WORLD PETROLEUM

TANKER CONSTRUCTION

A REPORT OF

THE NATIONAL PETROLEUM COUNCIL

1957

NATIONAL PETROLEUM COUNCIL

REPORT OF THE COMMITTEE ON TANKER REQUIREMENTS

MARCH 7, 1957

CHAIRMAN OF THE COMMITTEE: B. BREWSTER JENNINGS

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REPORT OF THE TANKER REQUIREMENTS COMMITTEE
NATIONAL PETROLEUM COUNCIL

The Committee on Tanker Requirements in preparing this report obtained information concerning the number of tankers in the world tanker fleet and the number of tankers under construction or on order from the Maritime Administration and from oil companies represented on the Committee, as well as from other sources, such as Shipbuilders Council of America, Norwegian Shipping Association, maritime trade publications and records of tanker brokers.

The Committee reconciled this information to the best of its ability, and letters were sent to the major tanker owners of the free world requesting them to correct the information insofar as each of their individual fleets was concerned. They were also requested to advise the Committee what tankers they definitely had planned for delivery before the end of 1965 which were not as yet contracted for in shipyards. 103 companies were written to, and replies were received from 89. The Norwegian Shipping Association answered for the Norwegian tanker owners in total; thus no individual breakdown of Norwegian companies' positions was obtained. All of this information was then correlated to arrive at the statistics quoted in this report.

The Maritime Administration and Office of Oil and Gas, Department of the Interior, have greatly assisted the Committee and have had representatives at all of the meetings of the Working Group appointed by the Chairman of the Tanker Requirements Committee.

Since the Interim Report of December 14, tankers reported under construction or on order in world shipyards and definitely planned by tanker owners have increased from 28,922,600 dwt to 37,988,720 dwt. This enormous increase amounts to 9,066,120 tons. Of this, it would appear that an increase of approximately 4,000,000 tons took place as a result of tanker construction contracts placed during a two-month period from November 1, 1956, to January 1, 1957. The balance of increase is in the planned category and was developed as a result of replies to the inquiries to major shipowners worldwide.

As of January 1, 1957, there were 2353 tankers of 41,070,323 dwt (6,000 dwt and over) in the world fleet. Excluded from this total are Government and military tankers which amount to 180 tankers of 2,773,495 dwt. Tankers flying the flag of U.S.S.R. and its satellite countries also are excluded from these figures. Expressed in equivalent T-2 carrying capacity (16,600 dwt, 14.6 knots), the world fleet on January 1, 1957, excluding Government and military tankers, as well as those of U.S.S.R. and satellite countries, totals 2389 T-2's. There were only 5 over-age or badly damaged tankers, commercial and Government owned, in tieup, amounting to 3 T-2's.

On January 1, 1957, there were 902 tankers (6,000 dwt and over) of 26,842,605 dwt, equivalent to 1772 T-2's, under construction or on order for which contracts had been definitely signed. Government and military tankers, as well as those of U.S.S.R. and satellite countries, are excluded from this total.

Replies to letters sent to major shipowners worldwide requesting plans for tankers to be delivered before the end of

1965, indicate 11,146,115 dwt, equivalent to 735 T-2's, definitely planned over and above the 26,842,605 dwt indicated in the preceding paragraph. Again, Government and military tankers planned, as well as those of U.S.S.R. and satellite countries are excluded. Therefore, the Committee on Tanker Requirements anticipates a total of 37,988,720 dwt, equivalent to 2507 T-2's, will be delivered by shipyards by 1965 provided the shipyard capacity of the world is capable of delivering this number of tankers during the next nine years.

The Committee on Tanker Requirements feels that the tanker construction capacity of the world shipyards at present is about 300 equivalent T-2's per year. Future additional shipyards and expansion of present yards, plus additional capacity resulting from greater use of prefabrication and other efficient measures, will tend to increase this assessed capacity. However, the present indicated shortage of steel required for ship construction and shortage of shipyard labor in certain countries may prevent the potential capacity from being realized over the next few years but the assessed capacity of 300 should be realized as an average from now through 1965.

It is realized that the capacity of shipyards to deliver tankers must necessarily be influenced by construction of dry cargo and other type ships and may vary considerably year by year, however averaging out to the assessed 300 T-2 capacity.

