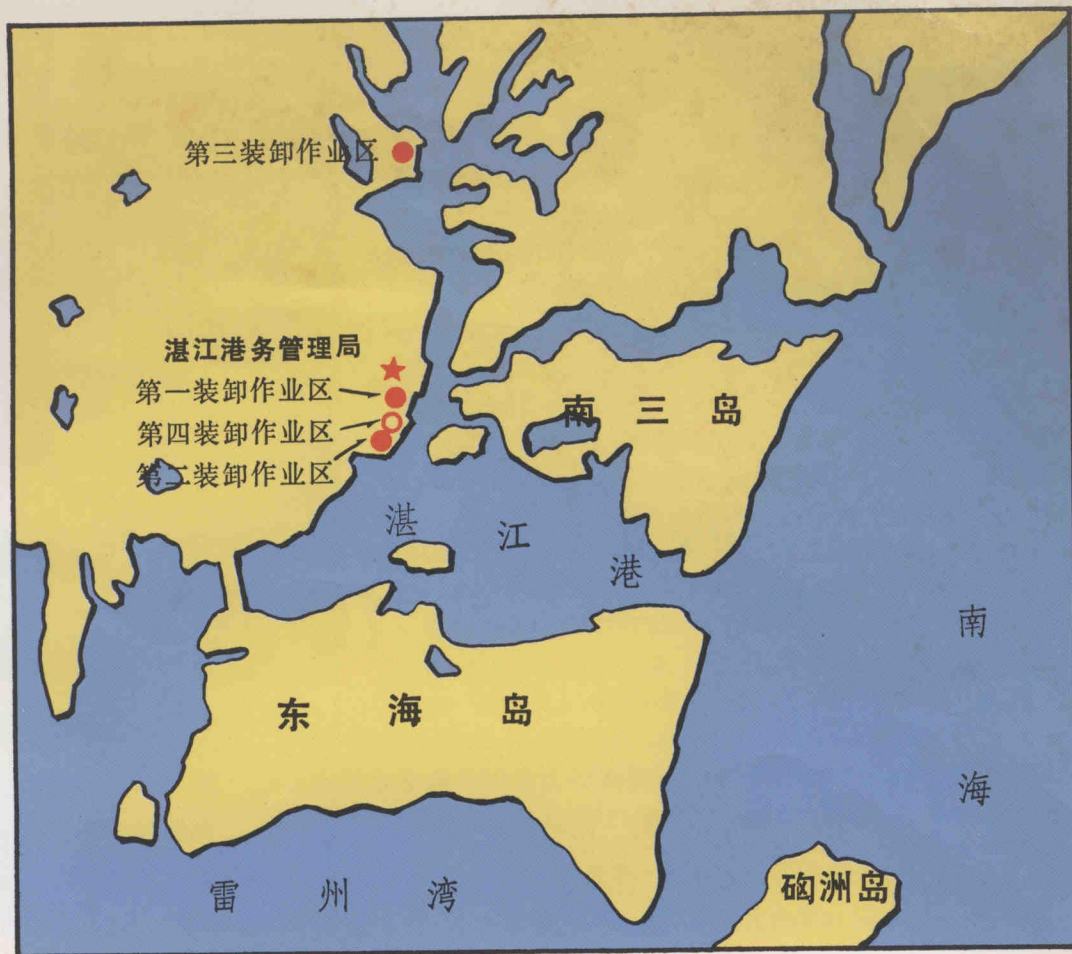




湛江港

PORT OF ZHANJIANG



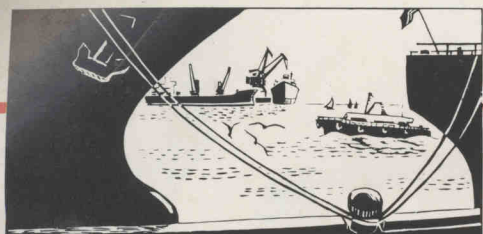


湛江港装卸作业区分佈圖

Sketch map showing the distribution of the terminals of Zhanjiang Harbour







# 南海門戶 —— 湛江港



湛江港位於中國廣東省雷州半島東北部的廣州灣內，東臨南海，西與貫通中南、西南地區的黎湛鐵路相接，經濟腹地遼闊，交通發達，是中國南方水陸運輸的重要樞紐之一，也是對外貿易的重要口岸。

湛江港是天然深水良港，海岸綫蜿蜒幾十公里。港外有礮洲、東海、南三諸島為屏障，形成一道天然的防波堤；港內水域寬闊，水深浪靜，萬噸級客貨輪通行無阻，三至五萬噸級輪船滿載亦可乘潮自由進出。這裏氣候溫和，四季如春，霧象較微，終年晝夜均可通航。

湛江港是新中國誕生以後，於一九五五年開始建造的一座新港。二十多年來，港口不斷發展，面貌日新月異。現有三個裝卸作業區，一個港作船隊和一間港機修理廠；有生產用碼頭泊位十四個，庫場面積二十七萬平方米，油

