

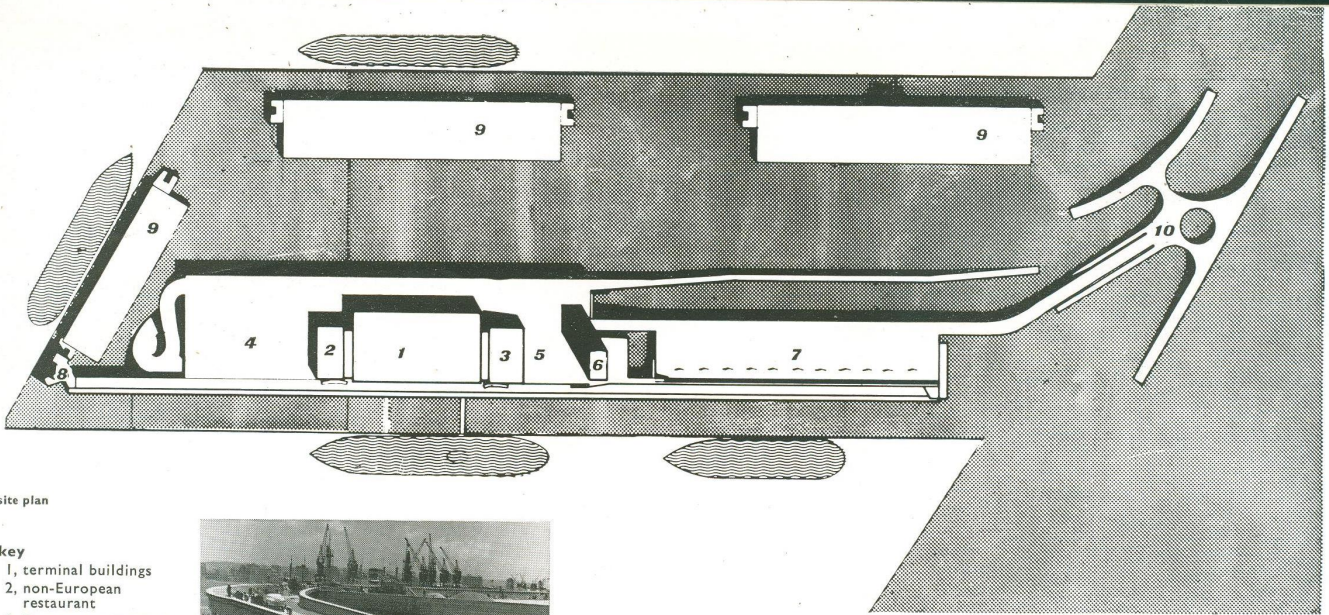
# OCEAN TERMINAL, DURBAN

**DESIGNERS**

**MICHAL S. ZAKRZEWSKI** (*consulting engineers*)  
(*architectural assistant, J. Warunkiewicz*)



1, looking south-west from the bay, with the 12-storey administration block on the right.



