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## Government fleet

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THE WORLD MARITIME UNIVERSITY

MALMO Sweden

GOVERNMENT FLEET

by

LEITH NASAK MISIMAKI

A Paper submitted to the World Maritime University  
as part of the requirements of the Course on General  
Maritime Administration.

The contents of this Paper reflect my own personal  
views and are not necessarily endorsed by the World  
Maritime University or the International Maritime  
Organization.

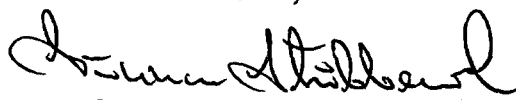
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The World Maritime University

  
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P R O J E C T

NEW HEBRIDES (VANUATU)

'GOVERNMENT FLEET'

PAST

PRESENT

AND

FUTURE

## THE PAST GOVERNMENT FLEET

- The New Hebrides British National Administration Services government fleet.
- The French (NH) National Administration government fleet.
- The joint National Administration vessel or the New Hebrides condominium fleet.

## "PRESENT" FLEET

- The present government fleet and future suggestion of relocation of the fleet.

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## INTRODUCTION

### 1.1. PURPOSE

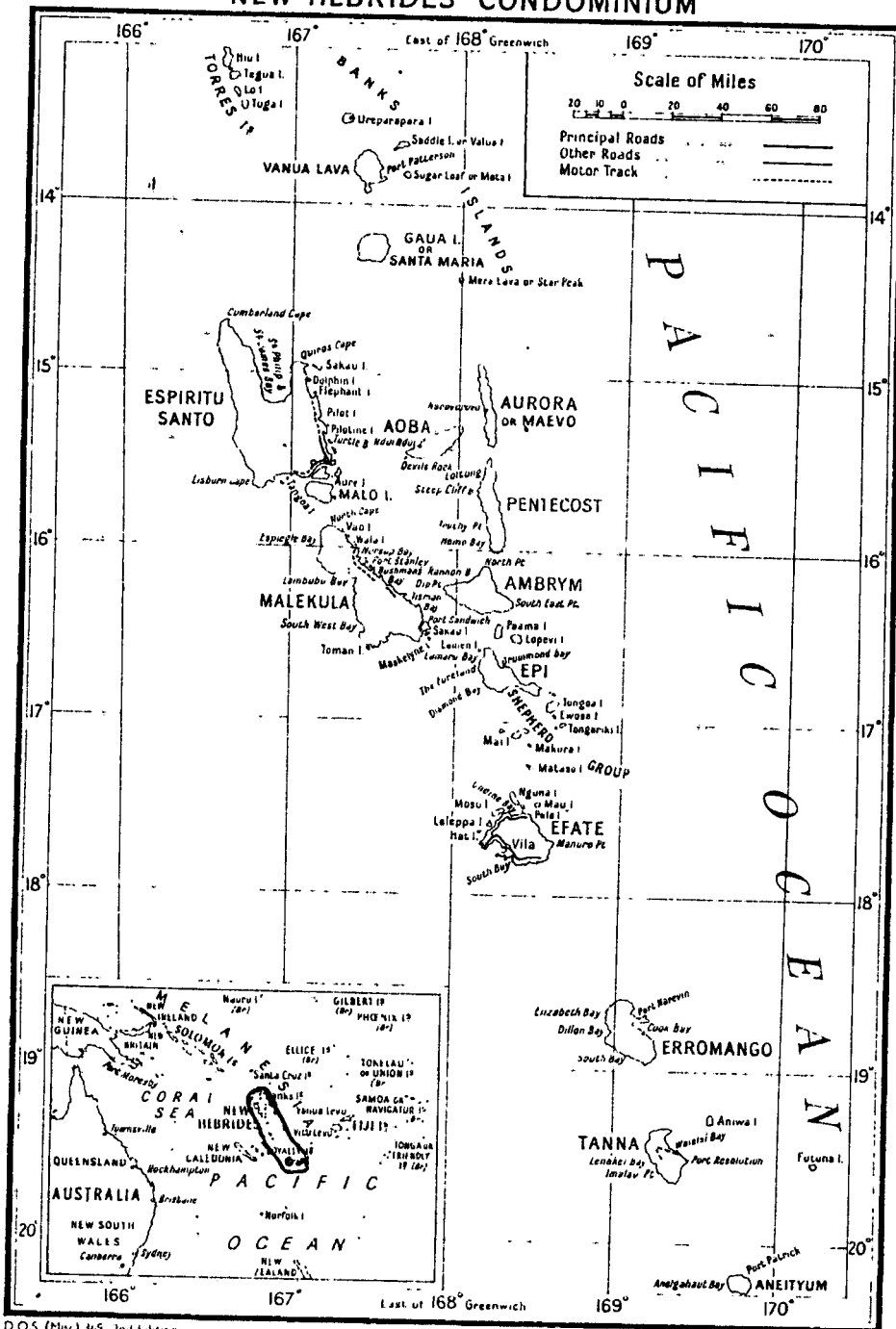
The purpose of my Project was to explain the role and the function of the three Government Fleet before Independent, present and views of the future government fleet, also a services which they had been provided in the past in which the country had been benefited of them,

The function of each government vessel in each of the four district, Operational and location of each vessel.

Since I have already mentioned above the mainpoint of my Projects of which I will explain it in detail later. But the main question behind the curtain was, what was the main objective of having been to provided a maritime transportation services required.

- (a) to provide adequate government services to a various part of the country and communities at reasonable costs.
- (b) to provide internal shipping services and to co-ordinated to improved a standard of total services.
- (c) that the Coastal shipping services were to provide to served those difficult area where the communication link had been very difficult to reached by road.

# NEW HEBRIDES CONDOMINIUM

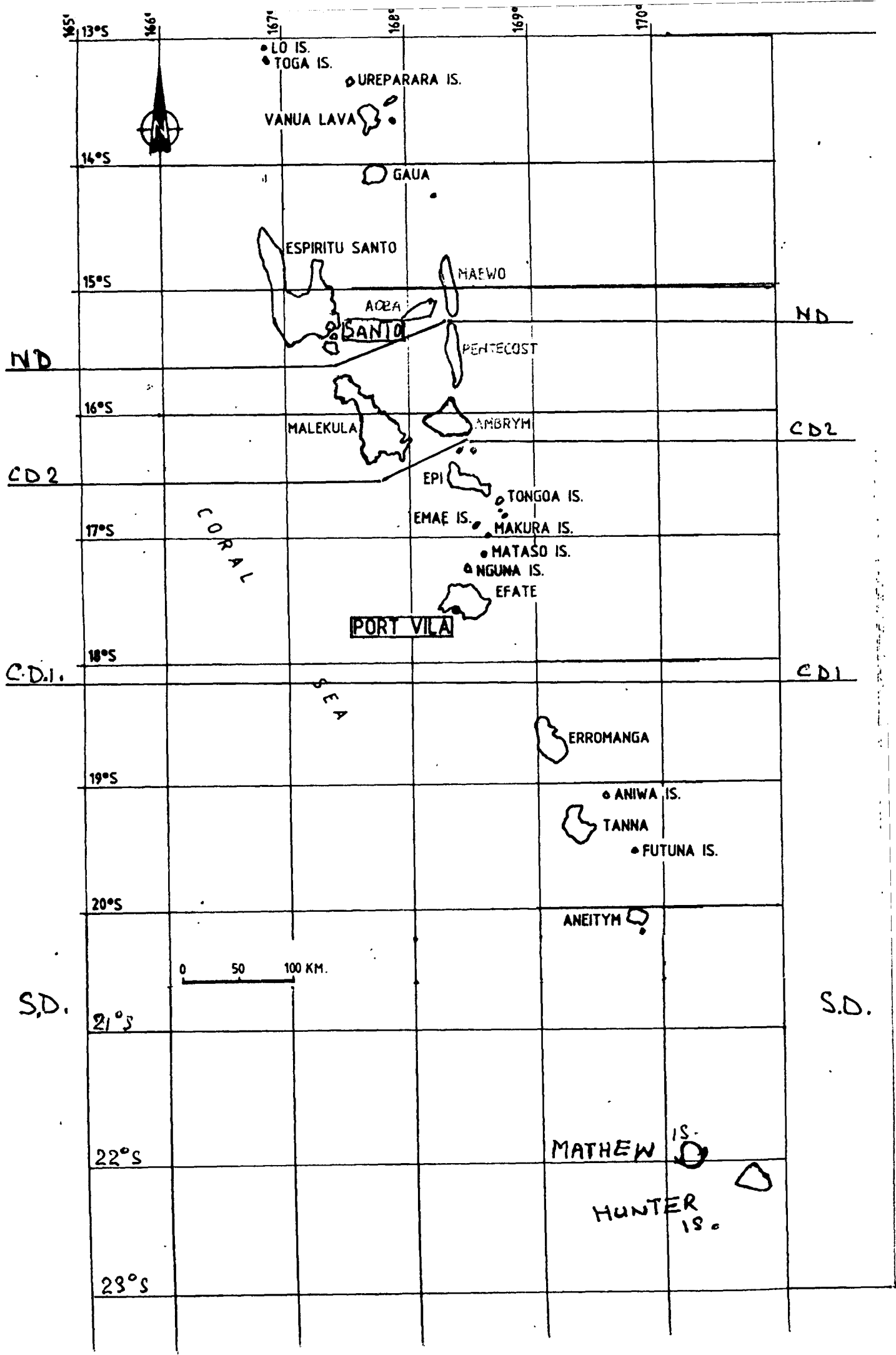


D.O.S. (Misc) 365 2nd Edition  
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Published by Directorate of Overseas Surveys  
 Printed by IJ Fd Svy Sqn RE 3/68/516/OA

## GEOLOGICAL INVESTIGATIONS DURING 1963

- Areas where geological reconnaissance surveys have been commenced ...
- Areas where systematic geological mapping is in progress, or has been completed..
- Areas where vulcanological studies have been carried out
- Mineral deposits which have been investigated by the Geological Survey



155° 166° 167° 168° 169° 170°

13°S  
14°S  
15°S  
16°S  
17°S  
18°S  
19°S  
20°S  
21°S  
22°S  
23°S

LO IS.  
TOGA IS.  
UREPARARA IS.  
VANUA LAVA  
GAUA  
ESPIRITU SANTO  
MAEKU  
MALEKULA  
SANIC  
MAEWU  
PENITECOST  
AMBRYM  
EPI  
EMA E IS.  
TONGOA IS.  
MAKURA IS.  
MATASO IS.  
NGUNA IS.  
EFATE  
PORT VILA

CORAL SEA

0 50 100 KM.

