Ocean Terminal, Durban

Consulting Engineers:
M. S. Zakrzewski and Partners

Contractors:
Roberts Construction Co. (Pty.) Ltd.

This aerial view shows the layout of the terminal connected to the city by elevated roadways.

THE six million rand development project in the Durban harbour area known as the Ocean Terminal has just been completed.

The harbour administration building will house the Port Captain and his staff on the top floor, the Port Goods Superintendent and staff, Railway authorities, Customs officials and the Perishable Product Export Control Board. Other buildings in the complex are precooling stores, ablution block, cargo sheds, and passenger terminal.

Of the total project the main part was the building contract carried out by Roberts Construction at an estimated cost of 3.4 million rand.

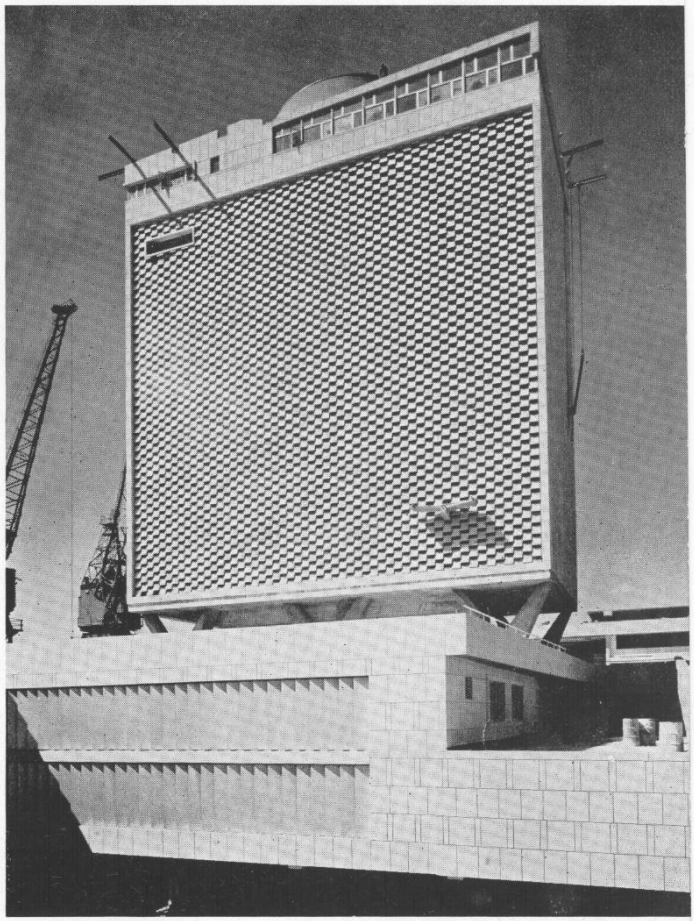
Practically all concrete used in the project was specially mixed and distributed by means of concrete pumps pouring concrete up to a distance of 900 feet at the rate of 20 cubic yards per hour. The tunnel underneath the structure which serves the refrigeration pipes, is well below water level and special arrangements had to be made to keep this area dry during construction periods and to avoid flooding when breaking into the quay wall in the bay. This was necessary because water from the bay is used in the cooling system.

The entire cooling apparatus is operated by electronic remote control and the control switches are situated a considerable distance away from the actual cooling chambers.

Over 50 tons of extruded aluminium sections and sheets were supplied and erected by the WindoWalls division of Consolidated Aluminium Industries Ltd. who anodized (in Johannesburg) all the cladding to resist sea-water corrosion. This is believed to be the biggest job of its kind in South Africa.

