for the future is the reclamation of approximately 100 hectares of land adjacent to the present port. The land will be available for major exporters or importers, provision of space to improve rail

communications in the port, back-up land for additional wharves outside the present harbour. Magazine Hill will be removed in the 1982/1983 financial year and the rock used in this reclamation. Additional valuable land adjacent to the wharves will become available when the hill is removed.

The Board contributed to an investigation by the Department of the Co-ordinator-General into the future development of vacant crown land at Ross Island financially and by the submission of the Board's future requirements in this area. The result of the study is vital for alternate road and rail access to the port, and waterfront land usage adjacent to port areas. Additional vacant crown land on the east side of Ross River has been vested in the Board under the Harbours Act to ensure that adequate land is available for the development of port related activities.

During this triennium a corridor for road, rail and other services from the main highway and rail line to the west side of Cape Cleveland was acquired. This will ensure that future development of Cape Cleveland as a port will not be frustrated by lack of access.



1.



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1. A start has been made by utilising surplus suitable rock fill when available to build the retaining walls for the 100 hectare industrial land adjacent to the present port. This is located 650 metres along the beachfront from the Eastern Breakwater near to Ross River.

2. Historic Magazine Hill is destined for removal in the 1982-83 year to provide additional land in the wharf area and the rock will add to the fill of the new long-term reclamation.





Aerial photography by
AIRSEARCH SURVEYS PTY. LTD.,
BRISBANE
from 4,000 metres altitude.

EXPORTS

Total Exports

Total exports have remained the same compared with 1979. There was a small decrease during 1980 and 1981 but a recovery during 1982.

Major Exports

Despite the decrease in the phosphate rock trade the products of the mining industry have provided the greatest export tonnage for 1982 (48% of total exports). However mineral exports decreased from 1979 to 1982 by 121 054 tonnes i.e. 23% decrease. The products of the sugar industry increased from 482 261 tonnes in 1979 to 643 916 tonnes in 1982 i.e. 34% increase.