ND  
CD2  
CD1  
S.D.

MATHEW IS.  
HUNTER IS.



1.2. BACKGROUND

The Government in the past felt that it was necessary to established the Government Fleet so that to provide and serve the Administration need of Government. The need included Census, Health, Police and Magistrate Patrols, Famine relief, Antimalaria spraying, Search and Rescue, Navigation Aid, Education, Co-operative Societies, Geologist, Agriculture and other equipment carrage, also other purpose of the vessel had been extended to included the provision of private use to those coastal point were not normally visited by a commercial shipping.

2.0 THE GOVERNMENT FLEET (Background information)

The formation of the Government Fleet in the New Hebrides had been the complex systems of Government Fleet. On the 16th of November 1887 France and Great Britian set up Naval Commission, which was intended to safe guard the lives and property of French citizens and British subject. After attempts at setting up an Administration was constitute by the convention of 1906. On the 1st of November 1910 the twb Resident Commissioners presided over the official opening of the Joint Court, the president being appointed by the King of Spain.

In 1922 the 1914 Anglo, French Protocol came into force. After it ratification on the 18th March, which stated that the two Metropolitan Govern-ment had jointly to Administrating the Archipeleqo states.

Following the ratification of which the joint Metropolitan Government had been agreed upon that they would Administrating the country jointly, and since then, there had been a number of joint services which had been established and amongst those services one of which was the Government Fleet or (Condominium Fleet).

Since the inceptions of the Condominium Government, on the 18th March,

THE JOINT ADMINISTRATION BOUGHT A VESSEL (Background information)

Until 1945 after the world war the joint Administration bought out from USA a second handed vessel which had been used during the war as a pilot vessel. After the vessel had been purchased and afterward some alteration had been made in side the vessel of which to meet the Administration need and requirement.

The joint Administration intention's was to bought a vessel so that to enable her officers to provided and services other island amongst the four Districts, especially the isolated and remoted island between Northern District and Southern Districts so the vessel had been bought and brought under the control of the joint Administration services which infulfillment of the joint statement which had been signed on the 18th March 1922. And that is one of the most important stepped\* which both metropolitan government had hoping to achived so that a better transportation services would be provided and regular visite had <sup>To be</sup> ~~been~~ made by government services. And because of new changes of the government services amongst the three national services through out the Archipelago, As the matter of facts, and it appeared to the three Administration that a new vessel should be need of which to cope with a new ~~development~~ and changes which were approaching and also which are involved within the country environment.

And to match with a new development throughout the Archipelago states of which, one vessel which the joint Administration had been aimed for had not sufficient enough to provided required services for the three Administration. And therefore to cope with a new development, in the middle of 1950s the first vessel had been sold to a Frenchman in New Caledonia (of which the alternative was to sold the first vessel and to purchased the bigger one which would commandated more touring officers).

And the new vessel had been bought after the first craft had been sold.  
(The second handed vessel which had been bought from the USA pilot section).

In 1960s the two metropolitan government came up with a new development and agreement saying that, it had been a heavy pressure from the public concerning for inadequate transportation services for which to provided and to services a need of those services from the different regions. So, to cope with the new development, they had been agreed to established two other government fleet systems, of which they would be performing the similar services which the existing government fleet had been provided in the past. And inspite of these new changes in 1961 two other government fleet systems had been established. And that was where all the complicated systems had began. And therefore that was the begining of complex systems which emerged and they had been called.

- (A) New Hebrides British National Services government fleet.
- (B) New Hebrides French National Services government fleet.
- (C) The joint government fleet or (Condominium fleet).

So during the establishment of the three government fleet in 1961 of which, one of a main objective was to improved the government transportation services affectively so that the expected need of government should be meet in other regions within the four Districts. And because of the complicated transportation systems of government fleet of which and therefore there has not been an indication which could signal for an alteration, and new strategy could be drawned. And because of that, it has became to tightened and not flexible as they had been though of in the first place when they had been signing the statement which their indication pre-dicated that the joint Administration would be the future Administrating Authorities. But their dreamed had not been possible. So come back to the main point again,

providing government transportation services. How these three government fleet had been servicing or been providing all these services link to sub-regional or within the four Districts, throughout the Archipelago states so it seem little bit strange but it has been worked, following the agreement which the two metropolitan government had been ratified in 1906 convention which has been stated clearly that the joint Administration would be Administrating the country.

So the statement clearly stated which of the three Administration would have to provided these meant of services, of transportation which has clearly stated. That the condominium government fleet which in the position to performed these function. But how the services had been provided by the three government fleet throughout the Archipelago states.

The three National Services Government Fleet had been servicing or provided the government transportation services in the formed of three different category.

- (a) The British National Services Government Fleet had been servicing all the existing established services which had been established by the English speaking mission through out the Archipelago State such as the Presbyterian church, Anglican, Apostilic, Church of Christ and the S.D.A and some of the established Government services. Also aid had been provided by the British National Services Administration in supporting of these services.
- (b) The French National Serices Government Fleet had also been servicing those existing services which has been established by the Catholic mission through out the country and some of the new established French Government Services through out the Archipelago and aid had also been provided by the French National Services.
- (c) The Condominium Fleet had been servicing those established Condominium Services through out the Archipelago. And therefore those officers in the four districts were, those who <sup>were</sup> responsible for the day to day ~~For~~ running of the Affairs of the Condominium Administration, they had also used either of the three vessel through out the country within the four District to provided their services need.

Where as neither of British nor French could not travelled by either vessel they could only used their own National Fleet to travelled by to provided services required in other island.

But how do we demonstrate clearly a picture so that we know exactly of how and where the operation services had been involved. On the chart No. 1 indicated clearly of where their location and at the same time the

indication showed clearly that where the vessel had been located. The officers who incharge of each of the four Districts has the over all monitoring plan and operational services required for a vessel in which it she had been located to his District.

## 2.1 PAST GOVERNMENT FLEET

In this chapter describe the vessel forming the past Government Fleet in terms of types of vessel. Their owning - authorities and location, their operating costs, and the rates being charged for their use.

## 2.2. COMPOSITION OF FLEET

### PAST VESSEL

The past Government Fleets consisted of 18 vessels. These vessel which included those owned by the three Governments came under the operational control of several Government Authorities, in some cases there had been Sub-Division with in these authorities which control vessel independently of each other. The number of vessels owned by each authorities and Sub-Division are shown in the table.

British National Services Administration B.N.S.A.	Sub- Division	No of Vessel
	-	4
	Co-operative	1
	Geologist	1
	B.R.C.	1
		7

---

French National		No of Vessel
Services Administration		
F.N.S.A.	-	4
	Co-operative	1
	Education	1
		<hr/>
		6

---

Condominium		
Administration	Port Authorities	2
Fleets	Administration -	4
	Services	
		<hr/>
		6

---

ADMINISTRATING AUTHORITIES	INDEPENDENT			
	BEFORE VESSEL LOCATION WITHIN THE FOUR DISTRICTS (S.D)	CENTRAL DISTRICT No. 2 (C.D 2)	CENTRAL DISTRICT No. 1 (C.D 1)	SOUTHERN DISTRICT (S.D)
BRITISH NATIONAL SERVICES GOVERNMENT. FLEET	NORTHERN DISTRICT (N.D)  (1) M.V. MANGARU	(2) IDA NEVO	(4) MV EUPHROSYNE ML.KEO ML. LOPEVI ML. NERIOD	
FRENCH NATIONAL SERVICE GOVERNMENT. FLEET	(2) KONCODE AQUITANE	(1) ML. LAMAP	(3) MV. ALIZE II MV. ARTOIS MV. ALMANIC	
CONDOMINIUM FLEET	(1) MARONA		(4) MV. NAVAKA MV. ROCINANTE MV. ROIMATA MV. TEKONI	

NOTES

This table has stated clearly where the three Administrations had been located their vessel and number of vessel in each of the four Districts, since the inception of the three Government Fleet.

