



Agenda item 64: Clearance of the Suez Canal: report of the Secretary-General

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DOCUMENT A/3664

Secretary-General: request for the inclusion of an additional item in the agenda of the twelfth session

[Original text: English]
[16 September 1957]

1. The General Assembly, by resolution 997 (ES-I) of 2 November 1956, urged that, upon the cease-fire in the area being effective, steps should be taken to reopen the Suez Canal and restore secure freedom of navigation.

2. On 20 November, the Secretary-General submitted a first report on arrangements for clearing the Canal (A/3376). The Assembly, by resolution 1121 (XI) of 24 November 1956, noted with approval the progress so far made in this connexion, and authorized the Secretary-General to proceed with the exploration of practical arrangements so that the clearing operations might be speedily and effectively undertaken.

3. In pursuance of resolution 1121 (XI), the Secretary-General, on 10 January 1957, submitted a second report

(A/3492) to which was annexed a summary of the plan of work and of resources for its execution; an exchange of letters between the United Nations and the Government of Egypt, constituting the necessary agreement for co-operation between the Organization and the Egyptian authorities; and a note addressed by the Secretary-General to Member Governments regarding interim advances to the fund for the clearance of the Canal.

4. The Secretary-General intends to submit shortly a further report on the clearance of the Suez Canal; he therefore has the honour to propose the inclusion of the following item in the agenda of the twelfth session:

“Clearance of the Suez Canal: report of the Secretary-General”.

DOCUMENT A/3719

Report of the Secretary-General

[Original text: English]
[1 November 1957]

INTRODUCTION

1. Following the approval by the General Assembly of the Secretary-General's report dated 20 November 1956 on arrangements for clearing the Suez Canal (A/3376), and the adoption on 24 November 1956 of resolution 1121 (XI) authorizing him on the basis of that report to proceed with practical arrangements and

negotiation of agreements for the speedy and effective clearance of the Suez Canal, the Secretary-General appointed Lieutenant-General Raymond A. Wheeler, engineering consultant to the International Bank for Reconstruction and Development, as his special representative in charge of technical operations. The Secretary-General announced also that he had secured the collaboration of Mr. John J. McCloy, Chairman of the Board of

Directors of the Chase Manhattan Bank and former President of the International Bank, to assist him in an advisory capacity on the business negotiations connected with the project.

2. General Wheeler was released on loan to the United Nations by the President of the International Bank on 26 November 1956, on which date he assumed his duties at Headquarters. Also provided on loan from the International Bank was Mr. John Connors, to serve as General Wheeler's deputy in charge of technical operations. The Dutch and Danish consortium of salvage engineers, comprising the firms of L. Smit and Co.'s International Sleepdienst of Rotterdam and Em. Z. Svitzer of Copenhagen, with which the Secretary-General had entered into preliminary arrangements in early November for a first concentration of salvage craft, crews and equipment to undertake the operation, were requested on the same date, 26 November, to dispatch craft and equipment, already assembled, to the Suez Canal area.

3. On 4 December 1956, General Wheeler left Headquarters to engage in technical consultations with Egyptian authorities in Cairo. These discussions began on 8 December and resulted in agreement for the conduct of an immediate technical survey by the United Nations of obstructions in the Canal, in the first place south of Port Said; a few days later this survey was extended to cover the damaged base workshops in Port Fouad. Consultations between General Wheeler and the Commander of the Anglo-French fleet took place concerning salvage operations conducted by Anglo-French salvage units in the Port Said harbour.

4. The basis of the understandings upon which the operational relationship between the United Nations and the Government of Egypt was premised was agreed in general terms during General Wheeler's initial discussions. These understandings, as subsequently formalized between the Secretariat of the United Nations and the Egyptian Foreign Office, were confirmed in an exchange of letters dated 3 January 1957 between the Egyptian Minister for Foreign Affairs and the Secretary-General. The text of these letters was circulated as an annex to the report of the Secretary-General to the General Assembly, dated 10 January 1957 (A/3492, annex II).