It will be noted on Statement "A" attached that the years 1957 and 1958 indicate tanker deliveries, based on contract delivery

dates, in excess of the assessed shipyard capacity but it is felt that slippages in delivery dates will bring deliveries in line with estimated yard capacities.

Statement "B" attached shows a breakdown by size categories of the 37,988,720 dwt definitely under construction, on orderoor planned. Of this total, 24 tankers are 100,000 dwt and over; 39 tankers are between 60,000 and 100,000 dwt.

The combined effects of tanker scrappage, possible conversion of tankers to dry cargo vessels and other non-petroleum service, plus any marine losses, will partially offset the addition to the world fleet resulting from estimated future construction. The Committee feels these reductions will be only nominal, averaging approximately 25 T-2's annually, during the 1957 to 1961 period. However, for the period 1962 - 1965, inclusive, a rise could occur in this number, possibly to an average of about 125 T-2's per year, reflecting the obsolescence of most of the war-built T-2's. Adding to the January 1, 1957 working tanker fleet of 2389 T-2's the number of tankers under construction or on order for which contracts have been definitely signed, amounting to 1772 T-2's, and subtracting the effect of the assumed obsolescence, at the rate of 25 per year from 1957 through 1961 and at the rate of 125 per year for 1962, it appears that the world tanker fleet will be increased 64% during January 1, 1957, to January 1, 1963. This amounts to a compounded annual growth rate of 8.6% for the next six years. If we add the tankers definitely planned as reported by tanker owners, and again take

into consideration assumed tanker obsolescence at the rate of 25 per year from 1957 through 1961 and at the rate of 125 per year from 1962 through 1965, the 1965 tanker fleet should amount to approximately 4346 T-2's. This would be an increase of 82% over the January 1, 1957 world tanker fleet, or a compounded annual growth of 7.4% over the period to 1965.

The Committee wishes to state that, should tanker rates continue firm into the 1960's resulting from a close balance or shortage of tankers to meet demand, older vessels including a number of the T-2's will be retained in service beyond 1965 by major reconditioning and repairing. The Committee, therefore, feels that the rate of growth of the world fleet, as stated, could be conservative.

It is difficult to estimate the number of tankers now on order or under construction which could be increased in size although it is felt that an increase would be possible in certain particular yards for those tankers scheduled for delivery from 1959 onwards. A very rough estimate under these conditions would indicate about 25/50 ships could be enlarged to the 60,000 ton or over category. However, the exact amount of additional tonnage that could be gained by enlarging individual vessels over the size now ordered or planned is a somewhat academic figure since increasing the size of each tanker would cause a delay in its completion and thus only accomplish building big ships at the expense of reducing the number delivered. Even with larger ships delivered, the shipyard capacities would not be appreciably increased

above the approximate annual 300 T-2 equivalents mentioned previously.

Statement "C" shows approximate characteristics of typical tankers of various sizes, and attention is particularly directed to the beam and draft of these large tankers. In general, tankers over 45,000 dwt can at present only be utilized efficiently in certain specific long haul trades, mostly in crude oil service, such as Persian Gulf to U. S. West Coast, and Persian Gulf and major Caribbean ports to certain major European and U. S. East Coast ports. Tankers of 60,000 tons and over can only be loaded fully in certain Persian Gulf ports and could be discharged at present fully loaded only at LeHavre, France, working the tides; Port de Bouc, France, if lightered; possibly lower Delaware Bay, and certain U. S. West Coast ports.

Statement "D" tabulates the ports worldwide which our information indicates can or will be able to handle 60,000 dwt tankers. Very few of these can handle the 80/100,000 ton tankers. There appears to be an enormous job of port development ahead in order to utilize efficiently the large tankers being built or in the planned stage.

As a matter of information, tankers are limited in size which can transit the Suez Canal and Panama Canal. Immediately prior to the closure of the Suez Canal, this waterway was able to accommodate vessels with a maximum draft of 35', and improvements were being undertaken to increase this draft to a maximum of 36'. A further limitation exists because of the wash and suction effect

of a moving ship upon the sand banks of the Canal. Tests have proved that these effects become pronounced when the ratio of vessel cross-sectional wetted surface to Canal cross-sectional area reached a limit of 1 to 4.5, when ships are proceeding at a minimum maneuverable speed of about 6 to 7 knots. This latter limitation restricts the use of the Canal to a tanker of about 60/65,000 dwt with a draft of about 30', whereas a tanker of lesser size could transit with a loaded draft of 35'. In the case of the Panama Canal, the limitations are a maximum beam of 107', maximum draft 37'6", and maximum length 900', which appear to limit this waterway, particularly as to draft, to tankers not much in excess of the 60/65,000 dwt class.

