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ECONOMIC COMMITTEE

SOVIET MERCHANT SHIPPING DEVELOPMENTS IN 1976

Note by the United States Delegation

SUMMARY

Record ship deliveries of 1.4 million DWT to the Soviet merchant fleet in 1976 enhanced the capability of the USSR's small ro/ro fleet to compete in the world's major liner trades, but it did little to overcome other long standing fleet deficiencies. The fleet grew by 8% from 15.3 million DWT in 1975 to 16.5 in 1976, but with less than 3% of world tonnage it remains ninth largest and continues to be overshadowed by the much larger fleets of major shipping powers such as Japan, the United Kingdom and Norway.

Deliveries in 1976 stressed tankers and dry bulk carriers which together made up 80% of total DWT. The average sizes of Soviet tankers and dry bulk carriers rose only slightly, however, and remain one third and one half, respectively, of the averages for such ships in the world fleet.

Among the 15% of tonnage added that went to the liner fleet, ro/ros received greatest emphasis. The ro/ro vessels delivered included the first fast-turnaround units in the liner fleet that come close to their best Free World counterparts. Despite improvements in the ro/ro field and modest additions to its container ship component, the Soviet liner fleet's competitive rôle continues to be limited by the fact that 96% of its tonnage consists of outmoded general purpose freighters.

Despite the stress on non-liner vessels in recent Soviet ship acquisitions, the concern of Western shipowners continues to focus on Soviet liner activity. The number of Soviet international cargo lines has grown from 67 in mid-1976 to 72. With many of the USSR's new ro/ros going into liner service, five lines have either opened or been reconstituted on a ro/ro basis. Other important changes in the Soviet liner net include the opening of lines from the US and Western Europe to OPEC countries in the Middle East, from the Soviet Baltic to Zaire and Angola, and from the US west coast to Australia.

This document includes: 1 Annex

N A T O C O N F I D E N T I A L

AC/127-WP/543

-2-

Soviet response since June 1976 to Western pressures to end liner rate cutting and increase participation in the conference system has been limited. On the North Pacific, Soviet rates are to be raised to reduce the differential between Soviet and conference rates and steps have been taken to bring all Soviet rates at least to the level of other non-conference lines. Soviet lines between Japan and the west coast of North America have shown no inclination to join conferences. On the North Atlantic, where Soviet rates are already at least as high as those of other non-conference lines, conference membership for key lines operated by the Soviet Baltic Steamship Company has been postponed indefinitely following cancellation of a scheme to permit Soviet participation in two conferences at lower rates than other conference members. On a worldwide basis, only seven Soviet cargo lines currently function as full conference members.

NATO,
1110 Brussels.

Soviet Merchant Shipping Developments in 1976

Discussion

1. The tonnage of ships delivered to the Soviet merchant fleet reached a new annual high of 1.4 million DWT in 1976, up 27% from 1975. Fleet capacity at year end rose 7% from 15.3 million DWT in 1975 to 16.5 million DWT in 1976. New tonnage -- 80% of it for the tanker and dry bulk fleets -- included the first additions to the liner fleet on a par with Free World counterparts.

1976 Deliveries

2. The Soviet merchant fleet acquired 69 ships in 1976 totaling 1,424,000 DWT, only slightly more than in 1964 when the previous record of 1.3 million DWT was established (see Table 1). New ships accounted for 1.1 million DWT of the 1976 total and used ships -- purchased from Swedish, Norwegian, and Greek owners -- the remainder (see Table 2). The largest block of new tonnage, almost 60% of the total, went to the tanker fleet. Deliveries included one new 150,000 DWT Krym-class tanker and the leadships of three new classes -- Geroy Sevastopolya-class crude tankers of 112,000 DWT ordered from the UK, the 25,000 DWT Soviet-built Komandarm Fedko-class products tankers, and the 9,450 DWT Yurmala-class LPG tankers from West Germany.

