

on line

with ivaran

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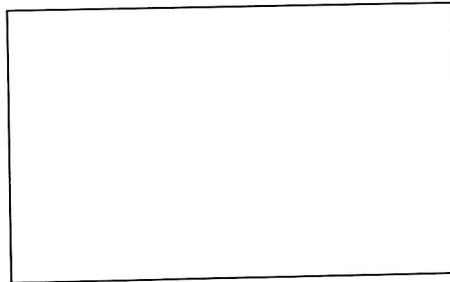
Editor: Olav G. Henriksen



A mid-ocean meeting. Ivaran ships come and go

IVARAN LINES'

local agents



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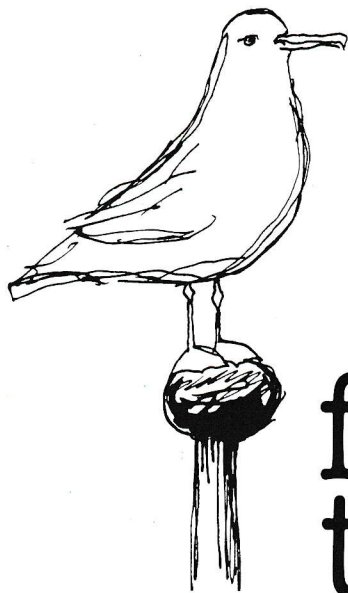
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from the masthead

The years keep ticking away. 1989 has arrived. A mixture of hopes and fears are about to be turned into facts. Looking a bit further into the future, the last decade of the 20th Century is about to be entered. What will the remaining part of this ageing century bring us in so far as Ocean Transport is concerned? Will we encounter more technological revolutions? Will new ship types emerge? Our shipping experience is fraught with new concepts to an extent that we fully expect that more will be in store.

In liner traffic the container has become the deciding unit that everything revolves around. Major trades have long hence become fully containerized, minor ones are following suit. The container system will remain with us far into the future. It will penetrate from ship to shore and far inland. The container will without fail be loaded at point of origin of the merchandise and move by rail or truck to port and ship. It will leave ship and move inland to point of merchandise distribution or further manufacturing processes.

Since in particular manufactured products are expensive and capital costs are heavy, inventories will have to be kept at lowest possible levels without risking even costlier delays. Consequently, dependability of service and clockwork regularity will be in even stronger demand than in the past.

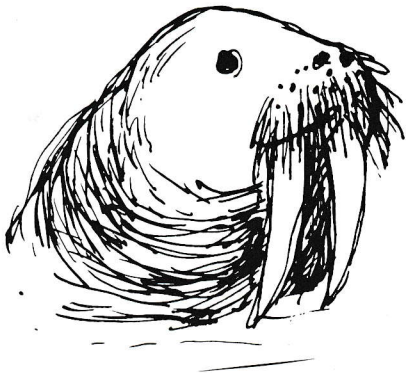
When trying to peek into the future, it is a good idea to try to analyse the strength of the market leaders. After all, they have grown to become what they are because of a high degree of competence and an ability to pool resources into an efficient transport system. But it is not enough to seek wisdom from the leaders of a particular trade. There may be many reasons for particular successes, they may often be of a political nature, and efficiency and trendsetting development may not be part of the picture. Lines with a global scope of operations are generally not too tied up with political intervention schemes. Two world leading liner systems are EVERGREEN LINES and MAERSK LINE. Another prime liner operator is AMERICAN PRESIDENT LINES.

While Evergreen is a round-the-world operator with weekly services in both directions, Maersk operates two major services, one Europe-Far East and one Far East-US Pacific/Atlantic-Europe, and APL basically is a Transpacific operator, they have several common factors. For their mainline service(s) they use very big ships of up to about 4,000 20' container capacity. At several points they connect with feeder services where the capacity is about 1,000 containers. At other points they connect with minilandbridge systems where containers move swiftly from ship to rail and speed across various routes, mostly within USA. Cargo documentation is highly computerized, and cargo owners may at all times know the whereabouts of their cargo and when it will reach point of destination.

In the wake of high bunker costs, most liner operators opted for slower moving ships. Since oil prices have gone down considerably during the last few years, the speed of new ships has been increasing. Thus Maersk, with a string of 4,000 TEU ships on order, is back in the field of 24 knot ships. In highly competitive markets, and with high-cost cargoes involved, speed has once more become a most important competition factor. The liner operators with slow ships, often with lengthy all-water routes such as Far East-US Atlantic, stand to lose much highpaying freight to speedy competitive lines with fast ships and overland mini-bridge connections.

The shortest and most direct route is not always the fastest one. As an example, a container to move from Hong Kong to Lagos may move by direct carrier via Cape of Good Hope. But it may reach Lagos much faster if it moves by Maersk mainliner through Suez to Algeciras in Spain and be transferred there to a Maersk feeder heading for Lagos. Also, the through freight rate may be lower via Algeciras. Even more important, the cargo owner will know exactly when the container will arrive at Lagos.

Cont. on p. 18



of SHOES and SHIPS

Facts about the Ships that carry the Ivaran Cargoes

At the moment Ivaran operates 11 liner ships within and outside their linersystems. It is a combination of pure container ships and semicontainer ships, where the pure container ships are used in the USEC

line whilst the semicontainer ships run in the US Gulf/Caribbean Line because there is still a need for a considerable break-bulk capacity in this area. All ships are built between 1973 and 1988.

To give our readers a better picture of the Ivaran fleet we shall below describe the ships a little more in detail:

MS 'AMERICANA'



She is the latest addition to our fleet, delivered from the shipyard in February 1988 and the first combined container/passenger carrier in the world. She can carry 1120 TEUs and has accommodation for 84 passengers in luxury cabins.

Her further details are as follows: 19,500 TDW, speed about 19 knots, 3 coated and coiled tanks for vegetable oil, each tank of about 11,785 cub. ft., Norwegian flag.

The 'Americana' is presently running in our USEC line together with three other ships.