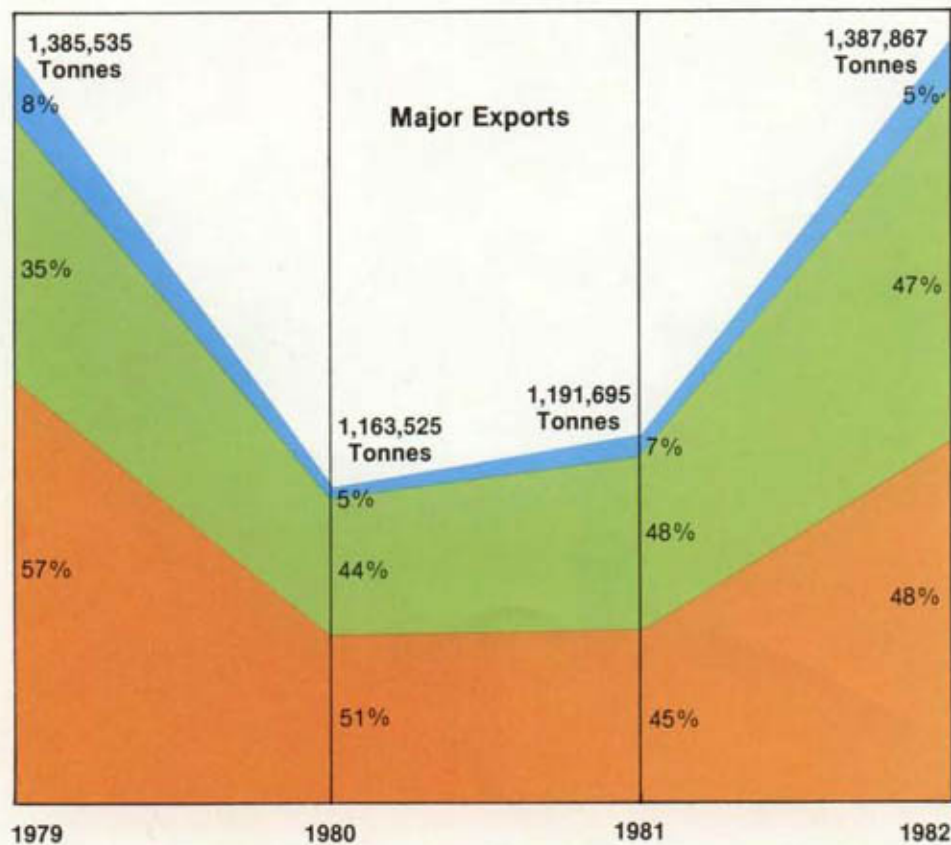
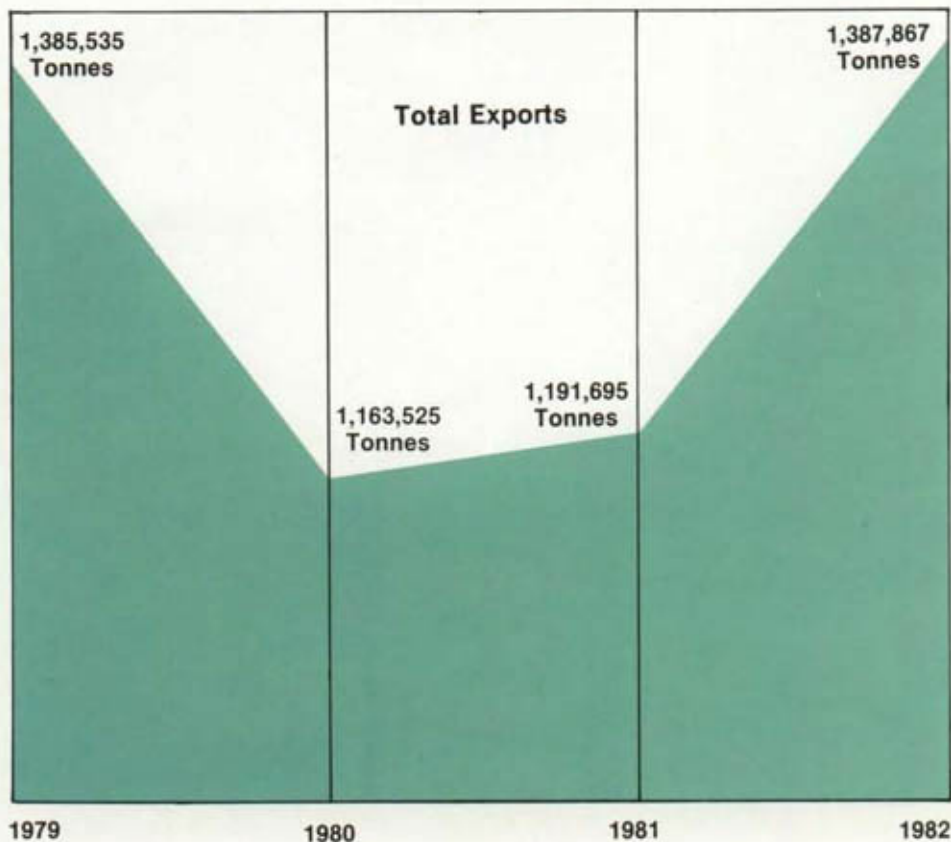
Significant Changes in Exports

The most significant changes in exports from 1979 to 1982 are:—

Rock phosphate ceased to be exported during 1980 and 1981 and recommenced in 1982 but not the same level in 1979 and prior to that.

Sugar and molasses exports recovered during 1982 and 112 385 tonnes molasses is the record annual tonnage for this export. 531 531 tonnes of sugar for 1982 is the second highest annual tonnage for this export.

Exports of meat and associated products of 14 638 tonnes in 1981 are the lowest tonnages since 1943.



Mining Industry Sugar Industry Other

Summary of Export Tonnes

Trade at a glance for the three years 1980, 1981 and 1982 compared with 1979.

	1979	1980	1981	1982
General	30 418	38 778	57 666	24 621
Oil	5 461	—	—	1 008
Meat & Associated products				
Frozen Meat	16 605	3 237	2 330	14 881
Tallow	11 525	9 657	8 891	12 138
Hides	3 622	1 994	638	2 123
By-Products	10 499	1 437	2 779	5 106
INDUSTRY TOTAL	42 251	16 325	14 638	34 248
Minerals				
Refined Copper	127 695	117 246	138 095	118 312
Concentrates — Copper	—	54 665	27 956	—
— Zinc	264 677	237 780	214 160	262 499
Dross	—	—	—	1 474
Crude Lead	160 826	152 991	123 155	159 882
Nickel	25 999	26 888	26 069	27 581
Rock Phosphate	213 168	—	—	101 563
INDUSTRY TOTAL	792 365	589 570	529 435	671 311
Molasses	26 074	56 101	60 271	112 385
Bulk Sugar	456 187	456 357	516 427	531 531
INDUSTRY TOTAL	482 261	512 458	576 698	643 916
Wool	(3 860 Bales)	(2 082 Bales)	(609 Bales)	—
Cattle	691 (32 088 Head)	382 (6 012 Head)	188 (32 271 Head)	— (22 866 Head)
Fodder	32 088	6 012	10 757	7 622
Transshipment	—	—	2 313	1 483
TOTAL	—	—	—	3 658
TOTAL	1 385 535	1 163 525	1 191 695	1 387 867



1.



