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WMU in the News

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Malmö maritime college

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for Intermodal Equipment, the UK it was also at the ating with two other ntrans and Triton, for sizable contracts.

verland

of Portland, Oregon, begun moving over-non point (OCP) direct by rail from its container complex. aims that the rates it or this microbridge at present US\$15 in the lowest rates available on the West

terminal 6 facility d last year and it now e-berth dock and a nta yard with set rail transfer

expansion...

d and fifty new high ling or, rail freight in, built by British Speedlink service at works of British Rail

the first of which are ng used by ICI to alletised chemicals for car components, an investment of l indicate a further of Speedlink's e general merchan-tion market.

of the vans is aimed easing loading by quipment. This is means of the unin-de access to roof doors, which curve orming part of the and run along the ngth of the vans. pa of 75m³, 24 00mm x 1200mm s stowed on the floor for double-tiering verall weight and iderations permit. ing eed is 60mph to. s payload and payloads under 24

timism

current expansion t the organisation's out future business

to Henry BR's director of reight is on course g profit in 1982 of lespite the recession

, BR's freight busi-iding its drive for s by means of cutting unwanted practices, uring investment lf and among its

derson believes, is the rate at which the r is investing in new much so in fact, that

he expects the 6000 BR wagons already in Speedlink service, Railfreight's new product for truckload business, to be matched by those of customers and private hire firms by 1986.

This generally optimistic air is also demonstrated by the way in which Speedlink is back to pre-strike levels of volume, and has won new traffic since the strikes of this summer—most notably in the transport of grain, cement and bricks.

The expected improvement on 1981, itself a 1m tonne increase over 1980's figures, comes in spite of last year's wagon fleet reduction of 26 per cent. The reasons for this are said to be the use of more modern wagons as well as greater wagon ownership by BR's major customers.

Other examples cited of BR's improved cost effectiveness are the 43 per cent reduction of marshalling yards, a halving of the wagon fleet between 1977 and 1981, and the high rate of investment in private sidings and railheads.

Malmö maritime college

A project to establish a world maritime university has now been launched in Malmö, Sweden. An agreement was signed in October by Nils Yngvesson of the Municipality of Malmö and C P Srivastava, secretary general of IMO, under which the City of Malmö will provide facilities for the university.

The aim of the university is to provide specialised training

Economy by sail

A sail-equipped cargo carrier is to be built by Nippon Kokan, (NKK), in association with the Japan Marine Machinery Development Association (JMMDA). The new 2100dwt sail motor ship, to be completed late March 1983, will be used to carry steel products for NKK in Japanese coastal areas, and will be operated by Fuyo Kaiun,

for maritime administrators, surveyors and inspectors, accident investigators and maritime lecturers. In each case there will be a strong emphasis on providing training for those holding key positions in developing countries.

It is expected that the university will receive its first students on 1 July next year with an initial quota of 100 and that it will be based at the Malmö Merchant Marine Academy whose activities are being phased out. (Quote KM 56)

Panama canal alternative?

The details of a feasibility study into construction of a sea level alternative to the Panama Canal were finalised in Washington DC last month. Participating in the project are Canada, the Netherlands, Japan, Panama, the USA and West Germany. The cost of constructing such a canal is currently estimated at £11.5 billion and it would take 10 years to complete.

Fuel saving

Three more OCL containerhips are to be fitted with more economical diesel engines in place of their present steam turbine power units. The move is in line with OCL's practice of the past three years, in which the company has re-engined seven of its turbine ships so as to reduce their fuel consumption and extend their working life. These three vessels are on the Australia/New Zealand service.

The contract was awarded to

an NKK-affiliated Japanese shipping company.

The cargo carrier follows the first two NKK-designed sail tankers which are already in service SHIN AITOKU MARU and her sister ship AITOKU MARU. The ship is designed to consume 40 to 50 per cent less fuel than conventional ships of the same class by using sails and other energy-saving systems.

three Japanese companies—Ishikawajima-Harima Heavy Industries (IHI), Mitsubishi Corporation, and Mitsui Engineering & Shipbuilding—who estimate that the alterations will be completed within four months of delivery of the first vessel, which will be in May 1983. To maintain the service to its customers, OCL will be introducing two ships from other routes.

Decision maker

The NEDLLOYD COLOMBO one of the vessels operating on the Far East-South Africa "Safari" service, has been installed with a microcomputer to help with onboard administration. The computer is programmed with six functions to assist the 1777TEU containership's crew carry out such duties as wages administration, dangerous cargo administration, spare parts control, maintenance planning, budget control and ship's performance.

The Texas Instruments BS200 computer relieves the crew of many administrative burdens, such as inventory control decisions about repairs and dry-docking; furthermore, it also carries out cost estimates. The NEDLLOYD COLOMBO is the first of six fully cellular containerhips being built for Nedlloyd Lines in Japan and Holland, and also the last of the series of four containerhips designed for the Safari service.

Up and down

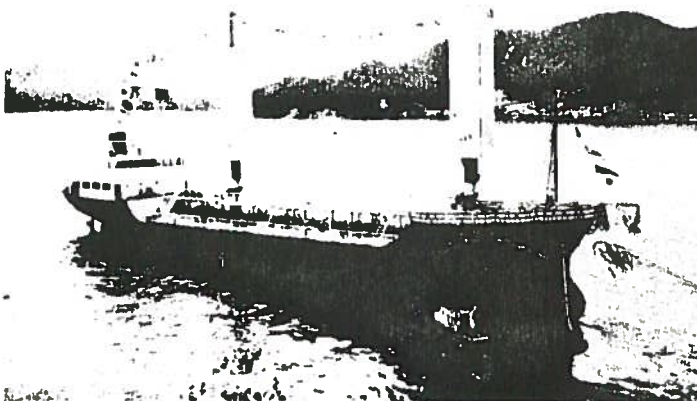
The Sea Containers Group has announced a sharp drop in its net income, down to US\$8.8m for the third quarter of 1982 compared to US\$13.7m for the same period of last year.

But nine months figures for the year are up by 7 per cent from US\$31.4m to US\$33.5m. James B Sherwood, president of the paired companies, Sea Containers Ltd and SeaCo Inc, blamed the world recession for the decline in the container and ship leasing business but gave some cheer when he said, "our guarded view is that the worst of the recession is behind us ... we are assuming that the combination of lower interest rates, low inflation and reduced energy costs will ensure economic recovery in 1983".

Hard times

Net income of the US container and trailer lessor Flexi-Van for the first 9 months of 1982 amounted to US\$22.5m, compared to US\$9.2m for the same period of the previous year.

According to L Robin, president and chief executive, although these figures represent an increase of 150 per cent, the continued softness in the container and trailer leasing market is



SHIN AITOKU MARU, Japan's first commercial sail-equipped motor ship was launched in 1980. The two sets of sails are seen folded immediately after launching