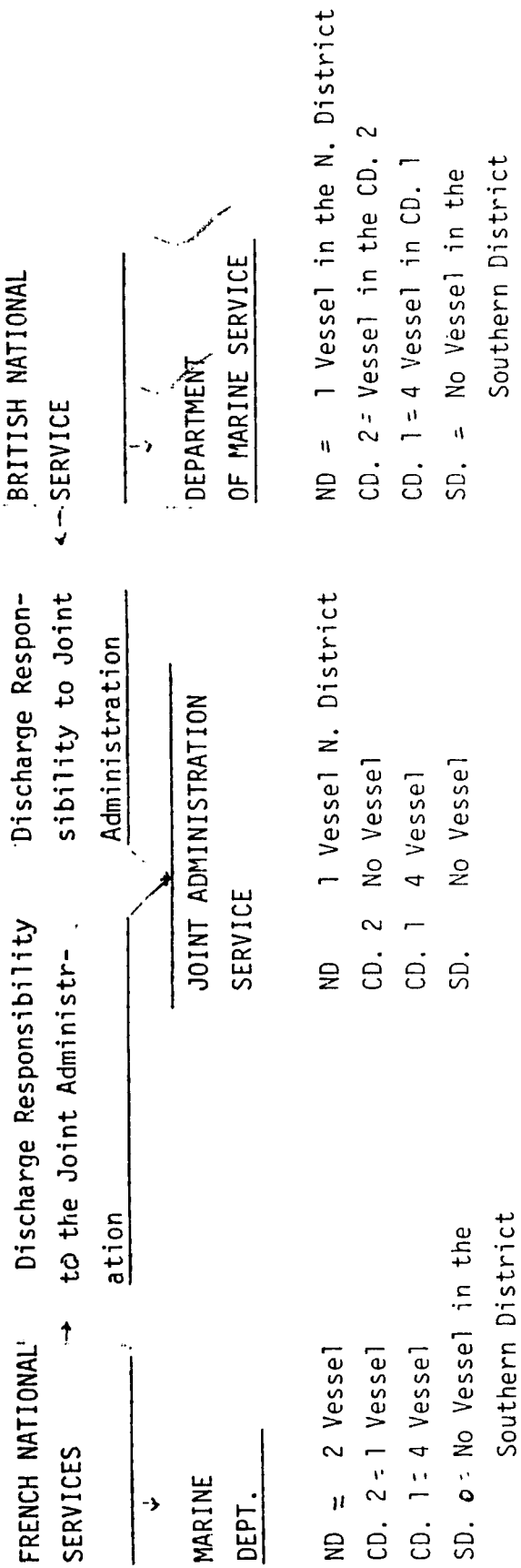


The question may be raised of why so many vessel had been located in the Central District No. 1 where because, it is where the center of the three Administration had been situated.

Concerning the services to the other four Districts. Although these vessel had been located in C.D 1 but they all provided the Government services through out the Archipelago States.

How do we satisfied that the table had been described the exact picture! The detail of the three government fleet and functions will be describe following each Administration structures.

CHART



NOTES

This Chart described the three National Services and the Location of the their National Fleets and where and how the Joint Administration had been function.

THE NEW HERRIDES  
BRITISH NATIONAL SERVICES  
GOVERNMENT SERVICES FLEET

NAME: TYPE OF VESSEL AND THEIR LOCATION  
BRITISH NATIONAL SERVICE GOV. FLEET

TYPE OF VESSEL	(N.D) NCRTHERN DISTRICT	(CD2) CENTER DISTRICT NO. 2	(CD 1) CENTER DISTRICT NO. 1	(S.D) SOUTHERN DISTRICT
OUTER ISLAND VESSEL	(1) MV MANGARU	-	(1) MV EUPHROSZYNE II	-
INNER ISLAND VESSEL	"	(1) MV IDA	(2) MV KEO MV LOPEVI	"
COASTAL VESSEL	"	(1) ML NEVO	(1) ML NERIOD	

(A)  
BRITISH NATIONAL SERVICES

GOVERNMENT FLEET

The British National Services Government Fleet which had been control over by the British National Services Administration of which had been headed by the Resident Commissioners. The Co-ordination and management of the department had been headed by the marine Superintendent with the head office situated in Port Vila, the capital of the New Hebrides or the Archipelago States. The department had the staffed of shore personnel of:

1 Marine Superintendent

1 Shore Engineer

1 Shore Bosum

1 School Instructor

1 Relief Captain

1 Typist

2 Relief Machanic

and included 37 seagoing personnels which manned the seven (7) vessel the department had been operating, two of which were seagoing vessel one had been located in Canal Santo in the Northern District and one had been located in the Central District No. 1 and based in Port Vila. The reminder of the five vessel stationed in the various districts, were inner island vessel and coastal vessel.

On continuation to describe the role and the function of the New Hebrides British National Services Administration Governmnet Fleet. But first of all let us first focus on the field of what type of system which quarantine the Safety of these vessel in the past.

During the establishment of the three government fleet in 1961 of which the New Hebrides British National Administration adopted from the United

Kingdom - Government shipping Regulation, which to provide for the control and Safety of British Vessel in the New Hebrides. And this Regulation had introduced and had been called the "New Hebrides Queen Regulation".

Under which chapter 20 (Cap. 20) Shipping Arrangement of Parts

PART I General

- " II Certificate of Competency
- " III Crew Requirement
- " IV Safety Certificates
- " V Carrage of Passengers
- " VI Loading of Vessel
- " VII Unseaworthy Vessel
- " VIII Dangerous Goods
- " IX Discipline
- " X Miscelleaneous
- " XI Penal Provisions
- " XII Fees.
- " XIII Application
- " XIV Schedules

Although these Regulations had been adopted and introduced of which to provide for the control and Safety of British vessel in the New Hebrides.

As the New Hebrides Shipping Regulation, but it was not compulsory for those ship owners to complied with. As you could see that in this small country we have had three Administration, and therefore it (would have) had been very difficult for one Administration to adonted a Regulation from any country and introduced as a country Regulation without agreement from both National Administration. This is what had happened. The <sup>NEW HEBRIDES</sup> British National Administration has been adopted the United Kingdom Shipping Regulation and introduced as New

Hebrides Queen Regulation, it had only applied to a British Vessel been operated of which I meant British Citizen whom they had their vessel <sup>TRADING THE COUNTRY</sup> in. Where as the Condominium and French National Services Government Fleet did not applied of any Regulation within the country. They had not complied with the Queen Regulation because, one of the main reasons was -

Both Government must have to agree upon followed the main objective of the Joint Administration which had been signed on 18th March 1922. So in the past those shipowners operated the vessel as they had decided which one <sup>is</sup> in favoured to them. Only some of them but the rest did not bothered to complied with the Regulation, so, that was the back picture of the past. Shipping Services in the Archipelago States.

#### LOCATION AND OPERATED AREA 3. 2

The British National Services Government Fleet had been located in various District. In the Northern District the MV Mangaru had been located to the District and had been based in Luganville, Santo. In the Central District No. 2 the MV IDA and NEVO both vessel had been servicing the four island in the Central District.

Where as the rest of the four vessel had been located in the Central District No. 1 and were based in Port Vila. And one of which the MV Euprosyne II had been the mother vessel amongst the rest of the British National Services Fleet. She was the only vessel which had been servicing the outer District such as Tafea (S.D) or Northern District, and beside not only those two District, but, the rest of the island within the group. But basically she had been located in Port Vila which <sup>ALSO</sup> other time the British Resident Commissioner had the vessel for making a visit to some other District.

The other two vessel had been provided a services only from the CD1,

CD 2 and Santo, Maewo and Ambae. The MV KEO had been servicing the Central District of services such as the Co-operative service. Similar with a sister vessel which she had been involved in a geological services of which had been provided within the Central District. Where as those similar services beyond Santo or beyond Efate island had been provided by those larger vessel mentioned in chart no. 2.



Vessel operating cost

The annual cost of operating a vessel may be divided into two group:

Variable Cost, which were directly with level of utilisation. These included fuel, victualling, and allowances.

Fixed Costs, which had been independent of the level of utilisation. They had been included crew, reserved crew and maintenance.

The bases for the estimation for each of these cost components were;

Seagoing: The appropriate rate per crew member per day at Allowance sea.

Fuel: 8 hours had been a steaming per operation day. With an averaged full cost for 1974 of \$4.00 per gallons.

Victualling: \$3.00 per man per day had been for crew only for operating.

Crew: British National Services Government manning level for each vessel, at appropriate scale of wages.

Reserved: Costs of crew

Crew

Maintenance: A fixed amount for each class of vessel. Based on averaged and overall government vessels.

These had been only the demonstration of how, the over all operation costs had been made off, and cost the Department to have been operated it vessel of. The estimated costs of about \$102,000.00.

The estimated fixed cost which had cost the Department approximately the amount of \$109,091.00.

This was the approximatly amount of a fixed costs estimation.

BRITISH MARINE DEPARTMENT

IN THE PAST 1961 - 1978

<u>POST</u>	<u>NO OF POST</u>	<u>CAT.</u>
MARINE SUPERT	1	C. 8
SHORE ENGINEER	1	C. 5
SHORE BOSUN (DRIVER)	7	C. 3
MASTER NEW HEBRIDES	4	C. 4
MECHANIC A	6	C. 2
TYPIST	1	C. 3
COOK	4	C. 2
LEADING SEAMAN	3	C. 2
SEAMAN	12	C. 1
MECHANIC FIRST CLASS	3	C. 3
MECHANIC SECOND CLASS	2	C. 1
CARPENTER	1	C. 4

The Post had been filled by British Marine Department since the beginning of the establishment of the British National Services Marine Department or Government Fleet.

TRAINING OF MARINE OFFICERS

The training on Marine Officers in the New Hebrides had not been an easy process. The British National Services Marine Department in the past used to send her Officers abroad for further training such as Deck and engineering officer of which to be qualified and to comply with the Regulation Requirement which had been stated that an officer had to be qualified and of which they must have some sort of identification certificate which proved that such a person had some knowledge degree

of knowing how to applied it on board any vessel.