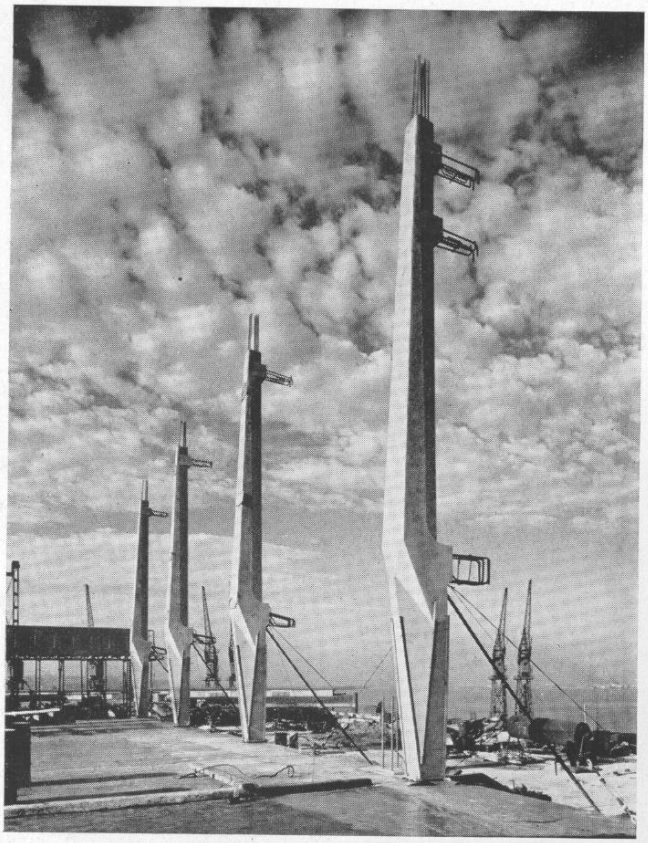
The sculpture-like columns supporting the office block and architectural details were designed to underline the monumental aspect of the building.

As soon as passengers leave the telescopic gangways from the ships they will enter an imposing hall from where they will be cleared through customs and immigration with the minimum of delay. Taxis and cars will be able to collect passengers right in front of the Ocean Terminal building and proceed to the city over elevated roadways unimpeded by dock railway traffic.

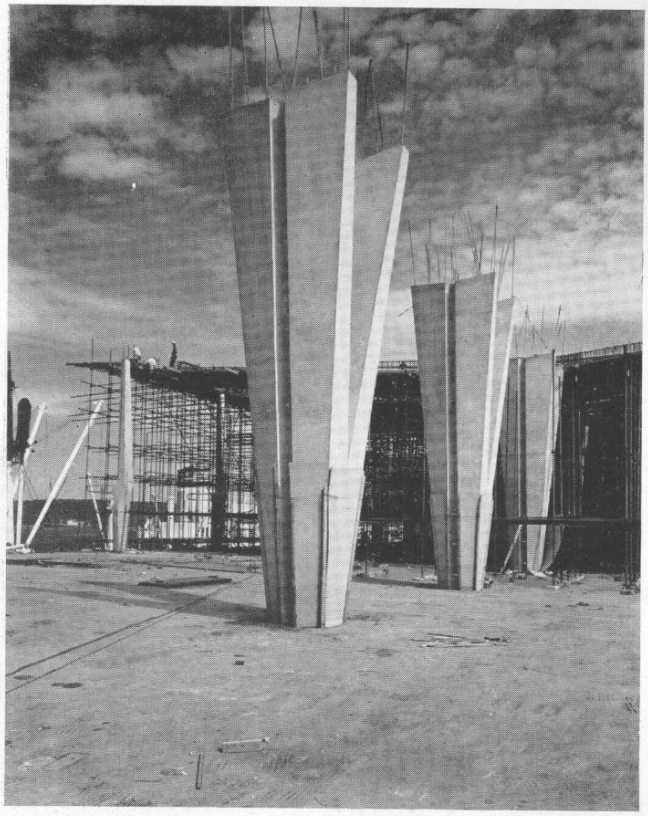


Harbour administration block. The sun control system forms an interesting pattern of light and shade. Port captain's offices on top floor.