MS 'SAN MARTIN'



Built in 1985 this vessel was cargo-wise the 'Forerunner' for the 'Americana' and the ship most similar to her in the USEC service. She has also cargo capacity of 1,192 TEUs and her further details are:

19,800 TDW, speed about 19 knots, 923,149 cub. ft. bale capacity, Panama flag.

and SEALING WAX...

MS 'SAVANNAH'

This lady is built in 1984 and only one year older than the 'San Martin'. She is, however, smaller with her 700 TEUs capacity. She also operates in our USEC service. Her further details are:

12,500 TDW, speed about 17 knots, 611,262 cub. ft. bale capacity and she further has 3 coated and coiled deeptanks for vegetable cargoes – each of about 11,300 cub. ft. capacity, German flag.



MS 'HOLSTENCRUISER'

Delivered from the yard in 1980 she is the senior among the ships in our USEC service. She is also the smallest container-wise with her capacity of 616 TEUs. Her further details are:

12,500 TDW, speed about 18 knots, 611,200 cub. ft. bale capacity, Panama flag.

The 'HOLSTENCRUISER' will be the first vessel to be lengthened under our jumboizing program (described elsewhere in this magazine).



MS 'SANTA FE'

She was built in 1978 and in addition to her 447 TEU capacity she is equipped to carry 12 passengers. She trades in our US Gulf/Caribbean service together with 3 other semi-container vessels. Her details are:

14,700 TDW, speed about 16,5 knots, 700,932 cub. ft. bale capacity, She further has 2 coated and coiled deeptanks for vegetable oils, each of about 11,410 cub. ft. capacity. She flies the Norwegian flag.





of SHOES and SHIPS

MS 'SALVADOR'



The 'Salvador' is the identical sister of the 'Santa Fe' – also built in 1978. She too can carry 12 passengers in addition to her 447 TEU capacity, and flies the Norwegian flag.

The 'Salvador' also trades in the US Gulf/Caribbean Line. Her technical details are identical to those given for the 'Santa Fe'.

MS 'SAN JUAN' ex 'HOLSTENTRADER'



Hullwise the 'San Juan' is the sister of the 'Holstencruiser', but being built in 1978, she is the elder sister. Her TEU capacity is smaller with 576 TEUs due to the fact that whilst the 'Holstencruiser' has cranes mounted on a slim column, the 'San Juan' is equipped with masthouses and Velle derricks, stealing space away from containers. She is trading in the US Gulf/Caribbean service and is flying the Norwegian flag.

She has most recently been taken over by Ivaran and will be the second ship to be jumboized spring 1989.

Apart from what is said above, her details are identical to the 'Holstencruiser'.

MS 'MONSUN'



Built in 1973 she is presently the 'grand old lady' of the fleet. She is trading in the US Gulf/Caribbean Service and is on a pure timecharter to Ivaran from her owners. She has a capacity of 413 TEUs and her further details are as follows:

11,578 TDW, speed about 16 knots, 610,115 cub. ft. bale, Cyprus flag.

and SEALING WAX...

MS 'SAN LUIS' ex 'HOLSTENSAILOR'

She is the exact sister of the 'San Juan' in all respects, and is for the time being trading outside our liner systems since she was relet to Compagnie Generale Maritime, Paris, earlier this year. If the options under the jumboizing program will be declared, the 'Holstensailor' will also be lengthened.



MS 'SANTA CATARINA'

With her capacity of 1,732 TEUs she is by far the biggest vessel in the Ivaran-operated fleet. She was delivered from the shipyard late 1985 and is presently on a relet to Far East operators, as she is presently somewhat oversized for our own needs. Her further details are as follows:

29,996 TDW., speed about 19,5 knots, 1,407,424 CU. ft. grain, Panama flag.

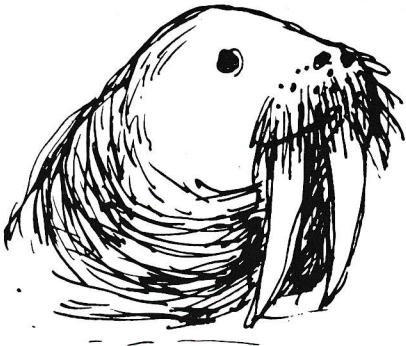


MS 'SANTOS' ex 'VILLE D'AURORE' ex 'TORENIA'

The company owning this ship has just been taken over by Ivaran. The 'Torenia' was delivered from the same shipyard as the 'San Martin' early in 1985 and is the little sister of the 'San Martin' being one 40' section shorter. Her TEU capacity is 1042. She is presently trading on a timecharter for upto 18 months more after which she probably will be employed in our liner systems. Her present trading name is 'Fair Eagle'.

Her further details are as follows: 17,212 TDW., speed about 18 knots, 797,603 CUB. ft. bale, German flag.





of SHOES and SHIPS

A/S Ivarans Rederi of Oslo, Norway trusts Astilleros Alianza S.A., Buenos Aires with jumboizing contracts for 2-4 of their vessels

Recently Astilleros Alianza S.A. signed a contract with the Norwegian shipping company A/S Ivarans Rederi, Oslo for lengthening of two of their vessels being used in the South American Trade and with an option for lengthening two more ships.