It had been a very difficult process of which I mean if it had been any of such a nautical institution whereby our officer could have been locally trained and qualified; it had been a much easier for more officers had been trained, but because of no such institution in the country the Department had been sending her own officer abroad for further training and had them qualified for certain trade required.

#### TRAINING OF SEAMAN

The British National Services Marine Department in the past used to trained recruited her seaman from High School such as vurias, Ranwadi and Onesua. The new recruitment had been normally taken for six month trial. Whereby after six month a selection board had to sat and choose amongst those new recruitment. Those who had been successfully and qualified to be remain with the department and therefore those who did not qualified finally leave the department and find themself a job elsewhere.

During a period which the recruiters had been with the department they had been taught of seamanship such as splicing ropes, notes, painting, rowing and steered act. The six month which had been allowed for young seaman to choose whether to continue with his career on boat vessel as a seaman or choose other job ashore. It was up to each of the individual recruiters.

But it had been a problems whereby in this country no institution whereby the Department could have had been employ her trained seaman. And if a body such as a Seaman Union, it could have been solved the recruitment problem and that was what had happen with the department in the past caused to train her own Seaman.

The selection board had been composed of three officers within the Marine Department of:

1 Marine Superintendent

2 Shore Engineer

3 Ship's Captain

Whereby those young seaman had been selected.

#### SHORE PERSONNEL

The Shore personnel had been an experienced officers which their position had been transferred ashore. Some of the staff such as typist, driver have been trained and qualified to carried out their function and services required. The Shore personnel whom had been carried out shore function were only a staffed of eight (8).

#### MAINTENANCES

In general the Department has been carried out its own maintenance operation of all the Department Craft. Basically an engines and carpentry. Especially when vessel were in port. The department had had the workshop on the eastern side of Iririki island of which this island is situated in the middle of Port Vila. The Department has few number of shore personnels whom they had all ways been assisted with repair and engines maintenances when vessel were in port.

#### MAJOR REPAIRS

In the past when it come for major repair or we called it general refit the vessel oftend sail to Fiji for this repair could be done. She has to travelled 700 N. miles eastward from New Hebrides the only reason because they have the equipment and facilities to carried out the work. But now adays the work which had been done oversees now is done locally by Japanese at palekula in Santo island northern District.

SPARE PARTS      3.4

The Department had a limited stock of spares for her own fleet. One of the main reason of having was the department had to be keeping its own spares parts

(a) in the country there were all different type of engines and not standardize. So that is one of a major problems which every organization and firms had been faced with. The department had been keeping it limited stock in order to operated its seven fleet.

Even though they had three different types of engines, the department had been managed to keep them function in a normal manner as they should.

"RATES"      3.5

The Department has set different rates in connection with a different type of cargo carriage which transported between island or between the two main towns, of which the rates had been arranged in the following terms:

- (a) Passanger travelled over night as deck passanger a rates which he or she had to pay which included her or his laggage a flat rate of \$7.00.
- (b) Passanger travelled twentyfour hours without laggages pay \$3.00.
- (c) Passanger travelled depend on number of day he or she has to pay number of day travelled \$3.00 plus number of meal served during a passage equal one meal \$1.00.
- (d) One ton clean copra or suntry \$25.00  
one ton coffee A. \$25.00  
one ton smoke copra A. \$22.00
- (e) Shipped of one carton of meat or tinned fish or bag of (25 kilo) rice would costs \$3.00
- (g) A ton bag of sugar or rice it would costs A. \$22.00 for shipment.

This has been arranged within the Department as a basic. As ranging

according to a different type of quantity carriage within the country so each marine services has been established their own rates following its different pattern according to its different need and achievement.

Each Department has its own arrangement to apply with. And therefore if you have been closely followed all the operation and function of the three marine services you might have been already discovered that even though. If any forms of operation it has always been done by one equal three ( $1 \times 3 = 3$ ) so the facts is that since the existing of the three services one ( $1 \times 3 = 3$ ) Department = 3.

4.0

THE NEW HEBRIDES  
FRANCE NATIONAL SERVICE  
GOVERNMENT SERVICE FLEET

BEFORE INDEPENDENT  
VESSEL LOCATION WITHIN THE FOUR DISTRICT  
FRENCH GOVERNMENT FLEET

4-1

TYPE OF VESSEL	NORTHERN DISTRICT ND	CENTER DISTRICT NO. 2	CENTER DISTRICT NO. 1	SOUTHERN DISTRICT SD
OUTER ISLAND VESSEL	(2) MV AQUATAINE KONCOJE	-	(2) MV ALIZE II MV ARTOIS	-
INNER ISLAND VESSEL	"	(1) ML LAMAP	(1) MV ALMANAIC	-
COASTAL VESSEL	"	"	-	-



FRENCH NATIONAL SERVICES

GOVERNMENT FLEET

The French National Services government fleet had been performed the similar function which the British National services had been performed, of which the French National Services government fleet had been control by a French Resident commissioners.

The co-ordination and management of the Department had been control by a superintendent of French marine services. The Department head office had been <sup>SITUATED</sup> in Port Vila. The capital of the New Hebrides in the Central District no. 1. The Department had the staffed of shore personnels of:

1 marine superintendent

1 shore engineer

1 driver

1 typist

4 carpenters

4 mechanics

of which included 35 seagoing personnels which named six (6) vessel the Department had been operated, three of which were seagoing vessel. They had been located in various Districts. Two other vessel were inner island vessel one of which inner vessel had been based at Lamap in the Central District no. 2 and the other sister vessel had been located in the Central District no. 1. It has been stated clearly on the chart no. 1 where each vessels locations.

what <sup>JAM</sup> trying to say here, it seems just repeating the same thing which I have already stated clearly, that we have had three government fleet in the country. So what was happened, each National <sup>its</sup> Administration had been Administrating its own fleet independently according to <sup>its</sup> individual strategy of organization.

And one of the main factors was during the operation of the three govern-

ment fleet, it happened that New Hebrides British National Services had been adopted and introduced what had been called the New Hebrides Queen Regulation of which Regulation it only been applied to British ships. But, not French or Condominium vessel, and therefore that was one of the obstacle which has been happened that New Hebrides French Administration had been opposed to it, simply because only one Administration has been introduced that Regulation. But if that were both Administration had been agreed to such Regulation it simply mean all the ships which had been operated in the New Hebrides had been applied to that Regulation. But because of <sup>that</sup> similarities it had been very difficult for ships which they had been operated in the New Hebrides to comply to any standard unless it had to be satisfied upon by both National Administration.

#### LOCATION AND OPERATED AREA OF IT VESSEL 4.2

The French National Administration marine Department located it vessel in the four District in the following.

In the northern District the motor vessel Aquitaine. She had been based in Luganville Santo, where she has had been servicing the northern District which included Banks and Torries groups.

CD 2 in Central District no. 2 on some occasion she had been servicing the Central District provided that no ship available but otherwise the motor vessel Lamap had been provided the services, only in a normal weather conditions, with sister vessel KONKODE she had been more less the coastal vessel she had been servicing Santo, Aore and Malo. She was little bit under power when steamed in heavy seas, both vessel were located in the northern District.

The motor vessel ALIZE II she owned by the co-operative Administration. The services she had been provided throughout the Archipelago, Servicing all the French established co-operative societies, on the other hand when she had not engaged with a co-operative services, other Department within the

French Administration occupied the vessel to tour other District.

MOTOR VESSEL "ARTOIS" ALIZE II

Both vessel were located in the Central District no. 1 and had been servicing the whole country. The motorvessel "Artois" was owned by the French Education Department by mean she had been the main transportation source within the Education Department to provided regular supplies to all established French school through the Archipelago. And during the holidays and christmas holidays, she had been used as a Farry to returned students to their homes fore a school holidays.

As it has been stated in the chart no. 3.

Two vessel were located in the northern District basically to provided services amongst the two Districts.

Where as in the Central District no. 1 two vessel had been located which simple mean those two vessel were to provided services within CD1 and southern District. And on the other hand two other inner island vessel were to provided the services need in the Central District CD1 and CD2.

## The French Marine Department in the Past

The Post which had been occupied in the past which category were listed below

<u>Post</u>	<u>No. of Post</u>	<u>Cat.</u>
Mar. Super.	1	C. 9
Shore engineer	1	C. 8
Shore machine	2	C. 2
Engineer "A"	4	C. 4
Bosun	5	C. 3
Captain	3	C. 6
Cook	5	C. 3
Machiner "B"	3	C. 2
Driver	2	C. 2
Typist	2	C. 3
Seamen	21	C. 2

The Department had the total staffed of and included seagoing personnals of fourty eight (48) of which they manned the six (6) fleet which had been controlled under the French Administration.

## TRAINING

As it has been stated clearly of when the establishment of the three government fleet. During such time the three government had been employed all the expatriate for the started off with. But since after the establishment no Training had been taken placed, or no one has ever been sented abroad for training which I think off.

In which cased as I have mentioned earlier that in the country we have had three Administration of which they have had their own strategy of organization, what they have done in fulfilling the obligations was they had employed untrained seaman. Since the inceptions of the three government fleet until independent, nobody has even been sented for a further training in maritime field except some had been locally trained by the British National Services Maritime Department.

## MAINTENANCES

The Department had been carried out it own maintenances in department craft similar to what I have stated for British fleet, only minor repairs they had been carried out, but the major repairs had oftended been done at Palehula by the Japanese.

Department had also maintenance it own spare stock for its own fleet in order to maintain continue normal operation for her fleets.

The annual operational costs of the New Hebrides French National Services government fleet, of which could not be obtained any. They were not available, but what I had experienced in the past and also received from other sources which indicated that, the French government fleet had been operating at very high costs rather than the condominium and the New Hebrides British National Services government fleet.

