

# ELEMENTS TO FOSTER FRIENDLY RELATIONSHIPS BETWEEN PORTS AND TOWNS: PHOTO ANALYSIS OVER BOUNDARIES AND OVER TIMES

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## ABSTRACT

This paper aims to reveal what kinds of elements have been fostering friendly atmosphere between ports and towns. In 2003 Cabinet declared a policy to build up a tourism-based nation, saying that “Japan both good for living and good for visiting”. To find elements generating the friendly atmosphere of port towns is one of the key issues for the success of the policy because there are more than 1,000 ports in Japan. Ports are situated on the boundary where natural and cultural resources are rich. People’s mind for value has been shifting from material affluence to spiritual richness. However, it seems that ports are still left on the outskirts of people’s consciousness. Continuous efforts are needed to find ways to fully utilize our valuable resources. Photos of port towns of three countries are collected and analysed: Fiji, Japan and the UK. The author visited all the sites mentioned above by himself to examine and confirm. In addition, digital archives of museums and libraries constitute the major data resources of this study. The photos utilized in this study covered three centuries: 19th, 20th, 21th, and were examined to reveal what kinds of activities and facilities/equipment were focused and taken in the photos at ports, hinterland towns and beach areas. This study indicated that continuity of port related facilities and equipment set between a port and an immediate hinterland town fostered friendly atmosphere with each other. Lamps and railway sidings can be listed as examples of this category. In addition, it was found that time continuity in the form of heritage had played a major role to foster the friendly atmosphere between the two. These results show that both physical continuity and time continuity are important elements to be considered at the planning stage as well as design stage in port and town planning.

*Keywords:* heritage, continuity, harbour, lamp, sidings, photo, archive, Fiji, Japan, UK.

## 1 INTRODUCTION

Improvement of friendly relationship between ports and their immediate hinterland towns are one of the important and urgent social needs nowadays. In 2003 Cabinet declared a policy to build up tourism-based nation, saying that “Japan both good for living and good for visiting”. To find elements generating the friendly atmosphere of port towns is one of the key issues for the success of this policy. Japan has about 1,000 ports in the territory, and every 30 km on average along the coast you can find a port and its immediate hinterland town. Majority of the Japanese people are living or working in coastal areas; more than 60% of the top 100 Japanese cities lie on the coast. Ports have been diversifying their functions by introducing recreational/touristic roles as well as duties for logistic and industrial supports. Ports have been providing not just for marine terminals but for spaces for a variety of urban uses. Friendly relationship between ports and cities have gradually been improved in Japan, but it seems that ports are still left on the outskirts of people’s consciousness. Ports are all different each other, and no port is identical in location and regional resource. Continuous efforts are needed to find ways to improve friendly relationship between ports and towns.

Above all following three researchers’ works are highly valuable for me to deal with the topic mentioned above. Miyamoto [1] focused on spatial structure differences of port-town in medieval and early-modern times. Miyamoto’s works have contributed to understand in depth port-town relationship. Inoue [2] suggests that ports should not be regarded as mere



transportation terminals but be regarded as spaces which exist in coastal zones. Inoue's planning schemes drastically influenced port planning practices and development schemes in Japan after 1985. Kato [3] analysed five redeveloped Japanese ports after introducing life-related role into port spaces. This study confirms that each case-study port utilizes its own local resources as tourist attractions. In addition, Kato [4] revealed that even before Westerners demanded the Japanese side to develop waterfront promenades, Japanese ordinary people enjoyed coastal open view with moon and bird migration. Although preceding studies have given Japanese people's general tendency towards beach and seashore, little studies focused on directly nucleus of port-town relationship.

This paper aims to reveal what kinds of elements have been fostering friendly atmosphere between ports and towns. Ports are all different each other. Towns are all different each other. Hence relationship between port and hinterland town are all different each other. However, are there any common elements to foster friendly relationship between the two? Sometimes we feel relationship between a port and a town friendly and at ease, and at another time we may feel it is chilled and assume that the two look the other way each other. What kinds of elements influence these feelings? We must identify the elements to generate friendliness between the two to make our lives more pleasant and more comfortable.