Table 1
Soviet Merchant Fleet Size and Growth

<u>Year</u>	<u>Inventory as</u> <u>of 31 December</u>	<u>Net Increase</u> <u>in Tonnage</u>		<u>Deliveries</u> <u>During Year</u>	
	<u>Number</u>	<u>Million</u> <u>Dead-</u> <u>weight</u> <u>Tons</u>	<u>Million</u> <u>Dead-</u> <u>weight</u> <u>Tons</u>	<u>Percent</u>	<u>Million</u> <u>Dead-</u> <u>weight</u> <u>Tons</u>
1959	590	3.3	0.3	6	0.4
1960	650	3.9	0.6	18	0.6
1961	680	4.2	0.3	8	0.4
1962	740	4.8	0.6	14	0.7
1963	820	5.7	0.9	19	0.9
1964	900	6.9	1.2	21	1.3
1965	990	8.0	1.1	16	1.2
1966	1,070	8.9	0.9	12	1.0
1967	1,150	9.7	0.8	9	0.8
1968	1,230	10.4	0.7	8	0.8
1969	1,310	11.2	0.8	7	0.8
1970	1,400	11.9	0.7	7	0.8
1971	1,440	12.3	0.4	3	0.5
1972	1,460	12.6	0.3	2	0.5
1973	1,520	13.4	0.8	6	1.0
1974	1,590	14.3	0.9	6	0.9
1975	1,650	15.2	0.9	8	1.1
1976	1,700	16.5	1.3	9	1.4

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Table 2
Soviet Merchant Fleet Acquisitions, 1976

<u>Type</u>	<u>From All Sources</u>			<u>New Ships</u>		<u>Used Ships</u>	
	<u>Number</u>	<u>Thousand DWT</u>	<u>Percent of DWT</u>	<u>Number</u>	<u>Thousand DWT</u>	<u>Number</u>	<u>Thousand DWT</u>
Total	<u>69</u>	<u>1,424</u>	<u>100</u>	<u>61</u>	<u>1,148</u>	<u>8</u>	<u>276</u>
Dry Cargo	<u>46</u>	<u>580</u>	<u>41</u>	<u>40</u>	<u>485</u>	<u>6</u>	<u>95</u>
Liner Types	23	202	15	23	202		
General Purpose	14	79	6	14	79		
Full Container	2	29	2	2	29		
roll-on/roll-off	7	94	7	7	94		
Refrigerator	3	18	1	3	18		
Timber Carrier	8	87	6	8	87		
Bulk Carrier	12	273	19	6	178	6	95
Combination	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Tanker	<u>23</u>	<u>844</u>	<u>59</u>	<u>21</u>	<u>663</u>	<u>2</u>	<u>181</u>

3. Dry bulk carriers accounted for close to 20% of the tonnage added. They included six used ships of 15,000 DWT and the first units of the 25,000 DWT Sovetskiy Khudozhnik class from Bulgaria. No combination oil/dry bulk carriers were delivered, but several over 100,000 DWT are under construction in Poland and the USSR.

4. The liner fleet was allotted 15% of new tonnage, 7% for ro/ro ships, 6% for general purpose ships, and only 2% for full containerships. The ro/ro additions included the first units of the Finnish-built 21,000 DWT Magnitogorsk and the Polish-built Skulptor Konenkov classes, the first unit-load class in the Soviet lines fleet capable of competing with Western ships.

Fleet Standing and Composition

5. Although 1976 saw record deliveries to the Soviet fleet, its world standing did not change. It remains the world's ninth largest with less than 3% of total tonnage (see Table 3), and less than one third the size of the fleets of Japan, Norway, or the United Kingdom.

6. The ships acquired in 1976 had no major effect on the composition of the Soviet fleet. The liner fleet with 42% of total tonnage remains the largest single component (see Table 4). Although the tonnage of fast-turnaround ro/ro and containership deliveries exceeded that for out-moded general purpose ships for the first time, 96% of the

Table 3
World Fleet Tonnages, 30 June 1976

<u>Flag</u>	<u>Million DWT</u>	<u>Percent of World Fleet</u>
World Total	573.0	100
Liberia ^{1/}	141.2	25
Japan	65.6	11
United Kingdom	54.8	10
Norway	49.3	8
Greece	38.7	7
Panama ^{1/}	23.0	4
France	19.0	3
Italy	17.2	3
USSR	15.8	3
United States (active) ^{2/}	15.2	3
Other	133.2	23

1. The fleets of Liberia and Panama are "flag of convenience" fleets, owned by US, Greek, overseas Chinese, and other foreign firms. US firms have more than 38 million DWT under the Liberian flag, close to 5 million under the Panamanian flag, and at least 17 million under a variety of other foreign flags. Total US-owned tonnage thus exceeds 75 million DWT.