2.



3.



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1. Four tonne slabs of lead are stacked waiting for the Greek Ship Evryalos to berth at No. 3.

2. Phosphate stockpiles on arrival from Duchess. The first shipment since closure of the mine in 1979 was made in February 1982.

3. A Russian ship loads containers of general cargo, hides and copper for shipment to Hong Kong and Japan.

4. The new NSS container terminal by No. 3 Berth has attracted a steady flow of container traffic.

IMPORTS

Total Imports

Total imports have decreased slightly from 887 527 tonnes in 1979 to 843 279 tonnes in 1982 after experiencing a small increase during 1980 and 1981.

Major Imports

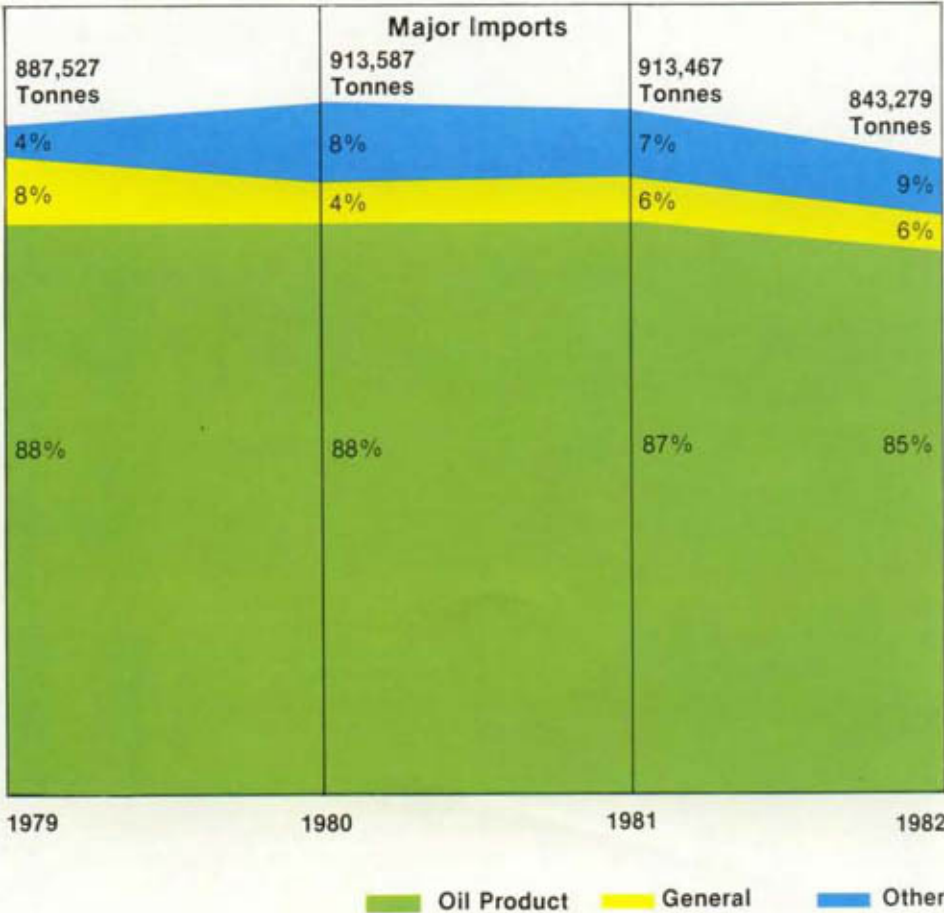
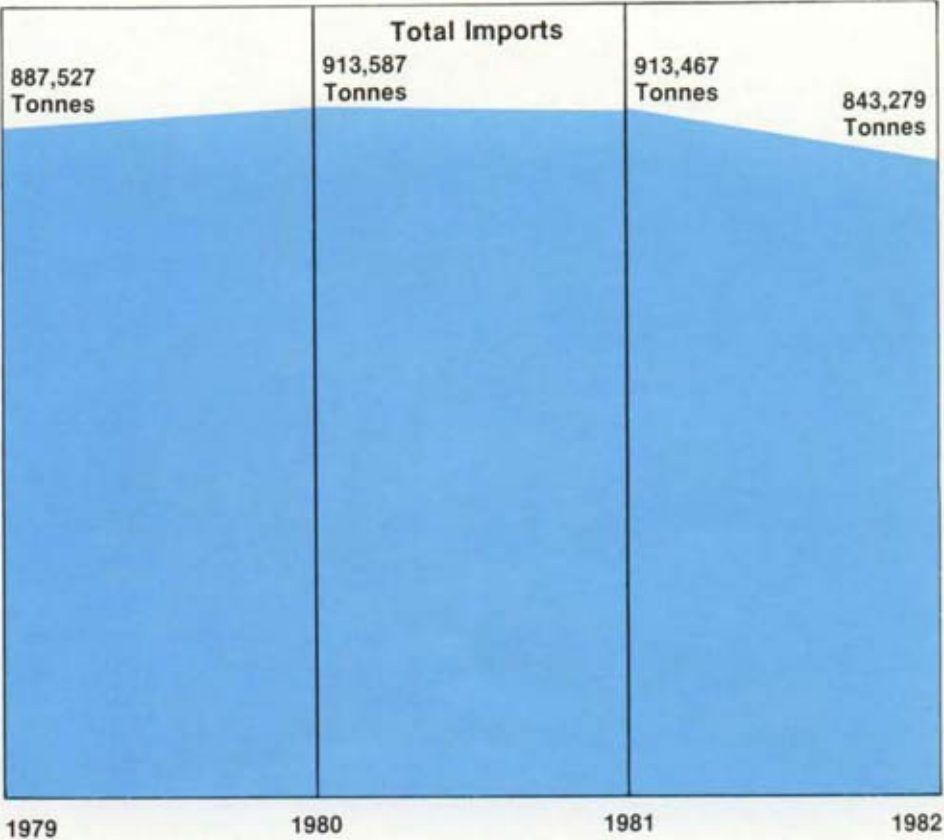
The highest import tonnage for 1982 was 717 849 tonnes of oil products. This is 85% of the total imports for the year. In 1979 this import was 88% of the total imports.