This paper aims to make it clear what kinds of elements have been fostering friendly atmosphere between ports and towns. This study indicated that continuity of facilities and equipment set between a port and an immediate hinterland town fostered friendly atmosphere with each other. Lamps and railway sidings can be listed as examples of this category. In addition, it was found that time continuity in the form of heritage had played a major role to foster the friendly atmosphere between the two. These results show that both physical continuity and time continuity are important elements to be considered at the planning stage as well as design stage in port and town planning.

## 2 METHODOLOGY

In this study components which generate an atmosphere of friendly relationship between a port and an immediate hinterland town is sought. "Ports and towns are friendly" indicates in this study that people visit ports frequently, relaxed as though being surrounded by friends, enjoy themselves there, and time is pleasantly passing. For seafarers, visiting a town feel as if they are at home.

Three countries are selected as case studies; Fiji, Japan, and UK. Ports are all different each other, and towns are all different each other. Therefore, analysis based on case studies is reasonable and necessary; Fiji where I am currently living, Japan where I am from, and UK where seaside pleasure piers were born and some of them are still functioning. Ports and piers in these three nations can represent a variety of port types.

Data for analysis covered three centuries: 19th, 20th, and 21st century. Relationship between a port and a town can change during a long period. It may require a long period of time to generate a friendly atmosphere between the two. Therefore, longer time coverage can be expected to gain better results of analysis.

Media including photos, paintings, prints, and postcards that are closely related to the study purposes was analysed to reveal what kinds of activities and facility/equipment were focused and taken in the media in port, town and seaside. Digital archive services of museums and libraries were utilized (Table 1). In addition, relevant books and drawings were also reviewed. They are listed at the end of this paper in REFERENCES. I visited the case study ports and towns on site from 2013 through 2017 (Table 2) to confirm their present situation and evaluate the current relationship.



Table 1: Source museums and libraries.

Country	Port/Town	No.	Museum	Website
Fiji	Levuka	(1)	Fiji Museum	<a href="http://fijimuseum.org.fj/">http://fijimuseum.org.fj/</a>
		(2)	National Archives of Fiji	<a href="http://archivesfiji.org/">http://archivesfiji.org/</a>
		(3)	British Museum	<a href="http://www.britishmuseum.org">www.britishmuseum.org</a>
		(4)	Alexander Turnbull Library NZ	<a href="https://natlib.govt.nz/">https://natlib.govt.nz/</a>
Japan	Yokohama	(5)	NYK Maritime Museum	<a href="http://www.nyk.com">www.nyk.com</a>
		(6)	Yokohama Archives of History	<a href="http://www.kaikou.city.yokohama.jp/en/">www.kaikou.city.yokohama.jp/en/</a>
	Kobe	(7)	Kobe City Museum	<a href="http://www.city.kobe.lg.jp/cu">www.city.kobe.lg.jp/cu</a>
		(8)	Osaka Museum of History	<a href="http://www.mus-his.city.osaka.jp">www.mus-his.city.osaka.jp</a>
UK	PIERS	(9)	National Piers Society	<a href="http://www.piers.org.uk/">www.piers.org.uk/</a>

Table 2: Site visits by author.

Country	Port/Town	Site visit
Fiji	Levuka	Dec. 2014–Jan. 2015
		Mar. 2015
		Sep. 2015
		Mar. 2017
Japan	Yokohama	Aug. 2013
		Oct. 2017
	Kobe	Feb. 2013
UK	Seaside piers	Jun. 2013–Jul. 2013
		Jul. 2014
		Jul. 2015

### 3 PHOTO ANALYSIS OF PORT AND TOWN RELATIONSHIP

Firstly, case study ports/towns must be identified in each country. The case study ports should represent each group and hold friendly atmosphere. Secondly, photo analysis is implemented to find what kinds of facility/equipment were focused in each media. At this process ports and towns are separately analysed. Thirdly, elements which foster friendly atmosphere between the two are discussed and identified. Comparisons between the ports and towns, and between then and now for the same ports/towns are made to identify the influential elements.