2. Excluding approximately 2.8 million DWT of obsolete government-owned tonnage in the reserve fleet.

Table 4

Soviet Merchant Fleet Composition, 31 December 1976

	<u>Number</u>	<u>Thousand DWT</u>	<u>Percent of DWT</u>	<u>Average DWT</u>
Total	<u>1709</u>	<u>16,502</u>	<u>100</u>	<u>9,655</u>
Dry Cargo	<u>1403</u>	<u>10,508</u>	<u>64</u>	<u>7,489</u>
Liner Types	855	6,809	42	7,963
General Purpose	(817)	(6,537)	(40)	(8,001)
Full Container	(14)	(111)	(1)	(7,928)
Roll-on/Roll-off	(24)	(161)	(1)	(6,708)
Refrigerator	31	152	1	4,903
Timber Carrier	395	1,997	12	5,055
Bulk Carrier	122	1,550	9	12,705
Combination oil/dry bulk carrier	<u>4</u>	<u>365</u>	<u>2</u>	<u>91,250</u>
Tanker	<u>301</u>	<u>5,629</u>	<u>34</u>	<u>18,701</u>

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-8-

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Soviet liner fleet still consists of inefficient general purpose ships.

7. Tankers -- with 34% of tonnage -- make up the second largest component of the fleet. With only two of the 23 tankers acquired in 1976 larger than 100,000 DWT, average Soviet tanker size increased modestly from 17,400 DWT in 1975 to 18,700 DWT in 1976. The average tanker in the world fleet is 60,000 DWT.

8. The third largest element in the fleet -- with 12% of capacity -- consists of timber carriers. Deliveries in this category came to only 87,000 DWT in 1976, causing little increase in either the size of the timber carrier fleet or the average size of its ships. Despite deliveries exceeding 270,000 DWT, the USSR's fleet of dry bulk carriers made up only 9% of Soviet merchant marine tonnage on 31 December 1976. Because only two of the ships acquired during the year were larger than 25,000 DWT, the average size of Soviet bulkers increased only slightly -- from 11,600 to 12,700 DWT. In the world fleet, such ships average 35,000 DWT.

International Liner Activity

9. With the USSR's shipping activity growing faster in the cross trades than in its own overseas trade, the

focus of Western concern over Soviet shipping practices continues to be the growing network of Soviet international liner services. The number of these lines has increased from 67 at the end of April 1976 to 72 (see table 5). Three of the new services are on routes where either cross trade of transit* cargoes predominate, raising the number of Soviet services in this category to at least 31. A minimum of 27 lines are chiefly in Soviet trade. The status of the remaining 14 lines is unclear.

10. The most significant change in Soviet liner services is the increase in the number of lines offering ro/ro service from six on 30 April 1976 to 11 on 30 April 1977. Two new ro/ro lines have been opened and three pre-existing lines have acquired their first ro/ro ships. The boldest move by the Soviets is the entry of the Baltic Steamship Company into the highly competitive liner trades from Western Europe and the US to OPEC countries in the Middle East. The Leningrad-based firm has opened a new ro/ro service from Rotterdam to the Red Sea and the Persian Gulf and assigned ro/ro ships to both the BALTATLANTIC Line between Western Europe and the US East Coast and the BALT-GULF line from Western Europe to US Gulf ports. Cargo moving from the US to the Middle

* Mostly containerized cargo moving via the Trans-Siberian Landbridge from Japan to Iran and Western Europe or vice versa.

