

2. Oversea Cargo by Nationality of Vessels Carrying.—The following table shows the total overseas cargo discharged and shipped combined, according to the nationality of the vessels carrying, during the years 1945-46 to 1949-50 compared with the year 1938-39 :—

**OVERSEA CARGO DISCHARGED AND SHIPPED—NATIONALITY OF VESSELS : AUSTRALIA.**

(Tons Weight and Tons Measurement Combined—'000.)

Vessels Registered at Ports in—	1938-39.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.
<b>British Countries—</b>						
Australia .. .. .	416	433	267	286	306	237
United Kingdom .. .. .	7,731	4,982	6,957	8,293	10,167	11,468
Canada .. .. .	53	351	121	85	132	83
New Zealand .. .. .	503	243	233	203	226	253
Other British .. .. .	446	167	187	425	305	370
<b>Total British .. .. .</b>	<b>9,149</b>	<b>6,176</b>	<b>7,765</b>	<b>9,292</b>	<b>11,136</b>	<b>12,411</b>
Percentage of Total .. .	72.43	60.66	77.51	73.30	73.21	70.08
<b>Foreign Countries—</b>						
Denmark .. .. .	184	22	38	105	265	378
France .. .. .	189	47	90	95	123	187
Germany .. .. .	370	..	..	..	..	..
Italy .. .. .	84	..	37	18	217	176
Japan .. .. .	260	..	..	..	..	..
Netherlands (a) .. .. .	573	234	327	512	531	646
Norway .. .. .	834	578	547	566	1,149	1,712
Sweden .. .. .	354	379	314	408	453	589
United States of America .. .	159	2,286	659	1,083	688	397
Other Foreign .. .. .	475	459	241	597	649	1,215
<b>Total Foreign .. .. .</b>	<b>3,482</b>	<b>4,005</b>	<b>2,253</b>	<b>3,384</b>	<b>4,075</b>	<b>5,300</b>
Percentage of Total .. .	27.57	39.34	22.49	26.70	26.79	29.92
<b>Grand Total .. .. .</b>	<b>12,631</b>	<b>10,181</b>	<b>10,018</b>	<b>12,676</b>	<b>15,211</b>	<b>17,711</b>

(a) Include Netherlands East Indies.

Owing to war conditions the percentage of cargo carried in British vessels decreased from 72.43 in 1938-39 to 41.37 in 1943-44, but increased to 77.51 in 1946-47. It has since declined, reaching 70.08 in 1949-50.

## § 7. Control of Shipping.

1. War-time Control.—An account of the action taken by the Commonwealth Government to control and regulate shipping throughout Australian waters during the 1939-45 War is given in Official Year Book No. 36, pp. 121-130.

2. Post-war Control and Developments.—On 1st January, 1946, the Shipping Co-ordination Regulations were substantially amended to provide for a consolidation, within an Australian Shipping Board, of the war-time shipping authorities, notably the Shipping Control Board, Commonwealth Government Ships Chartering Committee, Central Cargo Control Committee and the Salvage Board. In consequence, a contraction of war emergency shipping administration was effected, with a tapering off of war-time powers and controls being achieved. The Allied Consultative Shipping Council, the

British-American-Australian Shipping Sub-Committee, and the Port Equipment and Development Committee lapsed towards the end of 1945. The Allied Materials Handling Standing Committee continued, however, developing into the Commonwealth Handling Equipment Pool.

In March, 1947, legislation established a permanent Stevedoring Industry Commission to continue in peace-time the functions performed during the war by the Commission established under National Security legislation. In June, 1949, legislation was enacted to abolish the Stevedoring Industry Commission on which employers and employees were represented, and established in its place a Stevedoring Industry Board of three members, which attends to administrative matters formerly under the control of the Commission, such as the operation of labour bureaux at ports, payment of attendance money and provision of amenities, etc. The industrial functions which previously came within the province of the Commission are being dealt with by a single Judge of the Commonwealth Court of Conciliation and Arbitration.

The Maritime Industry Commission established during the war years under National Security legislation continues to function and consideration is being given to its establishment on a permanent basis.

As the immediate post-war years were marked by a continued shortage of coastal shipping, it was necessary not only to continue requisitioning of merchant shipping up to 18th August, 1947, but to supplement Australian coastal shipping with as many as 26 oversea chartered vessels obtained through the British Ministry of Transport. During these two post-war years, however, the majority of vessels operating under Defence Services Control were returned after refitting for commercial employment, and on 18th August, 1947, all requisitioned vessels, with a few exceptions, had been returned to shipowners.

In March, 1949, the Commonwealth Parliament passed the Shipping Act 1949 which was designed to establish the Australian Shipping Board on a permanent basis, to license shipbuilding, and to operate a Commonwealth Shipping Line on the Australian coast and later in oversea trades. The Act has not been proclaimed. In the meantime, the Commonwealth-owned vessels are being operated by the Australian Shipping Board under war-time regulations continued by the Defence (Transitional Provisions) Regulations.

As at 1st November, 1951, the Australian Shipping Board operated 35 vessels totalling 148,980 gross tons of which seven vessels totalling 47,030 gross tons were operated on time charter from private owners. The Government-owned tonnage, totalling 108,485 gross tons (of which four vessels totalling approximately 6,500 gross tons were on charter to other companies), comprised thirteen "A" or "River" class vessels of an average of 5,197 gross tons, two "B" class vessels of an average of 3,952 gross tons, nine "D" class vessels of an average of 2,334 gross tons, five "E" class vessels of an average of 584 gross tons plus three other vessels—*Nyora* of 1,299 gross tons, *Ransdorp* of 469 gross tons and *Tyalla* (formerly *Kefalonia*) of 7,327 gross tons. The *Tyalla* is still registered in the United Kingdom.

In the international sphere, ratification is still being awaited from 21 ship-owning nations of a Convention establishing an Inter-Governmental Maritime Consultative Organization within the framework of United Nations. The major objectives of this Organization are to provide machinery for co-operation among Governments with shipping engaged in international trade, and to encourage the removal by Governments of discriminatory action and unnecessary restrictions regarding such shipping.

This Organization is designed to replace the United Maritime Consultative Council which was established on a tentative basis after the expiry of the war-time United Maritime Authority and Combined Adjustment Board.

## § 8. Miscellaneous.

1. **Lighthouses.**—A list of the principal lighthouses on the coast of Australia, giving details of the location, number, colour, character, period, candle-power and visibility of each light so far as particulars were available was published in *Transport and Communication Bulletin* No. 14.

2. **Distances by Sea.**—The distances by sea between the ports of the capital cities of Australia and the most important ports in other countries which trade with Australia are shown in *Transport and Communication Bulletin* No. 41.