5. On 14 November 1956, the Egyptian Government had announced the presence of mines in the approaches to the Suez Canal. During his planning conversations in Egypt, General Wheeler was informed that further mines and explosive charges had been laid in the Canal south of El Cap. The withdrawal of the Anglo-French fleet was completed on 22 December 1956. On 27 December, negotiations were finalized concerning the agreed disposition of the Anglo-French salvage units retained after the withdrawal. On 30 December, General Wheeler received satisfactory assurances concerning the final removal of explosives from Canal waters so as to enable him to move United Nations salvage crew and vessels safely in Canal waters south of El Cap. The United Nations salvage operation proper commenced on 31 December, although work was resumed by some Anglo-French salvage vessels in Port Said on 29 December, and three United Nations salvage vessels were piloted by Egyptian naval craft through mine fields in the southern end of the Canal and began operations there on 28 December.

ASSISTANCE BY ANGLO-FRENCH SALVAGE VESSELS

6. A salvage fleet had been commissioned by the Governments of the United Kingdom and France and many of its components were at work in Port Said from the first week in November 1956 onwards. As a result of

its activity in that port, the amount of work which it fell to the United Nations to undertake was lessened.

7. In mid-November, during the Secretary-General's visit to Cairo, the Egyptian Government had invited the United Nations to assist with the task of clearing the Canal immediately after the withdrawal of non-Egyptian forces from Port Said and the Canal area.

8. Early in November, the Governments of France and the United Kingdom — which at a somewhat earlier stage had offered to assume the task themselves — expressed support for the Secretary-General's efforts to organize a salvage team under the auspices of the United Nations. On 21 November, a representative of the United Kingdom declared in the General Assembly that his Government would do everything in its power to help and was ready to lend its resources and to work in any way desired in the task.

9. Available Anglo-French salvage resources, either in or en route to the Canal, were reported to number more than 30 vessels or items of floating equipment, and were proposed for use as a composite whole. General Wheeler's technical assessment of need, made in early December in the light of the other resources available to the United Nations, suggested that 6 of these vessels should be selected to be manned by United Nations crews and to operate south of El Cap, and that, further, 3 Anglo-French manned vessels should be retained to complete work on specific wrecks upon which they were engaged in Port Said.

10. The proposed transfer from the Anglo-French salvage fleet of six vessels for manning by the United Nations was later reconsidered and, by 22 December 1956, the date of the withdrawal of the Anglo-French forces from the Canal, General Wheeler recommended, without prejudice to his clearance target objectives, a redisposal of available salvage resources. Under this revised plan, vessels of the United Nations salvage fleet, without the addition of any Anglo-French salvage vessels, were to be used south of El Cap and 11 — subsequently reduced to 9 — Anglo-French manned salvage craft, with 4 support vessels, were to be retained to complete specific tasks upon which they were engaged in Port Said harbour. This harbour was then to be cleared of remaining obstructions by United Nations salvage elements after completion of their assignments in the southern reaches of the Canal.

11. The revised plan was accepted by the Governments concerned. The retained Anglo-French salvage vessels were brought under the United Nations flag and were accorded the same immunity by the Egyptian Government as that attached to the United Nations salvage vessels operating under General Wheeler's authority.

12. The tasks to be completed by the retained elements of the Anglo-French fleet were: the finalizing of a survey, already almost completed, of a sunken wreck by one small British salvage craft; the recovery of a sunken crane jib comprising part of a wreck already lifted by British units; the lifting and dumping of a sunken dredger on which work had been commenced by British units in November; and the removal of a small tug upon which a French salvage vessel was engaged. Some of the retained Anglo-French vessels left the Canal in stages during the first three weeks of January 1957, as each had completed the work assigned, and all had phased out of the operations by 24 January.