There is a definite limitation in the number of drydocks worldwide which can accommodate tankers of 60,000 dwt and over. Statement "E" tabulates the location of the drydocks which in the opinion of the Committee could accommodate 60,000 dwt tankers. The Committee wishes to point out the lack of large drydocks on the United States East Coast.

The Committee summarizes as follows:

(1) The world tanker fleet will increase 82% from January 1, 1957, to mid-1965.

(2) Active world shipyard tanker capacity, allowing for slippages which are likely to occur, appears to be fully booked through 1961. This represents more tanker capacity, on order or under construction, than at any time in history.

(3) If all tankers definitely planned by tanker owners are built, shipyard tanker capacity will be fully booked through 1964 and into 1965.

(4) There is an indicated shortage of steel and possibly of shipyard labor in certain countries over the next several years.

(5) Shipyard construction capacity should average 300 equivalent T-2's per year from now through 1965, somewhat less than 300 for the next several years, and slightly in excess of 300 over the later years.

(6) Considerable work is required in development of ports and port facilities, including dry-docks and repair facilities, for large tankers now being built or in the planning stage.

Attachments (5)

2/21/57

STATEMENT "A"

TANKERS REPORTED UNDER CONSTRUCTION OR ON ORDER
JANUARY 1, 1957

Yards	Number	D.W.T.	T-2 Equiv.	Contract Delivery Dates T-2 Equivalent 1957	1958	1959	1960	1961	1962	1963	Unknown
United States	70	3,013,010	211.2	29.1	65.9	45.4	34.5	9.4	-	-	26.9
British	168	4,242,780	281.8	97.7	73.3	56.1	35.5	12.0	-	-	7.2
Canadian	1	6,150	.4	.4	-	-	-	-	-	-	-
Swedish	124	3,321,175	220.6	57.4	36.5	38.8	25.4	19.8	5.8	5.3	31.6
Norwegian	62	1,340,950	89.1	16.3	15.5	13.7	14.3	12.9	8.2	1.3	6.9
Danish	24	596,100	39.6	8.7	9.4	4.8	3.4	2.3	2.3	-	8.7
French	49	1,717,184	114.1	30.7	24.1	12.4	25.3	4.4	-	-	17.2
Spanish	13	227,410	15.1	1.2	1.2	3.4	3.4	-	-	-	5.9
Netherlands	80	2,064,930	137.2	27.6	21.1	17.5	24.8	12.9	3.0	-	30.3
Italian	47	1,506,476	100.1	21.5	34.3	29.0	4.8	-	-	-	10.5
Belgium	19	498,750	33.1	6.5	8.0	7.2	6.9	4.5	-	-	-
Japanese	148	5,317,180	353.2	126.1	105.7	36.1	15.2	2.2	-	-	67.9
German	90	2,868,810	190.6	28.0	43.9	31.0	35.5	9.1	-	-	43.1
Portuguese	1	16,700	1.1	1.1	-	-	-	-	-	-	-
Yugoslavia	4	88,200	5.9	-	-	1.3	1.3	-	-	-	3.3
Finnish	2	16,800	1.1	-	-	-	-	-	-	-	1.1
TOTAL	902	26,842,605	1,794.2 ø (22.1) 1,772.1	452.3	438.9	296.7	230.3	89.5	19.3	6.6	260.6

ACTUAL TANKER DELIVERIES

	1956 No.	1956 D.W.T.	1956 T-2 Equiv.	1955 No.	1955 D.W.T.	1955 T-2 Equiv.	1954 No.	1954 D.W.T.	1954 T-2 Equiv.
U. S. Yards	5	144,072	9.8	3	85,500	6.0	26	727,465	49.1
Foreign Yards	120	3,153,048	203.0	160	3,456,566	219.8	192	3,898,915	245.9
Total	125	3,297,120	212.8	163	3,542,066	225.8	218	4,626,380	295.0

ø Represents One Half T-2 Equivalent of Vessels Designated for Oil and Ore Trade.

