

Fifth Annual Report  
OF THE  
**UNITED STATES  
SHIPPING BOARD**



Fiscal Year Ended  
June 30  
**1921**



WASHINGTON  
GOVERNMENT PRINTING OFFICE  
1921

THE UNITED STATES SHIPPING BOARD.

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ALBERT D. LASKER, *Chairman.*

T. V. O'CONNOR, *Vice Chairman.*

GEORGE E. CHAMBERLAIN, *Commissioner.*

EDWARD C. PLUMMER, *Commissioner.*

FREDERICK I. THOMPSON, *Commissioner.*

MEYER LISSNER, *Commissioner.*

WILLIAM S. BENSON, *Commissioner.*

CLIFFORD W. SMITH, *Secretary.*

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# REPORT OF THE UNITED STATES SHIPPING BOARD.

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## LETTER OF TRANSMITTAL.

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UNITED STATES SHIPPING BOARD,  
*Washington, D. C., December 1, 1921.*

TO THE CONGRESS:

In compliance with section 12 of the shipping act of 1916, we have the honor to submit herewith the Fifth Annual Report of the United States Shipping Board and United States Shipping Board Emergency Fleet Corporation, covering the fiscal year ended on June 30, 1921. The report covers the varied activities of the Shipping Board and the Emergency Fleet Corporation under the provisions of the shipping act of 1916 and the merchant marine act of 1920, and other legislation. It will be noted that the Shipping Board as at present organized had been in office during but a little more than two weeks of the total period covered by this report, hence this report covers none of the activities of the present board. The report has been prepared by employees of the old board, covering the year's work of that board, and many of the policies referred to are not the policies of the present Shipping Board, or have been modified to a considerable extent. No events occurring after June 30, 1921 (about which time the present board took office), have been taken into account in compiling this report. The present board was organized June 15, 1921.

ALBERT D. LASKER,  
*Chairman.*

T. V. O'CONNOR,  
*Commissioner.*

GEORGE E. CHAMBERLAIN,  
*Commissioner.*

EDWARD C. PLUMMER,  
*Commissioner.*

FREDERICK I. THOMPSON,  
*Commissioner.*

MEYER LISSNER,  
*Commissioner.*

W. S. BENSON,  
*Commissioner.*

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**PART I**

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**UNITED STATES SHIPPING BOARD**

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## I. UNITED STATES SHIPPING BOARD.

### ORGANIZATION OF THE BOARD.

Section 3 of the Merchant Marine Act of June 5, 1920, amends section 3 of the Shipping Act, 1916, and provides that the Board shall be composed of seven commissioners to be appointed from designated sections of the country by the President, with the advice and consent of the Senate, the President designating one of the members to act as Chairman.

On July 1, 1920, the Board membership consisted of W. S. Benson (Chairman) and John A. Donald. On November 10, 1920, recess appointments were tendered to and accepted by the following, who qualified as members of the Board on December 1, 1920: W. S. Benson (Chairman), Frederick I. Thompson, John A. Donald, J. N. Teal, Chester A. Rowell, Guy D. Goff, and Charles Sutter. As none of these appointments were confirmed by the Senate, on March 4, 1921, their terms of office lapsed; on March 11, 1921, President Harding, by letter, designated W. S. Benson to act until a new Board was appointed. On June 30, 1921, the Board consisted of the following members, who were appointed June 9, 1921: Albert D. Lasker (Chairman), from the Interior, term 6 years, qualified June 13, 1921; T. V. O'Connor (Vice Chairman), Great Lakes, term 5 years, qualified June 15, 1921; George E. Chamberlain, Pacific coast, term 4 years, qualified June 13, 1921; Edward C. Plummer, Atlantic coast, term 3 years, qualified June 14, 1921; Frederick I. Thompson, Gulf coast, term 2 years, qualified June 13, 1921; Meyer Lissner, Pacific coast, term 1 year, qualified June 11, 1921, California, June 16, 1921, District of Columbia; and W. S. Benson, Atlantic coast, term 1 year, qualified June 13, 1921.

### ADMINISTRATIVE ORGANIZATION.

The administrative and executive organization of the Shipping Board and Emergency Fleet Corporation for the fiscal year 1920-21, the period covered by this report, was as follows:

- Chairman's and President's Office:
  - Personnel Control Section.
  - Advertising and Information Department.
  - Fuel Oil Purchases.
- Treasurer and Disbursing Officer.

Secretary's Office:

Chief Clerk—

Office Supply Division.  
Duplicating Division.  
Files Section.  
Custodian's Office.  
Library Service.  
Mail Section.

Law Division:

Department of Investigation.  
Division of Industrial Relations.  
Construction Claims Board.  
General Comptroller.  
Division of Supply and Sales.  
Ship Sales Division.  
Division of Regulation.  
Recruiting Service:  
Sea Service Bureau.  
Navigation and engineering schools.  
Sea Training Bureau.  
Division of Transportation and Housing Operations.  
Division of Field Information.  
Insurance Division.  
Port facilities.  
Division of Construction and Repairs:  
Construction Department.  
Repair Department.  
Division of Operations:  
Traffic Department.  
Operating Department.  
Contract Bureau.  
Central Records and Information Bureau.  
European organization.

The functions and the general accomplishments of the various divisions, departments, and sections are outlined under Parts I, II, III, and IV of this report.

### FUNCTIONS.

The broad powers conferred upon the Shipping Board by the Shipping Act, 1916; the act of July 15, 1918; and the Merchant Marine Act, 1920, make its duties numerous and complicated. The general purpose and functions of the Board can be reviewed by dividing its activities into three periods:

First, the approval of the Shipping Act, September 7, 1916, to November 11, 1918, the date of the armistice. This includes the war period:

Second, the date of the armistice, November 11, 1918, to June 5, 1920, the date of the approval of the Merchant Marine Act:

Third, June 5, 1920, and subsequent thereto.

marine sinkings was alarming. It was impossible to predict the length of the emergency, and suitability of vessels for peace-time services could not be considered. Had the war continued as anticipated, with the consequent continuation of tonnage losses through enemy gunfire, submarine attacks, and submerged mines, all of the vessels for which contracts were placed would have been needed by the Allies and many more in addition. The emergency of war was no time to consider the possibility of building a well-balanced fleet of vessels for commercial purposes. The problem was to produce ships in sufficient number and kind to support the overseas forces.

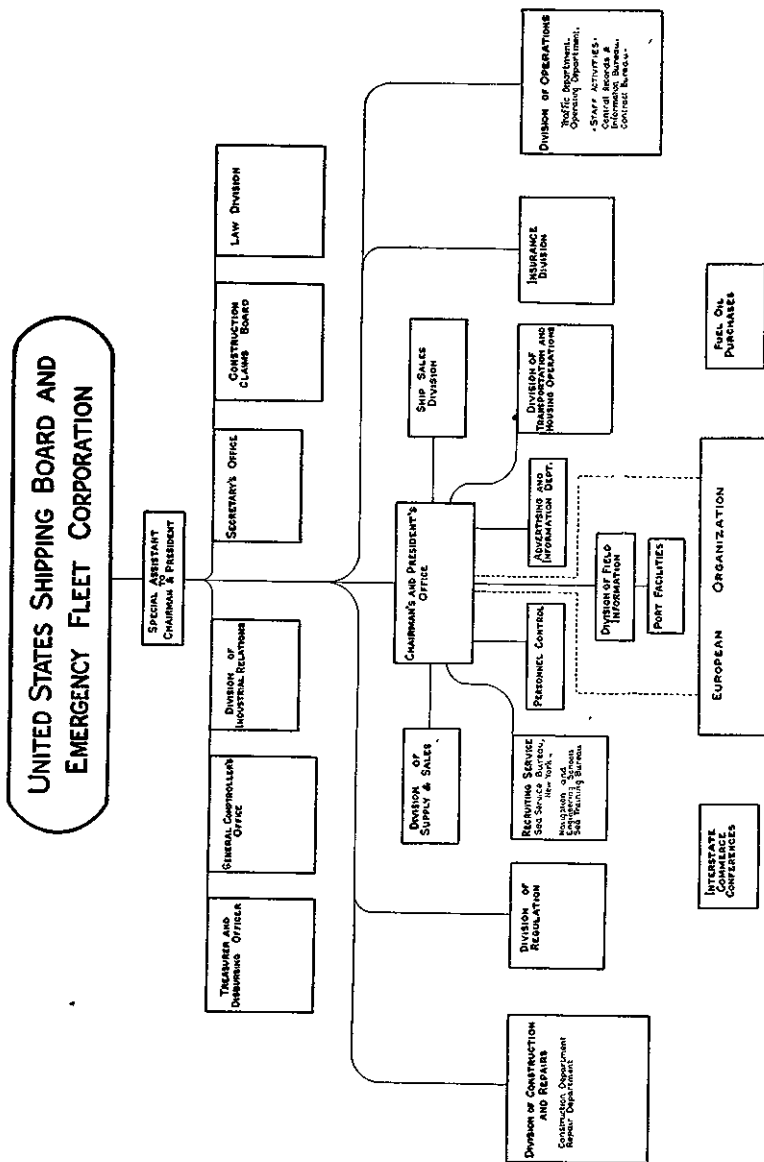
The second period, from November 11, 1918, the date of the armistice, to June 5, 1920, the date of the approval of the Merchant Marine Act, was an uncertain and speculative era. Temporarily, there was a scarcity of ships, due to the demand for tonnage to carry food and materials to the stricken European nations. An acute domestic fuel situation, particularly in New England, required relief through the allocation of tonnage. During most of this period charter rates and tonnage prices were very high, but in the spring of 1920 a decline in charter rates was accomplished by a decline in tonnage value. Therefore, this second period was marked by sudden changes and in many matters connected with the Board's operations, complete reversal of policy and methods. Immediately after the signing of the armistice the Board's construction activities were curtailed as rapidly as the physical condition of the building program and the financial interests of the Government permitted. Nevertheless, the sharp curtailment of the huge building program necessarily caused serious derangements in many overlapping stages of production and vitally affected many industries.

The third period, June 5, 1920, and subsequent thereto, is the period with which this report deals. The paramount duty of the Shipping Board under the Merchant Marine Act, 1920, is to establish, promote, and maintain an American merchant marine; the declaration of the policy is clearly stated by the Congress:

That it is necessary for the national defense and for the proper growth of its foreign and domestic commerce that the United States shall have a merchant marine of the best equipped and most suitable types of vessels sufficient to carry the greater portion of its commerce and serve as a naval or military auxiliary in time of war or national emergency, ultimately to be owned and operated privately by citizens of the United States; and it is hereby declared to be the policy of the United States to do whatever may be necessary to develop and encourage the maintenance of such a merchant marine. \* \* \* And in the administration of the shipping laws keep always in view the purpose and object as the primary end to be attained.

This period marks the return to normal conditions through readjustments. It marks the effort to secure a merchant marine adapted

The Board under the act applicable to the first period had very different duties to perform from those of the third period. Its task during the war emergency was to construct with the greatest pos-



Outline of Organization, June 30, 1921.

sible speed through its agency, the United States Shipping Board Emergency Fleet Corporation, vessels that would transport troops and cargoes overseas. During this period the entire national effort was centered on "winning the war." The loss of tonnage from sub-



for peace purposes and in time of emergency adapted as an auxiliary to the Army and Navy. The functions and accomplishment during this period are defined in various sections of this report.

#### LAW DIVISION.

The activities of the Law Division for the past year consisted principally of the conduct of all legal work arising from the various activities of the Board and Emergency Fleet Corporation.

Formerly, actual litigation comprised only a small portion of the work of the Law Division, but, due to the differences which have arisen on account of the retrenchment and cancellation of the construction activities, litigation activities have steadily increased until they have become an important function.

Among the more important matters handled by the Admiralty Division during the past year are the following: Adjustment of numerous problems growing out of the requisition of the use of vessels and their redelivery to owners; ex-German and ex-Austrian ship questions; commercial relations with the War and Navy Departments as to vessels turned over to them by the Board, including a large number of claims growing out of redelivery of vessels to the Board by those departments; drafting uniform commercial documents, with particular reference to bills of lading; salvage questions, including commercial salvage stations; drafting managing and operating agency agreements; settlement of questions arising under the Act of March 9, 1920; handling of admiralty cases up to the time suit is filed and cooperating with the Department of Justice in handling litigation; handling questions arising under the Ship Mortgage Act of 1920; drawing of various charter parties; large numbers of admiralty questions, such as collisions, salvage, charter party, and bill-of-lading questions, demurrage, maritime insurance, general average, seamen's claims and marine claims, questions arising under the navigation laws and a number of other miscellaneous admiralty, marine, and shipping questions. Special articles will be found elsewhere in this report on the more important of these matters.

#### Suits in Admiralty Act, March 9, 1920.

Since the *Lake Monroe* decision by the Supreme Court, it has been generally recognized that merchant vessels, even though owned and/or operated by the Government through the Shipping Board, are subjected to libel and arrest. Such is the provision of section 9 of the Shipping Act of 1916. One of the principal objects of the act of March 9, 1920, was to do away with the delay to Board vessels, consequent to their arrest by judicial process, and to obviate the giving of any stipulation to pay the decree, this latter being deemed unnecessary in view of the unquestioned solvency of the United States.