Table 5

USSR: International Cargo Lines

30 April 1977

Lines Operated Unilaterally by Soviet Steamship Companies

<u>Company</u>	<u>Route</u>
Baltic	Soviet Baltic/Western Europe/East Coast United Kingdom (London) - East Coast United States (BALTATLANTIC) <u>a/c/d/f/</u>
Baltic	Soviet Baltic/Western Europe - Australia <u>b/c/</u>
Baltic	New Zealand Westbound to Western Europe <u>b/</u>
Baltic	Soviet Baltic/Western Europe - West Coast South America (BALT-PACIFIC) <u>a/</u>
Baltic	Soviet Baltic/Western Europe - Central America, Venezuela, and West Indies (BALT - CARIBBEAN) <u>a/</u>
Baltic	Soviet Baltic - Netherlands/Belgium - Finland (BALT - SCAN) <u>a/c/</u>
Baltic	Soviet Baltic - East Germany - West Germany <u>d/</u>
Baltic	Soviet Baltic - West Germany - East Coast United Kingdom (London) <u>c/</u>
Baltic	Soviet Baltic - East Coast United Kingdom (Hull) - West Coast Sweden (Malmo) <u>d/</u>
Baltic	Soviet Baltic - West Germany/Netherlands <u>c/</u>
Baltic	Soviet Baltic - Cuba <u>d/</u>
Baltic	Soviet Baltic - Belgium <u>c/</u>

<u>Company</u>	<u>Route</u>
Baltic	Soviet Baltic - East Coast United Kingdom (Hull) - Belgium - Finland <u>c/</u>
Baltic	Soviet Baltic/Western Europe - Gulf Coasts United States and Mexico (BALT-GULF) <u>a/c/d/f/</u>
Baltic	Soviet Baltic - Sweden - Italy - Egypt - Western Europe (SCAN-MED-CONT) <u>a/</u>
Baltic	Rotterdam - Red Sea/Persian Gulf <u>a/c/d/e/f/</u>
Baltic/Latvian	Soviet Baltic/Western Europe - Portugal/Spain (PORTOBALTICA)
Baltic/Estonian	Soviet Baltic/Western Europe - East Africa/Indian Ocean (BESTA)
Estonian	Soviet Baltic/Western Europe - Eastern Mediterranean (BALT-LEVANT) <u>a/</u>
Estonian	Soviet Baltic - East Coast Sweden
Estonian	Soviet Baltic - Denmark/Norway-Eastern Mediterranean (SCANLEVANT) <u>a/</u>
Estonian	Soviet Baltic - Denmark and Norway <u>d/</u>
Estonian	Soviet Baltic - Finland - Belgium <u>d/</u>
Estonian	Soviet Baltic - Zaire/Angola <u>e/</u>
Lithuanian	Soviet Baltic - West Germany <u>c/</u>
Latvian	Soviet Baltic/East Coast United Kingdom (London)/Western Europe - Morocco (RICONA LINE) <u>e/</u>
Latvian	West Germany - East Coast United Kingdom (Hull) <u>c/</u>
Latvian	Soviet Baltic - West Coast United Kingdom (Ellesmere Port) <u>d/</u>
Latvian	Soviet Baltic - Belgium <u>d/e/</u>

-12-

-12-

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N A T O C O N F I D E N T I A L

AC/127-WP/543

<u>Company</u>	<u>Route</u>
Danube	Soviet Danube - Near East (Lebanon, Syria, Egypt, and Cyprus)
Danube	Soviet Danube - Turkey
Danube	Soviet Danube - North Africa
Danube	Soviet Danube - Greece
Black Sea	Soviet Black Sea - Persian Gulf (Iraq)
Black Sea	Soviet Black Sea - Syria
Black Sea	East and Gulf Coasts United States - Red Sea/Persian Gulf <u>a/e/</u>
Black Sea	Soviet Black Sea - Vietnam
Black Sea	Soviet Black Sea - Cuba
Black Sea	Soviet Black Sea - Southeast Asia - Western Europe - West Coast United Kingdom (Liverpool) (ODESSA OCEAN) <u>a/</u>
Black Sea	Soviet Black Sea/Mediterranean Europe - East Coast Canada/Great Lakes <u>b/c/</u>
Black Sea	Soviet Black Sea/Mediterranean Europe - East and Gulf Coasts United States (BLASCO MED-ATLANTIC) <u>a/b/c/</u>
Black Sea	Soviet Black Sea - Red Sea/East Africa <u>c/</u>
Azov	Soviet Black Sea - Greece <u>e/</u>
Azov	Soviet Black Sea - Turkey/Greece
Azov	Soviet Black Sea - Italy <u>c/</u>

