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## Soviet Bloc Merchant Ships

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The world's maritime industry has played a vital role in the economic growth of our nation, but the American merchant marine has been losing its share of that role, for nowadays only about 4 percent of the country's foreign trade (measured by volume) is carried in US flag vessels. The welfare of our merchant marine and the congressional interest in its welfare should be a matter of national concern.

Various scholars have looked into the history of our maritime policy. John G.B. Hutchins' *The American Maritime Industries and Public Policy, 1789-1914* (published in 1941) examines the changes that have occurred to American shipping and shipbuilding industries for our first century and a quarter. Samuel A. Lawrence's *United States Shipping Policies and Politics* (published in 1966) surveys government programs to develop the merchant marine. Many articles in various magazines deal with the present maritime policy.

But there has been no modern comprehensive history of American maritime policy. It is this void that two professors of transportation H. David Bess of the University of Hawaii and Martin T. Farris of Arizona State University attempt to fill. Their book divides the topic into two parts. The first, "Antecedents," discusses US maritime policy from colonial times to 1970, giving ever more attention to more recent events.

Beginning with 1607, when the first colonial ship, the *Virginia*, was launched from these shores, and passing through the protective tariff of April 1789, when the very first act of Congress was enacted, we are navigated through many years of economic history and maritime policy.

Unfortunately, the authors' account is marred by editorial awkwardness. For example, they meld together the mail-

contract subsidy scandal of the 1928 act with the Great Depression as causes of the US maritime industry's subsequent steep decline. In point of fact, the scandal was unimportant compared to the swift drop in world trade to about half its former level at a time when the industry was badly overtonnaged.

The second part of the book, "Maritime Policy: a New Assessment," begins with the Merchant Marine Act of 1970. By that year, the need for new legislation was clear. Although the act of 1970 concerned itself with the entire fleet, liner and nonliner, it merely continued and updated the act of 1936. Moreover, the effects of the policy were overshadowed by domestic and international events whose consequences far outweighed those of the act. After a chapter on the act of 1970, the authors discuss current topics, such as technological changes, flags of convenience, and regulations. It is here that they make their most scholarly contribution. The collaboration of these two scholars has turned out a thoroughly researched book, one worthwhile reading for all those who are concerned with the historical progression of our maritime policy.

In tracing the history of our maritime policy the authors provide an abundance of minutiae, and rely upon extensive quotations throughout the text.

Although the book is well footnoted, it lacks both an index and a bibliography. The final chapter deals with prospects for the future; whether Congress and the President will offer the necessary support for the smooth sailing of the Merchant Marine has yet to be seen.

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Bock, Bruno and Bock, Klaus. Translated by John A. Broadwin. *Soviet Bloc*

*Merchant Ships*. Annapolis, Md: Naval Institute Press, 1981. 269pp. \$29.95

This is an updated version of a work originally published in German in 1977. The main portion consists of the names, brief descriptions, and sketches to scale of the merchant ships of the Soviet Union, the other Warsaw Pact countries, and Cuba. The sketches are reminiscent in their detail of those found in *Weyer's Warships of the World*, though they are larger. There is also an alphabetical list, by country, of all the ships, with the most important data given for each ship.

The authors start with a short historical sketch of the maritime history and activity of each member nation of the Council for Mutual Economic Assistance (COMECON), interspersed with a generous number of black and white photographs. These sections are interesting and informative, particularly that on the Soviet Merchant Marine. Next comes a short section on the training of Soviet bloc seafarers and embracing—more or less—all eight nations. This is followed by the profile line drawings, and vital statistics of the major ships of each of the eight nations. The authors provide a guide to the abbreviations and data at the beginning of this section; had they arranged it alphabetically and had the publisher printed it on a fold-out page at the end of the section it would have proven more practical. Next comes the alphabetical listing of the merchant ships of each nation, again with vital statistics and a cross-reference to the appropriate line drawing.

Curiously, in their preface the authors claim there are 40,000 merchant ships of over 1,000 gross registered tons in the world. In contrast, the US Maritime Administration sets the figure at just under 25,000 such ships.

*Soviet Bloc Merchant Ships* should be a handy reference, and a companion work

to this one on the Nato nations would be a worthwhile undertaking, but there is probably not enough detail to be of great value to the shipping professional for whom *Lloyd's Register* must be a companion reader.

Finally, the point should be lost on neither the casual reader—nor the shipping professional—that while the number of ships in the Soviet (and COMECON) merchant fleet has grown steadily during the past 10-15 years, the numbers under US flag, as well as most of our Nato allies, have dwindled.

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Taylor, William J., Olson, Eric T., and Schrader, Richard A., eds. *Defense Manpower Planning, Issues for the 1980's*. New York: Pergamon Press, 1981. 278pp. \$29.50 paper \$10.95

*Defense Manpower Planning* is a collection of 17 essays, some new and some previously published, by a number of well-known manpower analysts and policymakers representing a broad range of disciplines. Several of the papers served as background for the 1980 US Military Academy Senior Conference on Defense Manpower Management. Following two introductory papers, the essays are grouped into three parts: five in a section entitled "Active Duty Forces"; four in "Reserve Forces"; and six in a section called "Alternatives." Those in the last section address alternative solutions to problems described in the first two sections. The book also contains one-page introductions to each of the major sections, a short concluding paper, a glossary, and a short index. A bibliography would have been a useful addition.

One of the best essays is the introductory "Outline of Manpower Issues and