罐容積十三萬多立方米，門座起重機和各種裝卸機械近四百台，機械化程度達百分之八十以上。可承擔糧食、礦砂、非金屬礦、煤炭、磷肥等散貨和化肥、水泥、鋼材、木材等件雜貨的裝卸，以及石油的中轉任務。一九八一年的吞吐量超過了一千萬噸，相當於建港初期的十三倍多。隨着中國社會主義現代化事業和對外貿易的發展，湛江港正加緊擴建新碼頭和籌建新港區，並努力革新現有的裝卸機械和碼頭設施，向着現代化港口邁進。

湛江港是中國大陸通往非洲、歐洲和東南亞各國航綫最短的港口，接待着來自世界近七十個國家和地區的貨輪。明天的湛江港，將在進一步發展國內外貿易的運輸往來中，以更熱情友好的姿態，更先進的裝卸設備與工藝為國內外貿易運輸服務。







## THE ENTRANCE OF SOUTH SEA — ZHANJIANG HARBOUR

The port of Zhanjiang in Guangzhouwan at the north-east part of Leizhou Peninsula of Guangdong Province of China faces the South Sea on the east, and connected on the west by the Litong-Zhanjiang Railway, piercing through the central-south and south-west regions. Having an extensive economic hinter region and with highly developed communication, it is one of the key links of sea and land transportation in the south and at the same time a primary sea-port for foreign trade.

Zhanjiang is an excellent natural deep water sea-port, possessing a coast line of over several tens of kilometers. Acting as a defence screen exteriorly are the Aouzhou, Tonghai and Nansan islands, forming a natural break-water for the inner harbour featured by its broad sea room and deep and calm waters, enabling the free passage of 10,000-ton passenger and freight vessels. Even fully-loaded freighters of 30,000 to 50,000 tons may enter and leave freely during flood tide. The temperate weather and moderate climate with few fog days make possible the day and night navigation all the year round.

Zhanjiang port is a new port, the construction of which was commenced in 1955 after the founding of new China. It has been developing since the past twenty years or more, and has been undergoing un-

ceasing changes and improvements in its aspect. Nowadays, three loading and discharging terminals, one tug service and a port machinery repairing plant have been established. It has fourteen berths for cargo handling, a total area of 270,000 square meters of warehouses and stacking grounds, an oil tank capacity of over 130,000 cubic meters and some four hundred pieces of various loading and discharging machines like portal cranes, etc. Thus the mechanization level for Harbour's handling capacity has reached more than 80% of the total volume of cargo handled. The port thus equipped is capable of handling both cargoes in packages as fertilizers, cement, steels, lumber and bulky cargoes such as grain, mineral, non-metallic ore, coal and phosphate, besides the transshipment of bulk oil. In 1981, the total volume of cargo handled exceeded ten million tons equalling to a 13 times more raise in comparison with that of the early stage of harbour's inauguration. With the development of socialist modernization and of the country's foreign trade, the construction of new wharves and terminals are being accelerated, while the renovation of the existing port machinery and facilities is being endeavoured, aiming at the modernization of the harbour as a whole.

Having the shortest sea route from China proper to Africa, Europe and countries in south-east Asia, the port of Zhanjiang receives vessels coming from nearly seventy countries and regions of the world. With the further development of transportation intercourse of both domestic and foreign trade, Zhanjiang port of tomorrow will render still better services to domestic and foreign trade transportation with more fervent and friendly manner and more advanced equipments and technique for ship's working.







第一裝卸作業區俯瞰

The command of No. 1 Terminal



第二裝卸作業區一瞥

A glimpse of No. 2 Terminal





第三裝卸作業區碼頭一角

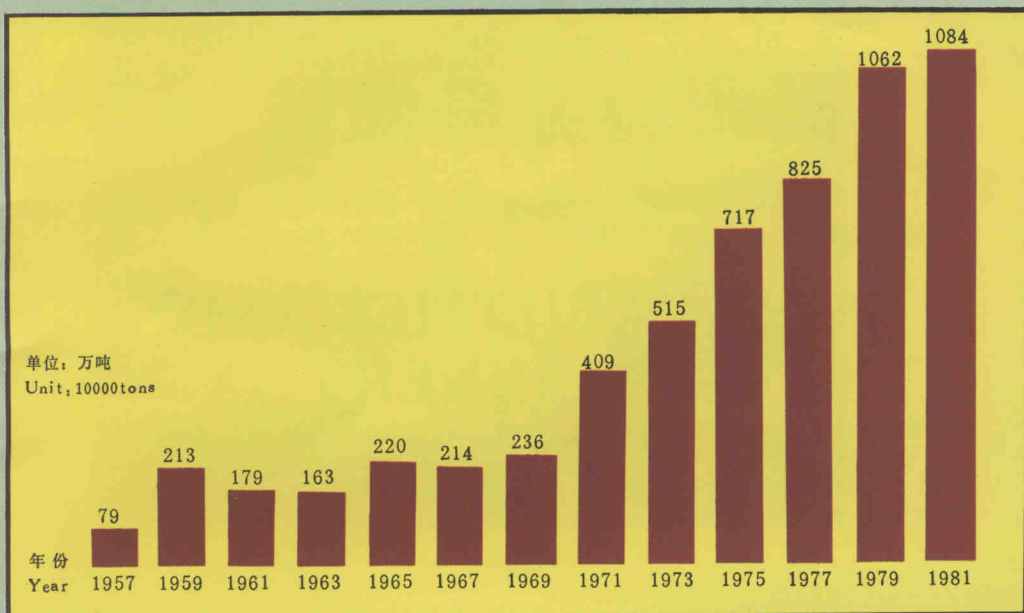
A corner of the quays of the No. 3 Terminal