"Rates" 3.5

The Department had also been carried other private provision to some coastal point where not normally visited by commercial shipping. The rates had been charged to all those different category of cargo were as followed and passengers

- (a) passenger travelled for 24 hours or part of a day fares is charged plus meal, if provided (deck pass \$7.00 A)
- (b) cabin passenger none government officers fares plus meal provided within 24 hours
- (c) government officers only meals is charged to a Department responsible
- (d) one ton of suntry copra shipped costs \$ A 25.00
- (e) one ton of smoke copra with shipment costs \$ A 22.00
- (f) one ton of bag of coffee which shipment costs \$ A 25.00
- (g) a carton of tinned meat, fish shipment costs \$ A 3.00
- (h) one ton of rice imported overseas shipment from the city to the outer island costs \$22.00
- (i) salvage, towage and other operation had depended of number of hour which the vessel had been involved with during the operation.

Between these three Administration each has its own established systems of freight rates in which to charge all these items mentioned above which transported to other island between the four Districts.

3.4

The Department also maintained the spares stock for her own fleets for Gardner, Bedfords engines and some other types, deck spares stocks and equipments. As a matter of principles each marine services had its own stores of spares equipments as it had been as a matter of facts for the three Administration. So it would be different as if it were one marine services, it would had been only one stock of spares parts. But as in these past systems they must have three separate spares stock of equipments.

5.0

THE CONDOMINIUM SERVICE  
GOVERNMENT FLEET

OR

THE JOINT NATIONAL ADMINISTRATION  
GOVERNMENT FLEET



THE CONDOMINIUM FLEET

The Joint National Services government fleet which had been control by both metropolitan government. The management and operation of its fleet had been control by Director of Ports, which also responsible of maintenances of a Navigational aid Buoy and light houses through out the Archipelago states.

The department had a head office in Port Vila in the Central District no. one, with a shore staffed of:

1	Director of Ports
1	Assistance
1	Typist
1	Driver
1	Messenger

And included seagoing personnels of the condominium fleet total of thirty (30) which manned six (6) vessels the department had been operating, three of which were seagoing vessel all had been located in Port Vila in the Central District no. one, one of which was a tug boat. The rest of the three vessel one had been

based in the cannal Santo where she usually servicing those island near by Santo. And the MV Penkumu had been basically located in the central District no. 2 where she was based at Lamap southeastern side of Malekula island. Where as the motor Lauch Tekoné she was located in Port Vila as Pilot Boat and servicing the Bouys in Vila Harbours.

THE CONDOMINIUM PERSONNELS POST IN THE PAST BEFORE INDEPENDENT OCCUPIED.

<u>Post</u>	<u>No. of Post</u>	<u>Category</u>
Director of Ports	1	C. 9
Director assistance	1	C. 8
Ships captains	3	C. 6
Engineer 1st class	1	C. 8
Engineer 2nd class	3	C. 3
Mechanic	1	C. 2
Typist	1	C. 3
Driver	1	C. 2
Seaman	18	C. 1

The Department had in the past carried out its functioned with a total of 30 personnels employed of which the condominium marine - Department had been functioned. Compared with the other two Administration which they have had been carried out more function on behave of the <sup>Joint</sup> services.

BEFORE INDEPENDENT  
VESSEL LOCATION WITHIN THE FOUR DISTRICT  
CONDOMINIUM FLEET

5.2

TYPE OF VESSEL	NORTHERN DISTRICT ND	CENTRER DISTRICT NO. 2	CENTRER DISTRICT NO. 1	SOUTHERN DISTRICT SD
OUTER ISLAND VESSEL	-	-	(3) MV NAVAKA MV ROCINANTE MV ROYMATA	-
INNER ISLAND VESSEL	-	(1) PENKUMU	"	-
COASTAL VESSEL	(1) MV MARONA	-	(1) TEKONI	-

THE LOCATION AND OPERATED AREA OF THE CONDOMINIUM FLEET

The Department had all its outer island vessel had been located in Port Vila in the Central District no. 1, one of which had been a (tug boat) MV Roymata. Located in Port Vila her main purpose had been to assisted the foreign vessel in and out of Port Vila, where as the other two Administration vessel, motor vessel Navaka and Roeinante, were mainly provided and servicing the Administration need through out the Archipelago states. Depending of which of the four district had been called for either of the two vessel to served and to provided government mission to a certain area or other services need in that particular District. These two vessel had oftened been kept to long in one of the District by an officers incharged of a particular District. But if it happened in that case. Both Resident Comissioners had to agreed upon, and afterward a vessel had to discharged to certain District. But sometimes a lot of confussion and complicated matters involved and the vessel would not have to be released, until matters had been solved. Otherwise it would have been shoted out within a week and a vessel had to be dispatched to a District which had been requested for the use of one of those two vessel.

LOCATION FOR MOTOR VESSEL PENKUMU

The motor vessel Penkumu had been located to the Central District in order to provided and served the need for both Administration which they have had needed the vessel for. The vessel had been posted to the Central District, and therefore what had happened then; when the vessel had been posted to the Central District no. 2, the purposed was to provided and served both Administration need and not only one but both. So inspite of all other complication matters and ten-tion which had been involved which concerned the vessel location in which to be station and provided the Services Required. And therefore inconclusion the vessel had been agreed to have two location one

location at Lamap where the French District Administration Headquarter had been situated. And the other station which had been situated at Lakatora of which the New Hebrides British Administration District Headquarter had been situated. So that was the location of the MV Penkumu of which she had been station and served the DC2. The vessel had been servicing all the four island within the Central District provided to both Administration a services of which they have had been aquired the vessel for.

RATES

5.4.

The condominium has been established their own freight rate systems of which they charge a different type of small parcels carried, normally they carry small amount of cargo such as private supply, government and individuels.

The rates which they were charging all the small parcels carried were listed below -

A parcels carried \$3.00

Bag of rice \$3.00

Carton of Ox + palm \$3.00

Carton fish \$3.00

A deck passanger travelled overnight fare alone \$3.00.

Saloon passanger meals paid by the government A. \$5.00. If Gover. officer.

As above all I have already mentioned that the condominium fleet had been charging the small parcels with all these different prices mentioned the three government fleet, they have had their own three different freight rates for charging cargoes and parcels carried between, the two main town and other island included freight rate of which to be paid, if cargoes is transported to and from other island within the group.

Maintenance of condominium Fleet

The maintenances operation of condominium fleet had oftended been carried out by the work department in Port Vila, such as a carpentry and engines maintenances of which minor repairs and other maintenances had oftended been carried out the Public works Department on the following vessel:

- The motor vessel Roymata (Tug boat)
- The motor vessel Navaka (Administration)
- The motor vessel Rocinante (Administration)
- The motor vessel Tekoni (Port Adm.)

in the northern District canal Santo the Public work Department maintained the operation maintenances of the motor vessel Marona. An beside these operation when a major repair in which to be carried out from the ship hull which is under water part of the vessel. The operation had oftended carried out by Japanese carpentry and engineers at Palekula.

## 5.5

The Department also maintained the spares stock for her own fleets for Gardner, Bedfords engines and some other types, deck spares stocks and equipments. As a matter of principles each marine services had its own stores of spares equipments as it had been as a matter of facts for the three Administration. So it would be different as if it were one marine services, it would had been only one stock of spares parts. But as in these past systems they must have three separate spares stock of equipments.

SECOND

PARTS



The first part of these thesis of which I have already given an explanation of the services which the three government fleet had been provided before independent. The explanation has been covered a services which the three National Administration had intended to provided and improved government shipping transportation services, which already mentioned in the first paragraph of the introduction, which primarily concerning marine transportation, location, training, maintenances and spares parts.

As a matter of facts, what was the reasons of having given all these explanation it simple directed to these forms of questions

- (A) 1 what was the main objective of having given the overall background pictures?
- (B) 2 why having the three government fleet systems and not only one?
- (C) 3 why not condominium fleet alone?

(A) 1 The question . . . was . . . what has been the main objective of having given the overall background pictures of the three government fleet systems?—

- In giving the overall background pictures of the three government fleet systems it will give insight pictures of how the three services had been provided and at the same time it gives a clear pictures or indication of how successful the services had been provided or not successful.

And therefore by giving these shot of pictures it will attracts public attentions whether a services has been provided to the interest of the population or just to the sake for establishment or as a matter of self interest.

By giving the background image it reflected the three National fleet which is in other wards it showed clearly which of the three marine services has done more for the country as whole amongst the three or how well the

services had been provided or distribution throughout the Archipelago states.

(B) 2 Why having the three government fleet and not only one?

- Certainly it had been agreed in principles when the document had been signed by the two metropolitan government on the 18th March 1922, but when a development had began to take <sup>PLACED</sup> <sub>A</sub> image had been reflected, of which and also other Administration error involvement which had made some alteration. So, that both government had began not relied on the first agreement of having one government fleet. So, as a matters of facts, a reasons were very simple, of which metropolitan government "A" wanted to retained her identity as well as for metropolitan government "B" so as it had happened they had not agreed to have one government fleet systems.

As it had been agreed of it in the beginning. As a matter of reasons they began of the establishment of the two government fleet systems beside the former condominium government fleet systems. And because of that simple reasons of which the country had been experiences of which of the three government fleet when they had been first established and so they were called:

The British National Services government fleet

The French National Services government fleet

The Condominium government fleet

so, it was so simple reasons why having the three government fleet as it seem. As a matters of princip-es which had been agreed by "A" and "B", to governing the Archipelago states jointly, which has been stated in the document of the 18th march 1922 of which had been given a Signals of a new born baby for the two parents.