Significant Changes in Imports

The most significant change in imports from 1979 to 1982 was a decrease in oil products of 66 731 tonnes. A decrease in general cargo has been offset by an increase in gypsum and sulphur.

Turn-Around of Vessels

A result of planning, provision of efficient cargo handling facilities and the co-operation of port users has been the maintenance of a fast turn-around of cargo vessels which was 1.34 days for year ended 30th June 1982.



Summary of Import Tonnes

Trade at a glance for 3 years 1980, 1981 and 1982 compared with 1979.

	1979	1980	1981	1982
General	72 578	42 829	54 629	51 949
Oil				
General purpose	735 506	777 693	757 635	685 342
Feedstock	21 416	18 236	27 469	26 548
Liquid gas	9 658	5 366	6 443	5 959
INDUSTRY TOTAL	784 580	801 295	791 547	717 849
Fertilizer				
Bulk — Liquid	15 214	16 484	17 610	13 021
Dry	—	—	—	10 503
INDUSTRY TOTAL	15 214	16 484	17 610	23 524
Iron and Steel	5 982	5 484	5 772	4 511
Sulphur	—	23 710	27 775	26 246
Gypsum	9 173	15 102	16 134	15 542
Transhipment	—	8 683	—	3 658
TOTAL	887 527	913 587	913 467	843 279



1.



2.



3.

1. A prefabricated LPG gas tank unloaded from the ANL 'MELBOURNE TRADER'. Heavy equipment for the mining industry is also imported through Townsville.
2. Regular shipments of cars are imported through Townsville for distribution to N.Q. outlets.

3. Sulphur from Vancouver is unloaded at No. 3 Berth. Sulphur, fertilizer and other bulk imports are unloaded to the berth deck using the 7.6 cu.m. container crane grab.
4. The 'ROBERT MILLER' discharges 55 121 tonnes of fuel oil for Greenvale and other N.Q. industries.



4.

TOURISM

The Port of Townsville has seen an increase in Pacific cruise ships making stop-overs to give the tourists an opportunity to see something of North Queensland's largest City and to visit Magnetic Island and near reef resorts. Passengers also disembark or join tourist ships at Townsville.

Over the last twelve months the Minghua and Fairstar had made calls at Townsville and now that the City has an international airport, tourism through Townsville can be expected to increase further.

For the big ships, the deep water at all major berths is a big advantage as they can enter or leave at any time or tide.

Apart from local tourist attractions

intending passengers for Pacific cruises from Singapore, America and New Zealand can fly into Townsville to join a cruise instead of the time-consuming and additional cost of flying south to Sydney to embark.