This is accomplished under the act by prohibiting the arrest or seizure by judicial process, in the United States or its possessions, of vessels or cargoes owned or possessed by the United States, but preserving all the rights of libellants by providing that in all cases where, if the vessel or cargo were privately owned or possessed, a proceeding in admiralty could be maintained, a libel in personam may be brought against the United States or against the Emergency Fleet Corporation. A doubt has been expressed as to whether this act authorizes suits in personam against the United States only in cases where, but for the act, suits in rem would have lain against the vessel or cargoes, or whether a suit in personam can now be maintained against the United States in all cases where, were the litigants private parties, any proceeding in admiralty, either in rem or in personam, could be maintained. This was usually negotiated by the Board's attorneys, but were only concluded upon the joint concurrence of the Board and the Department of Justice. This arrangement between the two departments worked out very successfully.

#### **Seamen's Claims.**

Claims against the Board, by members of ships' crews, were numerous and varied in character. Most claims of this nature were for wages alleged to be due. Other claims were for damages for alleged wrongful discharge, for statutory penalty for withholding pay, for personal injuries, for salvage services, etc. Most of the claims, except those for salvage services, fell under the cover of the American Steamship Owners' Mutual Protection and Indemnity Association, in which the Board is insured. This association takes full charge of the defense of such cases as come within its coverage, relieving the Board's attorneys almost entirely.

It is the Board's policy to pay promptly all wage claims, unless they are definitely unfounded. The Board endeavors to determine and pay a fair salvage reward for its crews rendering assistance to other Board vessels. Very seldom, if ever, will crews better themselves, in salvage matters, by bringing suit against the Board.

Claims were occasionally presented for the value of lost personal effects. In a few instances of extraordinary hardship, such claims were paid, at least in part; but the policy of the Board is to reject such claims.

#### **Uniform Tonnage Taxes.**

The Admiralty Division has also been interested, jointly with the Department of State, in various legal questions arising in connection with the levying of tonnage taxes and light dues on American vessels entering foreign ports and on vessels of foreign registry entering American ports. It is hoped that an agreement with other countries may be reached, by which such dues and taxes may be uniformly registered.

**Salvage Services.**

With the operation of such a fleet of vessels as that of the Board, it is inevitable that there should be many calls for salvage services, both by and for Board vessels. A large number of such services were, during the past year, of a minor character, and a great many, both of a major and minor character, have been settled.

In making salvage settlements it has been the policy of the Board to measure the award by the salvor's expenses plus a fair, generous bonus, rather than to treat salvage services as an opportunity for large and undue enrichment.

Three mine sweepers which were turned over to the Board by the Navy Department have been conditioned as salvage vessels. One was stationed at Key West, Fla., another at the Azores, and it was planned to send one to Tampico, Mexico, to insure greater protection to all shipping in near-by waters. The Board, however, does not directly operate these tugs.

**Bills of Lading and Charter Parties.**

Many questions and considerable litigation, in which the Board is interested, involve the construction of various clauses of the bills of lading or charter parties used. In an effort to standardize such commercial documents so far as possible, the Admiralty Division devoted special study to the problem. After careful investigation and effort, and working in conjunction with the Division of Operations and a representative of the Interstate Commerce Commission, substantial progress was made on a uniform through export bill of lading. There was prepared a uniform bill of lading covering port to port ocean shipments.

It is, of course, a continuing duty of the Admiralty Division to pass upon the phraseology of bills of lading and charter parties in use by the Board's vessels, and to construe such portions as may need a legal interpretation. The division also determined all questions arising under contracts of affreightment.

**Managing and Operating Agreements.**

A new managing agency agreement was drawn up during the past year and is known as M. O. 4. The provisions of this agreement were agreed upon by the standing committee composed of representatives of the Board and representatives of the managers. This agreement was made retroactive to March 1, 1920, and replaced the previous managing agency agreement known as M. O. 3. The new agreement gave the manager a commission on gross revenues instead of a share of profits, and a commission on salvage earned, including those earned for services rendered to Shipping Board vessels. It increased the responsibility of the managing agent for the default of his domestic and foreign subagents and provided that the standing committee

might make recommendations as to the interpretation of the agreement. The Board reserved to itself the final decision in interpreting the provisions of the agreement and in fixing the amount of salvage awards.

#### RELATIONS WITH THE WAR AND NAVY DEPARTMENTS.

For service performed and vessels furnished during and subsequent to the war, the War Department became indebted to the Board in a large amount. The settlement of these claims, due to their magnitude and the uncertainty as to the legal obligations between the departments, resulted in extended negotiations. However, sections 15 of the Merchant Marine Act relieved the War Department from the payment of charter hire for Shipping Board vessels from July 1, 1918, to June 30, 1919, inclusive. The War Department was relieved thereby of the payment to the Board of \$49,061,888.88. On February 1, 1921, a settlement of all accounts between the War Department and the Board was effected. Relations with the War Department from that date forward were on a commercial basis so far as the statutes and decisions of the Comptroller of the Treasury permit.

Chapter 9, act of July 11, 1919, relieved the Navy Department from the payment of charter hire for Shipping Board vessels from July 1, 1918, to June 30, 1920, and this period was extended by the act of June 4, 1920, so as to relieve the Navy Department from the payment of charter hire from July 1, 1918, to June 30, 1921, the Navy Department being relieved thereby from the payment to the Board of \$7,264,472.87. From time to time, as occasion has arisen, the Navy Department has performed salvage services for the Board's vessels. Such services were paid for on a commercial basis when performed by tugs and vessels equipped as salvage units.

#### THE CODIFICATION OF THE NAVIGATION LAWS.

The Shipping Act of 1916 contained in section 12 the following provision:

It (the Shipping Board) shall examine the navigation laws of the United States and the rules and regulations thereunder, and make such recommendations to the Congress as it deems proper for the amendment, improvement, and revision of such laws, and for the development of the American merchant marine.

In discharge of the duty thus imposed upon it, the Shipping Board in September, 1919, appointed the navigation laws revision committee and invited it "to consider the navigation laws of the United States and the rules and regulations made thereunder, including the laws and regulations relating to the inspection of steam vessels, and to advise the Board, as promptly as may be convenient, as to what

changes shall be made therein in the interest and for the benefit of the Merchant Marine of the United States."

Pursuant to this request the committee immediately took under consideration the proposed amendment to the Seamen's Act embodied in the Rowe bill then pending in Congress, and on October 9, 1919, it filed a report recommending the adoption of the bill. On the day preceding the making of their report the bill passed the House, but in the Senate it died in committee.

On March 5, 1920, the committee filed a preliminary report. This was made up of the report of a subcommittee on construction and inspection and the report of the subcommittee on personnel. This report contained numerous recommendations of changes to be made in the Revised Statutes. The committee also recommended that the navigation laws of the United States be redrafted and consolidated in a single merchant shipping act. It pointed out that such a work should only be done by legal experts and that it was not to be expected that it could be undertaken or carried through by a voluntary committee.

On April 12, 1920, the committee filed a third report which dealt with recommendations for the amendment of the Seamen's Act as well as changes in the law relating to the Steamboat-Inspection Service and to seamen's continuous discharge books.

On May 12, 1920, the committee made its fourth and final report. The only recommendation contained in this report related to the establishment of a training system for seamen. This completed the work of the committee, but in accordance with a formal request from the Chairman of the Board, the committee remains in existence in order to render further services in the carrying out of its recommendations.

In accordance with the recommendations made by the committee in its report of March 5, 1920, the Board undertook the redrafting and codification of the navigation laws. At the date of this report the whole body of the statutes dealing with navigation has been analyzed and tentatively classified. Considerable portions have received their preliminary draft and some parts have been submitted to the officers concerned for their criticism.

The laws now under process of codification are the accumulation of almost 140 years of legislation; necessarily, many conflicts and duplications and gaps exist. Furthermore, many statutes have been adopted in the past which have been made practically obsolete because of the progress of invention in the means of navigation. In course of time, also, some administrative interpretations have grown up which are of doubtful validity. By a careful examination of the text of the statutes and with the aid of the officers who have been concerned in their administration, it is hoped that these defects can be removed.

The work which the Board has undertaken involves two quite distinct things. The first step is the codification or restatement in systematic form of the law as it now exists. This is peculiarly the province of the Board's special counsel on navigation. The second step is the recommendation to Congress of changes which should be made in existing laws. The suggestion of such changes falls peculiarly within the province of the navigation laws revision committee, but suggestions from any other source are welcome, and some important shipping organizations, as well as individuals particularly interested in shipping or admiralty law, are giving consideration to this matter.

#### RELATIONS WITH THE INTERSTATE COMMERCE COMMISSION.

In the interest of the enforcement of the policies of the Merchant Marine Act and to secure the fullest cooperation of the Interstate Commerce Commission and the transportation and commercial interests of the United States, the Board on December 10, 1920, expressed its opinion that a joint committee should be created, consisting of an equal number of representatives of the Board and the Interstate Commerce Commission. The purpose of such a committee should be the consideration of the various provisions of the Transportation Act of 1920, as well as rates, regulations, and practices tending to aid in making effective the purpose of the Merchant Marine Act and to bring about the cooperation of rail carriers, water carriers, shippers, and ports, and to make recommendations regarding these matters. As a result of the Board's action, a committee was appointed, consisting of three members of the Interstate Commerce Commission and three members of the Board. This arrangement continued to exist at the end of the fiscal year. The function of the committee was to meet for the consideration and discussion of questions of common concern, each constituent committee reporting to its respective Board, with recommendations for action.

#### DIVISION OF FIELD INFORMATION.

The Division of Field Information was created April 15, 1921.

The primary purpose of the division is to concentrate on such duties of the Board under the Shipping Act, 1916, and the Merchant Marine Act, 1920, as bear directly on augmenting and developing a privately owned and operated merchant marine. The functions assigned to it are unrelated to the work of construction and operation; but they are functions of value and influence to the shipping world generally. Among these are: (a) Investigating foreign discriminations and unfair competition against ships of United States

registry; (b) investigations on the commercial and economic aspects of port developments; (c) inquiries concerning possible new trade routes and berth liner services for privately operated ships; (d) the further development of an ample marine insurance system as a factor in the building up of an American mercantile marine; (e) maintaining files and records of the status of ships of American registry and on the status and relations of companies engaged in the shipping business; (f) the dissemination, in proper cases, among those interested in the shipping business, of any and all information under its control.

*Foreign discrimination.*—Section 26 of the Shipping Act provides that the Board shall investigate what, if any, foreign Governments have laws, regulations, or practices which operate in such manner that vessels of United States registry are not accorded equal privileges in foreign trade with vessels of that or other foreign countries.

The consular reports in the Department of State were used as an important source of information in this field. These files were examined and digested in order to ascertain all instances of discrimination which were cited by United States consuls in the ports of all foreign countries.

In line with the principle of using shipping companies as a source of information, a number of steamship companies were requested to secure from the masters and other officers of their respective ships, all instances of foreign discriminations or of unfair competition against ships flying the American flag, which had come, or might come, under their observation.

A frequent form of discrimination in this field results from conference agreements which exist between foreign line companies operating between foreign ports, from which American vessels are frequently excluded, and which, through a system of deferred rebates that deprive United States vessels from participating in the commerce between such foreign ports, also deprive them to a great extent from commerce between such foreign ports and American ports. This is accomplished by these foreign competing companies through contracts made by them with shippers, providing for a rebate at the end of the year on the freight payments made through the year, which rebates, however, are forfeited if they use nonconference vessels in their trade, even with American ports. Several steamship companies reported concrete instances of this kind, and these received the definite attention of the Shipping Board.

*Ports development.*—The Board has definite duties, under section 8 of the Merchant Marine Act, in relation to "promoting, encouraging, and developing ports." Insofar as this work relates to the physical and engineering aspects of the problem, it is under the

supervision of the Board of Engineers for Rivers and Harbors of the War Department; the work accomplished under that supervision appears in another part of this report. The commercial and economic aspects of the development of ports are handled by this division.

An inquiry has been started to ascertain the zones normally belonging to the respective ports in the sense that such zones are areas from which the ports should respectively draw traffic for ocean and coastwise transit, in the natural flow of commerce. In the inquiry, the cooperation of chambers of commerce and local official bodies at various ports was enlisted, with the result that many of these are conducting inquiries concerning the extent of the territory which they may claim as normally tributary. On the other hand, the cooperation of chambers of commerce in cities of the interior was also procured to present the point of view of their respective localities as to the ports most feasible for their use in their export and coastwise trade.

*New trade routes.*—Section 7 of the Merchant Marine Act directs the Board to investigate and determine what steamship lines should be put into operation in ports in the United States to such world and domestic markets as, in its judgment, are desirable for the promotion and development of a United States mercantile marine. As a preliminary inquiry in this extended field, information was procured from steamship companies engaged in foreign commerce, showing their various line services to foreign ports.

*Marine insurance.*—Recognizing the important part the business of marine insurance has in the development of the mercantile marine, section 12 of the Shipping Act directs the Board to ascertain the number of companies in the United States, the extent of the insurance placed in foreign and domestic companies, respectively, and to take steps necessary to develop an ample marine insurance system under American control. A detailed report on this subject is presented in another section of this report.

*Interstate Commerce Commission.*—In April, 1921, the Interstate Commerce Commission announced its purpose to hold hearings at various South Atlantic and Gulf ports with respect to the reasonableness and propriety of charges of common carriers for wharfage, handling, storage and other accessorial services, with a view to prescribing such reasonable rates and regulations as may seem appropriate. As the Shipping Board is especially charged by section 8 of the Merchant Marine Act with the ascertaining of cases where the development of a port may be injured by unreasonable charges of the kind mentioned, steps were taken to represent the Board at such hearings. Efforts were made to interest local chambers of commerce to ascertain instances of such unreasonable charges, that they may be duly presented at the hearings.



