REPORT OF THE COMMITTEE ON BARGE TRANSPORTATION OF THE NATIONAL PETROLEUM COUNCIL

JULY 1, 1947

WASHINGTON, D. C.

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The following report has been prepared in compliance with the request of the National Petroleum Council to make factual studies of petroleum barging position on the inland waterways east of the Rocky Mountains.

Since the petroleum industry barge committees ceased functioning with the termination of the war, there has been no industry organization to maintain statistical records of the inland waterway fleets. However, for the past several years, the U. S. Coast Guard has prepared annually a complete list of inspected tank vessels. As all vessels carrying inflammable products must be inspected annually, these lists can be considered accurate.

The last list was published July 1, 1946 and has been used as the basis for this study, which has been divided into three areas of operation as follows:

1 - Mississippi River System (including Gulf Intra-Coastal Canal)

2 - The East Coast (including N. Y. State Barge Canal)

3 - The Great Lakes

1 - Mississippi River System

All tank barges operating on the Mississippi River System as of July 1, 1946 have been tabulated on Table #1 according to the year built. This shows that there were a total of 1,353 tank barges in operation with a total capacity of 9,920,000 barrels.

In order to estimate the net additions since July 1, 1946, a canvas was made of a number of shipyards to determine the number of

barges completed and orders booked up to the date of this report. The Committee concludes that the net additions, after allowing for retirements, exceed 1,000,000 barrels of barge capacity or somewhat more than a 10% increase over July 1, 1946.

The survey also indicates that towing power already built or under construction is keeping pace with the increase in barge tonnage. It has also been found that there is a marked trend toward larger sized barges and greater horsepower in towboats which will result in generally larger and more efficient tows being operated.

It also appears that terminal facilities have not been improved in efficiency consistent with the trend toward larger oil tows, some of which will carry as much as 130,000 barrels per trip. It is estimated that 20% to 30% of round trip time is consumed in port.

In spite of additions to the fleet, there is a substantial shortage of barge capacity at the present time due to the demand for long haul barge movements from the Gulf area, which started in the summer of 1946 and has increased substantially this year.

2 - EAST COAST EQUIPMENT (Including New York State Barge Canal)

A summary of dumb barge and self-propelled barge equipment trading in East Coast area and the New York State Barge Canal appears on Table #2 herewith attached.

This tabulation is broken down between self-propelled tankers and non-self-propelled barges and indicates the position as of July 1, 1946 as compared with the present date. The number of units increased from 440 in 1946 to 466 in 1947, with an increase in over-all capacity of 11.1%. Here, too, as in the Mississippi area, the trend is obviously

toward substantially larger carrying capacity per unit. As of the present time, new equipment seems to be keeping pace with prevailing demands and the fleet generally appears adequate to perform the industry requirements although there is little or no surplus.

In this area, the larger self-propelled equipment is generally utilized on short coastwise hauls from tanker receiving terminals to smaller barge distribution terminals. Although some such equipment is employed in the New York State Barge Canal, the larger dumb barge predominates in that area.

There is apparently adequate towing power in this area, with a substantial portion of this demand being drawn from the general towing industry.

3 - GREAT LAKES

A list of the American Flag tanker fleet operating on the Great Lakes as of July 1, 1946 appears on Table 3. This list excludes so-called transient equipment which generally operates on the N. Y. State Barge Canal or in short coastwise trade but is capable of and, at times, does operate on the Great Lakes. Such vessels are included in Table #2.

Table #3 also shows the changes that have been made in this fleet since July 1, 1946, or will shortly be made, so that as of the present date, the fleet can be regarded as consisting of 17 tankers, all self-propelled, having a total capacity of approximately 675,000 barrels.

The fleet appears to be adequate for present industry requirements especially since frequent shortages of products and strikes at Great Lakes refineries this year have permitted some American vessels to carry cargoes for Canadian shippers between Canadian ports to a greater extent than is normal.

