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MARITIME SHIPPING IN THE SOVIET FIFTH FIVE-YEAR PLAN; SCHEDULED SAILINGS ON BLACK SEA

/The following report presents excerpts from two articles in the Soviet periodical, Morskoy Flot, of January 1953./

Maritime Shipping

In 1940, the maritime fleet hauled four times as much freight as in 1928. The improved distribution of productive forces in the USSR has caused a considerable growth in the hauling of freight by maritime shipping in the northern and Far Eastern basins. As a result, the development of the outlying regions of the USSR has undoubtedly been aided. During the years of the five-year plans, the participation of Soviet tonnage in hauling freight for foreign trade increased four fold. Soviet tonnage increased 5.4 times between 1928 and 1940. The composition of the fleet has also changed. The proportion of diesel ships has increased considerably, as well as that of tankers, timber ships, ore ships, and others. Ships with new and improved types of engines have replenished the maritime fleet, and the number of ships with turbine installations has increased. The fleet has also received ships with electric motors.

The freight turnover in ports was 2.5 times as great in 1940 as in 1928. Equipping ports with transshipping machines increased the proportion of mechanized loading and unloading work from 17.2 percent of the total in 1933 to 65.9 percent of the total in 1940. Freight turnover has grown considerably in the years since World War II, in comparison with the prewar period, because of the successful restoration and growth of the maritime fleet. The hauling of bulk cargoes by coastal shipping has increased at a rapid rate; it more than doubled in 1952.

The majority of maritime ports have been equipped with the latest transshipping machinery -- portal, crawler mounted, railroad, truck, and floating cranes. The number of portal cranes alone has grown to 4.3 times the prewar level. During the years of the Fourth Five-Year Plan, the loading and unloading of ships were almost completely mechanized in the main ports of the

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USSR. The level of mechanization, which has reached 90 percent of the total amount of loading and unloading, has increased considerably in comparison with 1940. During the Fourth Five-Year Plan, industrial enterprises of the maritime fleet developed new aspects of production: the repair of large-tonnage ships and of complex turbine installations, the construction of floating equipment for servicing roadsteads, the construction of large maritime and harbor tugs and non-self-propelled ships, and the construction of ship and port transshipping machinery. Industrial enterprises also performed a great deal of work on the restoration of sunken or damaged ships.

The total volume of capital investment during the Fourth Five-Year Plan considerably surpassed the capital investments of the First, Second, and Third Five-Year Plans. The fixed assets put in operation during the Fourth Five-Year Plan surpassed those put in operation in the First and Second Five-Year Plans.

In 1952, two steamship companies failed to fulfill the cargo-carrying plan for either tons or ton-miles, and three steamship companies failed to fulfill the cargo-carrying plan for ton-miles. Of the total layover time in ports for 11 months of 1952, 22 percent was unproductive for the dry-cargo fleet and 19.1 percent for the petroleum fleet. For a number of steamship companies, the layover time increased in 1952 over 1951. The work of several steamship companies is uneven; almost half of the monthly assignment is fulfilled in the third 10-day period of the month. Some steamship companies fulfilled departure schedules by only 45-50 percent.

The directives for the 1951 - 1955 plan foresee a 55-60 percent increase in 1955 over the 1950 freight turnover for maritime transport. Furthermore, the number of tons of dry cargo is to be far greater in 1955 than in 1950. In comparison with 1950, the proportion of cargo carried by coastal shipping, expressed in ton-miles, is to be increased during the 1951 - 1955 Five-Year Plan, and that for sea-going shipping reduced. The considerable growth of cargo carried by coastal shipping is to relieve railroads from carrying bulk cargoes for long distances and reduce transportation expenses. A deep-water transportation network is to be completed basically in the European USSR. The development of this system for the through transportation of bulk cargo and passengers is one of the most important problems of the Ministry of River and Maritime Fleet in the 1951 - 1955 Five-Year Plan.

The transportation of coal, ores, timber, construction materials, etc., by maritime shipping is to be more than doubled. In 1955, coal, ores, timber, mineral construction materials, etc., are to make up more than 85 percent of the total volume of bulk cargo hauled by coastal shipping. Maritime shipping will take care of the needs for bulk cargoes in regions near maritime ports. It is planned, for example, that Black Sea basin maritime shipping will haul enough coal to meet the needs of the enterprises of the Transcaucasus, of the Crimean peninsula, and of Odessa; in the north, a considerable amount of the coal needed will be hauled by maritime shipping. Similar plans are being made for other bulk cargoes.