STATEMENT "B"

WORLD TANKER CONSTRUCTION
AS OF 1/1/57
(6,000 D.W.T. & OVER)
INCLUDING ESTIMATED PLANNED CONTRACTS

D. W. T. RANGE	No.	D. W. T.	T-2 EQUIVALENT
6,000/16,000	87	468,650	31
16,001/20,000	297	5,574,360	371
20,001/30,000	130	3,248,700	217
30,001/40,000	323	11,237,711	749
40,001/50,000	220	9,813,680	652
50,001/60,000	9	507,400	#34
OVER 60,000	63	5,110,669	340
SUB TOTAL	1,079	35,961,170	2,394
			ø (22)
			2,372

Additional:

Contracts Signed Subject to Government License, Contracts Under Negotiation, and New Tanker Contracts Planned for Delivery Before 1965 - Sizes Not Available	*	2,027,550	135
TOTAL	*	37,988,720	2,507

\# Includes 2 - 60,000 D.W.T. Equiv. to 7.9 T-2's.

* Actual Number Not Available.

ø Represents one half T-2 Equivalent of vessels designated for oil and ore trade.

STATEMENT "C"

APPROXIMATE CHARACTERISTICS OF TYPICAL TANKERS OF VARIOUS SIZE

	35,550 D.W.T.	37,400 D. W. T.	39,350 D. W. T.	46,000 D. W. T.	60,000 D. W. T.	80,000 D. W. T.	1000,000 D. W. T.
Length, O.A.	690' 0"	693' 11"	699' 6"	740' 0"	810' 0"	850' 0"	935' 0"
Length, B.F.	660' 0"	666' 0"	665' 0"	705' 0"	770' 0"	815' 0"	900'
Beam	90' 0"	91' 2"	97' 0"	102' 0"	104' 0"	125' 0"	131' 10"
Depth (Moulded)	47' 0"	48' 5"	49' 3"	50' 0"	56' 0"	61' 3"	---
Depth (Summer)	35'7-5/16"	36' 7"	36' 0"	37'10-1/2"	41' 7"	46' 0"	48' 4"
Displacement Tons	47,408	48,757	51,750	60,600	76,300	---	---
D. W. T.	35,521	36,850	39,350	46,000	60,000	80,000	100,000
Speed (Trial)	17.9 K	18.1 K	17.0 K	17.5 K	18.0 K	---	18 K
Speed (Service)	16.6 K	16.8 K	16.3 K	16.3 K	16.8 K	16.8 K	17 K
Rated Horsepower (for Service Speed)	17,600 SHP	19,000 SHP	16,500 SHP	19,000 SHP	25,000 SHP	30,000 SHP	43,000 SHP
Fuel Consumption	555 B/D	600 B/D	520 B/D	600 B/D	790 B/D	950 B/D	1350 B/D
Type of Propulsion	Single Screw Steam Turb.	Single Screw Steam Turb.	Single Screw Steam Turb.	Single Screw Steam Turb.	Single Screw Steam Turb.	Twin Screw Steam Turb.	Twin Screw Steam Turb.
Volumetric Capacity (Bbls.)	309,690	320,000	356,200	402,000	490,000	660,000	---
Fuel Capacity-Aft.	13,204 Bbls		(19,750 Bbls	12,500 Bbls.	---	---	
" " Fwd.	16,388 "	—	(11,060 "	26,100 "	---	---	
Total	29,592 "	26,800 Bbls.	(30,810 "	38,600" "	---	---	---
Tons/Inch Immers.	120.3	120.4	130.0	143.0	159.0	202.0	---

STATEMENT "D"

MEMORANDUM

Ports Worldwide Which Can or Will Be Able to Handle 60,000 DWT Tankers

Loading Terminals

Ras Tanura
Mina al Ahmadi
Sungei Pakning (Indonesia)
Sidon
Banias
Tripoli
Amuay Bay (Venezuela) - late 1957 - on reduced draft 38' 6"
Puerto La Cruz (Venezuela) - late 1957
Dumai, Indonesia - late 1959