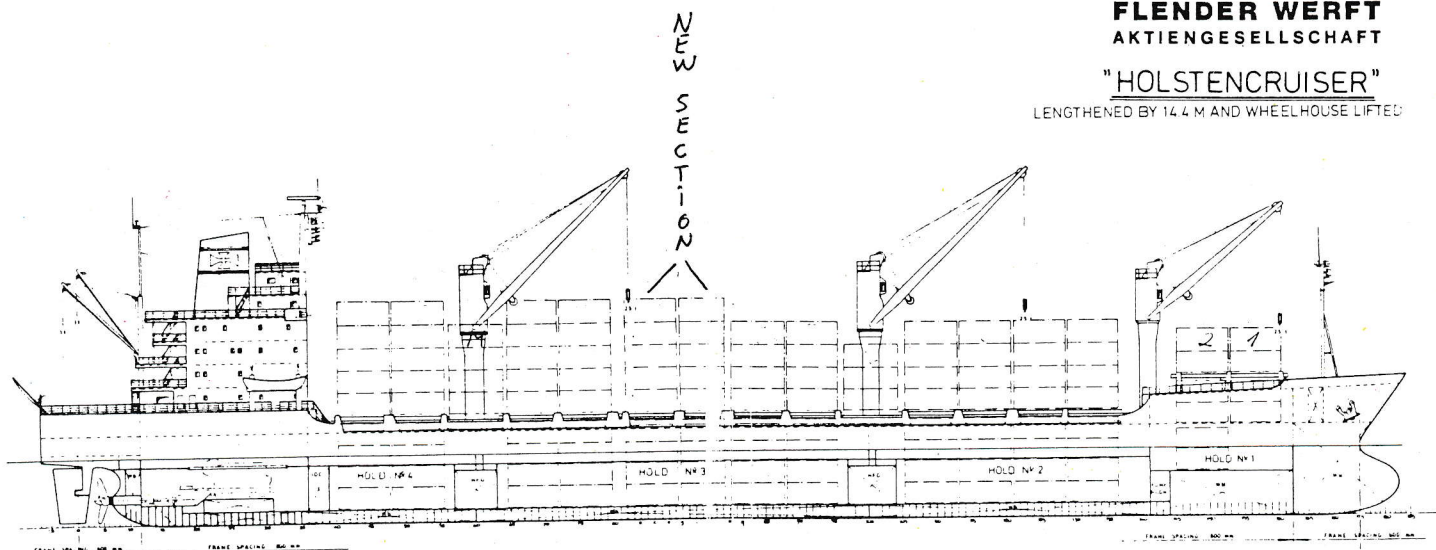
The shipyard is presently having the project on the drawing board and the physical lengthening itself will take place in March/April 1989. Right now it seems that the new sections will be built at Alianza, but that due to draft restrictions the sections will be fitted in at Tandanor Shipyard.

The job involves cutting each vessel into two halves, fitting a new 40' long section - specialized for containers - installing new cargo gear, raising the bridge one deck up and strengthening the poop deck for carrying containers behind the superstructure.

The TEU slot carrying capacity of the vessels will be increased from respectively 616 and 576 for the

Holstencruiser and the San Juan upto about 900 TEUs for both.

Alianza expect to complete the full rebuilding of the vessels - including giving them the Ivaran colours all over - within a period of 45 days after each vessel's arrival at the shipyard. A shorter yard stay could have been achieved in European shipyards, however, as both vessels are trading in Ivaran's Liner trade between the Americas it was natural for Ivaran to seek the best shipyard within their trading area.



**FLENDER WERFT
AKTIENGESELLSCHAFT**

"HOLSTENCROISER"

LENGTHENED BY 14.4 M AND WHEELHOUSE LIFTED

and SEALING WAX...

AMERICANA – Pride of Norwegian Merchant Fleet.

Norway has for ages been a major seafaring nation and pride in fine ships is prevalent in wide circles. One way of making development and of signifying recognition has been through the tradition of issuance of mail stamps commemorating events of various types.

A move is now on foot to select the use of ms Americana for the most common denomination of postage stamps. In such a context may also be seen the permit to let Americana fly the Norwegian official mail flag.



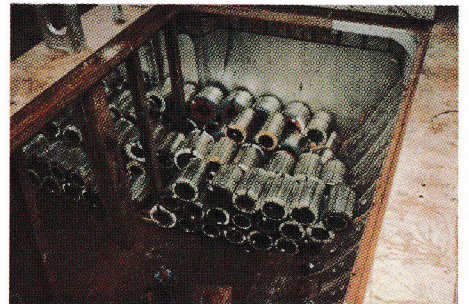
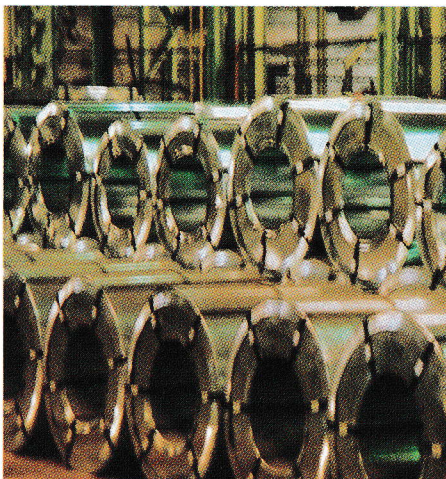
Argentine Steel sheets for U.S. Market

During Mr. Mathern and Mr. Highham's trip from their home office Ivaran Lines, New York, to Buenos Aires, we were invited to Ostrilion's Plant. From our office Ricardo Bruto, Jorge Martinez and Roland Grimmer accompanied them during this visit.

Since the Company's founding in Buenos Aires in 1908, at the turn of this century, as 'S.A. The Anglo Argentine Iron Company Limited', their main activity began mainly with the distribution of steel products such as galvanized steel sheets and wire products related to the farming sector.

Following the year 1970 a new product was created. A revolutionary cold formal spiral tube 'OSTRITUB' as trademark.

In 1971 the Company adopts its current name 'OSTRILION S.A.C. e I.'. A second cold forming corrugated machine is also added.



In the last few years, Ostrilion has established a strong growth pattern. Their continuing commitment to the customers and the wide scope of the activities with new products in the steel remains their continuing goal.

In 1985 they successfully entered the United States market selling 50% of our total export sales volume there, and we are proud to mention the fact that 46% of their exports to the East Coast, is carried by Ivaran Lines.

Andrew Robinson together with Jorge Martinez and Richardo Bruto were also invited to Comesi Plant placed in Canning (Buenos Aires' province) where we were also invited to lunch.