#### 3.1 Fiji

##### 3.1.1 Levuka Historical Port Town

Levuka became the first colonial capital of Fiji in 1874. From the 1820s onwards Levuka Port was developed as a centre of commercial activities by American and European people. Levuka is set at Ovalau Island, a small island located at the east of Fiji's main island. Because of the physical constraints for expansion, the national capital function moved to Suva in 1882.



Levuka Historical Port Town was inscribed in 2013 as UNESCO world heritage site (cultural) because of being “the town, an outstanding example of late 19th century Pacific port settlements, reflects the integration of local building traditions by a supreme naval power, leading to the emergence of a unique landscape” [5].

Levuka is one of the case study ports in this study. Levuka is the oldest port in Fiji. Levuka Historical Port Town was firstly inscribed as UNESCO world heritage site (cultural) in Fiji. Levuka is one of the active ports in Fiji and cruise ships call at the port even now. Levuka is the first capital of Fiji, and the central market place of Ovalau island with 1,131 population in 2007 census.

### 3.1.2 Levuka photo analysis

Firstly, old photos are analysed to find out what kinds of facilities and/or equipment are taken in the photos. Lamp, railway siding, and triangle-shaped roof are frequently observed in old photos taken in Levuka during 19th century and 20th century. Lamps were most frequently shot both in harbour photos and town photos. Railway sidings also play the starring role in old photos. Fig. 1(k) is one of the collections of the British Museum, and is observed in several books, one of which reads as follows; “the train lines for shifting cargo into town” [6]. Transit sheds and warehouses of Port Authority and Customs Office are typical architectures in the port area. Houses and club houses are shot in many town photos.

Secondly comparison was made between port photos and town photos holding same facilities and/or equipment. When we compare the shapes of lamps shown in old photos, similarity can be found in the shape between harbour lamps and street lamps (for example, Fig. 1(b) and Fig. 1(c)). Shape of lamps along 199 steps at Mission Hill look like that of the lamps at Levuka wharves (Fig. 1(d) vs Fig. 1(a) or (b)). In old days at Levuka, a wharf and a town were connected by siding rail. In Levuka, copra was transported between copra sheds and wharves for exporting. Import cargos are likely transferred from ships to sheds by handcars on rail. Levuka port had architecture in port area in the 19th and 20th centuries for cargo transit and office works. These buildings were wooden made and their roofs were triangle shaped. In town, many wooden houses were built and shapes of roofs ere also triangle. Architecture in port area and that in town looked alike very well.

Thirdly, comparison was made between old photos and present photos. Targeted objects of this comparison were facilities and/or equipment we have identified in the preceding steps. Regarding lamps, no harbour lamps of traditional sense exist anymore. Although lighting facilities exist at wharves, they hold very high pole with a surveillance camera. In addition, 2016 cyclone Winston destroyed most of them. However, street lamps along the Beach Street standing at the same position and keeping the same appearance and design as the old days (Fig. 1(g) and (h)). Regarding the siding rail, remnant tram tracks remains on the wharf, and connect the wharf and Community Centre together (former copra shed). Children are playing with an abandoned tram at a courtyard (Fig. 1(p) and (o)). Port Authority’s warehouse is regaining the architectural style of the old days. For several years windows have been covered by a sheet of plywood because the warehouse was splashed of sea water when sea is rough. CEO of Fiji Ports decided that the sheet of plywood be removed from the sash window because it is insensible to beauty (Fig. 1(u) and (v)).

Through the analysis using 19th century–20th century photos, it is found that lamp, siding rail, and triangle-shaped roof are commonly observed in both port area and town area of Levuka. Particularly in the case of lamps, same design has been inherited since the introduction of this western lighting technology to the South Pacific Island, i.e., end of the 19th century.