In 1955, the output of cargo ships and tankers is to increase to approximately 2.9 times the 1950 level. The power of maritime ship-repair plants is to be increased approximately two times during the Fifth Five-Year Plan. The traffic capacity of maritime ports is to be approximately doubled in the same period. A considerable number of berths, warehouses, and transshipping machines will be put in operation to accomplish this aim.

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In 1955, 1.9 times more cargo is to be processed than in 1952. According to the Fifth Five-Year Plan, the level of mechanized loading work is to reach 94 percent in 1955, as opposed to 88.2 percent in 1950. Not only loading and unloading are to be mechanized, but also auxiliary work which requires the expenditure of much labor.

The total capital investment for the Fifth Five-Year Plan is to exceed by far the capital investment for the Fourth Five-Year Plan. Considerable capital investments are being planned for the construction and restoration of the fleet. A considerable increase in the capital investment for coastal construction is planned during the Fifth Five-Year Plan, most of which will be devoted to the construction and reconstruction of ports.

Almost twice as much living space will be put in use during the Fifth Five-Year Plan as during the Fourth Five-Year Plan for workers of enterprises of the maritime fleet.

The utilization of the fleet must be improved by reducing the turnaround time of ships, improving the coefficient of running time and the loading and unloading norms, improving the use of freight-carrying capacity, and reducing runs in ballast.

According to the Fifth Five-Year Plan, the average annual tempo of growth for cargo carrying is set at 11-12 percent. The increase in the percentage of tonnage carried for /the first/ 2 years of the Fifth Five-Year Plan is set at the same figure. In comparison with 1950, the total volume of loading and unloading in ports grew by more than 33 percent in 1952.

Black Sea Shipping

The greatest proportion of cargo carried by the Black Sea Steamship Company is moved by regularly scheduled sailings. This method of moving the fleet has a number of advantages over unscheduled, irregular sailings. Sailings are scheduled for all navigation in certain directions (for example, for the Black Sea in summer or winter). Ships are located at definite ports, and their time of departure and arrival during each trip is recorded in the monthly traffic graph. Regular sailing schedules are followed in the Black Sea basin by several freight lines.

Experience has been gained from the existence for several years of separate cargo ship lines under the steamship company. The major part of the fleet of the Black Sea Dry Cargo Steamship Company operates on regular lines between ports: between Poti and Zhdanov for transporting manganese ore and coal, and between Nikolayev and Poti for transporting iron ores. It also operates on the so-called Poti-Zhdanov-Odessa circuit line for transporting manganese ore and coal. The regular carrying of ore between Poti and Novorossiysk is established in the winter when navigation on the Sea of Azov is closed. There are regular lines for carrying cargoes between the Black Sea ports and the People's Democracies.

Organizing the movement of the fleet by lines has several advantages: it eliminates the need to redistribute ships and it allows the ship's crew to gain experience carrying specific cargo. At the same time, collectives of port workers have an opportunity to become familiar with certain ships and to process them better.

The result of the activity of the Black Sea Steamship Company during 9 months of 1952 permits some conclusions.

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At the beginning of 1952, the following five lines were organized for limited coastal trade: ore -- between Poti and Novorossiysk (this line works in the first and particularly in the fourth quarter of the year, when navigation is closed on the Sea of Azov); ore -- between Poti and Zhdanov; ore and coal (circuit) -- between Poti, Zhdanov, Odessa, Nikolayev, and Poti; export-import -- between Soviet ports and ports of the People's Democracies, and between the ports of Odessa and Bugaz for carrying construction materials. All these lines worked successfully in 1952; however, in the course of fulfilling the cargo-carrying plan, the need for creating supplementary lines arose in order to meet the demands of an increased traffic in goods.

The supplementary lines were organized beginning in the second quarter 1952; for example, the ore-coal line between Poti and Zhdanov (ore being brought from Poti and coal from Zhdanov). This line is to be developed in every way possible in view of the growth of the flow of coal to the Caucasus; it will allow the improved utilization of the fleet by reducing runs in ballast. An ore-coal line (circuit) has also been established whose ships do not call at Nikolayev because of the intensified flow of coal to Odessa. Its shortcoming is the large run in ballast from Odessa to Poti. Recently, measures were taken to allow sugar and cargo in containers to be substituted for ballast from Odessa in the not too distant future. Carrying cargo in containers does not require particularly careful cleaning of holds and the cargo can be taken on the ship without much preparation after the coal has been unloaded. Loading and unloading is very brief and can be done in any kind of weather. In the not too distant future, as soon as railroad workers can without interruption furnish an adequate number of containers, this line will have no ballast runs and considerably raise the productive work of ships.