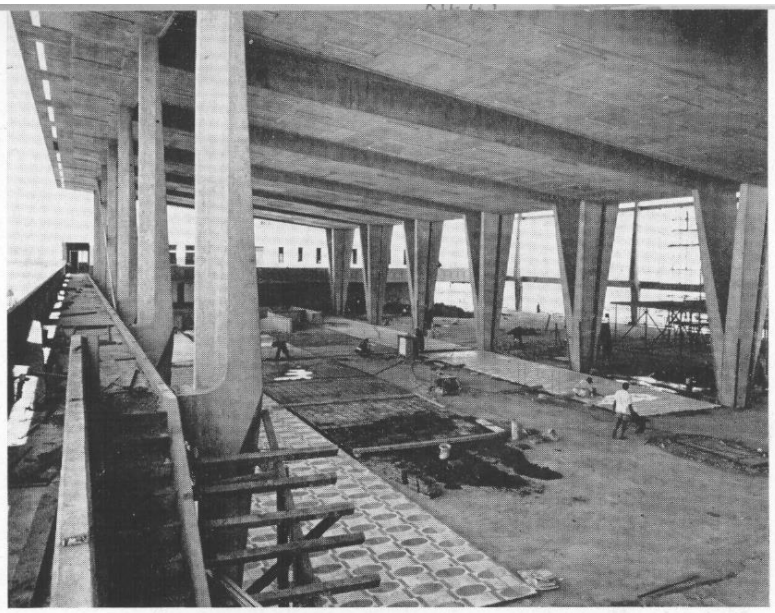
Construction was over an area two-fifths of a mile long; 5,500 tons of reinforcing steel were used with a combined length of reinforcing bars of 7,000 miles. The total weight of concrete used is 80,000 tons.



Carefully designed precast concrete columns being erected to support the main concourse.



Central columns of the concourse are also precast and give a sculpture-like effect.



Main concourse under construction showing precast columns in position and terrazzo floor slabs being laid.

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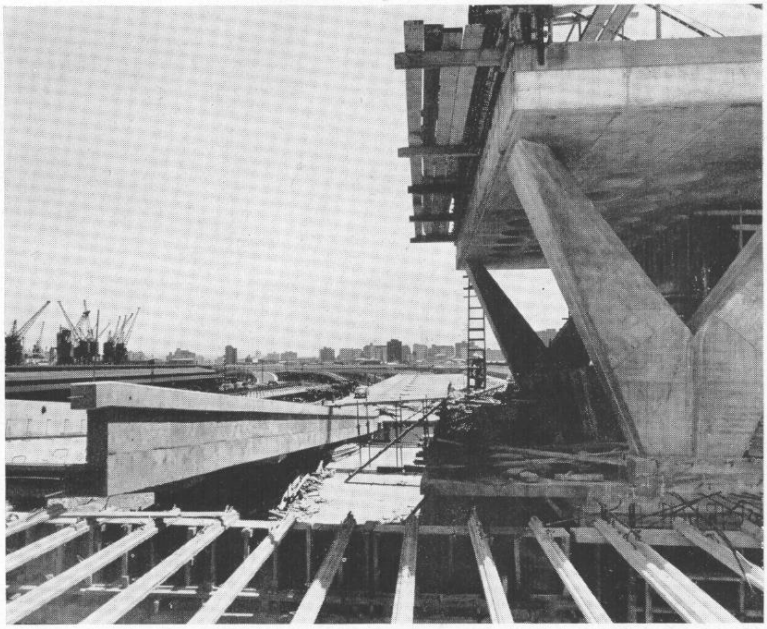
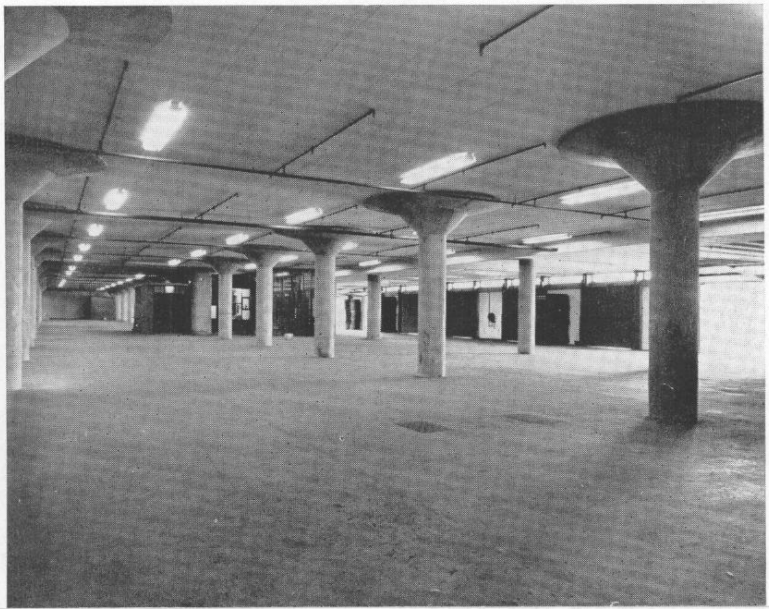
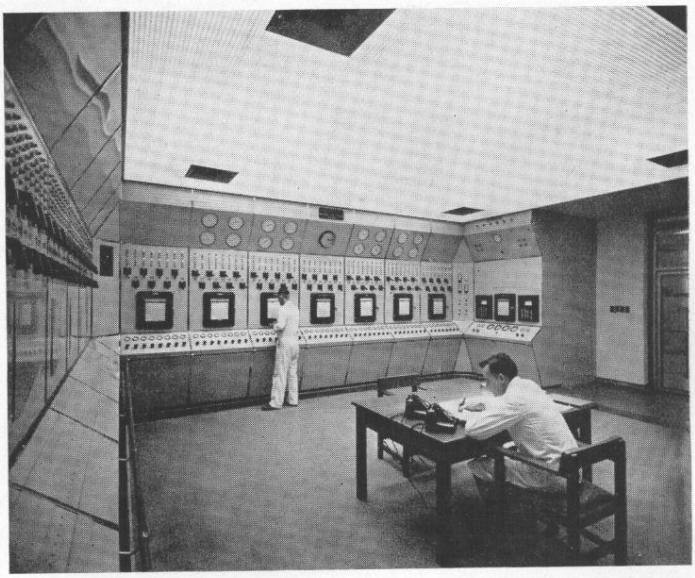