Discharge Terminals

Port de Bouc (France) - on reduced draft 37', deepening to 42' by 1960
Sete (France) - on reduced draft 40"
Le Havre (France) - on reduced draft 37'8" (deeper with tide)
Fawley (Southampton) - on reduced draft 36'6" (40' by 1959 Berth #5)
Coryton (Thames) - on reduced draft 38'
Milfordhaven (Wales) - completion dated 1959-60
Wilhelmshaven (German) - completion date 1959-60
San Francisco - lighter in harbor to 35'
El Segundo (California) - ready mid-1957 - handle 83,000 tonner
Rotterdam - on reduced draft 34'6"
Halifax (Nova Scotia)
Everett (Washington) - Standard Oil of California refinery site 1959-60
Santos (Brazil) - lighter in San Sebastian channel to 30'

Indicated Future Terminal Construction and Improvement

Rotterdam - fourth petroleum harbor
Le Havre - (future project - new petrol basin, handle 100,000 tonner)
Anacortes, Puget Sound, Washington - future terminal sites
Sete, France - relocation of buoys
Batangas, Phillippines
Shimizu, Japan
Wakayama, Japan
Huntington Beach, Calif. (Wilshire Oil Company)
Lower Delaware Bay
Rio de Janeiro

2/11/57

STATEMENT "E"

DRYDOCKS CAPABLE OF ACCOMMODATING 60,000 DWT TANKERS LENGTH 792/810' - BEAM 104/107'

	Extreme Length	Breadth	Depth
NORTH AMERICA (East)			
Boston (Govt)	1200' 0"	130' 0"	42' 9"
New York (2) (Govt)	1092' 0"	145' 11"	41' 0"
New York (Bethlehem) **	1000' 0"	150' 0"	50' 0"
Bayonne (Govt)	1092' 0"	151' 4"	43' 10"
Norfolk (Govt)	1011' 4"	116' 2"	40' 3"
Philadelphia (Govt)	1022' 0"	127' 6"	39' 11"
Newport News *	(960' 0"	135' 0"	42' 0"
	(1000' 0"	135' 0"	42' 0"
Quebec	1150' 0"	120' 0"	40' 0"
St. John	1225' 0"	133' 0"	42' 0"
Bahamas (National Bulk) **	(900' 0"	140' 0"	
	(1000' 0"	150' 0"	
NORTH AMERICA (West)			
Bremerton, Wash. (2) (Govt)	867' 0"	123' 9"	38' 0"
Puget Sound (4) (Govt)	867' 0"	114' 4"	35' 6"
San Francisco (Govt)	1006' 0"	122' 0"	37' 5"
San Francisco (Bethlehem) **	850' 0"	135' 0"	
Terminal Island (Govt)	1092' 0"	143' 0"	43' 4"
Victoria	1196' 0"	135' 0"	40' 0"
Balboa, C. Z. (Govt)	1110' 0"	108' 6"	46' 0"
NORTHERN EUROPE			
Devonport, Kenham (Naval Dock)	794' 5"	125' 0"	47' 8"
Portsmouth (2) (Naval Dock)	850' 0"	109' 1"	45' 7"
Portsmouth (Naval Dock)	859' 6"	130' 6"	38' 0"
Rosyth (4) (Naval Dock)	854' 0"	110' 0"	40' 4"
Liverpool	1050' 4"	120' 0"	43' 11"
Southampton	1200' 0"	135' 0"	50' 8"
Brest (Govt)	1043' 7"	118' 0"	48' 6"
Brest (Govt)	1082' 7"	118' 0"	48' 6"
Cherbourg (Govt)	820' 2"	118' 1"	45' 11"
Havre	1046' 6"	125' 0"	57' 6"
St. Nazaire	1148' 0"	173' 11"	44' 1"
Toulon (Govt)	1318' 0"	118' 0"	41' 2"
Bremerhaven	1035' 0"	111' 0"	36' 0"
Amsterdam	817' 0"	120' 0"	36' 5"
SOUTHERN EUROPE			
Gibraltar (Admiralty)	871' 4"	125' 0"	40' 2"
Naples (Govt)	1145' 0"	131' 0"	43' 6"
Taranto (Govt)	807' 4"	133' 11"	39' 4"
Venice (Govt)	820' 2"	115' 4"	39' 3"
Genoa	1148' 0"	131' 2"	42' 7"
Valetta (Admiralty)	857' 8"	126' 6"	40' 0"
Cadiz	803' 10"	124' 8"	39' 4"