CARRYING OF PASSENGERS IN FOREIGN SHIPS BETWEEN THE PACIFIC COAST AND HAWAII.

Section 22 of the Merchant Marine Act of 1920 authorizes the Board to issue permits for the carrying of passengers in foreign ships operating between San Francisco and Hawaii up to February 1, 1922. With the allocation by the Board to the Pacific coast Hawaii-Oriental-Manila route of the newly constructed 535-foot combination passenger and cargo vessels, this service was deemed to be adequately served for the passenger-carrying trade, and, effective June 30, 1921, the Japanese and Chinese companies that were heretofore authorized to carry passengers between San Francisco and Hawaii were advised that the permission would no longer be extended to them.

APPLICATION FOR RELIEF FROM WAR AND EXCESS PROFITS TAXES, SECTION 23, MERCHANT MARINE ACT.

A number of applications were received from shipowners desiring to take advantage of the provisions of section 23 of the Merchant Marine Act of 1920, which provides that owners of vessels may be relieved from war and excess profits taxes under certain conditions, one of which is that the net earnings of vessels operated in foreign trade be invested in new tonnage or set aside in trust for that purpose; and further, that the new tonnage be of a type and kind approved by the Board. Shipowners desiring to take advantage of the provisions of this section are required to submit plans, specifications, and description of the vessels to be constructed, and if in the opinion of the Board's technical and construction experts the vessels are of a desirable type, the applications are approved.

As a condition precedent to the approval of applications from shipowners who desire to take advantage of the tax-exemption provisions of this section, it is required that the vessels so constructed shall be in accordance with the rules of the American Bureau of Shipping; this is in compliance with the provisions of section 25 of the Merchant Marine Act, directing the recognition of this bureau in the classification of Government-owned vessels. The following list shows the applications which were approved, and gives the names of the owners, the shipbuilders, tonnage, and description of the vessel:

Owner.	Builder.	Type.	Dead-weight tonnage.
Alaska Steamship Co.....	Todd Drydock Co., Tacoma, Wash.	(1) Cargo motorship....	6,000
American Sugar Transit Corporation.	Staten Island Shipbuilding Co.....	(1) Combination bulk molasses, oil tanker, and cargo steamer.	6,300
Associated Oil Co.....	Bethlehem Shipbuilding Corporation, Alameda, Calif.	(1) Oil tanker.....	10,200
Atlantic Coast Co.....	{Atlantic Coast Co. yards, Thomaston, Me.; Boothbay Harbor, Me.}	(2) Schooners.....	{ 1,643 1,641

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Owner.	Builder.	Type.	Dead-weight tonnage.
Atlantic Refining Co.....	Bethlehem Shipbuilding Corporation, Wilmington, Del.	(1) Tanker.....	2, 650
Boston Maritime Corporation.....	{Frye Flynn Co., Harrington, Me.; Francis Cobb Shipbuilding Co., Rockland, Me.; Stockton Yard (Inc.), Stockton Springs, Me.	(3) Schooners.....	{ 1, 151 1, 607 1, 607
Boston Maritime Corporation and Richard Diebold, Newcastle, Me.	Newcastle Shipbuilding Co., New- castle, Me.	(1) 5-mast wood schooner.....	.....
Calvert Navigation Co.....	Baltimore Drydock & Shipbuild- ing Co., Baltimore, Md.	(2) Oil tankers.....	{ 6, 050 10, 200 4, 400 4, 400 9, 500 9, 500 2, 259
Crowell & Thurlow.....	Bath Iron Works (Ltd.), Bath, Me.	(4) Cargo.....	.....
Freeport Shipbuilding Co.....	Freeport Shipbuilding Co., Free- port, Me.	(1) 5-mast schooner...	.....
Grace, W. R., & Co.....	New York Shipbuilding Corpora- tion, Camden, N. J.	(1) Tanker.....	14, 400
Gulf Refining Co.....	Sun Shipbuilding Co., Chester, Pa. Union Shipbuilding Co., Balti- more, Md.	(2) Tankers.....	{ 10, 530 10, 600 9, 700 9, 700
Luckenbach Steamship Co.....	Southwestern Shipbuilding Co., East San Pedro, Calif.	(1) Cargo oil steamer..	8, 800
Munson Steamship Lines.....	New York Shipbuilding Corpora- tion, Camden, N. J.	(1) Freight and pas- senger.....	4, 950
Pacific Mail Steamship Co.....	do.....	(1) Bulk oil tanker.....	9, 820
Pan American Petroleum & Transport Co.	Bethlehem Shipbuilding Corpora- tion, San Francisco, Calif.	(3) Oil tankers.....	{ 10, 200 10, 200 10, 200
	Sun Shipbuilding Corporation, Philadelphia, Pa.	(2) Bulk oil.....	{ 12, 500 12, 500
Sinclair Navigation Co.....	{Bethlehem Shipbuilding Corpora- tion (Ltd.), Wilmington, Del.	(2) Tankers.....	{ 6, 900 6, 900
Standard Oil Co. of New Jersey...	Federal Shipbuilding Co., Kear- ney, N. J.	(3) Tankers.....	{ 15, 100 15, 100 15, 100 10, 100 10, 100 10, 100
	Moore Shipbuilding Co., Oakland, Calif.	do.....	.....
	Newport News Shipbuilding & Drydock Co., Newport News, Va.	(2) Tankers.....	{ 20, 300 20, 300
	Oscar Daniels Co., Tampa, Fla....	(1) Tanker.....	11, 900
	G. M. Standifer Construction Cor- poration, Vancouver, Wash.	(3) Tankers.....	{ 11, 940 11, 800 11, 940
	Sun Shipbuilding Co., Chester, Pa.	(2) Tankers.....	{ 10, 400 10, 400
Standard Oil Co. of California.....	{Bethlehem Shipbuilding Corpora- tion (Ltd.).	(2) Oil and bulk cargo vessels.....	{ 10, 200 11, 600 14, 900 14, 900
	Moore Shipbuilding Co., Oakland, Calif.	(3) bulk oil steamers..	.....
	Union Construction Co., Oakland, Calif.	(1) Tanker.....	5, 140
	do.....	(2) Tankers.....	{ 2, 300 10, 200 12, 600
Standard Transportation Co.....	{Bethlehem Shipbuilding Corpora- tion (Ltd.), Quincy, Mass.	(4) Tankers.....	{ 12, 600 12, 620 12, 620 12, 620
	Bethlehem Shipbuilding Corpora- tion, Sparrows Point, Md.	(1) Tanker.....	10, 100
	Bethlehem Shipbuilding Corpora- tion, San Francisco, Calif.	do.....	10, 100
	New York Shipbuilding Corpora- tion, Camden, N. J.	(4) Tankers.....	{ 12, 620 12, 620 12, 620
Submarine Boat Corporation.....	Submarine Boat Corporation, New- ark, N. J.	(32) Fabricated cargo vessels.....	15, 350
Sun Co.....	Sun Shipbuilding Co., Chester, Pa.	(1) Bulk oil steamer...	12, 800
	do.....	(3) Bulk oil steamers..	{ 12, 800 12, 800 12, 500
Texas Co.....	Texas Steamship Co., Bath, Me.	(1) Tanker.....	9, 235
Union Oil Co.....	{Southwestern Shipbuilding Co., East San Pedro, Calif.	(2) Tankers.....	{ 12, 000 12, 000
United Fruit Co.....	New York Shipbuilding Corpora- tion, Camden, N. J.	(1) Tanker.....	9, 820
Vacuum Oil Co.....	{Moore Shipbuilding Co., Oakland, Calif.	(2) Tankers.....	{ 10, 000 10, 000

1 Each.

**SUSPENSION OF PROVISIONS OF SECTION 28, MERCHANT MARINE ACT.**

Section 28, Merchant Marine Act, 1920, prohibits common carriers from charging for transportation, subject to the Interstate Commerce Act, under any joint rate or any export, import or other proportional rate, which is based in whole or in part on the fact that the property is to be transported to, or has been transported from, any port in a possession or dependency of the United States, or in any foreign country, by a carrier by water in foreign commerce, at any lower rate than that charged for the transportation of a like kind of property for the same distance, in the same direction, and over the same route, in connection with commerce wholly within the United States, "unless the vessel so transporting such persons or property is, or unless it was at the time of such transportation by water, documented under the laws of the United States."

The substance of this prohibition is that domestic common carriers shall not, by making lower rates in cases indicated, favor carriers by water in foreign commerce, unless the vessel transporting such property is documented under the laws of the United States. Congress evidently intended by this prohibition to encourage and protect carriers by water, documented under the laws of the United States, engaged in foreign commerce.

This section, however, provides that whenever the Board is of the opinion that adequate shipping facilities to or from any such port are not afforded by vessels so documented it shall certify this fact to the Interstate Commerce Commission, and thereupon the Commission may by order suspend the operation of the provisions of the section with respect to the rates, fares and charges for the transportation by rail of persons and property transported from or to be transported to such ports for such length of time and under such terms and conditions as it may prescribe, and that such suspension may be terminated by the commission whenever the Board certifies to the commission that adequate shipping facilities by such vessels to such ports are afforded.

On June 9, 1920, the Board adopted a resolution indicating its judgment that adequate shipping facilities by vessels documented under the laws of the United States were not available, and directing the Chairman of the Board to certify to the Interstate Commerce Commission that the provisions of section 28 be suspended for a period of ninety days, which resolution was duly transmitted to the Interstate Commerce Commission. Subsequently the Board determined that ninety days would not afford sufficient time for a proper inquiry, and by resolution certified to the Interstate Commerce Commission the desirability of suspending the provisions of section 28 for the remainder of the year 1920, and on July 27, 1920, the Inter-

state Commerce Commission by order suspended the provisions of section 28 until January 1, 1921.

On December 10, 1920, the Board adopted the following resolution:

Whereas, adequate shipping facilities to handle the commerce of the United States to or from all foreign ports and ports in the possessions or dependencies of the United States are not afforded by vessels documented under the laws of the United States;

*Resolved*, That the United States Shipping Board certify to the Interstate Commerce Commission that adequate shipping facilities for handling the commerce of the United States to and from all foreign ports and ports in the possessions or dependencies of the United States are not afforded by vessels documented under the laws of the United States and that the operations of the provisions of section 28 of the Merchant Marine Act, 1920, should be further suspended by said Interstate Commerce Commission until further action by the United States Shipping Board.

*Further resolved*, That as soon as adequate shipping facilities as required and defined by section 28 of the Merchant Marine Act, 1920, to or from certain ports become available, prompt certification of conditions will be made and the enforcement of the provisions of section 28 will be requested;

*Further resolved*, That every effort will be made to hasten the providing of American shipping facilities so that the provisions of section 28 will be made operative at the earliest practicable date.

In pursuance of this resolution the Interstate Commerce Commission on December 11, 1920, by order, suspended the provisions of section 28 from and including January 1, 1921, until further order of the Commission.

At the end of the fiscal year the members of the newly appointed Shipping Board had already instituted a study of the provisions of section 28 and of the general situation with reference thereto, with a view to requesting the Interstate Commerce Commission to provide the rate-structure machinery necessary to place the section in full effect at the moment the American merchant marine had reached such a point as to numbers and types of vessels as would insure the smooth and equitable functioning of the section in the manner intended by the Congress.

#### TRANSFER OF VESSELS TO FOREIGN REGISTRY.

Applications for transfer of American vessels to foreign registry are considered under section 37 of the Shipping Act, 1916, and section 18 of the Merchant Marine Act, 1920. By reason of the fact that a proclamation declaring the emergency at an end has not been issued by the President (June 30, 1921), the Board still has jurisdiction over American-owned undocumented vessels, under the provisions of section 37 of the Shipping Act, as amended. After the issuance of a proclamation by the President the Board will then have jurisdiction under the provisions of section 18 of the Merchant Marine Act, only

over transfers of vessels documented under the laws of the United States.

Application forms are furnished to those desiring to transfer vessels to foreign registry. Each case is considered upon its merits and the applicant is required to give all the details regarding the vessel and the reasons for requesting transfer of registry and why it is not desirable to retain the vessel under the American flag. A statement is also required as to the trade in which the proposed transferee will employ the vessel, thus enabling the Board to determine whether the transfer should be authorized or the vessel retained under the United States flag.

The policy of the Board has been to authorize transfers to foreign registry only in such cases as it could be shown that there is a bona fide sale and that the purpose of the transfer is not to avoid the laws of the United States. It has not been the policy of the Board to approve the transfer of large steel vessels which would be of value to the American merchant marine. Frequently applications are made for transfers with the evident intention of avoiding United States regulations governing crews, etc., placing the vessel under the registry of a foreign government where requirements are less stringent. Where such intention is apparent, the Board's policy has been to deny the application. Transfers are authorized with the provision that there are no liens, encumbrances, or other charges, if there are liens, encumbrances, or other charges, the approval of the mortgagee or lienor must be obtained and an affidavit to that effect filed with the Board, and it is also provided that the transfer be effected within a period of 6 months. Additional conditions are frequently imposed, such as preventing the vessel transferred from trading with the United States ports.

During the year July 1, 1920, to June 30, 1921, inclusive, the Board authorized the transfer of 401 vessels of 202,283 gross tons.