13. Other assistance furnished to the United Nations from Anglo-French resources was the transfer under contract to the United Nations of a French-owned floating crane for manning by United Nations crews, and the transfer by the British Admiralty of some miscellaneous salvage supplies on a reimbursable basis. In addition,

arrangements were concluded whereby two German lifting craft and supporting tugs originally chartered by the British Admiralty were transferred under charter to the United Nations, and liability for a proportionate share of the cost to the Government of the United Kingdom for their hire and outward passage to the Canal has been assumed by the United Nations.

UNITED NATIONS SALVAGE RESOURCES UTILIZED

14. The United Nations salvage fleet mustered for the operation and drawn from Dutch, Danish, Belgian, Swedish, German, Italian and Yugoslav resources comprised a general total of 32 vessels and pieces of floating equipment (6 ocean salvage vessels, 6 coastal salvage vessels, 4 lifting craft, 3 sheerlegs and 2 floating cranes — supported by 10 tugs and several small divers' boats). In addition, 24 re-floating pontoons or camels, and necessary stores of supplementary salvage equipment and material were available. The total lifting capacity of the fleet approximated 10,000 tons and the total crews employed numbered 479, including 45 divers. Of these resources, 22 craft or pieces of floating salvage equipment had arrived in the Canal by the date of the commencement of the United Nations operation, or within four weeks after the adoption by the General Assembly of resolution 1121 (XI) on 24 November 1956; the balance arrived in stages during January and one in early February 1957.

15. The fleet was not maintained at constant strength, but was reduced in size as the completion of each phase of the work indicated that the retention of any vessels would be uneconomical and their release would not be prejudicial to the completion of clearance targets within the time-limits prescribed. Towards the end of January, 2 United Nations vessels were released, 3 more in the first half of February and 2 in the second half of that month, and 5 were released during March. In all, 12 of the United Nations salvage craft were therefore dispensed with within three months of the commencement of the operation, and 20 were retained and released in stages during April, in which month the clearance was finally completed. Through this flexible control over the fleet's operation, considerable financial savings were achieved without any consequential delays in the clearance of the channels and harbourages.

16. Except for the death while off-duty of one United Nations seaman by accidental drowning, a circumstance which is recorded with deep regret, the operation was carried through without loss of life or serious injury to the United Nations crews involved, and without loss or significant damage to vessels or equipment. One floating crane was, however, lost in heavy weather in the Mediterranean on its homeward voyage. The loss was covered by insurance.

17. The Secretary-General wishes to record his appreciation to General Wheeler and his staff and to the contracting firms and their staff and crews for the outstanding success of the operation and for the efficiency displayed by all concerned therein.

ORGANIZATIONAL ARRANGEMENTS

18. General Wheeler's first administrative needs in Cairo were served by the staff and facilities of the United Nations Technical Assistance Board's resident representative established in that city. The initial supporting staff in the Canal area was composed of three members of the Headquarters staff of the United Nations Technical Assistance Administration, who accompanied General Wheeler to Egypt. This initial support was replaced in January by an executive field headquarters establishment,

comprising a deputy in charge of technical operations and four additional officers, including a press officer, with a total of eight clerks, secretaries and radio operators drawn from United Nations staff and some additional locally recruited general service personnel.

19. The technical management of the integrated United Nations salvage fleet was furnished under contractual arrangements by a self-contained management group supplied by the Dutch and Danish salvage consortium, Smit-Svitzer. The group operated under General Wheeler's over-all executive direction. It comprised a staff of twelve, including technical supervisory officers, administrative officers and secretaries and clerks, with some additional locally recruited general service assistance.

20. An initial team of fifteen salvage surveyors and technical engineers to provide first estimates of the needs and costs was furnished under contractual arrangements by the Smit-Svitzer salvage consortium and by the Ralph M. Parsons Company of the United States, which conducted a survey of the workshops. This group accompanied General Wheeler to Cairo on 8 December 1956 and had completed its work by 7 January 1957. Two engineers were subsequently furnished by the International Telegraph and Telephone Company to survey the rehabilitation needs of the telecommunications system, and two additional engineers from the International General Electric Company surveyed similar needs connected with the navigational lighting system.