The upgrading of Hayles Cruises Ltd. fleet of ferries and charter vessels to cater for the growing tourist traffic out of Townsville Harbour and around Cleveland Bay confirms this tourism growth. The Townsville Harbour Board provides and maintains the jetty at Picnic Bay. Tourists make their selection from a number of modern five-star resort hotels on the island which also boasts of rugged National parklands.



1. The MINGHUA ties up at No. 4 Berth.
2. Happy tourists are well catered for with buses and guides for City and District tours.
3. QANTAS 747's are among the regular schedules from Singapore, New Zealand and the U.S.A.
4. North Queensland's biggest tourist operator, Hayles Cruises Ltd. operates regular ferry services from the mainland to Magnetic Island as well as offering special charters.

TOWNSVILLE HARBOUR BOARD

BALANCE SHEET

As at 30th June, 1981		
\$	\$	\$
	13,241,087	
120,000		
131		
509,350		
—	629,481	
	<u>\$13,870,568</u>	

ACCUMULATED FUNDS	
Reserves	
Long Service Leave Sinking Fund	
Assets Replacement Fund	
Special Loan Redemption Fund	
Maintenance Reserve Fund	

REPRESENTED BY

Current Assets & Investments

Cash at Bank and on Hand	
Term Deposits, S.T.M.M., Commercial Bills	
Stores	
Debtors	
Prepayments	

DEDUCT CURRENT LIABILITIES

Sundry Creditors	
Contract & Sundry Deposits	

1,878,073 Working Capital

Fixed Assets

Wharves	
Less Redemption Reserve	
Lands & Tenanted buildings	
Less Redemption Reserve & Advances	

Small Boat Harbours & Facilities	
Major Plant — Cranes	
Less Redemption Reserve	

Dredging Plant	
Workshops	
Miscellaneous Plant	
Electrical Distribution	
Wharf Supervision	
Store Facilities	
Administration	
Engineering	
Fire Services	
Access Roads	
Channels & Swing Basins	
Parks, Gardens, Cleaning	
Work-In-Progress	
Less Advances	

INTANGIBLE ASSETS

Relocate Molasses Terminal	
Bed Materials Survey	
Stability Analysis (Wharves)	

DEDUCT LONG TERM LIABILITIES

Special Advances	
Less Redemption	
Advance on Rental	
Loans	
General	

11,992,495

\$13,870,568

ACCUMULATED FUNDS

As at 30th June, 1982			
\$	\$	\$	\$
		14,281,570	
160,000			
131			
397,260			
29,173	586,564		
		<u>\$14,868,134</u>	

1,818,697			
2,869,072			
51,129			
421,954			
440	5,161,292		
3,052,566			
8,913	3,061,479		
			2,099,813

10,280,920			
203,598	10,077,322		
12,763,035			
8,569,797	4,193,238		
	242,186		
1,627,183			
1,161,670	465,513		
	266,166		
	73,960		
	124,234		
	72,270		
	49,077		
	3,017		
	569,786		
	17,527		
	693		
	19,500		
	5,997,700		
	14,180		
24,351,334			
16,333,126	8,018,208	30,204,577	

1,543,000			
—			
—	1,543,000		
		<u>31,747,577</u>	

2,731,138			
1,365,268	1,365,870		
	4,878,007		
12,735,379	18,979,256		

12,768,321

\$14,868,134

20

RECEIPTS & DISBURSEMENTS (Cont.)

1981		STATEMENT FOR THE YEAR ENDED 30TH JUNE		1982	
\$	\$			\$	\$
		LOAN FUND			
	1,188,188	Balance 1st July.....			154,339
		RECEIPTS			
1,720,000		Debenture Loans.....		1,055,722	
108,664		Interest		46,923	
64,112	1,892,776	Conversion & Renegotiation of Existing Loans		—	1,102,645
	3,080,964		Sub-Total		1,256,984
		PAYMENTS			
		Fishermen's Wharf		305,722	
194		Breakwater — Mouth of Ross River.....		(816)	
344,845		Improvements Ross River Small Boat Harbour.....		93,791	
2,216,826		Reclamation Eastern Breakwater		53,309	
—		Mechanical Workshop & Wharves.....		183,661	
191,984		Upgrading Grab Dredge		—	
108,664		Transfer of Interest to Harbour Fund		46,923	
64,112	2,926,625	Conversion & Renegotiation of Loans.....		—	682,590
	\$154,339	Balance 30th June			\$574,394

SOURCE & APPLICATION OF FUNDS

SOURCE		
1,021,350	Profit for year	928,393
435,009	Add back Depreciation.....	487,375
504,635	Increase in Current Liabilities.....	2,350,950
2,694,395	Increase in Long Term Liabilities.....	3,503,667
	Reimbursement of Bulk Sugar	
7,789,142	Terminal Expenditure	7,633,881
\$12,444,531		\$14,904,266
APPLICATION		
576,497	Increase in Liquid & Current Assets.....	2,572,691
11,868,034	Increase in Fixed Assets	12,331,575
\$12,444,531		\$14,904,266

FINANCE

Listed is a summary of major Income and Expenditure items for the three years to 30th June, 1982, using 1979 figures as a base. Comparative balance sheets and profit and loss accounts for 1981-82 are shown on the preceding pages.