Owing to the unusual activity in the oil trade in Mexico, the Board authorized the transfer of 113 vessels to Mexican registry. These were chiefly barges and the smaller types adapted to the transportation of oil on the Panuco River.

#### RECEIVERSHIPS.

During the past year seven companies to which the Board had sold vessels were involved in receivership proceedings. In addition to their inability to pay creditors, they were unable to take up notes covering deferred ship-purchase payments and had defaulted in the payment of interest on balance of purchase price. - For the most part, these were newly organized companies with inexperienced personnel. Some of them had, however, succeeded in obtaining advan-

tageous contracts, at attractive rates, for the carrying of cargoes abroad, and it was therefore thought advisable to petition the court to place all the delinquent companies in the hands of a receiver in equity instead of a receiver in bankruptcy. In each case, except one, the receiver appointed was an official or employee of the Shipping Board, the court acquiescing in this arrangement because of the Board's interest being larger than that of any other creditor. It was also hoped that by placing in control men with steamship training and experience, in the event of an early improvement in trade conditions, there would be the nucleus of an efficient organization that could carry on successfully the operations of the companies involved. The ventures have proved most unprofitable, and the court has been requested to discharge the receivers.

#### PROPERTY REMOVED FROM EX-GERMAN SHIPS.

At the time of the seizure of the German vessels it was not definitely known whether the War, Navy, Treasury Department, or the Shipping Board would become custodians of these vessels and their fittings; as a consequence the War and Navy Departments took possession of some of the vessels, removed the equipment and fittings, and placed them on other vessels and in warehouses, and subsequently endeavored to release the balance of the material to the Shipping Board.

Instructions were issued to obtain all of the ex-German materials not in the possession of the Board, to be used for reconditioning the ex-German vessels (except materials from the steamship *Leviathan*, which were sent to storage at South Norwalk, Conn.).

The following tabulation shows only the material in custody of the Board, in addition to which there was apparently a large quantity removed and disposed of by the War and Navy Departments:

Material removed from ex-German vessels at Norfolk, Va.....	\$1,957.90
Material at Charleston Navy Yard (this material claimed by Navy Department).....	1,188.75
Material removed from ex-German vessels at New York.....	945,122.30
Furniture at Brooklyn Navy Yard.....	207.29
Material at Philadelphia Navy Yard.....	766.00
Material at Boston, received from supply officer Boston Navy Yard .....	43,078.63
Material received from United States destroyer and submarine base, Squanton, Mass.....	33,008.65
Material located at supply officers' building, Philadelphia Navy Yard .....	627.50
Material at appraisal stores, Philadelphia (this material has been sold).....	22,844.76
<b>Total .....</b>	<b>1,048,801.78</b>

**EFFORTS TO ENCOURAGE THE TRADE OF AMERICAN STEAMSHIP COMPANIES.**

Perhaps the most perplexing conditions which faced American ship owners and operators were those of high cost of operation, declining freight rate, representation abroad, solicitation of cargo, trained personnel, and pier facilities. Of these conditions the Board aided directly in helping to solve the problems of declining freight rates, representation abroad, and solicitation of cargo.

The adoption of the conference principle of rate making in every trade in which Board vessels were employed prevented an unnecessary decline of rates below operating costs. The various rate conferences which are in existence are enumerated in Part III of this report. In addition, the activities of the Board in aligning and realigning general cargo services to prevent overtonnaging and to eliminate competition between managing agents of Board vessels also had an effect upon rates.































In addition to the encouragement given the American steamship companies in preventing an unnecessary decline of rates, efforts were made to impress upon the companies the necessity of having American organization abroad to represent American steamship companies. An important factor in the success of an American merchant marine must be the establishment in foreign countries of American concerns to handle the vessels and to solicit return cargoes.

Material assistance was given managing agents of Board vessels and private American steamship companies which operate American flag vessels by the establishment of a Shipping Board office in St. Louis, to familiarize shippers with the transportation facilities afforded by American vessels and to persuade them to use these facilities. The St. Louis office does not actually book cargo, but solicits the patronage of the shippers and gives them information on the service of American companies, thus indirectly assisting American vessels to secure cargoes.

The general business depression during the year seriously affected trade with Latin America. However, in order to prepare for the resumption of the trade, consideration was given to an intensive study of the ways and means of maintaining services to Latin America which will influence shippers to patronize not only the vessels of the Board but all vessels under the American flag.

A step forward was the establishment of a coastwise service between Paranagua, Brazil, and ports of the River Plate with the object in view of giving the local shippers transportation by American flag vessels. This route, in addition to the local service which it renders to the shippers, serves to advertise American vessels in the ports of the itinerary. It will serve as an auxiliary to the lines ply-

## TOTAL U.S. MERCHANT MARINE AND TONNAGE EMPLOYED IN FOREIGN TRADE

TOTAL MERCHANT MARINE	FISCAL YEAR	TONNAGE IN FOREIGN TRADE
1,458,738 DWT. 	1800	 1,000,661 DWT
2,137,175 DWT. 	1810	 1,471,529 DWT
1,920,251 DWT. 	1820	 874,486 DWT
1,787,664 DWT. 	1830	 806,345 DWT
3,271,146 DWT. 	1840	 1,144,257 DWT
5,303,181 DWT. 	1850	 2,159,541 DWT
8,030,802 DWT. 	1860	 3,569,094 DWT
7,369,761 DWT. 	1870	 2,173,269 DWT
6,102,051 DWT. 	1880	 1,971,603 DWT
6,636,746 DWT. 	1890	 1,392,093 DWT
7,747,258 DWT. 	1900	 1,225,193 DWT
11,262,123 DWT. 	1910	 1,173,776 DWT
13,306,556 DWT. 	1917	 366,164 DWT
25,027,342 DWT. 	1920	 15,692,631 DWT
27,538,464 DWT. 	1921	 16,819,943 DWT



ing between South America and the United States by "feeding" cargoes to these steamers from the small ports.

The general depression affected trade with Africa to such a degree that the Shipping Board sailings to the West Coast during the year averaged one a month and to the South and East Coasts one every seven weeks. In spite of strenuous efforts to increase the volume of business, additional sailings were not warranted, as the volume of cargo moving was not sufficient.

#### PASSENGER SERVICE.

The Board was keenly alive to the necessity of establishing passenger services, and during the year a number of fast passenger and cargo services were established.

The newly constructed and excellently equipped combination passenger and cargo vessels are of two types, one known as the "502" type and the other the "535" type; 502 and 535 refer to the lengths of the vessels, respectively.

The "502" type vessels have accommodations for 84 first-class passengers and 465,940 cubic cargo space, with a speed of 14 knots. Six of the vessels of this type were delivered and were maintaining regular sailings in the services indicated:

Old North State-Panhandle State-Centennial State: New York/Queenstown/Boulogne/London.

Creole State-Wolverine State-Granite State: San Francisco/Honolulu/Manila/Saigon/Singapore/Colombo/Calcutta.

The "535" type have accommodations for 260 first-class passengers, 300 steerage passengers, and 466,133 cubic cargo space, with a speed of 17½ knots. Six vessels of this type were delivered during the year and were operated in regular services, as follows:

Hawkeye State-Buckeye State: Baltimore/San Francisco/Honolulu.

Golden State: San Francisco/Honolulu/Yokohama/Kobe/Shanghai/Manila/Hongkong.

Wenatchee-Silver State-Keystone State: Seattle/Kobe/Yokohama/Shanghai/Manila.

The Board was also instrumental in establishing the following services by the charter of its ex-German passenger liners:

Princess Matoika-Pocahontas: New York/Genoa/Naples.

Susquehanna-Hudson-Potomac: New York/Bremen/Danzig.

America-George Washington: New York/Plymouth/Cherbourg/Bremen.

Black Arrow: New York/Cuba/Spain.

In addition, the Board maintained a regular passenger and freight service between New York and the East Coast of South America with three ex-German passenger vessels, *Aeolus*, *Huron*, and *Martha Washington*.

Two of the "535" type, namely, *American Legion* and *Southern Cross*, were assigned to this service, effective as soon as delivered.

The inauguration of the passenger services enabled the Board to secure a portion of the United States mail, providing a very substantial source of revenue.

#### MAILS CARRIED ON AMERICAN VESSELS.

In reviewing the passenger services established, the activity of the Board with reference to the carrying of United States mails on its vessels deserves comment. Section 24 of the Merchant Marine Act provides:

That all mails of the United States shipped or carried on vessels shall, if practicable, be shipped or carried on American-built vessels documented under the laws of the United States. No contract hereafter made with the Postmaster General for carrying mails on vessels so built and documented shall be assigned or sublet, and no mails covered by such contract shall be carried on any vessel not so built and documented. No money shall be paid out of the Treasury of the United States on or in relation to any such contract for carrying mails on vessels so built and documented when such contract has been assigned or sublet or when mails covered by such contract are in violation of the terms thereof carried on any vessel not so built and documented. The Board and the Postmaster General, in aid of the development of a merchant marine adequate to provide for the maintenance and expansion of the foreign or coastwise trade of the United States and of a satisfactory postal service in connection therewith shall from time to time determine the just and reasonable rate of compensation to be paid for such service, and the Postmaster General is hereby authorized to enter into contracts within the limits of appropriations made therefor by Congress to pay for the carrying of such mails in such vessels at such rate. Nothing herein shall be affected by the act entitled "An act to provide for ocean mail service between the United States and foreign ports and to promote commerce," approved March 3, 1891.

The following table shows the approximate percentage of United States mail which was moved on American flag and Shipping Board vessels in the trades indicated:

Service.	Per cent mail carried on Shipping Board steamers.		Per cent mail carried on total American flag steamers.		Approximate Board sailings.
	Regu- lar.	Parcel post.	Regu- lar.	Parcel post.	
New York/Boulogne/London.....	17	25	21	31	2 sailings every 34 days.
New York/Plymouth/Cherbourg/Bremen....	17	25	21	31	2 sailings monthly.
New York/Bremen/Danzig.....	6	14	71	83	Weekly.
New York/Naples/Genoa.....	10	6	10	6	1 sailing every 43 days.
New York/East Coast South America.....	63	63	66	66	5 sailings every 2 months.
San Francisco/Honolulu.....			75	57	3 monthly.
San Francisco/Orient.....					1 sailing every 28 days.
San Francisco/East India.....			75	57	Monthly.
Seattle/Orient.....	3	3	3	3	1 sailing every 23 days.

These figures are based on performance during the fiscal year. On many of the trades, the Board only recently started services, and in

some cases, for instance, the San Francisco/Oriental and Seattle/Oriental, the vessels of the Board had made but one or two sailings during the period covered by this report. Figures, in some instances, therefore, practically cover mail which was handled in freight vessels. The rate of compensation received by the Board in all foreign services was twice the amount received by foreign vessels. These rates were postal convention rates under the act of 1872. To Hawaii, a domestic port, the compensation was 6 cents per pound on first-class mail and  $2\frac{1}{2}$  cents per pound on parcel post. Contracts were not required covering the carrying of mails to foreign ports, it was the practice of the various postmasters to place mail aboard vessels in accordance with sailing dates, the time involved in the ship reaching destination also being an element.

It is appropriate to make the following comments relative to specific services:

**Seattle/Trans-Pacific.**

The Seattle post office handles approximately 80 per cent of all the Oriental mails, the San Francisco office handling the remaining 20 per cent. During the fiscal year American lines carried 3 per cent of the total mail outbound from Seattle; Canadian lines via Seattle, 54 per cent; British lines via Seattle, 13 per cent; and Japanese lines, 30 per cent. The Canadian Pacific line expects to maintain a 14-day service similar to the service of the Japanese line. The Blue Funnel line maintains a 28-day service. It was estimated that the Board's three vessels would obtain 20 per cent of the mails moving through the Northern Gateway, the remainder going to the Canadian, English, and Japanese on account of more frequent sailings. As the Board augments the Seattle Trans-Pacific service a greater proportion of the mails will be carried in American flag vessels.

**San Francisco/Honolulu.**

American vessels in this service adequately handled all mails.

**San Francisco/Manila/Straits Settlements/Indo-China/India.**

American vessels carried 75 per cent of the first-class mail in this trade. Noticeable improvement may be expected when the remaining "535" type passenger steamers already allocated to this trade are placed in service. It was estimated that with "535" vessels assigned for San Francisco/Trans-Pacific service, American vessels would be able to handle practically all of the mails.

**New York/East Coast of South America.**

Two of the "535" type passenger vessels were to be allocated to this trade. It was anticipated that these vessels would be able to handle practically all of the mails.

**New York/Europe.**

The major portion of mails for central and northern Europe moved via England, and for southern Europe via French ports. Of the mail moved via European and French ports American vessels handled approximately 21 per cent of the first-class mail and 31 per cent of the parcel post, which was considered favorable in view of the infrequent sailings of the American passenger vessels during the period. Direct services were established to Bremen and Danzig, as well as to Naples and Genoa, which should result in more mail being routed direct instead of via English and French ports. Of the mail which moved direct to Bremen and Danzig American vessels handled 71 per cent of the first-class mail and 83 per cent of the parcel post. To Naples and Genoa, American vessels handled 10 per cent of the first-class mail and 6 per cent parcel post, but this was due to the fact that the Board had only one passenger vessel in this service.

It was estimated that when all the ex-German passenger vessels were operated under United States registry in European services at least 60 per cent of the European mail would be carried under the American flag.