As a rule there has been a considerable reduction in the length of ship turnaround times for regular lines. For example, the ship turnaround time for the Poti-Zhdanov line has been cut by 0.06 of a day, and on the ore-coal circuit by 0.15 of a day. However, the results achieved in ship turnaround time are inadequate because the steamship company still sustains large losses for different reasons to be discussed below.

Wide use is made by regular lines of the Stakhanovite hourly graph suggested by the sailors of the tanker Moskva. Fulfilling all their obligations on the hourly graph, ships accomplished 17 million ton-miles of production during 9 months of 1952. Ships of the regular lines saved almost 1,300 ship-hours of operating time. The steamship Vostok carried an additional 2,605 tons of freight and accomplished 1,209,800 ton-miles above plan, saving 82 hours of operational time; the steamship Kursk, which was in a regular line, achieved still better results in the course of 9 months: it carried 12,305 tons of freight above plan and accomplished an additional 3,865,800 ton-miles, achieving an economy of 455 hours of operational time. The crews of the Michurin, Omsk, Izhora, and others achieved great successes. Particularly noteworthy were the accomplishments of the Michurin and the Kursk, which improved all technical and operational indexes during 9 months, as shown on the following page.

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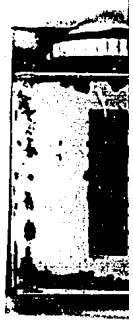

	Steamship Kursk		Motor Ship Michurin	
	Plan	Fulfillment (%)	Plan	Fulfillment (%)
Tons carried		130		130
Ton-miles		112		140
Productivity (%)	66.8	100	66.8	124
Daily average speed (miles)	156.1	169.0	213.8	221.5
Percent of time in operation	48.5	51.4	45.8	48.7
Total norm of cargo work (tons)	3,620	4,210	1,975	2,963

Ships working on regular lines as a rule achieved better qualitative indexes. The financial result of work for the 9-month plan was as follows:

Name of Ship	Sum by Which Financial Result Improved (thousands of rubles)
Steamship Omsk	1,042
Motor Ship Michurin	462
Steamship Karl Marx	508
Steamship Kursk	361
Steamship Lermontov	210
Motor Ship Nogin	139

Ship's crews systematically receive progressive bonus pay for exceeding cargo-carrying plans and qualitative and quantitative indexes. For example, from January to August 1952, the crew of the Kursk received more than 90,000 rubles of progressive bonus pay, and the crew of the Michurin, more than 100,000 rubles. The men of the Vostok, Omsk, and others received large sums.

Work on regular lines also permitted a considerable reduction in layovers in comparison with 1951. In the first 6 months of 1952, layovers were reduced by 17.5 percent and in the third quarter, by 38.4 percent, in comparison with the same periods of 1951. In August and September 1952 a reduction of layovers by more than 45 percent, in comparison with the same months of 1951, was achieved. Despite reduced layovers, in August 1952 the fleet lost some 300 hours of expensive operational time in the ports of the basin. Ships of the regular lines lost 116 hours in Zhdanov and Poti waiting for berths. Considerable layovers are caused in Zhdanov by the necessity of waiting for the pilot ship, moving from berth to berth, etc.

The dispatcher organs of ports and steamship companies must participate in making up a single, coordinated traffic graph for ships. In planning, regular lines must not only consider different cargoes but also kind of cargo; this is particularly necessary for ores.

In 9 months of 1952, the Black Sea Dry Cargo Steamship Company fulfilled the yearly plan for transporting coal and considerably exceeded the plan for transporting ores and construction materials. Experience has shown that ships of the Black Sea Dry Cargo Steamship Company can without particular difficulty increase transport 20-25 percent by reducing layovers and improving working conditions of ships.

It is well known that the depth of approach channels prevents the full use of the cargo-carrying capacity of ships. For this reason, the steamship company loses no less than 15 percent of the cargo-carrying capacity of the larger tonnage ships. Individual ships fail on every trip to carry 1,000 or more tons of freight. Servicing ships in ports must be improved. Operational time is also lost by special calls of ships in ports for bunkering. For example, a ship like the steamship Vostok would, if bunkered while being loaded and unloaded, be able to carry no less than 15,000 tons more a year.

Shipbuilders must turn their attention to replenishing the fleet with high-speed coal and ore carriers with a cargo-carrying capacity of 7,000-8,000 tons and a minimum draft.

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