	Extreme Length	Breadth	Depth
AUSTRALIA			
Brisbane (Govt)	880' 0"	110' 0"	36' 7"
Sydney (Govt)	1134' 0"	147' 7"	45' 3"
ASIA			
Nagasaki	1140' 0"	132' 6"	32' 7"
Sasebo	855' 9"	113' 4"	41' 5"
Sasebo	1114' 10"	168' 3"	50' 6"
Singapore (Admiralty)	1006' 0"	130' 0"	44' 9"
Pearl Harbor (Govt)	1010' 6"	113' 6"	35' 0"
SOUTH AMERICA			
Rio de Janeiro (Govt)	841' 6"	107' 0"	42' 0"
Tajcahuano, Chile (Govt)	848' 3"	135' 0"	36' 0"
AFRICA			
Cape Town	1181' 0"	148' 0"	45' 0"
Durban	1166' 4"	110' 0"	41' 0"

* Construction graving docks, not generally available for repairs.

** Under construction, or to be constructed.

NATIONAL PETROLEUM COUNCIL
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UNITED STATES
DEPARTMENT OF THE INTERIOR
Office of the Secretary
Washington 25, D. C.

C
O
P
Y

October 29, 1956

My dear Mr. Hallanan:

Secretary of the Interior, Fred A. Seaton, wrote to you on October 15, 1956. He furnished the memorandum, dated October 12, 1956, from the President of the United States to the Director, Office of Defense Mobilization, which directed Mr. Flemming to take steps to bring together representatives of the National Petroleum Council to meet with certain Cabinet officers in the consideration of plans that would be helpful in assuring the adequacy and efficiency of transportation of petroleum supplies in the foreseeable future in the free world. Secretary Seaton requested that you arrange for a group of members of the National Petroleum Council to attend this meeting and that you and the Director, Office of Oil and Gas, collaborate with Director Flemming in planning for the meeting.

In compliance with the request, a group of National Petroleum Council members met on October 19 with the Director, Office of Defense Mobilization, Secretary of Commerce, Secretary of the Treasury, Under Secretary of State, Assistant Secretary of the Interior--Mineral Resources, Acting Assistant Secretary of Defense (Supply and Logistics), Administrator, Maritime Administration of the Department of Commerce, and the Director, Office of Oil and Gas of the Department of the Interior. A second meeting was held on October 25, 1956.

At the first meeting, Director Flemming, outlined the Government's concern that there be provided a large enough fleet of big tankers to accomplish the purpose outlined in the President's memorandum and explained that big tankers were those of 60,000 deadweight tons and above. He pointed out that foreign shipyards appeared to be fully occupied with tankers under construction and orders placed which would keep these yards busy at least through 1960. He also pointed out the potential capacity of American shipyards to build tankers of this size and stated that the Government was prepared to expedite construction in American yards as a defense measure but that the construction would have to be on a self-liquidating basis with no direct financial support from the Government. He asked whether or to what extent American tankship users would be interested in acquiring tankers built in the United States yards. After extensive discussion, the group present advised that it would be necessary for them to study the question further before positive statements could be made.

A second meeting was therefore arranged for October 25, 1956, in order to give time for study and to permit further discussion. This meeting brought out that there were financial problems with tankers built in American yards and that there is already under way a large program for the building of big tankers with an additional large number of such tankers planned. Participants in the meeting were not in a position to state their individual future plans but suggested that in view of the apparent number planned the fleet might be adequate to accomplish the President's purpose. The participants suggested further that it would be timely to ask the National Petroleum Council to make a tanker transportation study which would include information not only on the tankers actually under construction or order, but also those definitely planned. This matter was then referred to me.

Accordingly, I request the National Petroleum Council to make a study of petroleum tanker transportation which would include the construction schedule by number and size, United States and world-wide, between now and 1965, without regard to registry, of all tankers either under construction, on order, or definitely planned and the extent to which ships now on order but not started may be increased in size.

It is suggested that the National Petroleum Council committee appointed to make the study meet with representatives of the Office of Oil and Gas, Department of the Interior, and Maritime Administration, Department of Commerce, to review information already available to the Government. The coordination of this information with that collected by the Council's committee should simplify and expedite the study.

Because of the urgency of the situation, it is requested that the emergency procedure for handling requests to the National Petroleum Council under the Articles of Organization be followed.

Sincerely yours,

/S/ Felix E. Wormser

Assistant Secretary of the Interior

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