歷年來湛江港貨物吞吐量一覽表

A Statistical table showing the volume of cargo handled in Zhanjiang Harbour during the past years







# 碼頭設施與機械

湛江港擁有較先進的碼頭設施和裝卸機械，能以有效的、經濟的方法提供安全、優質、及時的裝卸運輸。

## PORT FACILITIES AND MACHINERY

Well equipped with advanced wharf facilities and cargo handling machinery, the port is capable of offering, through efficient and economical means, safe and timely loading, discharging and transporting of cargo with quality and perfection.



湛江港生產用碼頭泊位十四個，其中一萬至五萬噸級泊位八個。

The harbour has fourteen berths for ship's working among which eight are for vessels of 10,000 to 50,000-ton.





貨物倉庫十三座，最大的一座面積達一萬平方米。

There stand 13 godowns, the dimension of the largest of which reaches as big as 10,000 square meters.

貨物堆場面積近二十萬平方米。

Also there are stacking grounds of approximately 200,000 square meters.



四十三個石油儲油罐鱗次櫛比，巍峨壯觀，可同時儲油約十萬噸。

The forty-three tanks ashore displaying a lofty grandeur, stand erect in close order, and allow a storage amount of 100,000 tons of oil in total.







隨着港口的發展，裝卸機械和設備日益增多。一九八一年，港口各種裝卸機械近四百台，裝卸作業基本上實現了機械化。

In the wake of the development of the port itself, the loading and discharging machinery and equipments are increasing daily. In 1981, working machinery amounted to nearly four hundred pieces enabling basically the realization of modernization of the harbour's operation.









本港有各種港作船三十九艘，總馬力達一萬四千多匹，能順利協助萬噸級以上輪船安全離靠碼頭。

The port has thirty-nine harbour tugs for service with a total horse power of more than 14,000. Thus, vessels even above 10,000 tons can moor alongside or leave the berth smoothly.



拖輪作業

Tug Operation







本港的起重船正在吊裝重大件。

Handling of bulky and heavy lifts by floating crane.

本港的專用消防船擔負着碼頭和海上滅火任務。

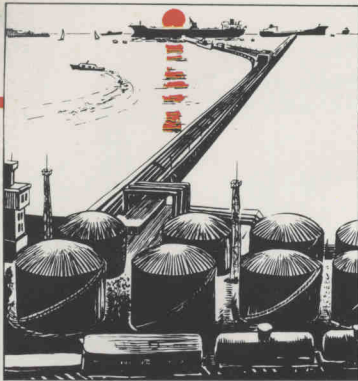
Fire boat which is exclusively for harbour use is responsible for putting off fire whenever happens ashore or afloat.



本港的清油船清除海上廢油，消除海域污染。

Oil absorption ship clears discarded oil drifting on sea surface and clears up the contamination of sea area.





## 油 輪 碼 頭

本港現有五萬噸級和二萬五千噸級油輪泊位各一個，千噸級的外輪供油碼頭兩個及污水船碼頭一個。庫區內油罐林立，各種輸油管道縱橫經緯，裝卸設備配套齊全。一九八〇年油輪碼頭總通過能力為六百萬噸。湛江港至茂名的輸油管道一九八〇年十月建成輸油後，為擴大碼頭通過能力創造了條件。

## OIL TERMINAL

Berths at Oil Terminal include one for 50,000-ton oil tanker and another for 25,000-ton tanker. There are also two quays for 1,000-ton ships for replenishing oil to foreign vessels and one quay for mooring of sewage boat. Numerous oil tanks spread out all over the terminal area. Running lengthwise and crosswise are various oil pipings, while loading and unloading devices, complete and matching, are ever ready for operation. The total throughput capacity of the terminal amounted to as high as 6,000,000 tons in 1980. A still better prerequisite was laid for the expansion of the terminal's throughput capacity after the oil piping line from Zhanjiang to Maoming had been constructed in Oct. 1980.







第二装卸作業區全景

Panaroma of No. 2 Terminal