-13-

-13-

<u>Company</u>	<u>Route</u>
Azov	Soviet Black Sea - Near East
Caspian	Iran (Caspian) - Baltic - North Sea (via Volga - Baltic Waterway) <u>a/</u>
Far East	Soviet Far East/Japan/Southeast Asia - West Coast Canada and United States (STRAITS PACIFIC) <u>a/</u>
Far East	Hong Kong/Japan - West Coast Canada and United States (FESCO PACIFIC) <u>a/c/</u>
Far East	Soviet Far East/Japan - Southeast Asia/India <u>a/</u>
Far East	Soviet Far East/Japan/Southeast Asia - Australia <u>a/c/</u>
Far East	Soviet Far East - Japan - Hong Kong <u>a/c/</u>
Far East	Soviet Far East - Philippines <u>a/c/</u>
Far East	Soviet Far East/Japan/Southeast Asia - Gulf and East Coasts United States <u>b/</u>
Far East	West Coast United States - Australia <u>a/c/e/</u>

-71-

-71-

Lines Operated Jointly by Soviet and Foreign Steamship Companies

<u>Soviet Company</u>	<u>Route</u>	<u>Nationality of Foreign Partners</u>
Murmansk	Communist Baltic/Western Europe/West Coast United Kingdom - Great Lakes and East Coast Canada (POLARCTIC) <u>a/</u>	Polish
Baltic	Soviet Baltic - East Coast United Kingdom (London) <u>c/</u>	British
Baltic	Soviet Baltic/Western Europe - East Coast South America (BALTAMERICA) <u>b/</u>	Polish and East German
Estonian	Soviet Baltic - West Germany	West German
Estonian	Baltic/Western Europe - West Africa (UNIAFRICA) <u>b/</u>	Polish and East German
Latvian	Soviet Baltic - West Coast United Kingdom - Ireland <u>c/</u>	British
Latvian	Soviet Baltic - East Germany <u>c/</u>	East German
Latvian	Soviet Baltic - France (Atlantic) <u>c/d/</u>	French
Latvian	Soviet Baltic - Netherlands <u>c/</u>	Dutch
Latvian	Soviet Baltic - Belgium <u>c/</u>	Belgian
Black Sea	Soviet Black Sea - Bulgaria <u>c/d/</u>	Bulgarian
Black Sea	Soviet Black Sea - Egypt <u>c/</u>	Egyptian
Black Sea	Soviet Black Sea - India/Sri Lanka/Pakistan/Bangladesh	Indian
Black Sea	Soviet Black Sea - France (Mediterranean)	French

-15-

-15-

N A T O C O N F I D E N T I A L

AC/127-WP/543

<u>Soviet Company</u>	<u>Route</u>	<u>Nationality of Foreign Partners</u>
Azov	Soviet Black Sea - Algeria	Algerian
Far East	Soviet Far East - Japan a/c/	Japanese

- a. An independent line operating largely or entirely in the cross (or transit) trades.
- b. A conference line operating largely or entirely in the cross trades.
- c. Line offering full or partial container service.
- d. Line offering, full or partial roll-on/roll-off service.
- e. Line opened after 30 April 1976.
- f. The USSR offers service on through bills of lading for ro/ro cargoes moving between the US Gulf and the Middle East. Cargoes are transshipped at Rotterdam between vessels of the BALTATLANTIC and BALT-GULF lines on one hand and smaller ro/ros of the new Rotterdam - Red Sea/Persian Gulf service on the other.

East on through bills of lading is delivered to Rotterdam by ro/ro ships of the BALTATLANTIC and BALT-GULF lines for transshipment to vessels of the Rotterdam - Red Sea/Persian Gulf line. In addition, the Soviet Black Sea Steamship Company has opened a direct conventional service between US east coast and Gulf ports and the Middle East.