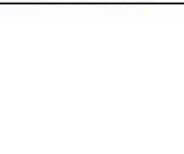




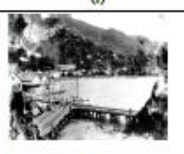

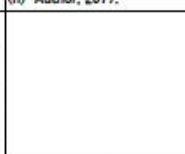

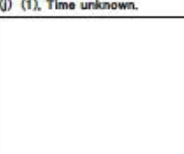




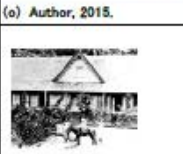
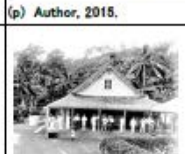


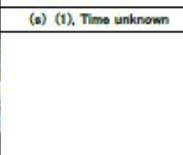
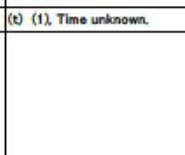
		Port		Town	
Lamp	Then				
		(a) Levuka community centre	(b) (1), Time unknown.	(c) (1), Time unknown.	(d) (1), Time unknown.
Rail	New				
		(e)	(f)	(g) Author, 2015.	(h) Author, 2017.
Architecture	Then				
		(i) (3), Robert Wright, 1940s (circa)	(j) (1), Time unknown.	(k) (4), Donnelly, I (Mr), 1895.	(l)
Architecture	New				
		(m) Author, 2015.	(n)	(o) Author, 2015.	(p) Author, 2015.
Architecture	Then				
		(q) (3), Robert Wright, 1940s (circa)	(r) (1), Time unknown.	(s) (1), Time unknown	(t) (1), Time unknown.
Architecture	New				
		(u) Author, 2016.	(v) Author, 2017.	(w)	(x)

Figure 1: Levuka photo analysis. (Source is shown under each photo, name of the museum (number is corresponding to Table 1), photographer, and year photographed are in order.)

3.2 Japan

3.2.1 Open ports and end of Tokugawa rule

In 1854, the Edo Shogunate signed amity and commerce treaties with America, Netherlands, Russia, United Kingdom and France. Trade business started next year at Yokohama, Nagasaki, and Hakodate based on these treaties. Kobe and Niigata effectively opened ports after the Meiji government started in 1868.

Yokohama and Kobe are selected as case study ports/cities in this paper. These two port cities have longest time for development of port city relationship in the modern age. Both are originated from deserted villages and developed into modernised megalopolis with population of 3.6 million and 1.5 million people, respectively. Yokohama represents the eastern Japan while Kobe represents the western Japan.

### 3.2.2 Yokohama photo analysis

Yokohama has been a leading port city since the dawn of the modern times in Japan. Yokohama is situated 30–40 km away from Tokyo and is the 2nd largest city in Japan, only after the national capital. Before the port was developed about 150 years ago, Yokohama was an isolated fishery hamlet where less than 100 houses were found. The port handled a total of 121 million tons of cargo in 2011 and 142 cruise ships called the port in 2012.

Many gaslights were taken in old photos both in Yokohama port and town (Fig. 2(a)–(d)). Western civilization and lifestyles came into Japan through Yokohama port that had played a function as its gateway. A gaslight was one among many other things introduced then to Japan. A street board set along the seaside street reads as follows; “the gaslight poles were imported from Glasgow in Great Britain and the burners made by Japanese craftsmen. Yokohama saw the first gaslight illuminated on October 31, 1872”.

Architecture of the Customs office was another subject of cameras then. This architecture had a triangle shaped roof and was located at waterfront seen from the main street of Nihon Odori (Japan Boulevard).

Gaslights are still burning through the night near the port park in Yokohama although some of the lightings have been replaced by electric lights. Some of the lighting poles' shapes are same as original ones, both in port and town (Fig. 2(e)–(g)), however some of them changed to completely different design now (Fig. 2(h)).

In 1872, trains ran between Shimbashi (Tokyo) and Yokohama for the first time in Japan. Location of the Yokohama Station was then near the wharf. However, cargo transport gradually shifted from rail to road, siding rail which connected the port with destinations has been unused for a long time. In 1997 the land that was used for siding rail was given a new role and named as Kishamichi Promenade. Rail itself is remained at the original site as the reminder of the history of Yokohama port (Fig. 2(o)–(p)).