21. In consultation with Mr. John McCloy, arrangements were concluded with the firm of H. Howell and Company of Washington for the establishment of a system of continuous operating accounting controls and audit programmes. The arrangements provided for day-to-day controls over expenditures at source in the field, as well as concurrent auditing, as affecting contractual arrangements, at the offices of the main salvor contractors in Europe and at Headquarters. Obligations incurred directly at Headquarters and all financial payments were handled in the normal manner by the Office of the Controller.

22. Prior to the appointment of General Wheeler, the Secretary-General had established, within his Executive Office at Headquarters, a unit to render assistance to the Suez Canal clearance operation in the field. This unit remained as the co-ordinating point at Headquarters to service General Wheeler's operational requirements, and was responsible, in consultation with General Wheeler and Mr. John McCloy, for all contractual arrangements between salvor companies and the United Nations. It comprised two full-time officers, assisted by one part-time officer and three secretarial assistants.

CLEARANCE OPERATION

Plan of operations

23. The plan of operations provided for the clearance of obstructions from channels and ports and harbourages with priority given to the speedy opening of a temporary channel to permit the earliest possible passage of vessels of limited draft and the release from the Canal of transit vessels which had been marooned at the time of its closure. The plan took into account also the necessity for the rehabilitation of workshop installations to provide maintenance facilities for operational craft and equipment to the extent necessary for transit operations; the restoration of the inoperative navigational lighting system; repairs to the damaged telecommunications system; the assurance that dredging services would be adequate to provide uninterrupted and safe passage; and the availability of operational craft for the handling of convoys.

Scope and execution of the operation

24. It was established by on-the-spot surveys that 42 obstructions of a significant character existed in the Canal proper.

25. Of these, 2 had been refloated and 4 completely and one partially removed from shipping channels in Port Said by Anglo-French salvage units prior to the assumption of responsibility for the operations by the United Nations. Subsequent to this assumption of responsibility, one further vessel and a sunken crane jib were removed from the channel by British vessels and one tug was shifted to shallow waters by a French vessel and was subsequently refloated by units of the United Nations fleet.

26. Two obstructions were moved by the Egyptian Canal Authority without United Nations assistance, and the wreck of one vessel which had been grounded for six years in the shallows of the eastern harbour of Port Said was found not to constitute an obstruction to shipping and was therefore not included in the United Nations salvage objective.

27. Thirty-two obstructions, including the collapsed spans of the El Firdan bridge, were lifted and removed from the channels by the United Nations fleet.

28. Anglo-French salvage resources had, prior to 22 December 1956, moved five wrecks from the western channel in Port Said harbour in order to provide a limited passage through that harbour for ships of 25-foot draft. The United Nations plan conceived of the removal by early March 1957 of such further obstructions within the channel south of Port Said as would be required to provide passage throughout the length of the Canal for ships of similar limited draft. The plan provided further for the removal by mid-May of remaining obstructions in Port Said and in the southern reaches of the shipping channel proper in order to provide through transit for ships of maximum draft. The final phase of the work, which was estimated to require some weeks beyond the mid-May date, envisaged the clearance of all remaining obstructions from ports and harbourages. Sufficient elasticity within the operating plan was developed to permit work to be executed concurrently where this could be achieved economically and without prejudice to the earliest possible reopening of the waterway to limited draft vessels as a first target objective.