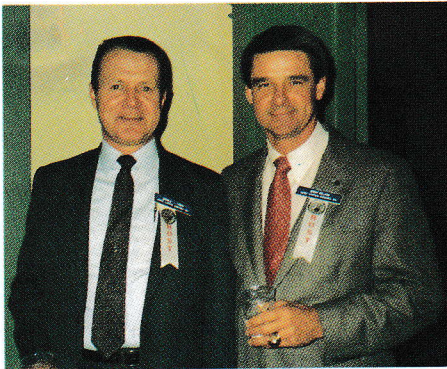
Comesi S.A.I.C. is an Argentine Company dedicated to the production of steel and its derivatives with the main office being placed in the Capital and two production plants in the province. A third plant in which Comesi is the main shareholder is placed in San Luis province (to the North-West of our country).

Cont. on p. 13



agents corner

Capes Shipping celebrate 30th



Jerry Parks, president and Jerry Belote, vice president, at the Capes 30th anniversary celebration at the Virginia Club

Norfolk-based Capes Shipping Agencies, Inc. recently marked 30 years of steady growth, starting with its founding in 1958 when Alcoa Steamship closed its doors. Three of the five original employees – Jerry Parks, Betty Reiter, and Bob Apperson – are still with the firm.

Capes purchased land in the 1100 block of West Olney Road in Norfolk in 1978, coinciding with the company's 20th year in business. The site was across the street from its rented facility and became the new company headquarters. The attractive, two story brick building quickly filled to capacity, and in 1980 a new wing was added, doubling in the building's capacity.

At Capes' helm is Gerald L. Parks, who had started in the maritime industry with Alcoa Steamship as a runner when he was 18. Today he is owner and president of the company. A respected and well-liked member of the maritime community. Parks has aimed towards the future, seeking opportunities for expansion.

The company has continued to

grow, opening offices in Baltimore, MD. and Charleston, SC. A sister company. Capes Services of Virginia, Inc., offers such services as ship chandlery, courier service, warehousing, and inbound service.

Capes handles bulk, breakbulk, and container vessels. Its primary bulk cargo is coal, representing many coal suppliers. On the liner side, the company represents Zim Container Line, Ivaran Lines, and United Fruit Company.

Parks is grooming his son, Stephen L. Parks, vice president of operations, who joined the company in 1974, to take over the helm in the future.

Ivaran seminar

At IVARAN, we believe that offering our customers the latest in hardware is only part of the story. One must also have the proper software to go along in order to make the whole system work. Software for us, is people, and we believe we have the finest available. In order to keep their talents honed and to ascertain a free flow of communication between our people world wide, IVARAN holds regular seminars bringing together top management from Europe, agents from the Americas and sales personnel from Argentina, Brazil, Canada, Caribbean Islands, Mexico, Uruguay and the United States. This year, the seminar was held at the lovely Marriott Inn on Hilton Head Island, South Carolina.

This picturesque location pleased both South- and Northamerican visitors, as it was not too cold for the 'Latinos' and not too warm for the Northerners. For our Norwegian participants, anything warmer than freezing is tropical anyway.

Special thanks certainly must go to our friends and Savannah agents

Smith + Kelley, who not only coordinated all the logistics, but also arranged a most informative tour of the port of Savannah and in addition provided some most enjoyable night time musical entertainment.

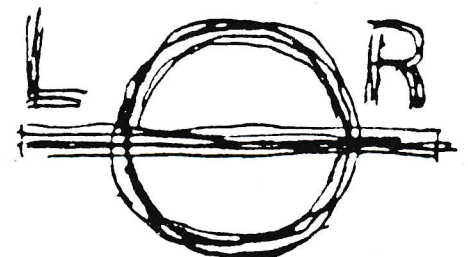
The meeting lasted from 10 November through 13 November with groups arriving and departing via Savannah international airport.

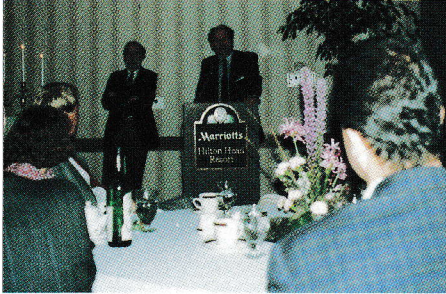
The seminar opened with a keynote address by IVARANS' popular President Mr. Erik Holter-Sørensen, who told all where we are, where we have been, and where we are going. This was followed by very informative presentations from staff personnel from OSLO and IVARAN Agencies NYC.

Then the individual agents had their moment, and all North-, Central- and South American representatives took their turn at the microphone. Some say that the most productive part of the meeting are the one-on-one discussions, where people in the field form rotating trouble-shooting teams to resolve whatever needs resolving.

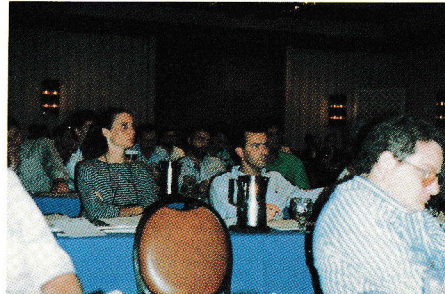
Though the emphasis was on work, there was also time for play and socializing, as some of the accompanying candid shots indicate.

We are confident that everyone came away feeling more than ever part of a professional group that is better than most and second to none.