### 3.2.3 Kobe photo analysis

Port of Kobe was opened for foreign trade in 1868. Before the development of the port. Kobe had been a deserted hamlet. Kobe is now the capital of Hyogo prefecture, and the city population exceeds 1.5 million.

Meriken wharf, so called because a consulate general of America stood nearby, was bustling at that time. Launches were always busy with passengers and sailors who wanted to go to ships anchored offshore.

Seaside street (Bund) was planned by Civil Engineer J. W. Hart and developed at the south of Foreign Settlement which was near the Meriken wharf. Passengers and sailors as well as citizens enjoyed walking along the Kalgan Dori (seaside street) and admired harbour view.

Many photos focused on passengers together with lighting poles on the Meriken wharf and Seaside street (Fig. 3(a)–(d)). Shapes of lighting poles and burners both on the wharf and street look alike. Unfortunately, in 1995 the Hanshin Awaji Great Earthquake hit the area and many lives and assets were lost.

No old photos on railway siding or harbour architecture in Kobe were accessed for the study.


















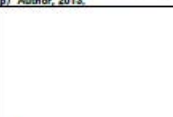
		Port		Town	
Lamp	Then				
		(a) (5), Artist unknown, 1898.	(b) (6), circa 1910-1915.	(c) (6), Honmachi Street, 1884.	(d) Street board, c.1890.
	Now				
		(e) Author, 2017.	(f) Author, 2017.	(g) Author, 2017.	(h) Author, 2017.
Rail	Then	Not Available			
	Now				
		(m)	(n)	(o) Author, 2017.	(p) Author, 2013.
Architecture	Then				
		(a) (6) Customs House, 1887.	(b)	(c)	(d)
	Now	Not Available			

Figure 2: Yokohama photo analysis.

		Port		Town	
Lamp	Then				
		(a) Makashino Kobe, Year unknown.	(b) Makashino Kobe, Year unknown.	(c) Foreign Settlement, circa 1885.	(d) Seaside street, Year unknown.
	Now	Not Available			
Rail		Not Available			
Architecture		Not Available			

Figure 3: Kobe photo analysis.

3.3 United Kingdom

3.3.1 Pleasure piers

Many piers with pile foundation are found at seaside resorts in UK. Most of them were constructed during the Victorian era (1837–1901). At the turn of the 20th century, almost a hundred piers existed on the UK coast. Some of them were lost thereafter because of the facility deterioration, severe weather, ship collision, fires or warfare. According to National Piers Society, 58 piers still exist in UK (Fig. 4).

At the middle of the 18th century, seaside resorts came on the stage in UK. People believed that sea bathing was good for health. Scarborough and Margate in the north and Brighton in the south were amongst popular destinations.



Figure 4: Distribution of seaside pleasure piers in UK. (Source: *The National Piers Society*, modified by the Piers Japan, 2015 [7].)

At the beginning of the 19th century, construction of piers started at these seaside resorts. During the 1830s through 1850s, many seaside resorts in UK wanted to have pleasure piers of their own. Main functions of these piers at the initial stage were limited to walk elegantly on the sea and to dock ships for passenger boarding/alighting and cargo loading/unloading.

The seaside piers in UK added functions thereafter including eating, dancing, theatregoing, and game amusement. Although after the WWII, many UK people preferred to destine to the Mediterranean coast for vacation, coastal resorts are remained as charmed places for UK people. Piers, which were originally built 100–200 years ago during the Victorian era, are taking root in their daily lives and still loved by many citizens.

### 3.3.2 Pier of the year

Each year National Piers Society selects a pier and name it as Pier of the Year by popular vote among Society's members. If named, the pier is honoured because the award means the pier itself or its activity is nationally recognised.

