

Ocean Shipping

By F. M. GISPERT

Secretary, Associated Steamship Lines

IN spite of the Pacific Coast shipping strike, no decline in total exports was noted during the month of October.

Vessels to the number of 84 lifted 143,352 tons, as against 81 vessels with 107,936 tons for the previous month. Last year during October, however, 68 vessels lifted 164,507 tons.

Copra shipments continued to decline but most other commodities showed a steady increase.

Principal commodities exported during October, 1948, as compared with October, 1947, were:

	1948	1947
Cigars	1 ton	4 tons
Desiccated coconut	0,825 "	5,490 "
Coconut oil	8,639 "	4,006 "
Copra	37,837 "	98,427 "
Copra cake	2,119 "	5,843 "
Hemp	32,775 bales	63,550 bales
Logs and lumber	2,796,526 board feet	24,696 board feet
Ores	25,274 tons	16,018 tons
Rope	295 "	245 "
Sugar	5,016 "	—
Tobacco	184 "	887 "

Port Of Manila

By E. W. SCHEDLER

General Manager, Luzon Brokerage Company

PUBLISHED with these notes is the incoming cargo tonnage over the Manila piers, to and including November, 1948, which month is on an estimated basis. As can be readily seen, tonnage for 1948 totalled 1,781,370 tons for eleven months, against 1,676,340 tons equivalent for 1948, or an increase of 105,022 tons.

Philippine businessmen are not so much interested in this tonnage as they are in the prospects for cargo in 1949. As this is being written, it appears that the settlement of the Pacific Coast strike is in the final stages and that any hour a news report will state all hands will return to work. Pacific Coast ships can then be expected in Manila, beginning early January, 1949. It appears there are some 250 ships tied up on the Pacific Coast, some of which are already loaded for outward voyages.

If too many of these ships arrive simultaneously in Manila, it is likely that a minor case of pier congestion will repeat itself, such as we experienced in 1946 and early 1947.

Before the war, there were eight berths available for handling cargo, that is eight ships could come alongside the docks, and inward cargo amounted to from 95,000 to 105,000 tons monthly.

Today we have seven berths to work cargo, and our monthly tonnage has run from 146,000 to 190,000 tons. To further complicate the situation, none of the berths now being worked at Pier 13, Pier 11, or Pier 7, has adequate cargo-handling machinery. Small tractors and dollies are available, as well as portable cranes, but regular overhead cargo-working gear is non-existent.

In case ships have to lie off the piers awaiting berth, inside the breakwater, there are the following anchorages: 3 with 29½ feet of water; 2 with 24 feet; and 4 with 25 feet.

The harbor alongside the piers and anchorages needs dredging badly. It is reported that the Bureau of Public Works proposes to begin on this project at an early date.

To remove and distribute cargo from the piers, there is an ample number of trucks available mostly belonging to the licensed customs brokers who operate fleets for this purpose.

Where lighters can be used, some 9,000 tons of flat lighters are available in the Manila area. House lighters of the dry-cargo type total 14,000 tons. Bulk lighters of the liquid-cargo type approximate 10,000 tons.

Firms working on the waterfront report a general reduction in pilferage and loss over what was sustained last year, and the general impression is that there has been an improvement in cargo-handling at the Port of Manila.

TOTAL TONNAGE HANDLED FOR YEAR 1948

MONTH	NO. OF VESSELS	TOTAL TONS
January	58	135,209.581
February	62	158,666.244
March	76	189,542.323
April	80	183,844.966
May	78	215,159.844
June	79	176,460.616
July	78	151,627.124
August	82	189,787.163
September	73	146,475.877
October	63	124,596.735
November	60 *	110,000.000 *

Total 1,781,370.473

* Estimated

TOTAL TONNAGE HANDLED FOR YEAR 1947

MONTH	NO. OF VESSELS	TOTAL TONS
January	48	227,354.051
February	45	192,740.392
March	51	194,459.002
April	54	165,561.190
May	56	135,738.255
June	55	115,441.630
July	60	118,156.982
August	60	105,742.836
September	65	143,792.560
October	58	131,446.678
November	63	145,916.236

Total 1,676,348.812

Total Tonnage (11 months) 1948: 1,781,370.473

Total Tonnage (11 months) 1947: 1,676,348.812

Increase 105,021.661

Inter-Island Shipping

By G. F. VANDER HOOFT

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IN last month's article, we mentioned that the West Coast maritime strike in the United States had not yet affected inter-island shipping to any noticeable extent. This situation has changed lately. Ordinarily, considerable movement of goods is done by inter-island vessels at this time of the year, but this is now much lower than usual. There are many items of export from United States West Coast ports which are very much in demand in the Philippines during the Christmas season, but these are presently available only in limited quantities, which naturally af-

fects the freight movement by inter-island vessels.

The present over-all picture of inter-island shipping is rather gloomy. The reasons for this have been stated repeatedly in this column in various issues of this Journal. The number of vessels previously sold or chartered by the Philippine Shipping Commission to private operators, which are now being returned by these operators to the Commission, is increasing steadily. No longer is the operation of inter-island vessels an attraction for investment as it was a year ago, and by now, new investors interested in taking over from previous operators have almost disappeared.

Shipping companies are taking the necessary steps to improve the situation through strict economy in operation, application for revision of tariff rates, and legislation favorable to coastwise shipping, and, with the gradual disappearance of many of the surplus vessels which have accounted for the unnecessary extra tonnage, it is expected that those operators who survive the crisis will soon enjoy better times.

Lumber

BY E. C. VON KAUFFMANN

President, Philippine Lumber Producers' Association

PRODUCERS exporting lumber have been somewhat relieved to learn from the Government that shipments at outports will more or less be allowed as in the past. However, full advantage of this could not be taken because of the prolonged American West Coast shipping strike and export lumber has accumulated at the mills because of lack of ships.

Some space was available, but shipowners required the routing of cargoes via Tacoma, and as this compelled shippers to absorb an extra rail-transshipment charge, which in most cases they could not afford, very few shipments have gone out during the last two months.

Now that the strike is over, shipping companies are actively soliciting lumber cargoes and these are expected to move out again soon.

The local market has remained practically unchanged. December is likely to be, as usual, a slow month. Prices are expected to improve by the first of the new year.

Copra and Coconut Oil

BY MANUEL IGUAL

General Manager, El Dorado Trading Company, Inc.

AND KENNETH B. DAY

President, Philippine Refining Company

PHILIPPINE copra price levels, in comparison with world markets, were extremely artificial during the period under review, they being maintained almost wholly by the disappointing local supply. Consequently, Philippine copra was consistently priced above copra elsewhere in the world, and the only reason why it sold was because of relative scarcity elsewhere.

We started the period with a steady market, buyers' ideas being around \$250 c.i.f. Pacific Coast or f.o.b. Philippines with about \$10 premium for East Coast delivery. Shipments to the West Coast were barred because of the stevedores' strike, but in some instances buyers were interested for shipment by American vessels guaranteed to ride the strike out at desti-

BYRON JACKSON CENTRIFUGAL PUMPS

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