29. A governing factor in the execution of the early phase of the work was the time required for the removal of the cement-laden blockship *Akka* at km. 81.4 and the concurrent removal, *inter alia*, of the tug *Edgar Bonnet* at km. 74.2 and the frigate *Abukir* at km. 160.7. Although the general designated programme was finished several weeks ahead of schedule in the southern reaches, a first limited channel was not opened within the planned time-limit because of the notification by Egyptian authorities of the existence of explosives aboard the two latter vessels. The blockship *Akka* was removed from the channel on 14 February 1957, but clearance to proceed with work on the *Edgar Bonnet* was given by Egyptian authorities only on 12 March. Explosive charges on the *Abukir* were found to be largely inaccessible for underwater removal and the attempt was ultimately abandoned and salvage work resumed by United Nations crews on the vessel on 22 March. It was finally raised and the remaining explosives removed to the surface on 8 April.

30. Notwithstanding, however, the fact that the above delays prevented the opening to shipping of a first limited channel in early March, as would otherwise have been achieved, the delays in effect aided in an earlier completion of the over-all clearance operation. Some slowing down of the final salvage work would have been inevitable

had it had to be conducted concurrently with the passage of vessels in transit through the first limited channel. The impossibility of such passage in these circumstances, in fact, enabled the residual work to proceed unhampered, and the final clearance of the Canal in all its stages, including the opening of ports and harbourages, was completed on 10 April, some weeks earlier than had originally been predicted for the full clearance of the main shipping channel only.

Rehabilitation of workshops

31. A survey disclosed that, of the maintenance workshops required for efficient Canal operation, those in Port Tewfik and Ismailia were undamaged, although substantial damage had occurred in the main workshops at Port Fouad. Technical assessments indicated that the bulk of the damage could be made good by a first restoration of some of the sections of the shops which, in turn, could provide the means for the rehabilitation of the remaining sections. Accordingly, a plan was agreed between General Wheeler and the Egyptian Canal Authority whereby the latter undertook the work of restoration, with the United Nations providing some limited advisory assistance and the replacement of essential non-repairable machine tools and equipment. Under this plan, the workshops were reinstated by the Egyptian Canal Authority to an estimated over-all efficiency close to normal at the date of resumption of traffic through the Canal.

Restoration of navigational lighting

32. The navigational lighting system was found to be out of commission mainly as the result of the destruction of the central gas-producing plant servicing the system from Ismailia. This plant was out-dated and its replacement by a similar system was not considered to be either economical or possible within the target schedule for the resumption of through transit. As an interim and temporary measure, therefore, General Wheeler arranged with the Egyptian Canal Authority that it should adapt the system to the use of locally produced butane gas, a limited quantity of essential material being provided by the United Nations. This measure, while neither permanently reliable nor entirely satisfactory, was considered, after tests, to suffice for short-term needs, pending the conversion of the lighting buoys to the use of an alternative permanent electric system of operation; this is currently being undertaken in the Egyptian Canal Authority's workshops, material furnished by the United Nations being utilized.

Repairs to telecommunications system

33. Considerable damage to the overland and radio-telecommunications system necessary to the operation of the Canal was disclosed. Technical consultants were furnished by the United Nations to advise on the restoration of this system. The rehabilitation of the overland communication system was undertaken and completed by the Egyptian Canal Authority from its own resources. Destroyed radio-telephonic equipment was replaced by the United Nations and was installed by the Egyptian Canal Authority, with advisory assistance furnished by the United Nations.

Dredging

34. Prior to the closure of the Canal in October 1956, maintenance dredging needs had been met both by equipment operated by the Egyptian Canal Authority and by external contractors. Approximately 3,600,000 cubic metres of deposits had to be removed annually to maintain the proper depth of the waterway. Of the 2

suction dredgers and 9 bucket dredgers operated by the Authority, 7 had been sunk or damaged and were still unavailable for use at the time of completion of the clearance operation. The remaining operative dredgers, together with 2 small dredgers working under contract to the Canal Authority, had resumed operations.