11. The USSR has opened a ro/ro line from Riga to Antwerp to deliver exports of Soviet-built Fiats and assigned at least two of its best ro/ros in North Atlantic service to carry westbound vehicular cargoes on the line from Soviet Baltic ports to Cuba.

12. Two other new Soviet lines that deserve attention are conventional services opened by the Estonian Steamship Company from the Soviet Baltic to Zaire and Angola and by the Far East Steamship Company from the west coast of the US to Australia. The latter service -- which operates only westbound -- uses general purpose ships of the FESCO PACIFIC line which links Japan with the west coast. Cargo arriving from Japan on that line far exceeds the volume of US exports going west, so it is advantageous for the Soviets to divert certain ships to Australia on the return voyage.

13. Despite assurances given to FMC Chairman Bakke in Leningrad in July 1976, the Soviets have made only limited progress in abating their rate cutting in US trade or in

joining conferences in that trade. On 30 April, only seven Soviet cargo lines belonged to conferences. In its services on the North Pacific to the US west coast, the Soviet Far East Steamship Company has recently announced a general rate increase of about 15 percent that narrows the gap between its rates and those of the conference lines by 2 or 3 percent. It has previously eliminated some paper rates -- rates for commodities not actually moving in the trade -- and altered commodity classification nomenclature to make future upward rate adjustments easier. The new increase may be in response to remarks by Chairman Bakke indicating that in view of the slow pace of the USSR in altering its rate cutting practices, it might be appropriate for Congress to again consider legislation to deal with these practices.

14. Despite the upgrading of FESCO PACIFIC container services with Khudozhnik Saryans -- the best and biggest cellular containerhips under the Soviet flag -- it appears unlikely that the Far East Steamship Company will enter any of the major conferences in the trans-Pacific trade in the near future. Efforts by major Western conference lines on that route to invite Soviet participation during discussions with Soviet officials in Paris during January 1977 and more recently at April talks in Moscow when Bakke made a second visit there produced nothing but an agreement to meet for future talks. Even continued membership by the

USSR in the one conference it belongs to on the North Pacific -- the Far East Conference* -- is in doubt.

15. In the fall of 1976, the Soviet Baltic Steamship company arranged to join five key conferences in the North Atlantic trade of the US, three on the basis of full membership and two with special status permitting the Soviets to charge lower rates as long as their services remain inferior to those of other conference members. The agreement formalizing this two-tier arrangement was subject to FMC approval, but before the hearing on the subject was scheduled to take place, the conferences behind the proposal withdrew their support. They did so because it looked as though objections to the formula by the Department of Justice would lead to a prolonged dispute at the hearings. As a consequence, all of the Baltic Steamship Company's liner activities on the North Atlantic will remain outside of the conference system. The only Soviet cargo lines on the North Atlantic that were conference members at the end of April are the two operated by the

* A conference whose member companies operate westbound lines from US east and Gulf Coast ports to the Far East.

Black Sea Steamship Company from Black Sea and Mediterranean ports. One of these -- that to the east and Gulf coasts of the US -- ended its only conference affiliation on 25 May, after less than two years' membership. WINAC*, the conference in question, has lost a number of members in recent months because of over-tonnaging and widespread illegal rebating. The other Black Sea line, a service to Eastern Canada and the Great Lakes, dating back to the 1960s, will probably remain in the four conferences it has joined since it opened.

* West Coast of Italy, Sicilian and Adriatic Ports/
North Atlantic Range Conference.