TABLE # 1

BARGES ON MISSISSIPPI RIVER SYSTEM & GULF INTRACOASTAL CANAL, (CORPUS TO TAMPA) BASED ON LIST OF INSPECTED TANK VESSELS ISSUED BY U. S. COAST GUARD AS OF JULY 1, 1946

YEAR BUILT	NO. BARGES	TOTAL CAPACITY
1913	1	7,000
1916	8	46,274
1917	2	21,000
1918	2	5,770
1919	14	37,941
1920	14	135,362
1921	12	85,337
1922	8	38,945
1923	3	10,913
1924	33	90,977
1925	38	224,677
1926	27	168,830
1927	11	16,586
1928	38	174,451
1929	16	48,182
1930	9	32,527
1931	22	120,930
1932	28	152,313
1933	33	206,796
1934	18	89,402
1935	44	268,917
1936	78	517,302
1937	112	755,958
1938	36	217,461
1939	99	699,849
1940	155	1,232,666
1941	157	1,405,820
1942	84	764,535
1943	94	856,013
1944	35	330,134
1945	99	859,627
1946*	23	300,901
	1,353	9,923,396

* 6 Months

EAST COAST EQUIPMENT

TABLE # 2

	JULY 1, 1946		JULY 1, 1947		PERCENT INCREASE OVER JULY 1, 1946
	NO. VESSELS	TOTAL CAPACITY	NO. VESSELS	TOTAL CAPACITY	
SELF PROPELLED					
Under 5,000 bbl. capacity	59	124,325	60	127,028	
5,000-10,000 bbl. capacity	23	156,158	28	188,158	
Over 10,000 bbl. capacity	28	410,540	35	519,040	
Total Self Propelled	110	691,023	123	834,276	20.7%
NON SELF PROPELLED					
Under 5,000 bbl. capacity	127	327,808	127	327,808	
5,000 - 10,000 bbl. capacity	115	796,031	118	824,031	
Over 10,000 bbl. capacity	88	1,291,972	98	1,465,972	
TOTAL NON SELF PROPELLED	330	2,415,811	343	2,617,811	8.4%
COMBINED TOTALS	440	3,106,834	466	3,452,087	11.1%

TABLE # 3

GREAT LAKES TANKER FLEET
(Excluding Transient Equipment)

AS OF JULY 1, 1946 WITH CHANGES TO JULY 1, 1947

NAME	OWNER	BARRELS CAPACITY	
SS Beaumont Parks	Standard Oil Co. (Incl.)	43;788	
SS Edward D. Seubert	" " "	50,723	
SS Red Crown	" " "	66,682	
SS Robert W. Stewart	" " "	50,542	
SS William P. Cowan	" " "	63,170	
S.O. Co. "C" (Barge)	" " "	38,000	(1)
SS Maine	The Texas Company	39,000	
SS Michigan	" " "	45,600	
MV Traverse City Socony	Socony Vacuum Oil Co.	28,500	
SS Comet	Cleveland Tankers Inc.	36,000	
M.S. Mercury	" " "	22,300	(3)
SS Meteor	" " "	41,000	
P.B. Paratex	Gulf Oil Corp.	19,880	
SS Mexoil	Great Lakes Transport Corp.	16,500	(2)
SS Panoil	Great Lakes Transport Corp.	16,500	
Str. L. S. Wescoat	" " " "	45,000	
MV Martha E. Allen	Lake Tankers Corp.	34,200	
SS Rocket	Cleveland Tankers Inc.	42,000	
	Total July 1, 1946	699,385	

Changes Since July 1, 1946

(1)	S.O. Co. Barge "C" sold for scrap	38,000	
(2)	Transferred to Panama Flag Operation	16,500	
(3)	"Mercury" will transfer to Canadian operation in August, 1947	22,300	
		76,800	
	SS Edgewater now under conversion for Great Lakes operation	30,000	
	Net Decrease		46,800
			642,585