Practically no mail excepting parcel post was carried in freight vessels in the services which have been outlined.

**DEVELOPMENT OF TRADE ROUTES.**

The establishment and development of trade routes is a primary feature of the Board's work. A review of the steps taken in this direction should properly start from November, 1918, immediately after signing of the armistice.

In November, 1918, the Board controlled a fleet of 1,196 vessels, totaling 6,540,205 dead-weight tons. Of this number 598 vessels of 4,269,838 dead-weight tons were in the direct service of the Army and Navy in carrying troops and supplies. There were also heavy tonnage demands for the European relief program, and for the relief of the unprecedented congestion at the seaboard of export freight, which had accumulated because of the lack of tonnage for commercial purposes.

With the gradual repatriation of American troops and decreased demands for vessels to carry supplies vessels became available for commercial purposes. The first step was the placing of the vessels in the trade routes which before the war had been of major importance, such as the United Kingdom, continental Europe, East Coast of South America, Far East, West Indies, etc., as the congestion in such trades was most severe, and the opportunity was at hand for establishing the American flag in the principal services of the world.

*Distribution of United States Shipping Board vessels by trade assignment, June 30, 1921.*

Trade.	General cargo.		Bulk cargo.		Total.		Per cent of total dead-weight tonnage.		
	Number of ships.	Dead-weight tons.	Number of ships.	Dead-weight tons.	Number of ships.	Dead-weight tons.	General.	Bulk.	Total.
Army service.....	3	27,172			3	27,172	0.57		0.57
Navy service.....	1	12,674			1	12,674	.27		.27
Total.....	4	39,846			4	39,846	.84		.84
<b>Trans-Atlantic:</b>									
<b>Northern Europe--</b>									
Baltic Sea.....	20	123,321	1	8,640	21	131,961	2.58	0.18	2.76
United Kingdom.....	94	719,219	41	355,257	135	1,074,476	15.09	7.45	22.54
North Sea.....	106	853,916	7	53,523	113	907,439	17.90	1.12	19.02
Iceland.....			1	5,143	1	5,143		.11	.11
French Atlantic.....	21	164,337	3	25,011	24	189,348	3.44	.52	3.96
Scandinavia.....	15	81,654			15	81,654	1.72		1.72
Denmark.....	5	39,398	4	19,225	9	58,623	.82	.42	1.24
Finland.....			1	5,340	1	5,340		.11	.11
Total.....	261	1,981,845	58	472,139	319	2,453,984	41.55	9.91	51.46
<b>Southern Europe--</b>									
Portugal and Spain.....	11	67,375	8	66,591	19	133,966	1.42	1.40	2.82
Mediterranean.....	21	140,594	15	145,348	36	285,942	2.95	3.04	5.99
Adriatic Sea.....	2	10,613	1	9,519	3	20,132	.22	.20	.42
Black Sea.....	9	54,793			9	54,793	1.14		1.14
Egypt.....	1	7,814			1	7,814	.16		.16
Aegean Sea.....	1	5,340	5	54,946	6	60,286	.12	1.15	1.27
Total.....	45	286,529	29	276,404	74	562,933	6.01	5.79	11.80
<b>Africa--</b>									
North coast.....	3	25,995			3	25,995	.54		.54
West coast.....	13	105,878			13	105,878	2.22		2.22
South Africa.....	2	15,391			2	15,391	.32		.32
Total.....	18	147,267			18	147,267	3.08		3.08
<b>Trans-Pacific:</b>									
Indian Ocean.....	6	66,062			6	66,062	1.38		1.38
Dutch East Indies.....	8	69,165			8	69,165	1.45		1.45
Australasia.....	13	112,452			13	112,452	2.36		2.36
Total.....	27	247,679			27	247,679	5.19		5.19
Hawaii.....	4	43,056			4	43,056	.90		.90
Orient.....	52	482,320			52	482,320	10.11		10.11
Philippines.....	2	19,143			2	19,143	.40		.40
Total.....	58	544,519			58	544,519	11.41		11.41
<b>South America:</b>									
Brazil.....	6	29,680			6	29,680	.62		.62
La Plata.....	30	241,023			30	241,023	5.05		5.05
West coast.....	13	70,092			13	70,092	1.47		1.47
Total.....	49	340,795			49	340,795	7.14		7.14
West Indies and Caribbean.....	38	148,047			38	148,047	3.10		3.10
Foreign ports to foreign ports.....	24	152,741			28	152,741	3.20		3.20
<b>Domestic:</b>									
Coastwise.....	15	58,298			15	58,298	1.22		1.22
Interoceanal.....	8	69,090			8	69,090	1.45		1.45
New England coast.....			1	5,486	1	5,486		.11	.11
Total.....	23	127,388	1	5,486	24	132,874	2.67	.11	2.78
Grand total.....	551	4,016,656	88	754,029	639	4,770,685	84.19	15.81	100.00

As vessels later became available they were distributed between the trade routes of secondary importance. Finally came the establish-

ment of new routes, in which the American flag before that time had seldom if ever been seen.

On June 30, 1920, the Board had a total of 209 established general cargo berths, of which 202 were between United States and foreign ports and coastwise services in the United States and 7 between foreign ports.

On June 30, 1921, the Board had a total of 410 general cargo berths, of which 393 were between United States and foreign ports and coastwise services in the United States, and 17 between foreign ports.

A further subdivision shows that of the 410 general cargo berths there were 220 from the North Atlantic, 63 from the South Atlantic, 69 from the Gulf, and 27 from the Pacific coast.

Although the efforts of the Board during the fiscal year were directed primarily to the development of the established trade routes, there were also inaugurated seven new trade routes between foreign ports.

Efforts were not only directed toward the establishment of new routes but toward the elimination of certain services which proved to be uneconomical and unworthy of further exploitation.

A more comprehensive statement is incorporated under Part III of this report.

#### PORT FACILITIES.

The report for the year ended June 30, 1920, of the Port Facilities Commission, recorded arrangements with the War Department whereby the greater part of the activities of the commission were to be continued under the Board of Engineers for Rivers and Harbors.

On June 5, 1920, the Merchant Marine Act became law, and to carry out that portion of section 8 directing the Shipping Board to cooperate with the Secretary of War, with the object of promoting, encouraging, and developing ports and transportation facilities in connection with water commerce, the chief engineer of the Port Facilities Commission was designated by the Chairman of the Shipping Board to represent the Board in the preparation and prosecution of a program. The Secretary of War had already, by section 500 of the Transportation Act, 1920, been authorized to undertake certain investigations of a similar nature. He was also obliged by other previous acts to make annual reports upon the commerce passing through the water terminals of the United States, and was well equipped through the Chief of Engineers, his Board of Engineers for Rivers and Harbors, and the offices of the division and district engineers at the different ports, to handle the various features coming under section 8 of the Merchant Marine Act. It was therefore agreed that this work should be performed by the Board of Engineers for Rivers and Harbors. The chief engineer of the Port Facilities Commission thus continued

his work in an advisory capacity under the Shipping Board, and also served in the office of the Board of Engineers for Rivers and Harbors as consulting engineer in connection with port facilities. At the same time he represented the Shipping Board with the War Department.

One of the first steps taken in this cooperation was the preparation of a plan for presenting statistics of water-borne commerce to be published annually in the report of the Chief of Engineers. Under this plan, first adopted in the statistics for the calendar year 1920, foreign and domestic commerce are segregated and commodities are classified in accordance with new import and export classifications of the Department of Commerce.

During the year studies were made of the commerce of the principal Atlantic and Gulf ports for the last 10 years. The results showed the trend of commercial development and the character of cargo that vessels might expect to obtain at each of these ports. This work was extended to cover the Pacific ports. In compliance with a request from the Department of Commerce, the study of commerce through the Gulf ports was accompanied by tables and graphs showing the rank of each port in receipts and shipments of the most important commodities.

In previous years the report of the Chief of Engineers has combined commercial statistics with physical data pertinent to each particular port. For the fiscal year ending June 30, 1920, however, a separate volume of commercial statistics was published as part of the annual report, and it is intended to continue this practice hereafter. The 1921 volume is now in preparation, and the statistical material was extended to include numerous interesting compilations showing the traffic of American ports.

A study was made of the drafts of vessels passing through the Panama Canal during the calendar year 1920; the results were shown in a number of graphs and tables.

The approved program included the preparation and publication of reports in separate pamphlets upon the facilities of each of the important ports of the United States. These pamphlets will contain all information needed by vessels desiring to call at any given ports, and enable the shipper to compare the charges of one port or route with another. The first report upon Portland, Me., contained maps showing the location of each important port facility, and the area of the United States and Canada tributary to this port. A similar report upon the port of Boston, Mass., was well advanced at the end of the year and good progress was being made upon reports on 31 additional ports. The series will include not only all of the important ports in the United States proper but also those of Porto Rico, Hawaii, and Alaska.

Investigations show that the terminal charges and practices at railroad terminals at south Atlantic and Gulf ports exercised an injurious effect upon the commerce of the United States by rendering it impracticable for private and municipal terminals to handle through business, thereby restricting port growth and development. A report upon this matter was therefore made to the Secretary of War and to the Chairman of the Shipping Board, who in turn addressed the chairman of the Interstate Commerce Commission, urging that remedies be applied to correct the existing conditions. In response, the commission instituted an investigation of these charges and of the cost of terminal services throughout the territory in question.

A study was made of the movements of the most important commodities comprising import and export trade of the United States, with a view to determining what savings might be effected in the interests of commerce and the merchant marine by change in routing. The movement of coal was studied, and a table prepared showing existing rail rates on coal throughout the United States. A map was prepared showing rates on grain from important shipping points to the ports of the Atlantic, Gulf, and Pacific coasts.

Statistics were prepared showing tons and value of commerce, passengers carried and net tonnage of vessels entered and cleared at ports of the Great Lakes during the last 10 years.

Reports on the status of water transportation were received from the several division engineers, and the results of these investigations will be incorporated in a general report on this subject. Reports were also received relative to the territory served by the ports of the United States.

As required by law, the Board of Engineers for Rivers and Harbors prepared for the Chief of Engineers a report upon water terminals and transfer facilities in the United States, and in this connection a separate pamphlet will be published, this pamphlet being—

An investigation of the general subject of water terminals, with descriptions and general plans of terminals of appropriate types and construction for the harbors and waterways of the United States suitable for various commercial purposes and adapted to the varying conditions of tides, floods, and other physical characteristics.

The results of this cooperation with the War Department were satisfactory, and a large amount of information became available upon both the physical and commercial aspects of American ports. Some of the accomplishments of the commission during the fiscal year are noted in the following paragraphs:

An analysis was made to show what was required in the way of extensions at the port of Port Arthur, Tex. This analysis included several other ports of the Sabine district.



A statement relative to the port of Seward, Alaska, was prepared and numerous similar compilations and analyses were prepared in response to requests from commercial and navigation interests.

Complete plans and specifications were prepared for a reinforced concrete and steel pier and warehouse at the over-seas base at Hoboken, N. J.

This pier was intended to replace the old wooden piers Nos. 5 and 6. The design called for a pier 200 feet wide, 931 feet long and two stories high, with a bulkhead house 371 feet long, 163 feet 4 inches wide, and three stories high.

Report was made upon the proposed sale of the shipyard plant at Wilmington, N. C., to the city of Wilmington for use as an ocean terminal.

The city of Mobile, Ala., was visited, the water front studied, and a report submitted upon the matter of extension of the facilities to meet increased business.

Negotiations were conducted with the Inland and Coastwise Waterways Service of the War Department, whereby a site was secured on War Department property at Mobile, Ala., for the erection of an oil bunkering plant for the Shipping Board.

A report was submitted upon a design for the foundations of oil tanks for the proposed bunkering station at Craney Island in the harbor of Norfolk, Va.

Negotiations were carried on with a view to the location of a bunkering station upon War Department property at Galveston, Tex. The Oil Bunkering Section was advised with regard to certain foundation and location matters in connection with the construction of a bunkering station at Tutuila, Samoa.

The city of Portland, Me., was advised with regard to the best location for a proposed State pier.

The cities of Philadelphia and Baltimore were visited, and local authorities interviewed with reference to the installation of proper mechanical equipment at certain designated piers for the most expeditious handling of export flour in bags.

#### FUEL-OIL PURCHASES.

##### Atlantic and Gulf Coast Ports.

In times of normal operation the consumption of fuel oil by Shipping Board vessels amounts to approximately 40,000,000 barrels per year, and on this basis contracts were made for fuel oil in 1920. These contracts were made under the greatest difficulty, owing to the very serious shortage of fuel oil then existing. Three separate public invitations for bids, all of which were given wide publicity, resulted in closing only one contract covering require-

ments at Philadelphia and one for a small quantity of oil at Mexican ports. In the meantime, Board vessels were being delayed at practically every port in the world on account of inability to secure fuel oil, and in June, 1920, approximately 100 vessels were delayed at Atlantic coast ports alone, for this reason. In an effort to correct this situation, personal appeals were made to the executives of the principal American oil companies to bid on the Board requirements of fuel oil. Contracts for these requirements for one year at Atlantic and Gulf ports were closed at prices which were from 20 to 50 per cent below the then prevailing market. Of greater importance than the low prices, however, was the assurance which these contracts gave of an adequate supply, as the requirements at most of the ports were so large that they could not be secured on the open market on short notice. Due partially to the increased production, both in Mexican and American fields, but more directly to the decreased consumption incident to the depression in shipping and other industries using fuel oil, there was a sharp decline in fuel oil prices throughout the world. In view of this fact the Board obtained from companies holding contracts to supply fuel oil at New York, Baltimore, Norfolk, Charleston, New Orleans, and Philadelphia reductions in the contract prices, which, during the remainder of the contracts, will result in savings of over \$2,200,000 to the Board. Numerous other smaller adjustments were secured which will result in additional savings.