As the baby grow and grow and started to asked and seek from his parent adviced

- to one parent he asked, that he could have some shot of power and responsibilities so that he could made his own decision.

- And to another parent, he went to seek advices and started asking them, when they were going to given him what he asked for, of course, the young man said to himself, I am grown up a man now, I should have what my two parents had been kept for me.

So what had happen, the two parents did not grand their son a responsibilities of which they supposed to granded to him when he grown up.

- Let me say in the ways - "A" parent wanted to granded to his son a responsibilities so that he could make his own decision, but feared that if a power has given to him he might turned away and not followed parent's adviced. So to parent "B" thought the same way.

- So that is why they had not been <sup>an</sup> establishment of a proper Maritime Administration by which a machinery could be produced and directed to control safety of vessel within the New Hebrides waters.

(C) 3 Why not condominium fleet alone?

- It seem simple, but not that easy. The two parents like their son very much but they could not discharged fully, responsibilities to their son, it has already been an indication that the two parent feared one another so that is why they left their son in a basion sitting wandering what will be happened to him during that long seventyfive years.

AS A MATTER OF FACTS. IN  
COOPERATION :-

For example -

When the establishment of a specialized agency of the United Nations the main concerned mainly with Maritime matters was first proposed, concerned was to develop international machinery so that to improve safety at sea. This was understandable for two main reasons in the first place, (1) seafaring has always been one of the most dangerous of occupations, In the second place (2), because of international nature of the shipping industry, it had long been recognized that action to improve safety in shipping operation would be more effective if carried out at international levels rather than by individuals, Countries acting on and without co-ordinating with others, Although a number of important international agreements had already been adopted, many states agreed that there was the need for permanent body which would be able to co-ordinate and promote further measures on a more continuing basis. It was this background that the United Nations Maritime Conference 1948 adopted the convention establishing the international body devoted exclusively to Maritime Matters. In the ten years period.

Between the adoptions of the convention and its entry into force in 1958 other problems related to safety, but requiring slightly different emphasis had attract international attention. One of the most important of these was the threat of marine pollution from ships, particularly pollution by oil carried in tankers an international<sup>AL</sup> convention on this subject was actually adopted in 1954, four years before I.M.O. came into existence, and responsibility for administering and promoting this convention was assumed by I.M.O. at the inception of its work in January 1959. Thus, from the very beginning, the improvement of Maritime safety and the prevention of marine pollution have been I.M.O.'s most important objectives. The organization objective had been carried out by technical working group of committees. The most senior of which is the Maritime safety committees

(MSC). This has number of Sub-committees on safety of navigation, Radiocom., life saving appliances, STCW, carriage of dangerous good, ship desing and equipment, Fire protection, SLFVS, sub-com., Bulk chemical, legal committee, Technical co-operation and Hacililation committee + MEPC.

THE CENTRAL GOVERNMENT DELEGATED RESPONSIBILITY TO PROVINCIAL  
GOVERNMENT FOR SCHEDULING AND CO-ORDINATING

This section discusses the scheduling and co-ordination of various government and private fleets. It concludes that

- Provinces should continue to be local agents for government shipping and should make arrangements to provide for all local government travellers, whether in general shipping Authority or provincial vessel, or in other modes;
- Province should be encouraged to seek out alternative transport arrangements in the private sector and G.S.A. should assist with this process;
- Regular conferences between G.S.A and provincial officers and private sector representation would greatly assist scheduling and co-ordination;
- The provincial government now have a significant role in determining the use and scheduling of vessel in their areas there have been advantages for the provinces in this arrangement, including increased flexibility of response to demands and reduced need to plan transport demands;
- ~~The~~ provincial governments and national government co-operate closely. Each province has a department of the national public services which serves the administrative need of the province. The provincial government includes elected official who liaise with the Department of the province about the needs of the people and progress with projects. Many of the funds used by the Department of the province are appropriated by the provincial government and passed on to the department to be administered.

Extract from Papuce new <sup>GEORGIA</sup> government fleet Department of transport and sivial Aviation Report of New Zealand Inc. August 1983. Page 96  
Paragraph 7.3 items 1-6.

The objective of the coast guard's activity in the area of marine safety is to minimize death; injuries, property loss and damage to the environment as a result of marine casualties. These objectives are driven from the congressional concern expressed in Federal legislation with regard to the safety of passengers and crew of United States vessels and are pursued to facilitate an effective and efficient waterborne mode of transportation.

Other objectives also contribute to the safety of United States Ports and provide a measure of protection to the marine environment. This concept of contributory safety to associated areas of concern becomes apparent if the vessel is considered as a component of a transportation system rather than as an object in a vacuum. The vessel within the systems, represent a hazard to those other components of the system with which it interacts. These other components can be defined as "parties at risk" and include the vessel itself, its crew, its cargo, passengers, the Port facilities the under water and the general population about the water way put at risk by the vessel's passage. Any action taken by the programme to improve the safe operation of the vessel will lessen the degree of hazard to all the "parties at risk". Thereby increasing the overall level of safety of the entire maritime transportation systems.

In implementing these laws, the commercial vessel safety programme (CVS) considers the vessel from cradle to grave. Before construction of a vessel is undertaken, vessel plans are subjected to review to ensure that they will comply with the coast guard developed standards as well as those standards of recognized technical societies. The plans are reviewed for hull structure, propulsion plant, cargo containment and handling, navigation equipment, crew accommodations, lifesaving equipment, firefighting capability

structural fire resistences and crew operating safety. During the vessel construction, coast guard marine inspectors conduct on-site inspection at the shipyard to ensure that only approved equipment is installed, that proper construction materials are used, and that all segments of the vessel are build in accordance with approved plans. Under existing law and regulation.

16th June 1981 an overview of marine safety activities us coast guard documentation page 11-12.



7.0

RECOMMENDATION WHICH CONCERNING THE PAST :-

- That the proper Maritime Administration should have been established which would provided a proper machinery in general.
- That the two government should not in the first place established the two separate government fleet systems.
- The two government should in the first place be established a adequate Maritime Administration which established solid foundation of the joint Maritime Administration machinery.
- Which a proper maritime training should be encourage and personnel should be trained to equipe with a required skills.

8.0 THE PRESENT GOVERNMENT FLEET

## THE PRESENT GOVERNMENT FLEET

As a result of the three government fleet systems in the past when country became independent in 1980's all the government fleet were amalgamated into single system under one Administration system, which was called Ports and Marine Department under the Ministry of Transport and Public Works and Civil Aviation. Co-ordination and management of these fleet were under the Director of Ports and Marine.

### FUNCTION OF THE DEPARTMENT

The Department is staffed of 91 persons of which 65 are seagoing personnel which man the eleven (12) vessel the department operates of these vessel one of which is a seagoing tug and two Pilot vessels, the remainder were touring vessel stationed in the various part of the Achipalago states.

26 shore staffed, this is composed of:

- i 4 Marine Head Office, Vila
- ii 7 Port Vila (Office and Linesman)
- iii 9 Port of Santo (Office and Linesman)
- iv 4 Marine Workshop Vila (Technician)
- v 2 Marine Training School (Instructors)

The Marine Head Office deals with all matters pertaining to shipping in the Republic (excepting the Vanuatu Flag registry in New York) all staff personnel matter, salaries, disposition etc. Record statistics, revenue and expenditure, other development Projects, licencing, examination for seagoing officers certificates and surveys etc.

The department also running of day today of the Ports, which includes all vessels berthing, disembarking/loading of cargo, pilotage, maintenance of the ports and aid in general.

### MARINE WORKSHOPS

The Marine Workshops not only maintain the department craft (also navigational light and aid). But other government vessel at materials cost only.

## MARINE TRAINING

The Marine Training School with two instruction conducting a deck officers and engineering course respectively. Examination after these courses is conducted and held by Senior Officer of the Marine or Port Officers under the current shipping law.

## THE PRESENT GOVERNMENT FLEET

8.1

This chapter described the vessel in terms of class and types of vessel. Their owning authorities and location, their operating costs and rates of which they charge a different type of local cargo carried within the country.

## COMPOSITION OF FLEET

8.2

The present government fleet were consisting of (12) twelve vessel. These vessel which included those owned by other government Department of which they are under the Ministry of Transport, Civil aviation and Public work. In which case some of these vessel operate independately. The number of these vessel owned by other Authorities and sub division and are shown in the table below:

### INDEPENDENT GOVERNMENT

Department	Sub Division	No. of vessel
National Administration	1 Flaq ship	1
Local government council	TAFEA (SD)	1
Port Authorties	VILA (CDI)	2
Port Authorties	SANTO (ND)	2
Central AD government (VILA)	(AD) ADM	2
Central government council	(CDI) TONGOA	1
Central government council	MALEKULA (CD 2)	1
Central government council	AMBAE, MATEWO	1
Beologist	VILA BASE	1
	TOTAL	12

PRESENT

REPUBLIC OF VANUATU GOVERNMENT FLEET PORT AND MARINE DEPARTMENT 1980'S

TYPE OF VESSEL	NAME				TYPE OF VESSEL AND THEIR LOCATION - DISTRICTS			
	NORTHERN DISTRICT	C.D. 2 CENTRAL DISTRICT	C.D. 1 CENTRAL DISTRICT	S.D. SOUTHERN DISTRICT	C.D. 2 CENTRAL DISTRICT	C.D. 1 CENTRAL DISTRICT	C.D. 1 CENTRAL DISTRICT	S.D. SOUTHERN DISTRICT
OUTER ISLAND VESSEL	(1) MV ALIZE II	(1) MANGARU	(2) MV EURHOSYNE II MV ROYMATA (TUG) MV ARTOIS	(1) MV ROCINANTE				
INNER ISLAND VESSEL	(1) MV MOLIVATUR	-	(2) MV MALA MV LOPEVI MV KEO *	"				
COASTAL VESSEL	" (1) AMBAE + MAEMO IDA *	-	(2) TEKONI MV NERIOD	"				

Notes: This chart clearly stated where the vessel were located to, and what sort of vessel

- such as oceangoing vessel and types of vessel inner island vessel and coastal vessel
- which is clearly located in each of the four District.