N A T O C O N F I D E N T I A L

ANNEX to
AC/127-WP/543

Soviet Merchant Fleet: Holdings and Acquisitions of
Container Carrying Ships 1976-1980

Ship Types and Classes	Country of Build	Speed (Knots)	DWT	Container Capacity (TEU)	In Service 31 Dec 1975			Delivered 1976			In Service 31 Dec 1976			Planned for Delivery 1977-80			Planned to be in Service 31 Dec 1980		
					Number	DWT	TEU	Number	DWT	TEU	Number	DWT	TEU	Number	DWT	TEU	Number	DWT	TEU
TOTAL					<u>65</u>	<u>641,611</u>	<u>19,283</u>	<u>18</u>	<u>242,562</u>	<u>9,301</u>	<u>81</u>	<u>884,173</u>	<u>28,584</u>	<u>61</u>	<u>782,493</u>	<u>28,893</u>	<u>138</u>	<u>1,666,666</u>	<u>56,451</u>
RD/RO					<u>15</u>	<u>59,755</u>	<u>2,877</u>	<u>7</u>	<u>93,862</u>	<u>5,004</u>	<u>22</u>	<u>153,617</u>	<u>7,881</u>	<u>24</u>	<u>275,693</u>	<u>14,209</u>	<u>46</u>	<u>429,310</u>	<u>22,090</u>
Magnitogorsk	Finland	22.0	21,000	1,368				2	42,000	2,736	2	42,000	2,736	4	84,000	5,472	6	126,000	8,208
Kapitan Smirnov	USSR	27.0	18,000	1,000										2	36,000	2,000	2	36,000	2,000
Skulptor Kononkov	Poland	20.5	17,500	774				2	35,000	1,548	2	35,000	1,548	4	70,000	3,096	6	105,000	4,644
Hamlet	Denmark	16.5	12,800	380										2	25,600	760	2	25,600	760
Inzhener Machulskiy	Finland	16.8	6,031	239	5	30,155	1,195	2	12,062	478	7	42,217	1,673	2	18,093	717	10	60,310	2,390
Ivan Skuridin	USSR	17.0	4,800	242	1	4,800	242	1	4,800	242	2	9,600	484	7	33,600	1,694	9	43,200	2,178
Akademik Tupolev	France	17.0	4,200	235	4	16,800	940	4	16,800	940	4	16,800	940	2	8,400	470	6	25,200	1,410
Viirelaid	W. Germany	13.0	1,600	100	5	8,000	500	5	8,000	500	5	8,000	500				5	8,000	500
FULL CONTAINER					<u>12</u>	<u>82,106</u>	<u>3,827</u>	<u>2</u>	<u>26,600</u>	<u>1,458</u>	<u>14</u>	<u>108,706</u>	<u>5,285</u>	<u>6</u>	<u>79,800</u>	<u>4,374</u>	<u>14</u>	<u>188,506</u>	<u>9,659</u>
Khudozhnik Saryan	E. Germany	20.8	13,300	729	1	13,300	729	2	26,600	1,458	3	39,900	2,187	6	79,800	4,374	9	119,700	6,561
Aleksandr Padeyev	USSR	17.0	6,356	358	5	31,780	1,790	5	31,780	1,790	5	31,780	1,790				5	31,780	1,790
Bestoratsk	USSR	15.0	6,171	318	6	37,026	1,308	6	37,026	1,308	6	37,026	1,308					37,026	1,308
PART CONTAINER^{1/}					<u>38</u>	<u>499,750</u>	<u>12,579</u>	<u>9</u>	<u>122,100</u>	<u>2,839</u>	<u>47</u>	<u>621,850</u>	<u>15,418</u>	<u>31</u>	<u>427,000</u>	<u>10,310</u>	<u>78</u>	<u>1,048,850</u>	<u>24,702</u>
Kapitan Panfilov ^{2/}	USSR	14.1	14,500	345	1	14,500	345	1	14,500	345	2	29,000	690	6	87,000	2,070	8	116,000	2,760
Nikolay Novikov	Poland	15.8	14,000	280	15	210,000	4,200	5	70,000	1,400	20	280,000	5,600	5	70,000	1,400	25	350,000	7,000
Geroi Panfilovtsy	USSR	18.5	13,500	342	7	94,500	2,394	1	13,500	342	8	108,000	2,736	20	270,000	6,840	28	378,000	8,550
Varnemyunda	E. Germany	18.5	12,050	376	15	180,750	5,640	2	24,100	752	17	204,850	6,392				17	204,850	6,392

^{1/} With Container Capacity of 250 or more TEU (Twenty-foot equivalent units).
^{2/} Primarily an ore carrier unlikely to be assigned to international liner service.