#### **Pacific Coast Ports.**

All efforts of the Shipping Board to contract for its requirements of fuel oil on the Pacific coast were unsuccessful, and endeavors to purchase the necessary supply on the open market were attended with difficulty and ships were frequently delayed. Requests for bids met with no response from West coast oil companies. The Board in June, 1920, effected a contract with the Midwest Refining Co., under which requirements of fuel oil at Pacific coast ports and for foreign bunker stations in the Pacific Ocean were adequately cared for. Under the terms of this agreement, the Board trades royalty crude oil which it purchases from the Department of the Interior at the current market price at time of delivery at the well for fuel oil delivered to it at Pacific coast ports. Two supplements to the original agreement were made. At the time of entering into the original contract with the Midwest Refining Co. in June, 1920, crude oil at the wells in Wyoming was selling for \$2.25 to \$2.75 per barrel, according to the field in which it was produced. Beginning in January, 1921, these prices were sharply reduced at approximately monthly intervals until in July, 1921, the price had reached the low figure of 50 cents per barrel. This reduction worked directly to the

advantage of the Board and it is estimated that by the end of the contract period fuel oil delivered under this contract will have cost an average of 70 cents per barrel. This contract throughout its entire period has enabled the Board to supply its fuel oil requirements in the Pacific at prices considerably below the open-market prices, notwithstanding the sharp decline in price.

**Royalty Oil.**

In pursuance of the right given it under the general leasing bill (Public No. 146), the Board entered into contracts with the Department of the Interior to purchase all of the royalty oil accruing to the Government in the States of Washington, Montana, California, Oregon, Nevada, Idaho, Utah, Arizona, New Mexico, and Colorado. However, at the end of the fiscal year, oil produced on lands owned by the Government in only three of these States, i. e., California, Wyoming, and Montana. It was found practicable to take only royalty oil in the States of Wyoming and Montana, which was delivered to the Midwest Refining Co. on account of the Board's contract. Negotiations were instituted with the California producers and pipe-line companies for a contract similar to that with the Midwest Refining Co.

The maintenance of adequate supplies of fuel oil at comparatively reasonable prices at strategic points on the various trade routes was vitally necessary to the successful operation of a merchant marine.

The ultimate aim of the Board was to establish fuel-oil bunker stations on all established or potential trade routes. Wherever it was possible to do so, the Board made contracts with American owned or controlled oil companies to receive, store, and redeliver fuel oil for its account at their installations at foreign ports. The Board gave every encouragement to American oil companies to establish such stations, failing in which, the Board erected its own stations. On July 1, 1920, the following fuel-oil bunker stations were in operation:

Name of station.	Capacity in barrels.	Status.
St. Thomas, Virgin Islands...	110,000	Owned and operated by United States Shipping Board.
Manila, P. I.....	165,000	Do.
Honolulu, Territory of Hawaii	110,000	Do.
St. Georges, Bermuda.....	20,000	Do.
Rio de Janeiro, Brazil.....	115,000	Station owned and operated by Standard Oil Co. of Brazil, with whom the Shipping Board has a contract to receive, store, and redeliver Shipping Board fuel oil.
Bizerta, Tunis.....	165,000	Station owned and operated by Standard Oil Co. of New Jersey, etc.
Shanghai, China.....	110,000	Station owned and operated by Standard Oil Co. of New York, etc.
Brest, France.....	50,000	Station owned and operated by French Government, etc.

During the fiscal year contracts were made with various oil companies to receive, store, and redeliver fuel oil for Shipping Board account, and additional Shipping Board stations were established, as follows:

Name of station.	Capacity in barrels.	Status.
Iquique, Chile.....	25,000	Station owned and operated by Arrow Oil Co., etc.
St. Georges, Bermuda.....	65,000	Station owned and operated by West India Oil Co., etc.
Durban, South Africa.....	110,000	Station owned and operated by Vacuum Oil Co. of South Africa (Ltd.), etc.
Cristobal, Canal Zone.....	50,000	Station owned and operated by Panama Canal Commission, etc.
Balboa, Canal Zone.....	100,000	Station owned and operated by Vacuum Oil Co. of South Africa (Ltd.), etc.
Santos, Brazil.....	55,000	Station owned and operated by Standard Oil Co. of Brazil, etc.
Seattle, Wash.....	55,000	Station owned and operated by Shell Co. of California, etc.
Portland, Oreg.....	55,000	Do.
Thameshaven, England.....	85,000	Station owned and operated by Thameshaven Oil Wharves (Ltd.), etc.
Montreal, Canada.....	55,000	Station owned and operated by Imperial Oil Co. (Ltd.), etc.
Ponta del Gada, Azores.....	<sup>1</sup> 20,000	Owned and operated by United States Shipping Board.

<sup>1</sup> Barge.

These stations were kept supplied with fuel oil by Shipping Board tank steamers. They may be literally described as the backbone of the oil-burning fleet. Without them the fleet would, to a great extent, be at the mercy of foreign oil companies.

In addition to the establishment of the above new stations, the following construction work was done:

*Manila, P. I.*—An additional 55,000-barrel capacity steel fuel-oil storage tank was constructed at this station, which increased its storage capacity to 165,000 barrels.

*St. Thomas, Virgin Islands.*—Storage tanks were erected at this station which increased its storage capacity to 220,000 barrels. A 20,000-barrel capacity fresh-water tank was also constructed. The owners of the property on which a portion of this station is located have named a high figure for leasing the property and have expressed a decided preference to sell rather than lease. Authority has been requested from Congress to permit the Shipping Board to purchase this property outright. The bill has been favorably reported by the Senate Commerce Committee.

*Norfolk, Va.*—There was in process of construction twenty 55,000-barrel capacity steel fuel-oil storage tanks with necessary pipe lines, power plant, and docks for a complete fuel-oil storage and bunker station on Craney Island, Cape Charles, Va. This station, as well as all other fuel-oil stations owned and operated by the Board, with the exception of a portion of the property on which the station at St. Thomas was built, is located on United States Government land. It is intended to use this station to store a reserve supply of oil against a period of possible shortage, such as has been experienced in the past. It is expected that this station will be completed about

December, 1921, when it will be filled with fuel oil bought at the very lowest possible prices, which will be used in supplying Shipping Board vessels as required.

*Mobile, Ala.*—A bunker station, consisting of two 55,000-barrel capacity steel fuel-oil storage tanks with necessary pipe lines, power plant, docks, etc., for a complete station, was under construction at Blakely Island, Mobile Harbor, Ala. It was estimated that this station would be completed about September 1, 1921.

*Pago Pago, American Samoa.*—The material was being assembled and plans prepared for the construction of a fuel-oil bunker station, consisting of two 55,000-barrel capacity steel fuel-oil storage tanks with necessary pipe lines, power plant, and dock facilities at Pago Pago, American Samoa.

An idea of the volume of business done at these stations annually can be obtained from the following table:

Port.	Barrels per year.	Issue price as of June 15, 1921.	Annual turn-over.
Bermuda.....	240,000	\$2.45	\$588,000.00
Bizerta.....	900,000	3.15	2,835,000.00
Brest.....	900,000	2.75	2,475,000.00
Durban.....	180,000	4.30	774,000.00
Honolulu.....	300,000	2.25	675,000.00
Iquique.....	300,000	3.00	900,000.00
Manila.....	600,000	3.40	2,040,000.00
Montevideo.....	240,000	3.35	804,000.00
Montreal.....	60,000	2.50	150,000.00
Panama Canal.....	1,200,000	2.00	2,400,000.00
Ponta del Gada.....	240,000	2.75	660,000.00
Portland, Oreg.....	480,000	2.05	984,000.00
Rio de Janeiro (including Santos).....	1,200,000	3.20	3,840,000.00
Seattle.....	720,000	2.05	1,476,000.00
Shanghai.....	420,000	3.40	1,428,000.00
St. Thomas.....	720,000	2.15	1,548,000.00
Thameshaven.....	180,000	2.85	513,000.00
	3,880,000	.....	24,080,000.00

The establishment of these fuel-oil bunker stations resulted in large savings to the Board as compared with the open market prices, and prevented costly delays to Board vessels which, but for these stations, would have experienced great difficulty in purchasing fuel oil at any price. These stations were also directly of very material benefit to the privately owned American merchant marine. The ultimate purpose is to supply fuel oil to all American vessels from these stations at the lowest possible cost. The issue prices were computed on the base cost of the oil at the port of loading, plus actual transportation charges, plus actual handling charges at the stations and about two per cent to cover overhead, shrinkage, etc. This policy naturally produced prices for fuel oil at these stations very much below the prevailing market prices. The establishment of these low prices by the Board had the immediate effect of forcing down the open market prices of fuel oil and these reductions, of course, inured

directly to the benefit of the privately owned ships. The effect of the establishment of the station at Manila is a striking case. This station was opened for business in June, 1920. At that time fuel oil was selling at all points in the Orient at \$60 to \$65 gold per ton and frequently it could not be obtained even at that price on account of the extreme shortage then existing. The Board established a price of \$35 per ton on oil issued from this station and immediately the open market price of oil in that vicinity started to drop. The effect was similar at other stations.

Contracts were also effected covering receipt, storage and re-delivery of fuel oil for Shipping Board account at stations at Sydney and Wellington. These stations were under construction and were expected to be completed in August or September, 1921. Early in August, 1921, a Shipping Board tank steamer was to be stationed at Montevideo and used as a floating bunker station.

Additional stations were contemplated at Colombo, Ceylon, and St. Vincent, Cape Verde Islands.

*American vessels of 500 gross tons and over equipped for carrying petroleum in bulk, June 30, 1920, and June 30, 1921.*

	Steam.		Gas.		Sailing.		Unrigged.		Total.	
	Number.	Gross.	Number.	Gross.	Number.	Gross.	Number.	Gross.	Number.	Gross.
June 30, 1920.....	232	1,347,783	11	25,182	44	81,711	29	23,658	316	1,478,334
June 30, 1921.....	342	2,092,647	14	29,216	48	91,600	31	24,921	435	2,238,381
Increase.....	110	744,864	3	4,034	4	9,889	2	1,263	119	760,050

### Domestic Ports.

Throughout the fiscal year, frequent attempts were made to contract for coal requirements at Atlantic and Gulf coast ports. No attempts were made to contract on the Pacific coast, as the requirements of bunker coal there were negligible. Proposals were issued inviting bids on the coal requirements, but the bids received were almost uniformly unsatisfactory. Only two contracts were made at domestic ports, one covering Norfolk, the other covering New York. The balance of the requirements were purchased by the managing agents (steamship companies who operate Shipping Board vessels), under the terms of their contracts with the Board, but subject to the approval of the Board's district representatives.

### Foreign Ports.

Inasmuch as only a very small percentage of the fleet is coal burning, it was not necessary to establish an extensive system of coal bunker stations, as was the case with oil. However, in certain trades, coal burners can be profitably operated, and it was found to ad-

vantage to create bunker coal stations at certain ports. The following is a list of the stations which were in operation:

Location of station.	Approximate annual consumption in long tons.
Rio de Janeiro, Brazil.....	25, 000
Buenos Aires, Argentina.....	15, 000
Ponta del Gada, Azores.....	20, 000
St. Georges, Bermuda.....	18, 000
St. Thomas, Virgin Islands.....	18, 000

All coal used at these stations and at Rio de Janeiro, Buenos Aires, and Ponta del Gada was transported in Shipping Board vessels and the companies with whom the Board had contracts to supply the requirements at Bermuda and St. Thomas were required to transport this coal in United States flag ships.

**EMPLOYMENT AND USE OF TANK STEAMERS.**

The tank steamer fleet of the Board is vitally necessary in assuring an adequate supply of fuel oil at all times. In order to obtain the maximum efficiency, the functions of purchasing fuel oil and operation of tank steamers were closely coordinated. The department which had the fuel oil problem in charge was, therefore, given authority over the employment and use of tank steamers and the approval of all charters therefor.

With the exception of the fuel oil consumed in the Pacific, practically all the fuel oil burned by Board vessels is produced from Mexican crude oil. This oil must be transported from Mexico to the United States in tank steamers and, therefore, care was exercised to keep sufficient steamers within the control of the Board at all times for this purpose. The Board had 100 tank steamers totaling approximately 935,115 dead-weight tons. It was estimated that approximately 72 tank steamers of approximately 731,000 dead-weight tons would be required by the Board and the Navy. The balance of the fleet, consisting of 28 ships of 204,115 dead-weight tons, was offered for sale or for long-time charter, but at the end of the fiscal year no acceptable bids had been received.

**FOREIGN AGENCIES.**

To insure proper and adequate protection of American shipping interests in foreign ports and to further the policy of placing the American merchant marine on a permanent basis, agencies were established in the principal seaports of the world. The necessity for such a plan was set forth in the fourth annual report, page 57. A brief summary of these facts will show the general accomplishments of the agencies which were established. The chief necessity for such steps was the inability of the operators' agents to expedite the dispatch of vessels and the prevalence of high-handed and questionable practices on the part of ship chandlers, stevedoring companies, and

supply houses, the inefficiency and unwillingness of operators and agents of private operators to cooperate with the Board.