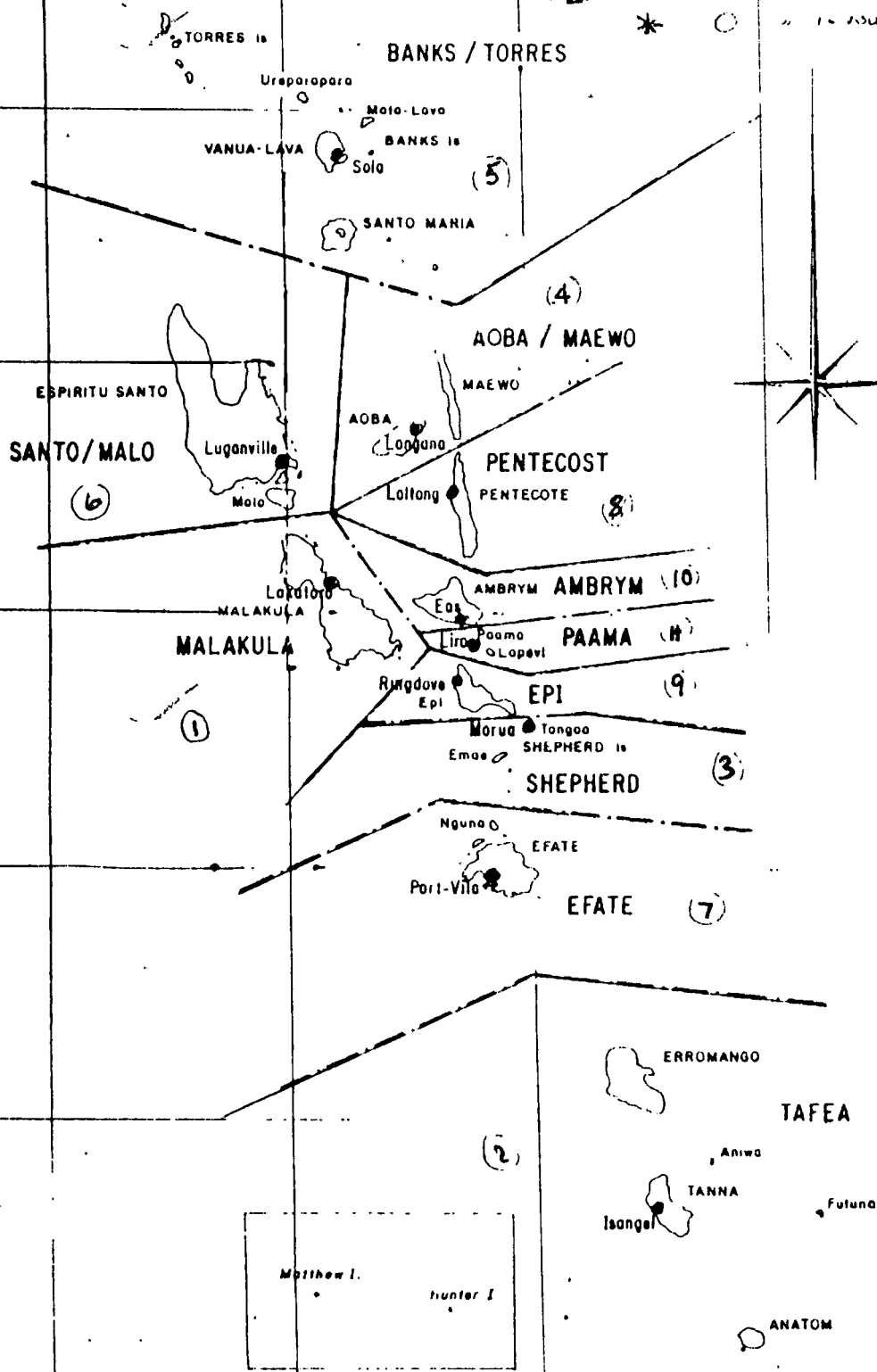
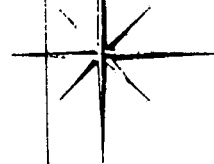
\* LOCAL Government Council vessel

INDEPENDENT STATE

THE REPUBLIC OF VANUATU

Local Government Regions

• Solo  
\* Local Government Councils  
○ " " numbers



## THE OPERATED AREA OF EACH VESSEL

As a result of the past government fleet, when country had gain her independent from the former two metropolitan government on the 30th July 1980, all the three Marine Services were amalgamated into the single Maritime Administration of which at present is call Port and Marine Department, which is under the Ministry of Transport, Civil aviation and Public Works. The number of vessel, which the present government had been taking control, of which vessel had been selected and were posted them to the four Districts, and some of them had been sold by the two former National Administration, some were seriously damaged which had been caused by a cyclone. So in that similar case it had been left only with the present government of twelve (12) vessel of which they are operating in the various Districts through out the Archipelago states. After the independent government had began of establishing the local government council in the various part of the country. In the same manner as they had been established the four district, and now eleven (11) local government council were established, and of which the central government has been located to the two council of no. 3 and no. 4 of each a vessel. The purpose for located two vessel to the two local government council is that they can provided government services within the vicinity of their council region.

And the rest of the fleet were remain with the present government had which clearly stated on the present government chart no. 1. They were located in the similar manner as follows:

(ND) In the northern District two vessel were selected and had been posted to be base in the canal Santo. The vessel were motor vessel Alize II is the Administrative vessel. The motor vessel Molivatour is a tug boat she also use as to maintenance of light-houses around the northern regions.

(CD 2) In the Central District no. 2, the motor vessel mangaru of which

she used to be based at Luganvilli Santo, but after independent she was transferred to the Central District no. 2 she is located at Lakatora in Malekula, her present purpose is to provide government services within the four island in that region. But otherwise in near future her services is no longer needed, why I stress this point, its simply mean only certain area where road could be joint southern part of Malekula. Other island have other mode of transport they have road ~~airfield~~ and therefore she is no longer need in the Central District no. 2.

(CD 1) In the Center District no. 1, no of vessel located were motor vessel Euphrosyne II she is a flag ship for Primer Minister and ministers, when ever they visite other District she is located for that purpose. Other vessel were Roymata (tug boat) two other inner island vessel they are MV Mala and motor vessel Lopevi and coastal vessel two they were Tekoni and Neriod.

The motor vessel Roymata she is located in Port Vila in order to provide Assistance to foreign vessel which comming in and going out of Port Vila, other purpose of her is to assisted to any local vessel incase of engines breakdown and also search and rescue, where as the other two inner island vessel, the motor vessel Lopevi and mottor vessel Mala they are nromally providing government services within the Central District when they are needed, otherwise no purpose for those two vessel. Motor vessel Lopevi only on some occasion she is still needed.

#### SD Southern District

The motor vessel Rocinante at present she is servicing the Tafea (SD). She was located to the southern District region, and she was base at Lenakel in the island of Tanna of which she is continuing providing the similar services which she had been engaged in during the years of the last former two Administration which was ended on the 30th July 1980, when the country gain her independent. On some occasion she is call in Port Vila for change of her crew and



minor repair and maintenances. She will be still need for her services or otherwise new vessel had to be replace her in near future for continuation of the similar services.

#### EXPENDITURE

The expenditure funds allocated in the Budget provide the followings:

- 1 Personnel Emoulements for Staff Salaries
- 2 Overtime and Allowances - Payable to Staff
- 3 Other Charges which provide for the usual running cost of Offices, fuel for vessel, navigational aid, transport costs and uniforms etc.

#### MAINTENANCE OF PORTS

The maintenance of Ports for allowing for repairs to wharves and acillaries.

#### MAINTENANCE OF VESSEL

This provides for repairs, spares, replacements of items of equipments stores ropes and paints.

One of its purpose is to collect a Revenue. Revenue is received on the following:

- 1 PORTS DUES

This due collected on all overseas vessel entering Vanuatu.

- 2 QUY DUES

This is a dues for all overseas vessel berthing wharves in Vanuatu.

- 3 WHARFAGE TAX or commonly known as Landing and Shipping Tax. Chargeable on all overseas cargo coming in or going out of Vanuatu. Also stevedoring concession fees payable to this head.

4 STORAGE RENT

Achorage by shippers or consignees after a free period allowed to have their cargo removed as soon as possible to prevent congestion.

5 PILOTAGE

A charge collected on vessels over 70 meter in length entering, leaving or moving in the Ports of Vila and Santo a service provided by an officer usually the harbour master in each Ports.

6 TUG HIRE

A charge made for the services of the Vila tug in berthing and unberthing vessels at any wharf in Vila, also for any services where the tug used eg. towage, salvage etc.

7 FREIGHT and Passengers

This is the charge collected on government crafts for freight and passengers carried.

8 MISCELLANOUS

Consession rent on "Roena" hire, linehandling on wharves, l<sup>uch</sup> hire.

9 MARINE FEES

Charges collected for surveys of ships school fees, examination licences etc.