site plan

key

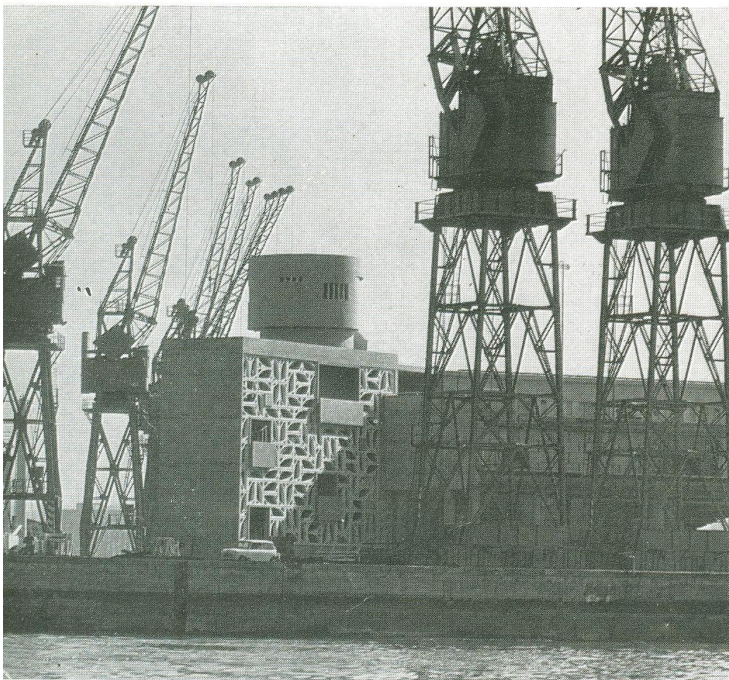
- 1, terminal buildings
- 2, non-European restaurant
- 3, European restaurant
- 4, non-European piazza and helicopter pad
- 5, European piazza
- 6, administration block
- 7, parking area
- 8, south access tower
- 9, goods sheds
- 10, approach viaduct



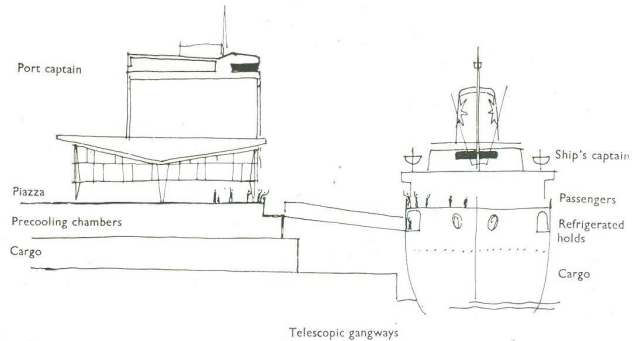
2, the ramp to piazza level.



The terminal serves the Union Castle mail-boats from Southampton which dock at Durban every Tuesday morning and leave again every Thursday evening. They bring and collect cargo and passengers from overseas and coastal ports, and they also collect up to 4,000 tons of export fruit. The terminal therefore had to provide space for the storage of cargo in transit, special storage space for fruit (including pre-cooling installation to retard the natural ripening process while at sea), facilities for embarking and disembarking passengers, their baggage and their motor-cars, and an administrative block containing offices, staff rooms and the customs department. Each of these separate services is housed one above the other, parallel to the quay, producing a structure in section not unlike the mail-boat itself—see diagram.

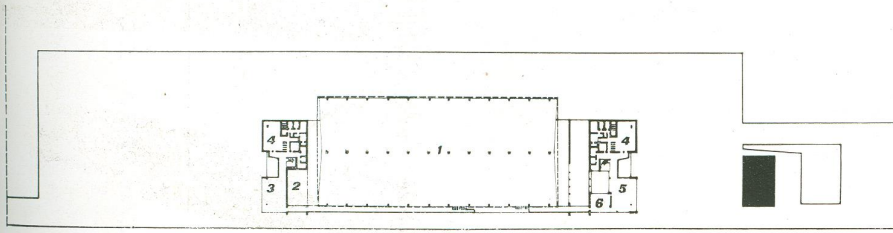


3, the access tower at the south end of the quay (8 on site plan above).



The passenger accommodation is on the third level, roughly corresponding to the level of the promenade deck of the boat, with which it is linked by two telescopic gangways that can travel the full length of the terminal. They span 80ft., clearing three lines of railway-track on the quay beneath. The fruit stores are immediately below, and below them, approximately at