Despite increasing costs, the Board has kept increases in Harbour Dues Rates to a low 21% over the period (5% in November, 1979, 10% in October, 1980 and 5% in October, 1981). There was no increase in Tonnage Rates.

The Interest Rate on new loan raisings has risen significantly. In July, 1979 the Interest Rate payable was 10.3%, which has increased by 70% to 17.5% in June, 1982. Wages rates (weighted average) have risen by 42% over the three years.

Although Interest and Redemption payments have risen significantly, they have not exceeded 36% of Total Income. The Board's Loan Liability at 30th June, 1982 was \$12,735,379, compared with a total of \$10,899,564 at 30th June, 1979. Payments of Conversion Loans have been from the Special Loan Redemption Fund.

Capital Expenditure to improve available facilities continues to be a high priority of the Board. Expenditure on the Bulk Sugar Terminal Stage IIB (Reimbursed by the Sugar Board) to 30th June, 1982 totals \$15,230,644. Reclamation Eastern Breakwater has been the major project from Loan Fund and Harbour Fund, with expenditure of \$5,610,590 over the three years.

	YEARS ENDED 30TH JUNE			
	1979	1980	1981	1982
TOWNSVILLE HARBOUR BOARD				
Total Income	\$3,971,571	\$3,866,759	\$4,469,996	\$4,922,178
Index	100	97	113	124
Major Income Items				
Harbour Dues	\$2,859,749	\$2,829,895	\$3,135,115	\$3,423,158
Index	100	99	110	120
Tonnage Rates	\$ 797,807	\$ 648,221	\$ 781,486	\$ 873,655
Index	100	81	98	110
Total Expenditure	\$2,865,785	\$3,293,158	\$3,454,200	\$4,032,392
Index	100	115	121	141
Major Expenditure Items				
Salaries and Wages	\$1,188,602	\$1,216,592	\$1,351,918	\$1,541,429
Index	100	102	114	130
Interest and Redemption	\$1,198,372	\$1,382,644	\$1,541,104	\$1,753,566
Index	100	115	129	146
Interest and Redemption as a % of Total Income	30%	36%	34%	36%
CAPITAL EXPENDITURE				
	\$	\$	\$	\$
Loan Fund	1,009,687	573,825	2,753,749	635,668
Harbour Fund	329,367	474,430	1,498,891	1,183,348
Expenditure Reimbursed by Sugar Board	6,782	29,572	7,789,142	7,449,005
	\$1,345,836	\$1,007,827	\$12,041,781	\$9,268,021

COMMUNITY RELATIONS — BREAKWATER ISLAND RESORT

In its planning for future development of the Townsville Harbour, the Townsville Harbour Board has proposed, among other things, the reclamation of land on the western side of the Western Breakwater, extending from the northern end of the car park servicing the public small boat launching ramp to the end of the Western Breakwater.

Over recent years the Board has proceeded with an initial stage of the proposed reclamation by enclosing an area of approximately 8 hectares at the southern end of the Western Breakwater, with sheet piling and partially filling the enclosed area with the material from dredging operations in the Harbour.

Between the southern end of the initial stage of reclamation and the existing shore line, a distance of approximately 500 metres, the Board has planned for the future development of a marina to serve the yachting and small boat fraternity in Townsville.

The Townsville Harbour Board has now supported an application for the long term leasing of this reclamation

for a proposed casino and resort development. This lease has now been formally approved by the Queensland Government.

The plan now envisaged for what will be known as the Breakwater Island Resort, will include the development of a larger marina which will be created by a new protective breakwater and the material dredged to achieve the required depths of the marina will be utilised to form a land mass on which the proposed resort will be constructed along the western side of the existing breakwater and main channel of the Townsville Harbour.

The total concept of the Breakwater Island Resort conforms with the Townsville City Council plan for high rise development and is consistent with the master plan for the area prepared by the Townsville Harbour Board.