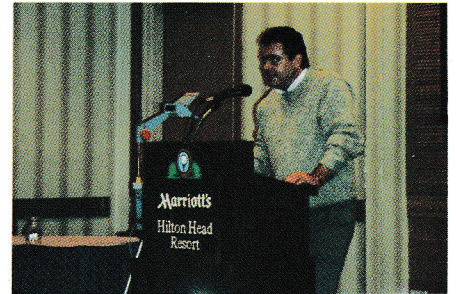




The keynote address



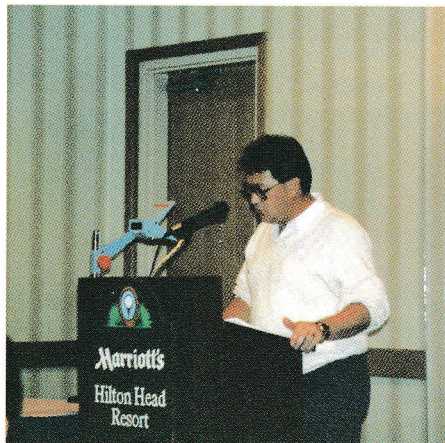
..... found attentive listeners



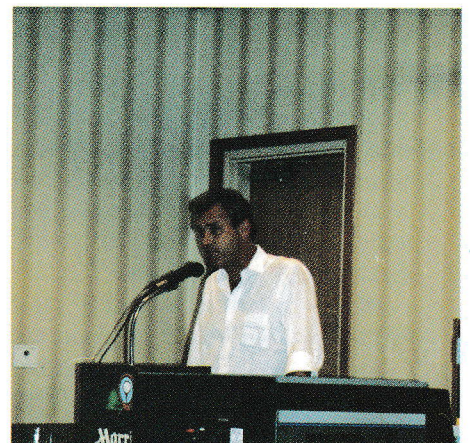
New York sales gave advice and service ...



... while containers, weight limitations and vessel operations were



among the many subjects of operations, ILNYC.



South ...



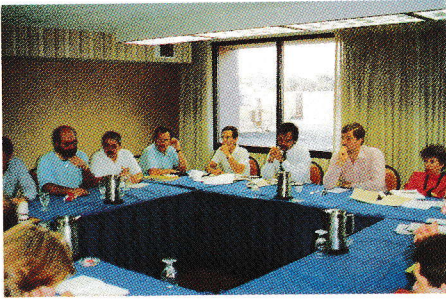
North ...



..., and central American agents took turns at the mike.



agents corner



'One on one' group discussions were held for specific problemsolving.



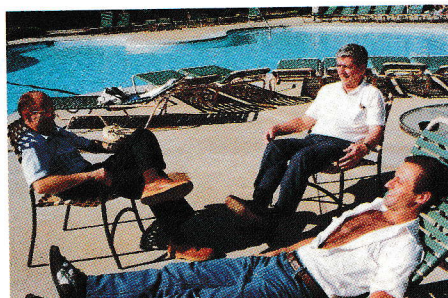
The home office took a keen interest in the goings on.



Pricing strategy is of vital importance.



A sharp mind lives in a fit body! The Ivaran team at play



... and at leisure.



The sad faces signal the end of the meeting.

Cont. fm. p. 9

It started its activities in 1962 with a plant of about 11,000 m, which was some years later moved into another town within the province but this time with a surface of approximately 20,000 m.

The company's programmes are aimed at the development of a new technology concerning revestment, as for example the Agreement of Technology's transference signed with Bethlehen Int. Engineering Corporation for the manufacturing of sheets revested in Aluminium-Zinc, wordly known as 'GALVALUME'.

With the purpose of increasing steel's application, Comesi has developed complete constructive systems in steel such as self-sustaining sheds, SISTECOM, or prefabricated housing systems by which it is materialized the application of different protected steel products, being this line in its highest development.

The investments made in 1987 reached the amount of US \$ 1,594,000 and were destined to the construction of the new plant in San Luis, to the improvement of productive and quality control's systems, as well as to the installment of a line for the new Aluminium-Zinc revestment's system.

During 1987, and part of 1988 (up to July), they have carried via IVARAN LINES approximately 25,000 tons, mainly for the Gulf Coast (60%). The rest was carried to East Coast and San Juan de Puerto Rico (25% and 15% respectively).

Comesi is now the major shipper of steel coils.

Personnel notes

Ivaran Lines, New York, has recently made some personnel changes, details of which we are pleased to note.



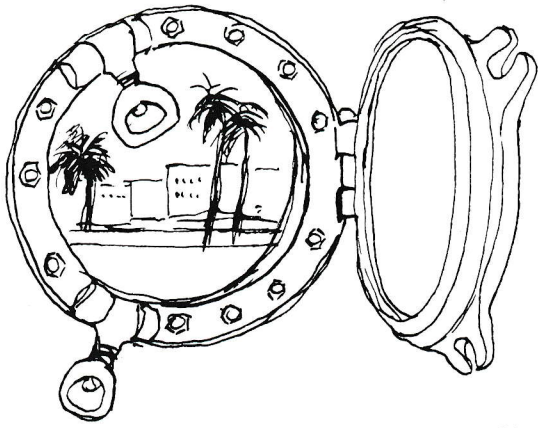
RALPH C. HENNINGER has recently been appointed vice president containers for Ivaran Agencies Inc. He was the former manager of operations for CTI-container transport in NY and has served as container manager for South African Marine and traffic coordinator for Yamashita Shinnihon Line. He holds an associate degree in business management and a baccalaureate degree in sociology from the City University of New York. Ralph resides in Staten Island N.Y. with his wife Patricia and daughters Deanna and Lisa.



SAM MARTINOVIC: Born: March 23, 1950 in Yugoslavia. Merchant marine graduate 1968-1969. Arrived in the U.S.A. 1971. Became naturalized citizen in 1975. Port captain - Nawal 1975-1978. Port captain - Farrel Lines 1978-1980. Port captain, Terminal manager - Delta Steamship 1980-1984. Operation manager - Ivaran Agencies, Inc. Vice president of operations - november, 1988. Married with wife Regina, 3 children (Michele 15, Chris 12 and Dayna 5). Resides in Florham Park, New Jersey.