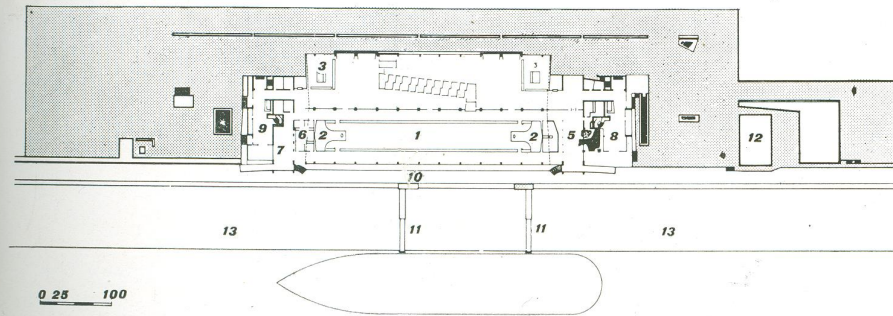
# OCEAN TERMINAL, DURBAN



third floor plan

**key**

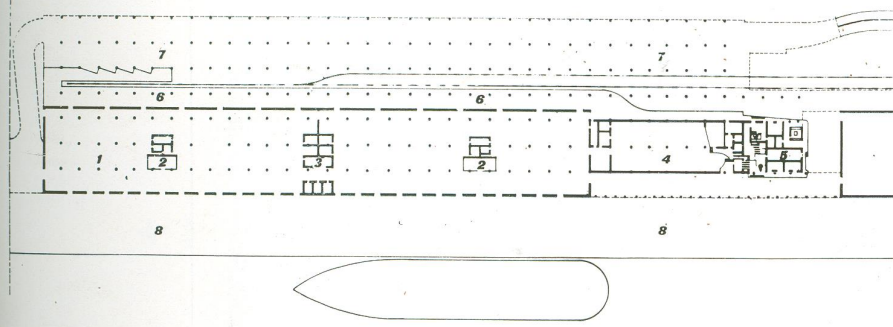
- 1, upper volume of terminal building
- 2, upper volume of entrance hall
- 3, non-European dining room
- 4, kitchens
- 5, European dining room
- 6, bar



plaza plan

**key**

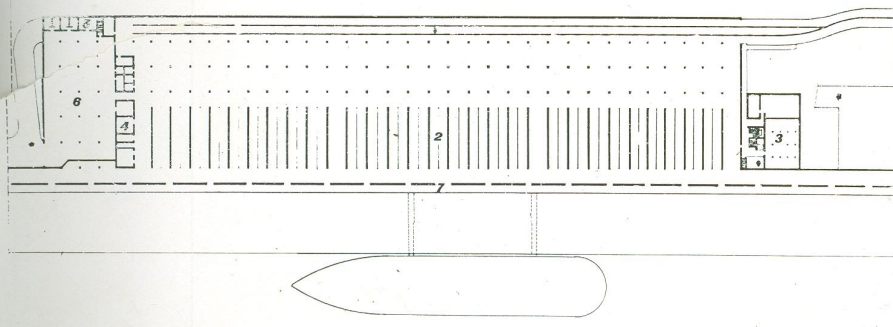
- 1, customs area
- 2, baggage ramp
- 3, baggage release
- 4, shopping kiosks
- 5, entrance hall for passengers
- 6, port health and immigration offices
- 7, entrance hall for passengers
- 8, European restaurant—lower floor
- 9, non-European restaurant—lower floor
- 10, baggage and passenger gallery
- 11, telescopic gangways
- 12, administration block
- 13, quay below



first floor plan

**key**

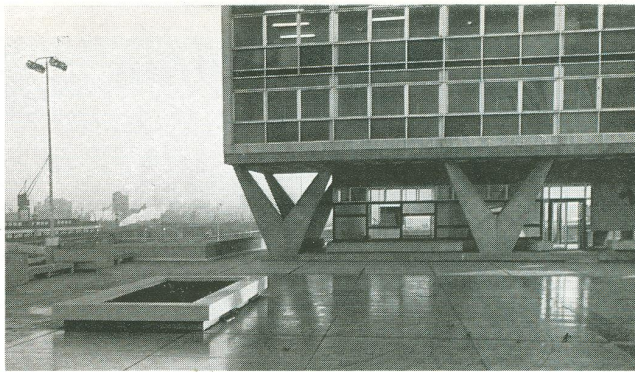
- 1, fruit handling area
- 2, pre-cooling chambers
- 3, ablution block
- 4, offices
- 5, re-pack area ablutions
- 6, re-pack area
- 7, loading platform
- 8, off-loading of trucks



ground floor plan of terminal building

**key**

- 1, cargo shed
- 2, 3, offices
- 4, pre-cooling engine room
- 5, sub-station and ground floor entrance to administration block
- 6, loading platform
- 7, road and stacking area



