KAWASAKI STEEL GIHO
Vol.26 (1994) No.4

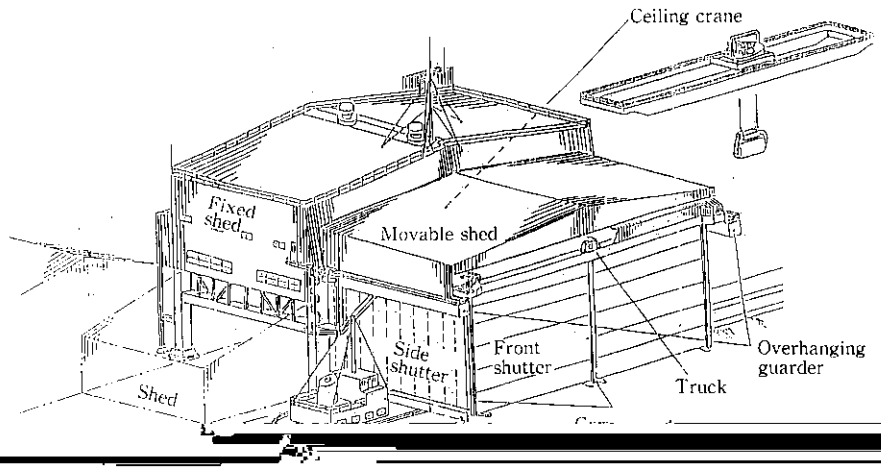
ﳘ ﻟﻰ ķ ﭗ ☻ ─
Establishment of All-weather Berth Network

ﻫﺲ(Tanemitsu Yasuda) ﭻ ﻼ (Seiji Ueda) (Koji Tate)

:
ﺗﻤﺲ ─ 70 ╨ ╘╣ﺗﻤﺲ ⌐ ╟╢ ─ ﭻ╨ ╢ √ ╘⌐
⅔ ╟┘ ◘ ﭗ ɑ ☻ ♀ א ♥ ﭗ ─ ╗ ┴ → ⌐ ╦ √ ╢ ﭺ ⇔ √ ─ ﳘ ﻟﻰ ķ ﭗ
☻ ╨ ⇔ √ ⁹ ↓ ─ e ∟ ◘ ﭗ ɑ ☻ ♀ א ♥ ﭗ │ ﷲ ﳒ ≠ №╢ √ ╘⌐ ﺗﻤﺲ ─ ﭻ
╨ ⇔ √ ⁹ ﭻ ⌐ │ ● ﭗ ♦ ﭻ╨ ∆╢ ﭻ ﺅ ﻉ ‚ ﭗ
א ⅜ ↕ ╡ ≡ ⅔ ╡ ─ Ʒ ♥ ﭗ א ≠ ≠ ⅝ ╢ ⁹ ╕ √
ﭻ ─ √ ╘⌐ ﻉ ‚ ﭗ א ╨ ﳙ ⇔ √ ⁹ ↓ ─ ﺎ
≤ ≤ ╙⌐ ﳘ ﻟﻰ ķ ﭗ ☻ ○ ķ ﭗ 90 ╨ ⇔ ﻬ╨ ⇔ √ ⁹

Synopsis :
Kawasaki Steel Corporation established an integrated network comprising a total of six all-weather berths for loading and unloading at its Mizushima Works, Chiba Works, Chita Works and Osaka Service Center to improve transportation efficiency by the domestic vessels on which the company depends for approximately 70% of its steel product transportation. The Osaka Service Center, because it is located on a public wharf, has adopted the retractable vessel housing method for the first time in Japan. With a fixed shed eqipped with both a ceiling crane and a movable shed which moves on an overhanging guard, the facility can be used in the shut down condition, and is possible to operate in both good and inclement weather. In addition, a multi-purpose semi-automatic crane was adopted to improve loading and unloading efficiency. Kawasaki Steel consequently realized a basic transportation improvement by achieving labor saving, improvement in

Table 1 Specifications of Kawasaki Steel all-weather berths



保管倉庫：13棟（倉庫面積 45 000 m²）

Table 2 Main Specification of equipment of Osaka Service Center

ポストの昇降によってパネルが上昇・下降する構造となっている

Table 4 Change of vessel level (m)

Table 5 Range of automatic operation for loading and

4.2.1 振れ止め速度制御

(1) 横走行動作の振れ止め速度制御

[redacted]

くすような速度制御パターンをシミュレーションで求め、テー [redacted] 全天候バースの建設は千葉 [redacted] HPSCの2基を先行させ

[redacted]