35. Under the terms of reference for the United Nations operation, the Organization had an active interest in steps to be taken for the removal of silt, thus restoring the Canal to its full capacity. A comparison of hydrological surveys conducted just before the closure of the Canal and at the time of its reopening indicated an accumulation of 500,000 cubic metres of silt. Transit channels were sufficiently cleared for the safe passage of vessels of up to 33-foot draft, but this situation had to be related to the normal increase in the siltage rate which would occur once transit passage was resumed. While the Egyptian Canal Authority embarked upon steps to maintain uninterrupted through transit at the level obtaining at the time of the reopening of the Canal, it was to be expected that some time must elapse before fully adequate arrangements could be completed for the restoration of dredging services and the gradual replacement of lost equipment. Consequently, there remained a problem of concern to the United Nations. There has been a full sharing of views between the Egyptian Canal Authority and the United Nations on this matter and the Secretary-General, at the invitation of the Government of Egypt, has continued to maintain contact with the Canal Authority.

Rehabilitation of floating equipment

36. The resumption of safe and continuous passage required sufficient operating craft and equipment in addition to adequate facilities for dredging maintenance. In addition to the loss of dredgers already referred to, important items of operating equipment totally lost or semi-permanently damaged included, *inter alia*, one of 2 rockbreakers, the only 2 available lifting craft, 3 large floating cranes, 4 out of 7 hoppers and a floating dock. Further, 12 out of 14 salvage and harbour tugs of adequate horsepower rating for the servicing of transit convoys, as well as one workshop tug, were sunk. A small proportion of the damaged equipment was restored and all of the sunken tugs were refloated.

37. While it was at first considered probable that the temporary hire of some tugs on an appropriate basis would be required to ensure first transit facilities, the rapid restoration of the Port Fouad workshops enable the Egyptian Canal Authority to undertake from its own resources the repair and rehabilitation of many of the essentially needed tugs as they were refloated. Extensive replacement of equipment would prove essential to ensure continuing operational and maintenance needs. However, rehabilitation work had progressed sufficiently by the date of the reopening of the Canal in April to supplement undamaged operational craft and ensure that minimum needs for the full resumption of traffic would be met. In these circumstances, no necessity arose for continuing consideration on the part of the Secretary-General of the emergency provision of such operational equipment by the United Nations.

FINANCING THE OPERATION

Loan contributions received

38. By a letter dated 25 December 1956, the Secretary-General invited Member States to make available to him contributions by way of an advance of funds toward the

discharge of his responsibilities in connexion with the Canal clearance operation.

39. In response, loan contributions were received as follows:

States	Approximative equivalent in US dollars
Canada	1,044,045.68
Sweden	772,201.00
Liberia	4,000.00
Ceylon	3,733.49
Australia	1,000,000.00
Federal Republic of Germany	1,000,000.00
United States of America	5,000,000.00
Italy	399,525.68
Norway	1,000,000.00
Denmark	500,000.00
Netherlands	503,947.37
TOTAL	11,227,453.22

The advances were deposited with the International Bank for Reconstruction and Development, which acted as fiscal agent for the United Nations for this purpose.

40. Services and supplies, valued at \$500,000 on a comparable basis for similar services and supplies provided under United Nations commercial contractual standards, were commissioned by the United Nations subsequent to its assumption of responsibility for the operation, from resources made available by the Governments of the United Kingdom and France.

EXPENDITURES

41. The following summary reflects the limit of expenditures and obligations incurred by the United Nations:

	US dollars
Administrative and general expenses	357,093.57
Operating costs of United Nations contractors	6,306,368.63
Survey and rehabilitation costs of Canal base workshops, the navigational lighting system and the telecommunications system	962,580.67
Reimbursement for services and supplies provided by the Governments of the United Kingdom and France at the request of the United Nations	500,000.00
Contribution to essential dredging services	250,000.00
TOTAL	8,376,042.87

PROPOSAL FOR REIMBURSEMENT OF THE COSTS OF THE OPERATION

42. After consideration of various possible alternatives for meeting the costs of the operation as reflected in paragraph 41 above, the Secretary-General would recommend that, subject to reduction by such resources as might become otherwise available, repayment to contributor countries be effected by means of the application of a surcharge on Canal traffic under which arrangement a levy of 3 per cent on Canal tolls would be paid into a special United Nations account, the procedures to govern such payments to be negotiated with the Egyptian Government and with the other parties to the payments. On the basis of the current level of Canal traffic, it can be estimated that by this method the costs would be reimbursed over a period of about three years.