Careful supervision eliminated many of the inefficient practices and straightened operators abroad. At the end of the fiscal year, June 30, 1921, agencies were located in the following ports:

United Kingdom:

London.  
Falmouth.  
Fowey.  
Cardiff.  
Bristol.  
Liverpool.  
Glasgow.  
Manchester.  
Dublin.  
Newcastle.  
South Shields.  
Hull.

France:

Paris.  
Dunkirk.  
Le Havre.  
Brest.  
St. Nazaire.  
Bordeaux.  
La Rochelle.  
Marseille.

Scandinavian and Baltic:

Copenhagen.  
Goteborg.  
Christiania.  
Stockholm.  
Helsingfors.  
Danzig.

Japan:

Yokohama.  
Kobe.

Panama Canal:

Italy:

Naples.  
Genoa.  
Savona.  
Spezia.  
Leghorn.  
Civitavecchia.  
Reggio and Calabria.  
Messina.  
Palermo.  
Catania.  
Brindisi.  
Syracuse.  
Bari.

Italy.—Continued.

Ancona.  
Venice.  
Trieste.

Spain and Portugal:

Madrid.  
Gibraltar.  
Barcelona.  
Valencia.  
Lisbon.

Belgium, Netherlands, and Germany:

Rotterdam.  
Antwerp.  
Hamburg.  
Bremen.

Philippines:

Manila.

Chile:

Iquique.

Turkey and Black Sea:

Constantinople.

Greece and Aegean Sea:

Piraeus.  
Smyrna.

Egypt:

Alexandria.  
Port Said.

Cuba:

Habana.

Mexico:

Tampico.

Brazil:

Rio de Janeiro.  
Pernambuco.

Argentine and Uruguay:

Buenos Aires.  
Montevideo.  
Rosario.

Azores Islands:

Horta.  
Ponta del Gada.

China:

Shanghai.  
Hongkong.

Africa:

Dakar.  
Bizerta.



During the past year there was a marked expansion in foreign representation, agencies being established at Bremen, Stockholm, Helsingfors, Madrid, Valencia, Lisbon, Piraeus, Smyrna, Hongkong, Iquiqui, Dakar, Bizerta, Montevideo, Rosario, and Pernambuco.

*Functions.*—These representatives were specifically instructed—

- (1) To facilitate the despatch of vessels and to secure modification or cancellation of irksome port regulations and restrictions.
- (2) To cooperate with operators' agents in handling marine disasters, surveys, and legal difficulties.
- (3) To determine the necessity for a supervision of repairs.
- (4) To supervise the purchase of supplies.
- (5) To supervise stevedoring.
- (6) To report on the efficiency, attitude and business affiliations of ship agents representing Board operators.
- (7) To check up the efficiency of vessel personnel.
- (8) To assist representatives of operating companies in securing homeward and way cargoes.
- (9) To control homeward and way cargoes to prevent destructive competition between Board operators.
- (10) To report on general matters of interest to or affecting the American merchant marine.

The general agent at Rio de Janeiro reported that he ascertained, upon his arrival there, that "rival repair shops and ship chandlers were planning by combination for the control of all work and for an elimination of their competitors, employing methods fair or foul to accomplish their purpose." This was typical of the situation with which agents were confronted upon their arrival in foreign ports. Such combinations and practices have been to a large extent frustrated, largely through knowledge of the fact that the Board's agents in these ports had authority to award contracts and supervise purchases requiring them to conform to current market prices. Notwithstanding the difficulties encountered, representatives effected economies; graft and overcharges, even though not entirely eliminated, were reduced.

Wherever possible the Board utilized the invaluable services of American consuls. Through the Department of State, American consuls abroad furnished valuable information in regard to ship agents, the proper selection of which was of the utmost importance. This enabled the Board to place before its operators information essential to the proper selection of its agents.

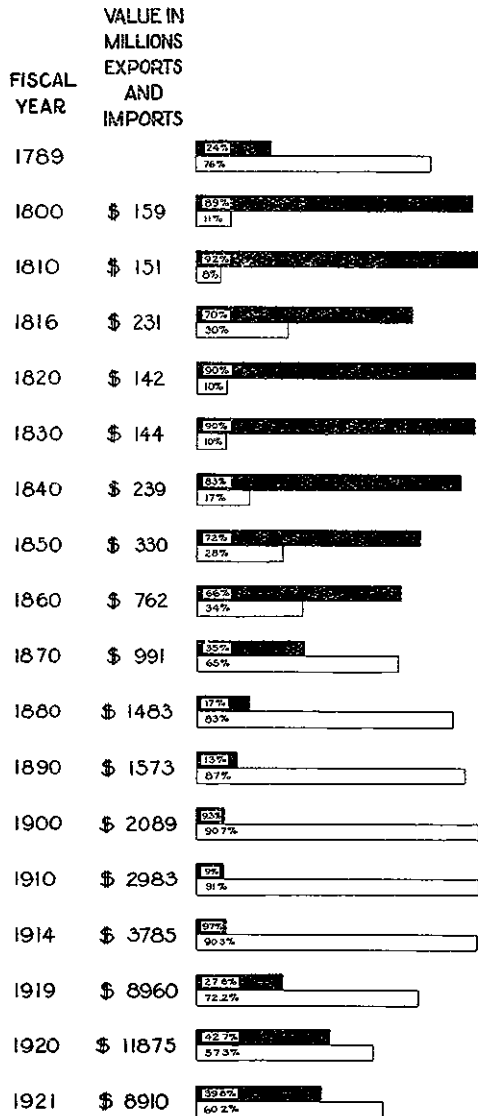
#### TRADE RELATIONS.

In discussing American trade relations and general conditions attention should be given to trade between ports of the United States

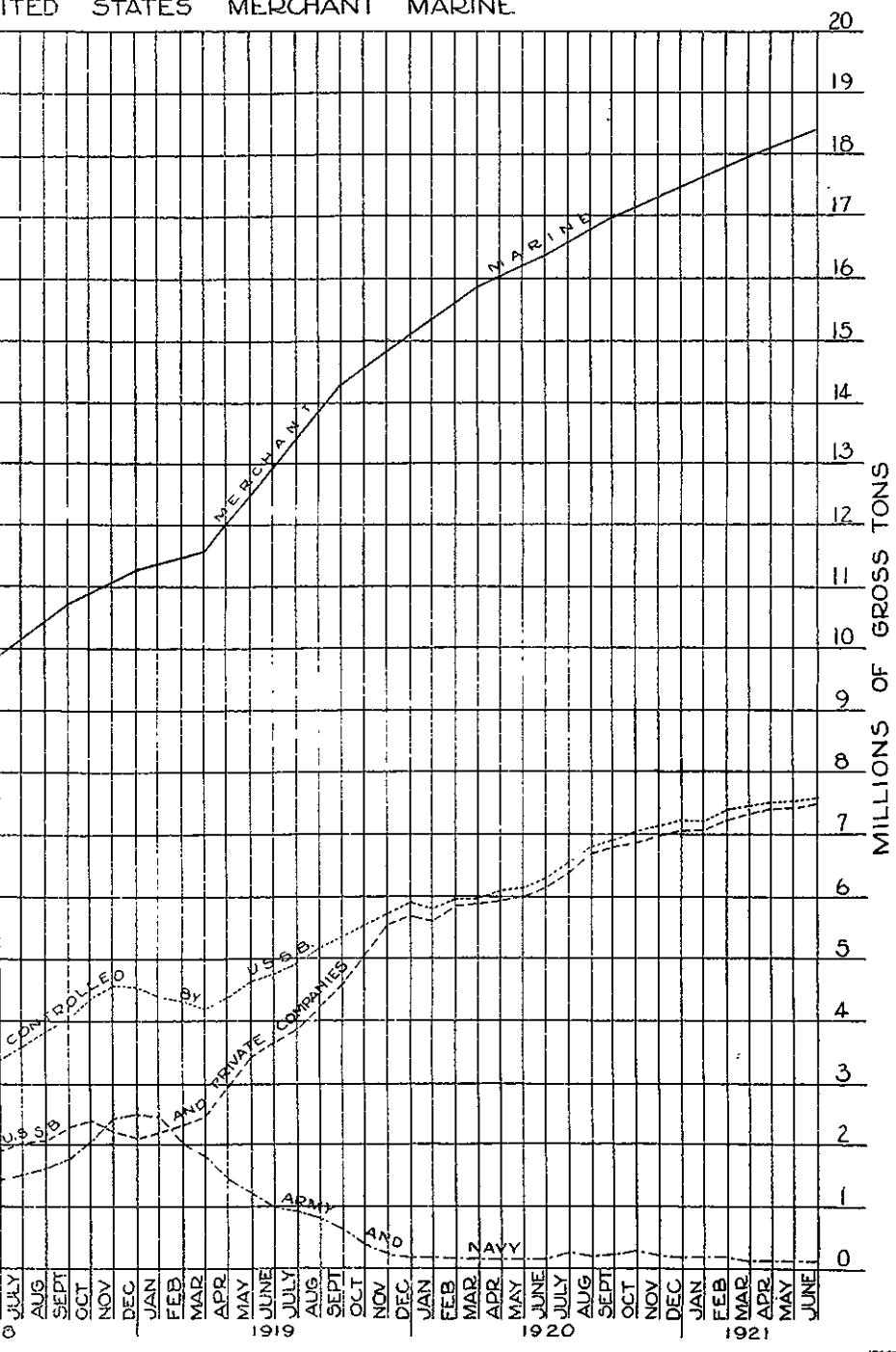
## U.S. SHIPPING IN FOREIGN TRADE

■ BLACK — PERCENTAGE BY VALUE CARRIED  
IN AMERICAN BOTTOMS

□ WHITE — PERCENTAGE BY VALUE CARRIED  
IN FOREIGN BOTTOMS



UNITED STATES MERCHANT MARINE.



and between United States and foreign ports, and especially trade relations between United States and Central and South America.

The coastwise and intercoastal trade of the United States affords transportation for commodities from one section of the country to another, such as manufactured products, natural products, indigenous of one locality which are required in another, for example, fruit from the Pacific coast, cotton from the South, steel from the East and Middle West.

However, as the coastwise trade of the United States is a protected one, the Board felt that it should be a field of exploitation by private American interest rather than by the Government, especially as many private concerns were already firmly established in the coastwise and intercoastal fields. Therefore, no intensive effort was made by the Board to place ships in this protected trade except than sales to private operators, although it from time to time gave consideration to and acted upon the request of shippers for relief through adequate transportation facilities.

On the other hand, the Board bid actively for the control of a major portion of the commerce between the United States and Central and South America. This trade consists of exports and manufactured articles, coal, lumber, and imports of raw materials and natural products of the South and Central American countries.

Movements in both directions during the past year were very light as the merchants in this country were not buying heavily and the merchants in Central and South America were at a disadvantage in buying because of exchange conditions.

Prior to the establishment of services by the Board between foreign countries, American flag vessels seldom if ever before engaged in such regular trades, as the trades were in almost every instance controlled exclusively by vessels of foreign registry. The inauguration of the general cargo services added much to the prestige and permanence of transportation by American carriers, as shippers had an opportunity of ascertaining from practical experience what American vessels were able to do in ocean transportation.

A complete résumé of the activities in promoting trade relations is contained in Part III of this report.

#### DIVISION OF INSURANCE.

The Division of Insurance was created on October 9, 1918, to supersede the Insurance Advisory Committee. The division was charged with the management of the insurance fund in which are entered all completed steamers owned and operated by the Board. The management of this fund included the entry of all premiums, the handling of losses and the collection of all consequent amounts

due to the Board as well as the duties of underwriter and general advice on insurance questions. The following is a brief outline of the activities of the Division of Insurance with some of its problems: (1) Reduction in the rates charged by commercial underwriters for insuring cargo forwarded on Shipping Board steamers; (2) execution of the contracts with the American Marine Insurance Syndicates; (3) approval of the insurance and general average clauses to be included in charter parties, bills of lading, and sales agreements; (4) fixing of rates and terms of insurance under which the fund will afford protection to Shipping Board steamers; (5) approving of insurance on vessels sold; (6) handling losses and claims on steamers under bareboat charter; (7) insurance advice to the Board and its various divisions and departments.

The division handled all losses covered by insurance, and particular attention was devoted to recoveries due the Board because of general average sacrifices, salvage, or collision claims. The settlement of salvage and collision claims was made with the approval of the Admiralty Counsel. The distribution of salvage awards to the crews of Shipping Board vessels was under the supervision of the division. In accepting claims as chargeable to the insurance fund, the repair bills were scrutinized and this was frequently the means of reducing charges made by repair companies.

The entering of all steamers in the American Steamship Owners' Mutual Protection & Indemnity Association (Inc.) and collection of claims was under the jurisdiction of the Protection and Indemnity Section. This section checked bills for assessments and determined whether all returns were credited to the Board.

The section charged with the approval of insurance on steamers sold checked both the amount of insurance arranged by the purchaser and the terms of the policies to determine whether there was compliance with the requirements of the sales agreement. Prompt notification was given to purchasers to replace any expired insurance.

The rates for insuring Shipping Board vessels against marine and war risks were fixed by the Director of Insurance. It was the intention in fixing rates to have the premiums cover the losses and the small overhead, with sufficient reserve to provide for unusual losses. In general, the rates were from one-third to one-half of the rates charged by commercial companies. This difference was due to the fact that there were no such expenses as commissions, taxes, postage, and a large office force, with a number of high-salaried officers.

