

# **Leading Cases and Materials on the Law of the European Communities**

Edited by D.J. Gijlstra, H.G. Schermers, E.L.M. Volker, and J.A. Winter, Europa Institute, University of Amsterdam, Kluwer: The Netherlands, 1975, 300 pp.

Reviewed by JAMES C. TUTTLE

This softbound collection of edited Court of Justice (and some national court) opinion excerpts and textual narratives is built around an outline covering the following five major topics: (1) institutions of the European communities, (2) the Court of Justice, (3) the relationship between community law and national law, (4) the social and economic foundations of the communities, and (5) community policies on competition, harmonization of laws, economic-social policies, and agriculture.

The material is intended by the authors, who did the editorial work principally at and for a summer course at the University of Amsterdam over a series of three or four years, to be an introductory casebook.

The text is presented in somewhat difficult-to-read typewritten (not typeset) format which contains a certain amount of typographical error probably due only to translation difficulties. Such translation difficulties, however, presumably did not contribute to cryptic and even inadequate editing of Court of Justice opinion excerpts at a goodly number of points throughout the 300-page booklet, which contains 28 numbered footnotes.



# The Gentlemen's Club: International Control of Drugs and Alcohol

Kettil Bruun, Lynn Pan, and Ingemar Rexed, University of Chicago Press, 1975, 338 pages, \$12.50

Reviewed by STEVE HUGHES

With great reluctance I plodded through the first fifty to sixty pages of this book, which gave a historical overview of international drug control. Although an overview of this type is generally helpful and oftentimes imperative, in this book it fizzled. The history was aimless and confusing; the writing style was, to some extent, responsible for this confusion.

My original reaction at this point was, "This is a waste of paper. Somewhere in this world is a naked tree which got that way for nothing."

After reading further, the realization dawned on me that it wasn't all the fault of the writing style. The subject itself was confusing. An analogy can be drawn between the international organizations' meetings and meetings of parents' clubs or church choirs: They are always having meetings or organizing committees, and never getting anything done.

Continuing through the book, facts and issues begin to clarify (on the whole). However, at times the writing is just too complex. Two sentences would have been better than one. The authors sometimes use five lines to make a sentence complex, then follow it with two additional lines clarifying what they have said. At other times they make a statement, then draw obvious conclusions which are wholly unnecessary.

The book does come across fairly well. It is an excellent 250-260 page work, despite the fact that the text portion contains 294 pages. *The Gentlemen's Club* is extremely interesting, explaining why laws or studies went into effect, or why laws were either bogged down in committee or watered down by the various countries. Interesting reasons for international problems include circumstances such as Honduras claiming only two drug addicts in the entire country and Monaco claiming only one, an eighty-five-year-old woman who uses drugs in her whiskey.

Additional topics discussed include nongovernmental pressure groups, drug-producing country interests versus drug-consuming country interests, and the failure of crop substitution to curtail effectively illicit drug production.

Interpretation of these and other topics is aided by short summaries at the end of many of the chapters.

The last chapter contains the authors' own conclusions and recommendations (both short-term and long-range). They are obvious, simple, and workable recommendations which surely deserve an effort by the international community to put them into effect.

Following this chapter are six appendices, a note on the authors' sources of information, and an excellent bibliography.

The cost of the book, \$12.50, appears overpriced for a publication of its size. However, here one is paying for the extensive research, which definitely justifies the cost for a comprehensive and scholarly product.

Overall, the content receives a grade of A; the writing style a C-. Nevertheless, for those who desire a good basic study on international drug control, *The Gentlemen's Club* is recommended.

# Hazards of Maritime Transit

Alexander Clingan and Lewis Alexander, Editors, Ballinger Publishing Company, Cambridge, Massachusetts, 1973, 138 pages, \$9.00

Reviewed by STEVE HUGHES

*Hazards of Maritime Transit* is an interesting collection of lectures from the third in a series of workshops conducted by the Law of the Sea Institute. This collection deals with shipping and related activities in areas either currently or potentially congested.

The first chapter discusses the major maritime countries, the types of ship vessels, patterns of trade, and the definition and classification of straits. It is a good overall view and background of the shipping industry.

The second chapter briefly discusses coastal state competence to regulate traffic in relation to the world community needs to maximize vessel mobility. The comparison is drawn between world community interests and rights and coastal state interests and rights. Mr. Alexander in this lecture makes the rather ominous statement that "if some thirty-six percent of the world ocean is to be closed off to such vehicles (submarines, warships, research vessels, and potential polluting vessels) by the universal establishment of two-hundred-mile economic or territorial zones, there may soon be enormous problems of security, of enforcement, and of confrontations throughout the world community."

Chapter three is both interesting and informative. It deals with efforts by IMCO (the Inter-Governmental Maritime Consultative Organization) to prevent maritime casualties through such measures as collision regulations, the routing of ships in approximately seventy traffic separation schemes, and provisions for crew training and navigation equipment. The concluding pages of the chapter contain the International Regulations for Preventing Collisions At Sea, 1972, Rule 10, dealing with traffic separation schemes and general principles of ships' routing.

Chapter four reviews areas of risk and discusses current and future approaches for reducing hazards by improvements in technology and regulation. A table predicts ocean transportation technology forecasts as realizable (a) by 1980 and (b) in the 1980s. Also considered are the reasons for shipping losses. It will not surprise maritime experts that 43.6 percent of the losses from 1956-1970 have resulted from grounding. The primary reason given for the high percentage of

groundings is that the average ship increased greatly in speed and size without a corresponding improvement in maneuverability and stopping ability.

Chapter five explains the oil industry's insurance program. Several charts, derived from a two-year study by the Battelle Memorial Institute, indicate that marine biota contaminated by petroleum and hydrocarbons are able to purge that contamination from their tissues, sometimes within a matter of hours.

Rising economic costs and their correlative reasons are discussed in the sixth chapter. A short chapter deals with international navigation through territorial straits.

The concluding chapter is a relatively lengthy dissertation by Gary Knight on the international legal problems in the construction and operation of offshore deep draft port facilities. International agreements are compared and contrasted with the development of international law through custom. Among other topics in the chapter are such questions as whether the international community through some organization—or the coastal states—should regulate the construction of the deep draft port, the role of the landlocked states and the three-twelve-two-hundred mile limit of the territorial sea.

The editors of *Hazards of Maritime Transit* have compiled a succinct, but excellent and extremely well-balanced series of papers. The lectures are clear and concise; the type is readily legible. The entire work is capable of being understood by a novice in search of a general understanding of maritime transit. Yet it has utility for professional practitioners.