ACTION TAKEN BY THE GENERAL ASSEMBLY

At its 730th meeting on 14 December 1957, the General Assembly adopted the draft resolution submitted by Brazil, Iran, Philippines and Thailand (A/L.238). For the final text, see resolution 1212 (XII) below.

Resolution adopted by the General Assembly

1212 (XII). CLEARANCE OF THE SUEZ CANAL

The General Assembly,

Recalling its resolution 1121 (XI) of 24 November 1956 regarding arrangements for clearing the Suez Canal,

Recalling further that the Secretary-General, pursuant to that resolution, requested and received from various Governments as advances funds necessary to proceed with the clearing operation,

Having received the report of the Secretary-General dated 17 November 1957 (A/3719),

Mindful that the clearing of the Canal is of direct and immediate benefit to all shipping and trade using the Canal,

Expressing its appreciation of the prompt and efficient manner in which the clearance operation was organized and completed,

Expressing its satisfaction that the Canal is again serving world trade and international shipping,

1. Notes the expenses and obligations that have been incurred by the United Nations in the clearing of the Suez Canal ;

2. Endorses the recommendation of the Secretary-General that, subject to reduction by such resources as might become otherwise available, reimbursement of the advances made by contributor countries to meet the costs of the operations be effected by the application of a surcharge on Canal traffic and that, under this arrangement, a surcharge of 3 per cent on Canal traffic would be paid by all shipping and trade using the Canal into a special United Nations account, the procedure to govern such payments to be negotiated with the Government of Egypt and with the other parties to the payments ;

3. Authorizes the Secretary-General to take the necessary steps to put this arrangement into effect ;

4. Urges the Governments of Member States to cooperate fully with the Secretary-General under the present resolution in order that advances made to the United Nations for the purpose of clearing the Suez Canal may be repaid.

730th plenary meeting,
14 December 1957.

CHECK LIST OF DOCUMENTS

NOTE. This check list includes all the documents mentioned during the consideration of agenda item 64, which are not reproduced in the present fascicle.

Document No.	Title	Observations and references
A/3376	Report of the Secretary-General on the clearing of the Suez Canal	Official Records of the General Assembly, Eleventh Session, Annexes, agenda item 66
A/3492	Second report of the Secretary-General on the clearing of the Suez Canal	Ibid.
A/3576-S/3818	Letter from the Minister for Foreign Affairs of Egypt to the Secretary-General transmitting the declaration of the Egyptian Government, dated 24 April 1957, concerning the Suez Canal and the arrangements for its operation	Official Records of the Security Council, Twelfth Year, Supplement for April, May and June 1957
A/3576/Add.1-S/3818/Add.1	Letter from the Minister for Foreign Affairs of Egypt to the Secretary-General transmitting the declaration of the Egyptian Government, dated 18 July 1957, concerning paragraph 9 b of the declaration of 24 April 1957	Ibid., Supplement for July, August and September 1957
A/3670	First report of the General Committee	Official Records of the General Assembly, Twelfth Session, Annexes, agenda item 8
A/3683	Second report of the General Committee	Ibid.
A/L.238	Brazil, Iran, Philippines and Thailand: draft resolution	For the text of this document, see resolution 1212 (XII) above
S/3675	Resolution adopted by the Security Council at its 743rd meeting, on 13 October 1956, concerning the question of the Suez Canal	Official Records of the Security Council, Eleventh Year, Supplement for October, November and December 1956

LIST OF MEETINGS AT WHICH AGENDA ITEM 64 WAS DISCUSSED

Plenary meetings : 730th meeting