Pier of the Year system started in 1997, and a total of 18 piers have been named as Pier of the Year so far. Three piers have been named twice as Pier of the Year: Cleveland pier (1999 and 2013), Cromer pier (2000 and 2015), and Weston-Super-Mare pier (2001 and 2011). It is natural to consider that these three piers represent the seaside piers in UK and most loved by pier lovers in UK.

Table 3 lists the name of each year's Pier of the Year. Some of the information including length of the pier, distance between the pier and city hall, and population size of the pier's hinterland town/city are shown on this table. Population size of the pier's hinterland town/city varies widely (about 1,000–200,000 people) while distance between pier and city hall is relatively equally distributed in the neighbourhood of 500–1,000 m.

Three piers, that is Clevedon, Cromer, and Weston-Super-Mare are taken as case studies for analysis on port town relationship in this study.

Table 3: Name of Pier of the Year.

Year	Name of the Pier	Pier length	City Hall – Pier	Population
		(m)	Distance (m)	
1997	Eastbourne Pier	305	1,158	109,185
1998	Brighton Palace Pier	537	305	229,700
1999	Clevedon Pier	255	1,138	21,281
2000	Cromer Pier	152	398	7,749
2001	Weston-Super-Mare Grand Pier	366	563	82,903
2002	Southwold Pier	190	635	1,098
2003	Southport Pier	1,108	333	90,381
2004	Blackpool North Pier	402	653	142,065
2005	Llandudno Pier	700	621	20,236
2006	Worthing Pier	300	633	109,120
2007	Southend Pier	2,195	1,494	175,547
2008	Deal Pier	313	283	30,555
2009	Saltburn Pier	206	N.A.	5,958
2010	Boscombe Pier	229	1,107	188,700
2011	Weston-Super-Mare Grand Pier	366	563	82,903
2012	Swanage Pier	196	571	10,454
2013	Clevedon Pier	255	1,138	21,281
2014	Penarth	200	616	27,226
2015	Cromer Pier	152	398	7,749
2016	Cleethorpes	102	161	39,505
2017	Hastings	278	693	98,539

Source: (1) Pier length: National Piers Society; (2) City Hall - Pier Distance: Measured by Author based on Google earth; (3) Population: Various online sources.

### 3.3.3 Seaside pier photo analysis

Clevedon pier opened for service in 1869. The pier rises high above the sea level because tidal difference is 14.5 m, biggest in UK. The landing stage at the end of the pier is used throughout the summer season by the steamers. There is a café at the pierhead. Clevedon pier is the only one pier in UK which is listed as Grade I.

Cromer pier opened in 1901 as a pure promenade pier with 152 m in length. Cromer boasts the only surviving end-of-the-pier show in UK. The show is held in the Pavilion Theatre throughout the summer months. At the top of the sea cliff a magnificent Hotel Paris soars to the sky.

Weston-Super-Mare pier was open for service to the public in 1904. At the end of the pier, a pavilion with 2,000 seats was set for opera and performance, etc., but lost by fire. Weston-Super-Mare Grand pier has been transformed into a 21st century indoor theme park. The pier is open all year round and has brand new rides and attractions to satisfy visitors of all ages.

Old photos both Cromer pier and Weston-Super-Mare pier are available for review through internet, but those of Clevedon Pier were not available. The fact that Clevedon pier was built in 1869, far earlier than the other two, may constitute one of the reasons of non-availability of Clevedon's photo. Gorgeous lamps can be observed on both Cromer pier and Weston-Super-Mare pier (Fig. 5(i), (j), (q), (r)). Seaside promenade is connected to the pier

in Cromer, and lamps are standing along the promenade. Unlike the pier lamps, shape and design of the promenade lamps were simple (Fig. 5(k), (l)). Old photos of promenade or street lamps with clear visibility are not available for Weston-Super-Mare.

Author visited these three piers on site to confirm the present situation of relationship between pier and town. Clevedon pier lamps are spherical, but shape of the lamps on the seaside walkway is quite different from that of the pier lamps. The pier looks elegant, but seaside walkway is mediocre (Fig. 5(e)–(h)).