PRESENT POSTS OF PORT AND

MARINE DEPARTMENT 1980's

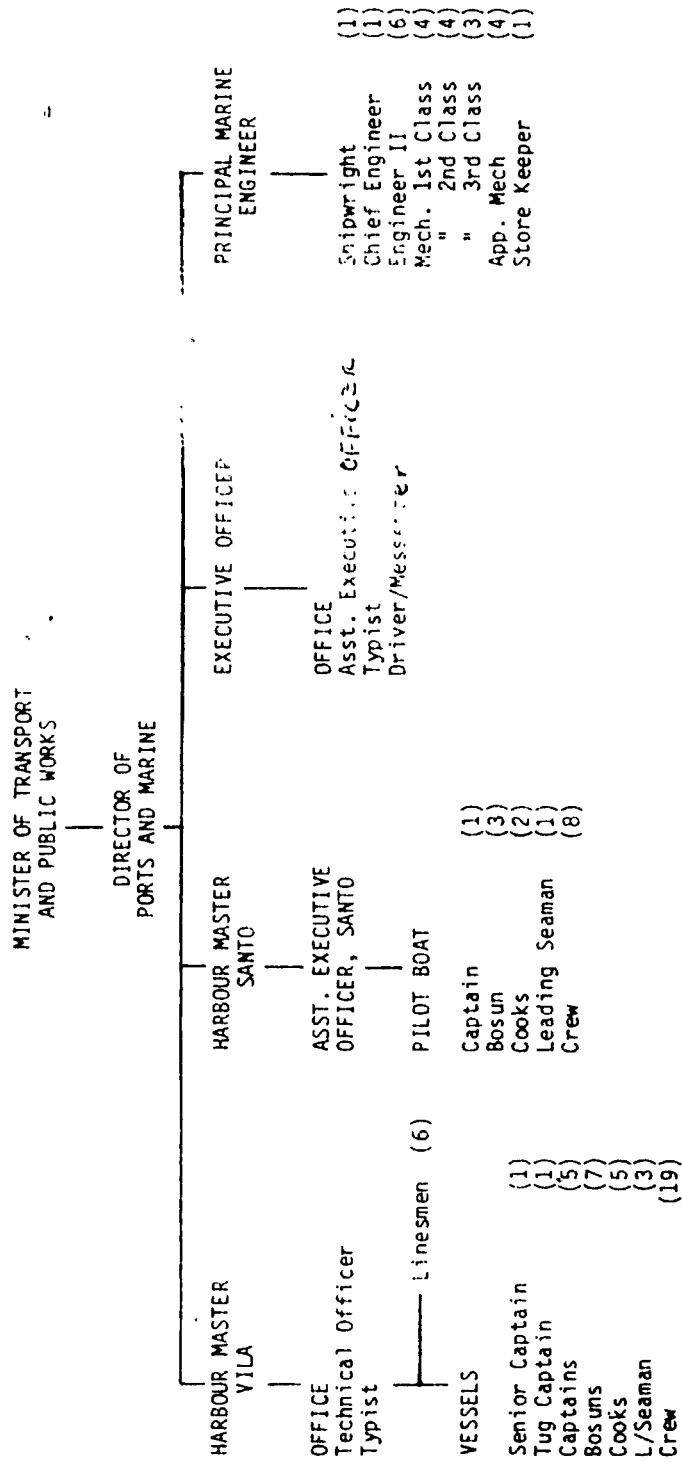
<u>POST</u>	<u>NO. OF POST</u>	<u>CAT.</u>
1. ✓ Director	1	P. 9
Harbour	2	P. 7
2, Principle Mar/Officer	1	P. 7
3, 4 Senior Captains	2	P. 6
Marine Head Instructor	1	P. 6
Engineer Instructor	1	P. 5
Technical Officer	1	P. 5
Chief Engineer	1	P. 5
Executive	1	P. 5
Master Vanuatu	7	M. 4
Engineer	6	M. 4
Shipwright	1	M. 4
Assistance Cox.Off.	2	P. 4
Bosums	8	P. 4
Mechanic	"A" 4	M. 3
Store Keeper	1	M. 3
Typists	3	M. 3
Leading Seaman	3	M. 3
Mechanic	"B" 4	M. 2
Cook	"A" 4	M. 2
Driver/Messenger	1	M. 2
Cook	"B" 4	M. 2
Mechanic	"C" 2	M. 1
Sailors/Linesman	30	M. 1

The present ports Marine Department staff and personnels which had employed in all different category were total of 91 persons.

FIGURE 1

ORGANISATION CHART

DEPARTMENT OF PORTS AND MARINE (NOVEMBER 1985)



### 8.5

The operating costs of the present government fleet and part of Port Administration costs including port vessel but not stevedoring.

Certain operating function had been listed in the following:-

(A) Port Vila and Santo vessels	VT	7,889,699
(B) Salaries - allowances	VT	7,669,954
(C) Maintenance of nav. aid	VT	500,000
(D) Wharf and port maintenance	VT	1,500,000
(E) Office and overhead cost	VT	<u>3,994,000</u>
Total	VT	21,553,652

Marine operations "Government fleet" and all other expenses which include maintenances

(F) Salaries and allowances	VT	13,527,700
(G) Maintenances operation and other costs of seven fleets	VT	11,400,000

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Grand total	VT	46,481,362
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- In the mean time the present government has been established Department of marine and Port Administration jointly which deals with all matters pertaining to shipping in the Republic, and also other matters mentioned in the Second paragraphs of the present systems of Port and Marine Department.

- The present government is to equip and provided a proper machinery to the present Maritime Administration so that a proper tool can be selected, and on the other hand the function can be done in a proper systems.

- Near future the Central government will be requiring only three vessel which mean that the motor vessel Mangaru, Mala and Motor Vessel Artois will be getting rid of them, beside Flag ship for the President, Primer minister and ministers, two lug vessel and one pilot vessel which the government will be still maintained which gives a total of existing vessel of seven (7) .

- In reduction of government fleet to total of seven (7) vessel which mean that there are going to be two other new vessel. These two vessel are going to be something like multipurpose vessel. That is what it meant for example two vessel will be call coastguards, but they will provide other important function such as search and resure, provide and carry out maintenances through out the Archipelago of light houses, Bonys, Beacous and other navigational aid in general. They will be located in two location, one will be station in Santo or Sola in Banks group but the main Headquarter Base at Luganville SANTO.

- And the other will be station at Anelqahuat (Aneitynum). But the Base Headquarter will in Port Vila in central District no. 1 in Practical sense. Both vessel will be in the ideal location, where they will be involve in other function as mention above. So we could see the adventadges instead of having some of those vessel sitting ideal in port. So this brings total vessels of nine (9).

- In the economical picture we shall not employ <sup>ANY</sup> extra personnels. As a matter of principles the captain, engineer of the other vessel will be automatically transfer to the two new vessel all the ships company mean ships personnels.

Consideration 9.3

- These do not acquire some extra employment Personnels as pointed out earlier that the crew of those three vessel total member of twenty two (22) will be divided evently to the new vessels and they would not loose any things. And these two vessel will be acquire to do a lot more than those existing vessel.

- And the two vessel one will be located to the northern District which include Banks and Torris groups. The sister vessel will be located to the Tafea District (SD). As they are coastguard and beside they will be involve with other function as well.

THE REPUBLIC OF VANUATU (NH)

THE FUTURE GOVERNMENT FLEET AND THEIR LOCATION

TYPE OF VESSEL	NORTHERN DISTRICT	CENTERN DISTRICT NO. 2	CENTRAL DISTRICT NO. 1	SOUTHERN DISTRICT
OUTER ISLAND VESSEL	SANTO (1) BANKS + TORRIS (1) *	-	FLAG SHIP (1) TUG BOAT (1)	ADMIN. (1)
INNER ISLAND VESSEL	SANTO MALO ADRE (1) TUTUBA	-	GEOLOHIDY (1) PORT ADMIN. (1)	-
COASTAL VESSEL	"	-	"	"
NEW VESSEL *	one vessel will be located either Santo or Banks and Torris group (vessel main base at Canal Santo)			
BOTH OUTER ISLAND VESSEL *	the other sister vessel have two location either Port Vila Efate or Aneityum (SD) (main base Port Vila)			



CONCLUSION 10.0

I feel once more to stress important of a maritime Administration of which our under developed countries were still lacking of a proper machinery of which it means an experts and well trained person- nels. As explained earlier of the introduction which were very simple, for examples as in Vanuatu for such a small country which should have been only one maritime Administration.

But, instead three marine services had been established, which was in facts one way or another were to satisfied the Administra- tion obligations, problems were still at present, but of course we still luch of qualified trained personnels. But hopefully that the door has already opened to under developed countries of which to sent their selec- ted candidate to get acquainted with the marine activities and New deve- lopment which concerning the whole globe at large, and of which the world maritime university at Malmö in Sweden is playing the main Key role in the training of top official in the different category of mari- time development and activities.

FOOT NOTES 10.1

- (A) Printed IMO news papers
- International maritime organization News papers Published April 1983 pages 11 - 12.
- (B) Printed Report
- The Department of transportation and civil aviation. Review of government fleet Report August 1983 page 96.
- (C) Printed document
- The department of transportation of United States Coastguard. And overview of coastguard marine - safety activities document Published 16th June 1981 pages 11 - 12.
- (D) Printed Published Book
- Vanuatu Published by institute of the South Pacific studies. The university of the south pacific social sciences Association, pages 22 - 35.
- (E) Interviews - Robinson (Bosun)
- will Makambo (Marine store personnel) and F. Zenzer (Bosun) (Former ship member of French government fleet). Presently employed by Present Port and Marine Department.