CATALDO PICCIONE has been named assistant vice president of claims and personnel for Ivaran Agencies, Inc. in New York. Prior to joining the agency in October of 1984, Cataldo was associated with the claims and insurance department of United States Navigation, Inc. as well as with a trucking firm, the Seven Santini Brothers. He holds a baccalaureate degree from Hunter College of the City University of New York and studied insurance and marine transportation at the college of insurance. Cataldo is domiciled in Queens, New York where he resides with his wife, Toni Jean.



news along the

A profile of Paraná

In Paraná, all ways lead to progress

The state of Paraná, in Southern Brazil, is located in the geographical centre of Latin America's most highly industrialized region with a major consumer market of approximately 100 million inhabitants. In Brazil, a market of over 55 million consumers, covering the metropolitan region of São Paulo, Rio de Janeiro and Porte Alegre, is located within 700 km from Curitiba, the state capital.

Curitiba

Was first settled in 1648 by Mateus Leme, an explorer during the XVII century gold rush. Its name means 'much pine seed' in the Tupi Indian language. It became a township in 1693 and capital of the then Province of Paraná in 1853. At present, Curitiba with 1,3 million inhabitants, is a lively, modern and cosmopolitan city which has achieved a happy balance between the needs of progress and the protection of its environment.

Historical sites

- * Sao Francisco Ruins, remains of an early XIX century colonial church, attractively landscaped.
- * Curitiba Cultural Foundation, an interesting specimen of late XIX century architecture in the Portuguese-Brazilian style, influenced by German immigrants.
- * Goethe Institute, one of Curitiba's most beautiful neo-classical buildings, with German influence too.

Churches

- * Metropolitan Cathedral dedicated to Nossa Senhora da Luz, Curitiba's patron Saint. Built in the late XIX century in the neo-gothic style, along the lines of the Barcelona Cathedral in Spain.
- * Rosario Church, an outstanding example of baroque architecture, richly decorated inside. Built by slave labour in 1737.
- * Church of the Third Order and Sacred Art Museum, Curitiba's oldest church, built in the XVIII century. The Sacred Art Museum is housed in an annex.

Temples

- * Rosicrucian Temple, local headquarters of this ancient order, built in the style of an Egyptian temple.
- * Temple of the Muses, world headquarters of the Neo-Pythagoric Institute, a philosophical, cultural and civic association. Built in the classical Greek style.

Parks

- * Iguazu Regional Park, an area of lakes and orchards, 13 km from downtown Curitiba, between the highway and the Barigui River.
- * Barigui Park, a 1,5 million m² area, featuring the Curitiba Exhibitions Center, largest of its kind in Paraná.
- * Barreirinha Park, 275,000 m² featuring five artificial lakes, bar, restaurant, barbecues and special lighting effects, 9 km from downtown.
- * Passeio Publico, a 66,000 m² downtown park featuring a zoo,

lakes, aquarium, bars and restaurant.

Tourist attractions

- * Rua das Flores, since 1720, the Street of Flowers has been the heart and soul of downtown Curitiba. Recently, it has been remodelled as a pedestrian mall with sidewalk cafes, flowers, trees, billboards, newsstands and an electronic clock showing the time and temperature.
- * The Floral Clock, first of its kind in Brazil, installed 1972 at Praça Garibaldi. With an 8 m diameter, it is larger than those at Ontario, Canada and Geneva, Switzerland.
- * The Federal University of Paraná, construction of its main building, was started in 1913. It is prime example of neo-classical architecture.
- * Guaira Theatre, features three auditoriums with 2,173, 504 and 120 seats and operates an acting and ballet school, is considered the biggest and most modern of the Latin America.

Foz do Iguazu

The town Foz do Iguazu, on the border between Brazil, Argentina and Paraguay, was founded 1888.

Tourist attractions

- * Iguazu National Park, a 170,000 ha forest reserve, Southern Brazil's largest, established 1939. The National Park area includes Iguazu Falls, the famous Cataratas Hotel and the Natural History

line

Museum, the exhibits of which are housed in a neo-colonial building.

- * Itaipu, the world's largest hydroelectric power plant, with a 12,600,000 Kw output, located on the Paraná river. Its reservoir is approximately 160 Km long and covers a 1,600 km area.
- * Iguaçu Falls, the falls of the Iguaçu river, a series of 19 major and 2,785 minor waterfalls constitute a unique sight famous throughout the world. At high water, they form a single, tremendous fall, 80 m high, 12 m higher than the famous Niagara Falls and much more spectacular. In fact, when Prime Minister Trudeau of Canada, visited Iguaçu, he was heard to comment: 'poor Niagara...' At low water, several of the falls steps also show underlying layers of lava, said to have erupted 130 million years ago.

Paraguá,

The first settlement along the Paraná coast were established between 1550 and 1560. The town of Paranaguá was founded in 1648.

Tourist attractions

- * Beaches and Islands, a number of attractive beaches is located in the vicinity of Paranaguá. Paranaguá bay also features several islands well worth a visit. Cotinga island was among the first settlements in Paraná and Ilha do Mel, 15 miles from the port area, has been declared a protected site to preserve its unique environment.
- * Museum of Archaeology and Popular Arts, one of Brasil's major museums, installed in an XVIII century Jesuit Monastery.
- * Third Order of São Francisco das Chagas, one of the oldest churches, built between 1770 and 1784.

- * Nossa Senhora do Rosario, built between 1575 and 1578, Brazil's first church devoted to Our Lady of the Rosary.
- * São Benedito, a prime example of colonial architecture, built 1784 by a fraternity of slaves
- * Nossa Senhora do Rocio, Church of Paranaguá patron saint, built 1813.
- * Nossa Senhora dos Prazeres or Barra Fortress, built on Ilha do Mel by king Jose I of Portugal, to protect the port and hinterland of Paranaguá.

Background information

The activity of Paraná is relatively recent. During the XVII century, the local economy was based on gold mining. Extraction, processing and export of mate tea and timber became important during the XIX and early XX century. Since 1930, farming and animal husbandry expanded substantially. Coffee growing on the fertile red soils of Northern Paraná signalled a new cycle of the local economy and Paraná shortly became Brazil's leading coffee producer.