Cromer pier and seaside promenade are well connected with each other. The promenade is lined up with old fashioned tall lamps. On the other hand, lamps on the Cromer pier are twin or triple type, in other words decorated type. Cromer pier lamps apparently insist that here is non-daily space.

Relationship between pier lamps and street lamps in Weston-Super-Mare is similar to that in Cromer. Shapes and design of lamps between pier and street are quite different with each other. Friendly relationship between the pier and the town cannot be felt from seeing pier lamps and street lamps.



















		Pier		Town	
Clevedon	Then	Not Available			
	Now	(a)	(b)	(c)	(d)
					
(e) Author, 2013.	(f) Author, 2013.	(g) Author, 2013.	(h) Author, 2014.		
Cromer	Then				
		(i) <a href="http://www.cromerpier.co.uk/">www.cromerpier.co.uk/</a>	(j) Openwide coastal LTD	(k) <a href="http://www.simplonpc.co.uk/">www.simplonpc.co.uk/</a>	(l) British Museum, 1923.
	Now				
		(m) Author, 2015.	(n) Author, 2013.	(o) Author, 2013.	(p) Author, 2015.
Weston Super Mare	Then				
		(q) Weston-super-Mare Gate	(r) Grand pier pavilion, 1905.	(s)	(t)
	Now				
		(u) Author, 2013.	(v) Author, 2015.	(w) Author, 2015.	(x) Author, 2014.

Figure 5: UK piers photo analysis.



Photo analysis on piers indicates that seaside piers in UK are different from ports in Fiji and Japan. Ports and piers had originally same function of cargo loading/discharging, and passenger's embarkation/disembarkation. But as time passed, seaside piers gained other functions, and intended to live in non-daily space. In order to pursue the new way of life, piers have to decorate themselves and try to show distinctly differences between piers and towns.

#### 4 CONCLUSIONS

This paper aims to reveal what kinds of elements have been fostering friendly atmosphere between ports and towns. A variety of ports/towns were selected as case studies: Levuka (Fiji), Yokohama and Kobe (Japan), and Clevedon, Cromer, and Weston-Super-Mare (UK). Old photos of these ports and towns were collected to analyse what kinds of activities and facilities/equipment were focused and taken in the photos. Author visited all the case study sites to confirm and evaluate the present level of the friendliness between the port and town relationship.

Through the old photo analysis, it was found that several port related facilities and equipment were taken into photos not only at ports but also at towns. Among them typical are lamps, which were observed on wharves as well as on the town streets and along the seaside promenades. Railway sidings were also taken into many photos of port towns. They were used for transport of cargos between wharves and sheds/warehouses. Railway sidings connected ports and towns in old days.

Through the site visits, it was confirmed that lamps are standing at near the original locations, and their shapes quite look like the original (Levuka and Yokohama). Railway siding remained on the wharf and leads to a shed which is now converted to the Community Centre (Levuka). Unused railway siding is now converted to a port promenade and rail is not taken away but remains at the original location as a reminder of port activities (Yokohama).

It felt that residents are proud of their homeland in both Levuka and Yokohama. Atmosphere generated between the port and town was felt comfortable. Tourists become happy when they observe and understand that local people live happily.

On the other hand, study on seaside pleasure piers in UK shows different aspects of relationship between ports and towns. When seaside resorts became popular among working class people in UK, seaside piers were a symbol of dream world, and they were regarded as standing in non-daily space. Seaside piers have to decorate themselves to show distinctive difference from towns. It can conclude that seaside piers do not intend to be friendly with neighbouring town.

This study indicated that "spread out effect" between a port and a town fosters friendly relationship between ports and towns. Continuity of port related facilities and equipment which are set between a port and an immediate hinterland town fosters friendly atmosphere with each other. Lamps and railway sidings can be regarded as examples of this category.

In addition, "time effect" is another important element to foster friendly atmosphere between ports and towns. Time continuity in the form of heritage plays a major role to generate feeling that we are living on a long history. These study results show that both physical continuity and time continuity are important elements to be considered at the planning stage as well as design stage in port and town planning.

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