4

4, the base of the 12-storey block at piazza level.

quay level, is the cargo floor. The same cranes serve both levels.

To the north of the 900ft. long cargo floor, contained in what is known as M Shed, there is another single-storey transit shed, 600ft. long, known as L Shed, which has a flat roof for parking passengers' and visitors' cars. A fruit-shipping gallery over the quay side of this shed provides a link with the pre-cooling stores; through this fruit can be transported in skids to a loading point, allowing it to be loaded on to a cargo ship alongside L Shed as well as on to the mail-boats berthed opposite M Shed. The flat roof above this gallery similarly serves as an extension of the passenger accommodation in M Shed, for use when a second passenger ship, or a cargo ship carrying some passengers, berths opposite L Shed. The two sheds are

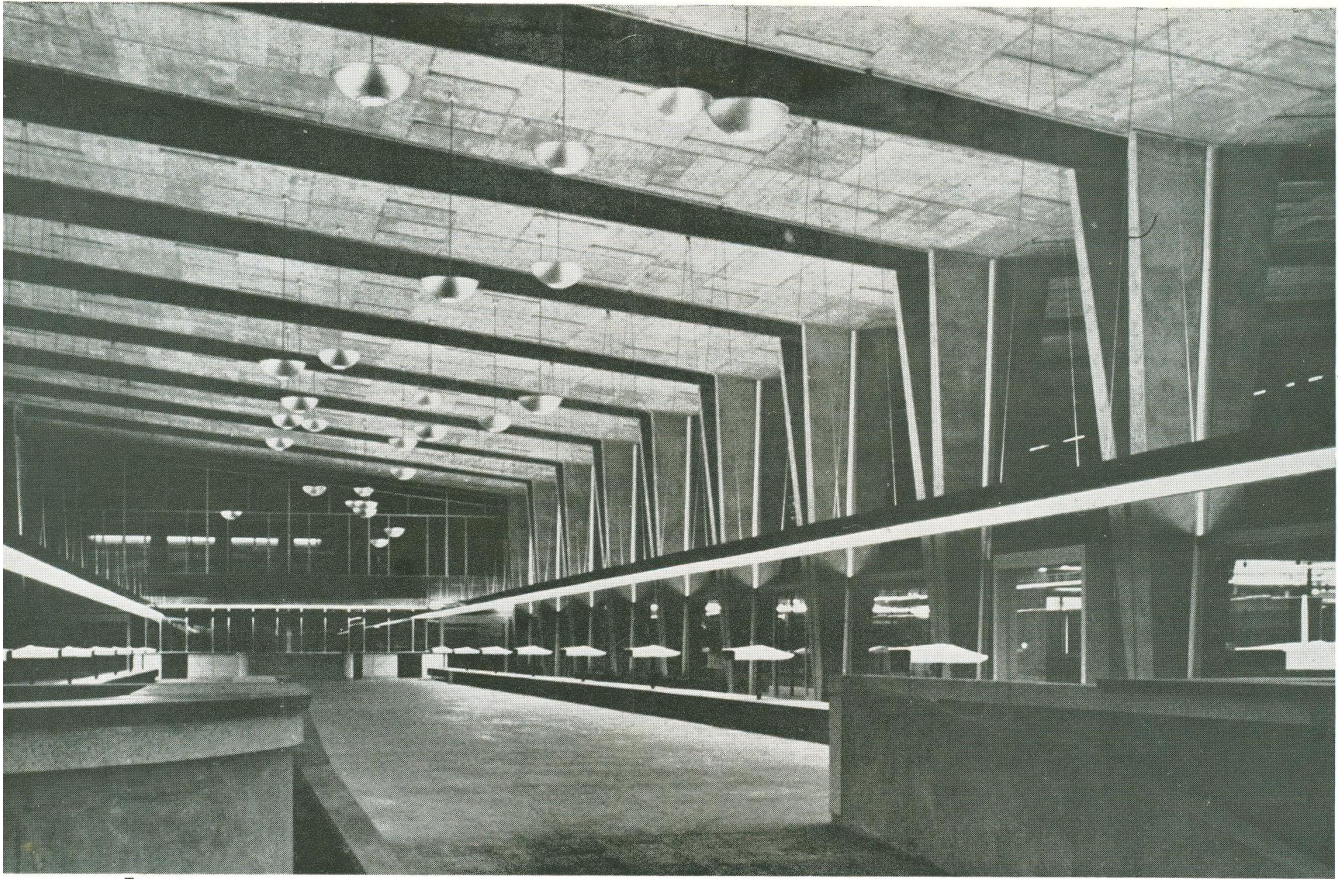
5, the west elevation of the custom hall. 6, interior of the custom hall, with baggage collecting counter on the right.