In due course, soyabean became one of the state's major crops. At present, farming is still the main local economic activity, but intense industrialization is under way throughout Paraná. Advanced, high technology industries now include electric and electronic products, metal working and machine building, transportation equipment and others. According to the 1980 census, Paraná has a population of 7,6 million inhabitants. From the thirties to the late sixties, millions of Brazilians from other states of the union settled in Paraná. During the same period, intense immigration from Europe and Asia also occurred.

Paraná features a well developed schooling system. For higher education, there are five universities and a large number of faculties provide 42 courses, ranging from civil engineering to business administration, accountancy and foreign trade.

The economy

Over the past twenty years, economic development in Paraná has been characterized by the dynamic performance on the farming sector and sizeable investments in the industry. The measures adopted by the union and state governments has accelerated this growth.

Expansion of the economy during 1960-1980 period may be illustrated by several significant indicators. During this period, cargo handled at the port of Paranaguá increased from 900,000 to 4,7 million tons; total electric power consumption expanded from 346 million KWH to 2,7 billion KWH, with a growth of consumption per capita from 143 KWH/inhabitant to 696 KWH/inhabitant; long distance telephone calls increased from 2.1 million to 69,7 million and income per capita in Paraná experienced a growth from 180 dollars in 1960 to approximately 2,000 dollars in 1980.

Farming and husbandry

Agriculture in Paraná accounts for over one fourth of Brazil's overall grain production. Main crops are coffee, soyabean, wheat, corn, black-beans, potatoes, cotton, peanuts, castor beans, ramie and barley.

Paraná features one of Brazil's major livestock concentrations, with 6,5 million cattle scattered in several regions. European origin and cross-

SPILL-OVER

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(b) Tourist Card. This cost 3 US \$ Dollars or equivalent in convertible currency. It can be obtained at the entry point and does away with the necessity for a consular visa.

HOTELS: The accomodation in Paraguay consists of hotels, motels, residences and boarding houses. The price of board and lodging depends on the category of the establishment.

CAR HIRE: A number of companies provide cars for hire with or without driver.

FUELS AND REPAIRS: Supplies of petrol and repair services are available in all towns throughout the country.

SPORT: The most popular sport is football. There are facilities for other sports such as tennis, swimming, water skiing, etc.

SHOPPING: Asunción is a city famed for the great variety of goods of the most varied origin which can be purchased in the shops. Every satisfaction can be obtained, whether it is a matter of fashion, electronics, gold and silver, silk, nylon, porcelain, glassware, etc., or in other words everything on sale in the most elegant commercial centres of the world.

GASTRONOMY: Those who have already tried Paraguayan food remember it and recommend it as being most tasty and nutritive. Typical dishes are made with products of the fertile land such as maize, mandioca, black beans, groundnuts and vegetables, produce which is always fresh, because it is the local habit only to eat what has been picked that very day. Another attraction of the country consists of the tropical fruit. At all times of the year, juicy, succulent fruit is available: organes, grapefruits and tangerines, passion fruit, pineapples, bananas, mangos and avocado pear, water melons and melons are a few examples of the plentiful supplies on hand

every day. To all this should be added the various dishes made with beef, the staple diet of the population of the country.

Crafts

In order to satisfy the irresistible temptation of a well-chosen 'souvenir', the following craftsmen's products are offered for sale at Asunción and in the towns of origin:

– At Itaugua: Nanduti – a cloth, imitating spiders' webs for table cloths, bedspreads, mantillas, handkerchiefs and mural decoration. All of them are made from very fine thread in curious patterns.

– At Yataity: Aó po-í, an embroidery on cloth. Owing to its delicacy and the natural elegance it imparts to clothing, this is very much appreciated for men's shirts and women's blouses and dresses.

– At San Miguel: (Misiones) Woolen fabrics used for making ponchos, cloaks, hats and other items of clothing.

– At Carapegua: Poybí, a cotton fabric much appreciated for the ease with which it can be used for bedspreads, curtains etc., in ravishing combinations of colours.

– At Luque: Leather, harps, guitars, gold and silver filigree jewelry.

Lastly, in addition to all these goods, earthenware, wood carvings, caranday fabrics and natural leather, to quote only a few items, can be found in the shopping centers of the capital.

RESTAURANTS: Restaurants provide a service equal to that of the best in the Continent. In addition to the local cuisine, there is international cooking with varied and delicate menus for the greater benefit of tourists, who are always satisfied.

NIGHTLIFE: Numerous restaurants and popular 'parrilladas'

provide floor shows. Performances are given by internationally reputed national and international artists. It is recommended to take part in the traditional 'paseos' on squares and gardens and in the promenade on the bay in the tropical splendour of the night.

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ing between the Far East and the Mediterranean when containerisation once more made her redundant, and she spent one more year in the trade between the Mediterranean and the Black Sea.

By 1982 the shipping market for conventional liner type vessels had deteriorated to a point where further trading had become uneconomical. She was put into layup at Astakos, Greece, in the hope of better days. After more than five years in waiting, her owners gave up the hope of profitable operations, and she was sold for scrap to India.

Her last voyage was carried out under St. Vincent flag and the name JADER. It ended in Alang, India on February 8th, 1988, where the demolition subsequently took place.

Thus the ship reached the ripe old age of 32 years, well above average.