Car-ramp and supporting columns for Harbour Administration block.

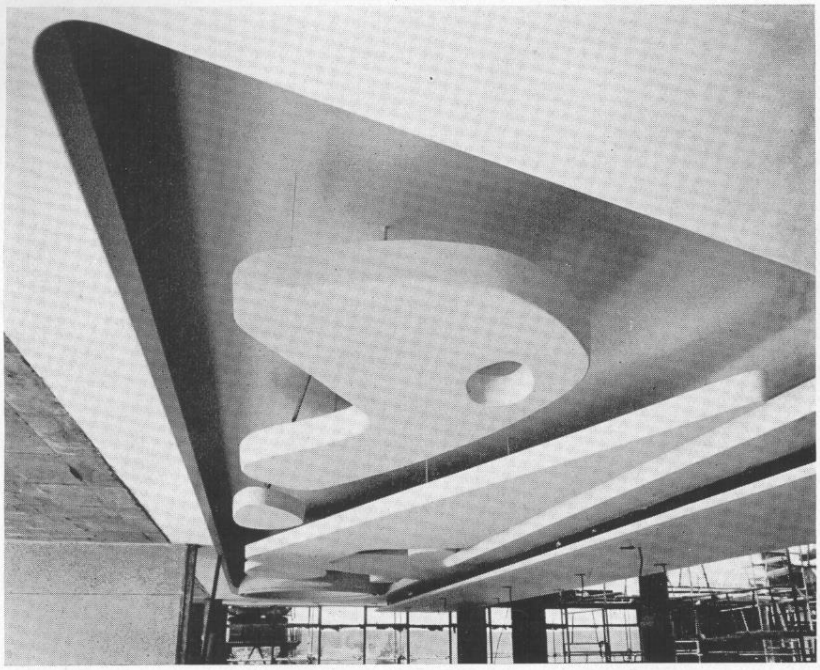


General view of the cargo floor.



Control room for the pre-cooling stores.

European restaurant in foreground with main concourse beyond.



Photos: Dennis Cleaver

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Striking ceiling treatment of the European passenger entrance.

Another unusual ceiling is used in the non-European restaurant.