Breakwater Island Resort will include approximately 17 hectares of new waterways and marina areas and some 20 hectares on land area and will be linked to the existing network of roads and services of the City of Townsville.

1. The Townsville Harbour Board have in recent years proceeded with an initial stage of reclaiming 8 hectares at the Southern end of the Western Breakwater. The area has been filled with dredged material from the Harbour dredging maintenance programme.

2. The proposal of the Breakwater Island Resort is to modify the extent of this present reclamation provide a small boat and pleasure craft marina together with an international hotel and casino as illustrated.

1.

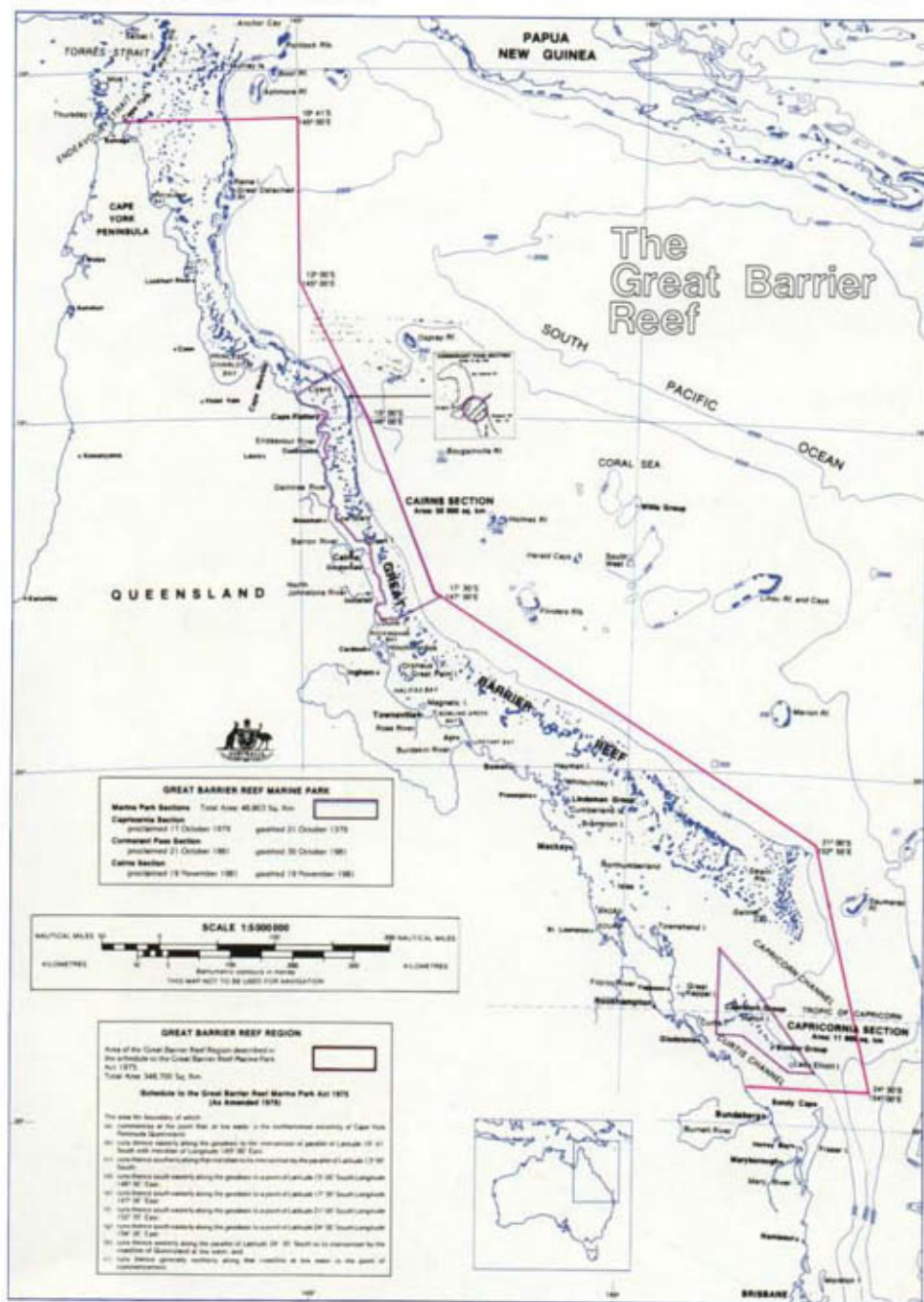


2.



The navigable passages are now clearly defined and well lighted with automatic beacons. The deep water of these passages and the inner reef waters will attract larger ships of all types to use the Port of Townsville.