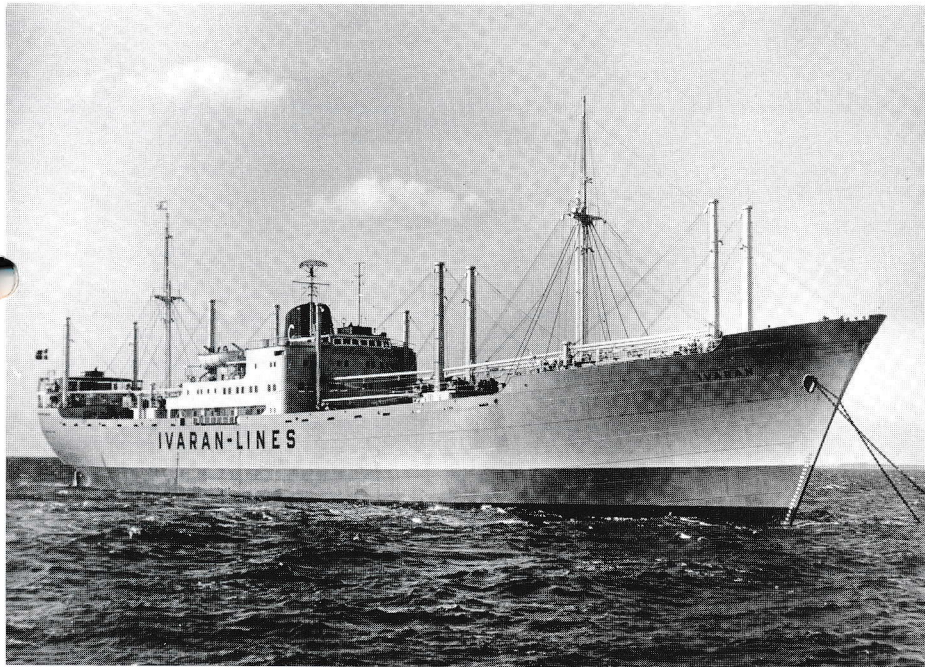
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A key factor in keeping liner operating costs low will be to keep containers busy with a minimum of idle time. The operator with a weekly service stands a better chance of keeping their containers on the move constantly, than an operator with a fortnightly or even a monthly service. All in all, the big operator stands to gain, provided, of course, that he is efficient and dependable. The inefficient and irregular liner operator will fall by the wayside, even if he enjoys political advantages.

glimpses into the past



Tale of a ship



M/S Ivaran 1956.

In trade journals and newspapers we often read about a new ship being built and entering service. Then follows many years of steady service, maybe followed by a sale and a fading away period until a sale for scrapping purposes marks the end. In such a context we shall see what kind of life a postwar Ivaran built ship led. Most often sight is lost of a ship as it is sold to new owners. But recently we got a chance to obtain a lifespan review as Swedish enthusiast and historian Göran Freiholtz published an article in the magazine PUBLIKATIONEN, a periodical reflecting the activities of the Swedish Klubb Maritime.

In this case Mr. Freiholtz started out from a small newspaper notice on the sale for scrapping in April 1988 of M/S JADER. He started to wind from that end and reached the beginning of the ship in 1956 as m/s IVARAN and sent us a translation

of his article. We shall make use of his information, but instead start the tale from the beginning.

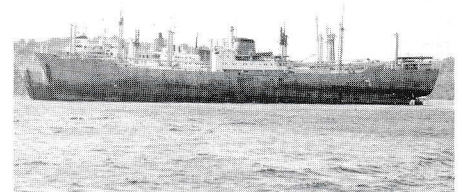
During the first post World War II period Ivaran Lines operated two liner services: One between North and South America and one between US Atlantic and Far East with main emphasis on the Philippines. By 1954 replacement of prewar and warbuilt ships became desirable, and a modern 10,000 dwt. cargoliner was ordered built from A/S Nakskov Shipyard. She was to be a fast and fine liner specimen. Even in 1988, when Mr. Freiholtz caught sight of her in a Greek layup fleet, he terms her one of the most beautiful Norwegian vessels ever built.

In March 1956 the ship was ready for delivery. She had been given the proud name of IVARAN at the time of launching, and her owners were anxious to see her off. But even the Danish winter may turn cold, from

time to time, and this time the port of Nakskov was blocked by ice. But the delay became short, and soon the ship made its way to US Atlantic ports and loading for the Far East. In that trade she was kept busy for about four years. But by that time trading conditions had worsened, and in particular the Philippine trade was being hampered by flag restrictions. The service had to be abandoned.

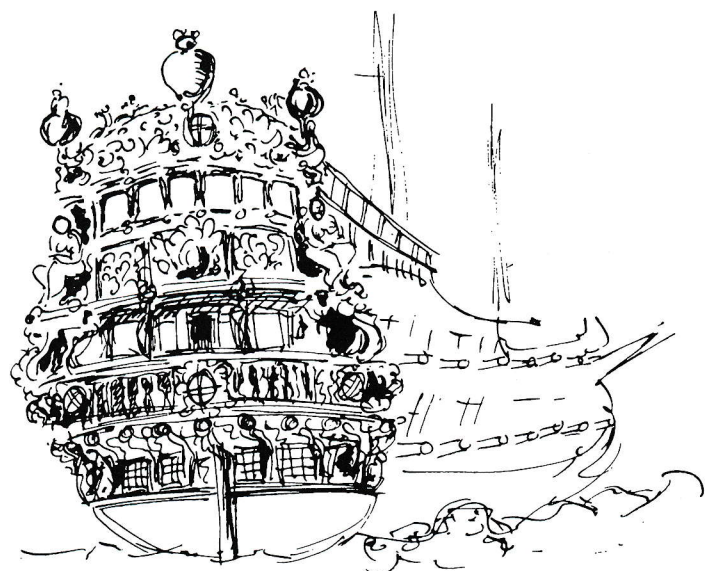
For another three years the ship was employed on timecharter basis in various liner trades. In 1962 she was renamed SOLHOLT, but already in 1963 she was sold to Swedish AB NORDSTJÄRNAN and was put under Panamian flag. Renamed STAR ANTARES she was entered into the company's liner trade between Japan and the Middle East. She did well in that trade and stayed there for another 15 years until 1978 when the service was terminated. The trade was rapidly becoming containerized, and Nordstjärnan was using just conventional ships, unfit for containers. A transition would have been most costly, competition had also become fierce and the trade was already overtonnaged, wherefore a full withdrawal was deemed preferable.

Having already reached the ripe age of 22 years, the ship was sold to Greek interests who put her under Cypriot flag and renamed her m/s JADE. For three years she was trad-



M/S Jade ex Ivaran in layup in Astakos Greece. Photo: Göran Freiholtz.

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stern gallery



Market bound.