5



6



7

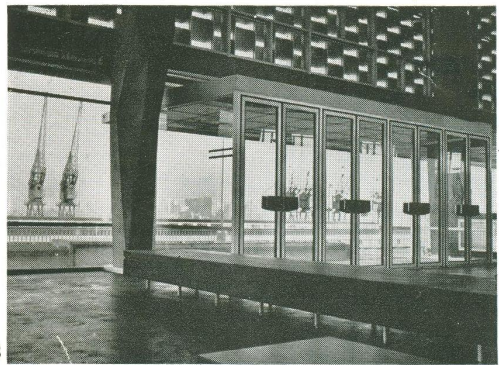
7, interior of the custom hall, with the desks where the officials interview passengers along both sides. 8, the entrance of the custom hall. 9, steel sculpture in the north entrance hall.

also linked by a visitors' gallery, parallel to the passengers' gallery and separated from it by a solid balustrade.

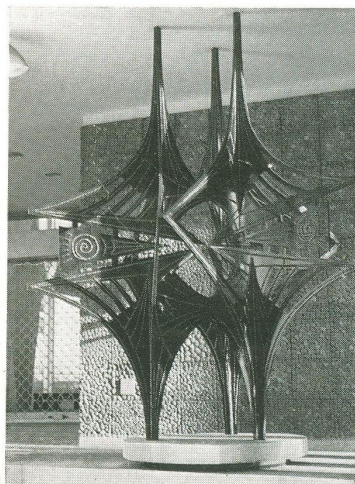
Between M and L Sheds rises the 12-storey administrative block, beneath the upper storeys of which the passenger piazza passes. Below piazza level are three storeys of ablution facilities and mess-rooms for staff and stevedores—who number about 500. The upper floors of the block house the customs department, the offices of the Port Goods Superintendent and of the Fruit Export Control Board and, at the top, the Port Captain.

The maximum number of passengers disembarking is 700. This being South Africa, there is separate passenger accommodation for Europeans and Africans. Restaurants and cafeterias adjoin the two entrances, with a piazza in front. Between the entrances is the main customs hall. Baggage is mechanically handled by way of tunnels and ramps to avoid crossing with pedestrian traffic. The piazzas and parking areas are similarly reached by elevated roadways to avoid level crossings. Elevated roadways also bring road traffic direct to the cargo sheds.

Construction is a mixture of steel and reinforced concrete, the latter including V-shaped columns supporting the upper part of the administrative block and a folded slab roof over the concourse and customs hall. The main building has triangulated wind-bracing, visible on both elevations, composed of three stressed steel cables. The administrative block has a sun-screen of aluminium louvres.



8



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