The management of the Great Barrier Reef Marine Park area is thus seen as a collective responsibility, with the onus for its preservation depending upon a wide understanding of the Reef and the processes which maintain it. The Townsville Harbour Board joins with the Great Barrier Reef Marine Park Authority in the imparting of awareness, knowledge and understanding of the Reef rather than imposing any regulatory restrictions limiting genuine recreational use or fishing and navigation within its defined limits.



CONCLUSION

The Townsville Harbour Board has in post war years worked to an on-going twenty year plan and in 1982 the Port is well placed to cater for the needs of the twenty-first century.

As a philosophy, the Board sees the Port as an adjunct to the City and the hinterland, thus its vision is therefore not bounded by the Port entry gates or the beacons at the Harbour entrance, but as a vital component in the transportation area of technological change. The Port has a role, apart from the specific needs of shipowners and shippers, to serve the district to which it belongs and that district embraces its community and its industry by providing a sea-road bridge for efficient trade and commodity flow through the Port artery.



1. In 1979, deep water berths with swing basin to handle big ships at all tides became a reality.
2. On 21st August 1981, the H.M.A.S. Townsville, built in a North Queensland shipyard, paid its commissioning call to its 'mother' port. It was given a rousing welcome. The H.M.A.S. TOWNVILLE is one of a fleet of fast patrol boats built by the Australian Government as part of its surveillance and defence programme.
3. The Townsville Harbour Board is an active member of the International Association of Ports and Harbours with delegates contributing to the workings of Finance and Community Relations executive committees. An annual commemorative day is celebrated internationally in September and on the occasion depicted, the public were given an opportunity of exploring the complexities of container usage and structure.
4. In 1980 the Board sponsored the publication of the HISTORY OF TOWNVILLE HARBOUR which was compiled by long-serving Board executive and General Manager, Mr. H.J. Taylor. The volume of 264 pages, heavily illustrated from the Board's archives, was launched by the Hon. Mr. Val Bird, MLA, Minister for North Queensland Development and Marine in February 1980 and has been in great demand through international and Maritime libraries.

By 1982 the needs of the big ships have been further provided for with reclamations to provide for containers and bulk cargoes of many kinds. The extended north-south arm of the breakwater is to provide a tidal surge break in the event of any future tropical cyclone. The development at Ross River can be seen at the left of the picture.



PORT OF TOWNVILLE WHARVES 1982

- | | |
|---------------------|--|
| No. 1 Berth | Length: 257 m. Max. length of Vessel: 238 m. Depth: 12.3 m. Wharf deck above datum: 5.18 m. (Isolated berth) for tankers and all types of vessels for bunkering. |
| No. 2 Berth | Length: 256 m. Max. length of Vessel: 238 m. Depth: 10.2 m. Wharf deck above datum: 5.79 m. General cargo berth on Eastern Breakwater. |
| No. 3 Berth | Length: 256 m. Max. length of Vessel: 238 m. Depth: 11.4 m. Wharf deck above datum: 5.79 m. Container crane berth with stern loading ramp pad for simultaneous loading by crane and stern angle Ro/Ro. |
| No. 4 Berth | Length: 247 m. Max. length of Vessel: 238 m. Depth: 10 m. Wharf deck above datum: 5.18 m. General cargo berth with stern loading Ro/Ro pad. |
| No. 6 Berth | Length: 122 m. Max. length of Vessel: 160 m. Depth: 8.3 m. Wharf deck above datum: 5.09 m. (No. 1 Pier E) general purpose with oil bunker and molasses pipe loading facilities. |
| No. 7 Berth | Length: 183 m. Max. length of Vessel: 195 m. Depth: 11.4 m. Wharf deck above datum: 5.09 m. (No. 1 Pier W) with bulk shiploader for minerals as well as molasses pipeline loading facilities. |
| No. 8 Berth | Length: 213 m. Max. length of Vessel: 220 m. Depth: 10.1 m. Wharf deck above datum: 5.49 m. (No. 2 Pier W) services the export frozen beef trade with cargoes from freezer stores erected on the pier. |
| No. 9 Berth | Length: 230 m. Max. length of Vessel: 228 m. Depth: 11.1 m. Wharf deck above datum: 5.49 m. (No. 2 Pier E) is the sugar loading berth equipped with bulk sugar loader. |
| No. 10 Berth | Length: 160 m. Max. length of Vessel: 152 m. Depth: 7.2 m. Wharf deck above datum: 4.99 m. (A.N.L. Ro/Ro berth) with direct stern loading ramp. |



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