The tables following show (1) 1,969 vessels totaling 11,705,785 tons were insured; (2) the amount of insurance carried on risks other than the hulls of vessels; (3) the number of total losses; and (4) the number of accidents of various kinds with the estimated claims.

Number and tonnage of vessels insured from July 1, 1920, to June 30, 1921.

	Number.	Tons.
Steel vessels.....	1,442	<sup>1</sup> 9,996,470
Wood vessels.....	394	<sup>1</sup> 1,470,328
Steel tugs.....	35	<sup>2</sup> 14,830
Wood tugs.....	37	<sup>2</sup> 11,752
Wood barges.....	61	<sup>1</sup> 212,405
Total.....	1,969	11,705,785

<sup>1</sup> Dead weight.

<sup>2</sup> Gross.

Net values of insurance written from July 1, 1920, to June 30, 1921.

	Collect freight.	Bunker coal.	Trial trips cargo.	Fuel stations and fixtures.
1920.				
July.....	\$3,646,349.00	\$27,482.00	\$6,979,047	
August.....	3,274,513.68	24,699.50	7,829,575	\$81,900
September.....	7,598,591.97	56,529.00	6,632,088	150,000
October.....	4,176,977.73	30,256.00	665,742	
November.....	4,428,360.47	262,101.00	4,629,861	150,000
December.....	2,606,873.65	23,672.00	1,030,462	225,000
1921.				
January.....	2,534,266.19	51,850.00		
February.....	5,455,836.79	53,572.00	122,900	
March.....	2,731,642.93			
April.....	2,115,340.00	23,285.00	1,679,218	
May.....	2,521,628.93	82,978.00		
June.....	2,026,414.00		3,345,739	
Total.....	43,116,210.34	636,424.50	32,912,632	606,900

	Fuel at stations.	Cash advances to masters.	Shipping Board coal cargoes.	Shipping Board oil cargoes.	Shipping Board lumber cargoes.
1920.					
July.....		\$118,311.00			
August.....	\$88,832	94,554.23	\$288,913.00		
September.....		386,124.10	58,829.68	\$1,034,592.00	
October.....	1,069,874	68,541.00	143,887.00		
November.....	1,367,000	219,029.00	381,900.00	516,673.00	
December.....	5,345,500	348,674.00	98,831.00	1,657,731.00	
1921.					
January.....		121,519.69			
February.....		229,009.00	45,244.00	2,546,387.00	
March.....		208,659.00			
April.....	765,000	135,129.00		2,457,823.00	
May.....		150,884.00			
June.....	467,174	240,329.00		332,619.00	\$60,000.00
Total.....	9,103,380	2,315,663.02	1,012,604.68	9,045,325.00	60,000.00

Total losses, Shipping Board vessels, July 1, 1920, to June 30, 1921.

Names.	Date of loss.	Nature.
Lake Frampton (steel).....	July 12, 1920	Collision.
Okeas (wood).....	Aug. 23, 1920	Fire.
Chimo (wood).....	Sept. 4, 1920	Do
Snug Harbor (steel).....	Aug. 15, 1920	Collision.
Montauk (wood), sailer.....	Aug. 5, 1920	Stranded.
Burnside (wood).....	Oct. 15, 1920	Fire.
Lakeside Bridge (steel).....	Dec. 28, 1920	Stranded.
Yellowstone (steel).....	Dec. 16, 1920	Do.
Cape Fear (concrete).....	Dec. 29, 1920	Collision.
Bassan (wood).....	Jan. 28, 1920	Stranded.
Bonham (wood).....	May 5, 1921	Struck rocks.

*Accidents and losses, July 1, 1920, to June 30, 1921.*

	Number.	Estimated loss.
Groundings.....	200	\$1,285,163.00
Heavy weather.....	184	350,207.00
Machinery.....	211	1,423,250.00
Lost anchor and chain.....	74	164,269.75
Propeller blade (loss and damage).....	121	468,613.00
Leaking.....	27	121,225.00
Fire.....	84	1,009,755.00
Steering gear.....	25	90,100.00
Collision.....	660	3,605,774.32
Miscellaneous.....	252	597,334.00
Total.....	1,838	9,115,691.07

**MARINE INSURANCE.****Volume of American Marine Insurance.**

Marine risks written and renewed during 1919 by domestic and foreign companies operating within the United States amounted to \$51,810,525,714, as compared with \$66,080,295,060 for 1918, or a decline of nearly 21.6 per cent. These totals were arrived at after making deductions for motor-vehicle, tourist-baggage, and registered-mail insurance on the basis of premium income received from these sources as compared with the total premium income from all "marine and inland" business. Of the foregoing total for 1919, branch offices of foreign companies admitted to do business in the United States wrote 52.5 per cent, and American companies 47.5 per cent.

For the same companies (American and foreign combined, and exclusive of motor-vehicle, tourist-passage, and registered-mail business) net premiums aggregated \$88,266,387 for 1919, as compared with \$109,729,041 for 1918, or a decline of slightly over 19.5 per cent. Of the total for 1919, branch offices of admitted foreign companies received slightly over 37.9 per cent, and American companies 62.1 per cent. Both net premium and volume of risk statistics, however, as stated above, do not make allowance for the fact that a considerable number of American companies are controlled abroad through stock ownership. Nor do the statistics include the huge amount of marine insurance, originating in the United States, which is exported directly to the foreign market without appearing in any American records. Competent estimates indicate that such exported marine insurance was equal to at least 20 per cent of the total insurance originating within the country.

**The American Marine Insurance Syndicates.**

The fourth annual report contained a detailed account of the investigation of marine insurance by the Shipping Board, in cooperation with the Committee on the Merchant Marine and Fisheries of the House of Representatives, and the creation, as a result of this investigation, of the American Marine Insurance Syndicates. The

nature, purposes, and advantages of the several syndicates (known as Syndicates A, B, and C) were fully set forth in the last annual report. It is sufficient to state that the syndicates were fully organized and functioning, and were enlarging the scope of their usefulness during the fiscal year. Syndicate A, the service syndicate, handled all loss and damage and periodic condition surveys for the Board on a strictly cost basis, also rendered similar surveys to such private vessel owners as wished to avail themselves of the syndicate's services. It represents a salvage association, composed of nearly all of the country's marine underwriting interests, which will work hand in hand with the development of American marine insurance through the medium of the extended operations of Syndicates B and C, the underwriting syndicates. It is designed to be to the American shipping trade and to the American marine insurance market what the Salvage Association of London is to the British shipping trade and the British marine insurance market.

Syndicates B and C, with their respective underwriting capacities of \$2,000,000 and \$2,500,000 upon a single hull, enable large risks to be placed immediately, in contrast to the limited underwriting capacity, and the slow and inconvenient method of placing insurance, that formerly prevailed in the American market. A broker may now concentrate his work at one office, at a vast saving of time and expense, instead of interviewing perhaps 20 to 50 offices to place a substantial risk. One policy may be issued on a single large risk, instead of 50, and losses may be settled through the office of the syndicates by one agent instead of the previous method of applying to each company for its share of the claim. Reports indicate that the organization of the syndicates has resulted in a greater increase of hull insurance being placed with American companies than ever before.

#### **Investigation of Legislative Disabilities to the Proper Development of Marine Insurance.**

As pointed out in the last annual report, the American Marine Insurance Syndicates can eliminate only partially the disadvantageous cost differential existing between the American and foreign insurance markets. In large measure this adverse cost differential is due to legislative obstructions. To complete the task of building up an independent national marine insurance institution it is imperative that such restrictions be removed. The syndicates should be allowed to operate under favorable conditions, and every effort should be made to so modify existing legislation as to place American underwriters on a basis of equality with their foreign competitors. Most of the existing marine insurance legislation indicates that the framers had only fire insurance in mind, and that marine insurance was included, merely as an incident, without any real



consideration of the great differences between the two forms of insurance. Nearly all of the existing legislation is also purely local in character and fails to recognize the national viewpoint, i. e., the essentially national and international character of marine insurance, and its vital bearing upon any national program for the maintenance of a merchant marine and the extension of foreign trade.

During the past year the Shipping Board, in cooperation with the Committee on the Merchant Marine and Fisheries of the House of Representatives, made a thorough investigation of existing marine insurance legislation with special reference to the bearing of such legislation upon the substantial development of American underwriting. The results of this investigation, and the recommendations indicated by the facts, were published in a special "Report on Legislative Obstructions to the Development of Marine Insurance in the United States" (prepared by S. S. Huebner and published under date of Dec. 11, 1920). This report presents the provincial character of existing State laws dealing with marine insurance; the harmful bearing of much of such legislation upon cooperative effort through syndicate arrangements; the excessive, unscientific, and unjust character of the existing method of taxing marine insurance; the unwise restriction of marine insurance companies to the writing of only fire and marine insurance; the unfortunate legislative restrictions upon reinsurance; and the severe handicaps placed by law upon the financial powers of companies seeking to establish branch offices in foreign markets. Briefly outlined, five fundamental legislative recommendations are advanced in this report, namely:

(1) Greater freedom on the part of American companies to cooperate through syndicates and mergers. Such cooperation, the report shows, is fostered abroad and has enabled foreign competitors to enlarge their underwriting capacity, to strengthen their financial standing, to materially reduce their overhead charges, to handle large lines of insurance with much greater speed and convenience, to eliminate irritating jealousies, and to act, whenever an international competitive situation presents itself, as one united force capable of pursuing an intelligent policy. Twenty-four States have antitrust laws applicable to insurance companies. Such laws, it is contended, should be repealed or modified in the interest of legitimate cooperation. It may be stated that, as far as the District of Columbia or Federal antitrust laws are concerned, the matter was covered by section 29 of the Merchant Marine Act, 1920, which provides that "nothing contained in the 'antitrust laws' as designated in section 1 of the act entitled 'An act to supplement existing laws against unlawful restraints and monopolies, and for other purposes,' approved October 15, 1914, shall be construed as declaring illegal an association entered into by marine insurance companies for the following purposes: To transact a marine

insurance and reinsurance business in the United States and in foreign countries and to reinsure or otherwise apportion among its membership the risks undertaken by such association or any of the component members."

(2) Substitution of a system of net profits taxation for marine insurance companies in place of the present system of taxing premiums. The wholesome principles of ability to pay, fair treatment between different types of essential industries, and avoidance of burdens so harsh as to destroy the initiative of capital are shown by the report to have received little consideration in the existing method of taxing marine insurance. Marine insurance tax legislation, the report declares, seems to have been limited to the easy collection of the maximum amount of revenue. During 1918 the marine taxes and fees paid by the 71 American companies transacting marine insurance to the Federal and State Governments amounted to 6.18 per cent of the total net marine premium income of the companies, and this before any allowance was made for loss payments and expenses of operation. Total taxes and fees of these companies, during a single year, amounted to nearly 22½ per cent of their capital stock, and for every dollar of dividends stock, and for every dollar of dividends paid by these companies to their stockholders during the year the tax gatherer took nearly \$1.06. For the twelve leading American companies, writing nearly two-thirds of the net marine premiums of all the American companies, and transacting business in nearly all sections of the country and therefore subject to the multiplicity of taxes existing in the various States, 1918 taxes and fees amounted to 7.69 per cent of the net premium income and to 39.5 per cent of their capital stock, and for every dollar paid for dividends to stockholders during the year the tax gatherer took nearly \$2.

Net profits taxation is emphasized by the report on the ground that American marine insurance companies must compete with foreign underwriters, and in this competition success or failure is dependent largely upon the taxing policy pursued by the Government. A small difference in rates, adverse to American companies, will necessarily direct the flow of business to the foreign market. Marine insurance differs vitally from other forms of insurance in respect to the incidence of taxation. It is essentially international in character and highly competitive, and tax burdens imposed without reference to profits made, as is the case to-day, can not be shifted to policyholders through higher rates. American underwriters have in the past labored under an adverse cost differential as compared with their foreign competitors. Heavy taxation, irrespective of profits, increases this cost differential. Reduction of excessive taxes reduces the cost differential—the key to the whole problem—and thus strengthens American companies in meeting foreign competition.

Moreover, by enlarging the volume of marine insurance written in this country a reduced rate of taxation is apt to bring in more revenue than is produced to-day by a higher rate imposed upon the existing limited volume of business.

(3) Establishment of the multi-field insurance principle, so that American fire, marine, and fire-marine companies may transact all kinds of insurance other than life insurance and fidelity and surety bonding. Nearly all the States require fire and marine companies to limit their underwriting to these forms of insurance. Foreign competitors, on the contrary, have the privilege of writing numerous kinds of insurance, thus materially reducing overhead charges, enabling the companies to secure the support of business concerns by meeting their full insurance requirements, and enhancing the financial stability of the company, since various forms of insurance complement one another in that bad results in one branch are counterbalanced by good results in some other branch.

(4) Enlargement of reinsurance facilities. The comparative absence of such facilities has proven one of the greatest handicaps to American companies and has been responsible for the fact that a large proportion of American marine insurance has passed under the control of foreign interests by way of reinsurance with comparatively little reciprocity in this respect from foreign underwriters. One-half of all reinsurance placed by American companies during 1918 was given to foreign underwriters, admitted and nonadmitted. Most companies reported that their heavy reinsurance with foreign interests was due to necessity and not to choice. Many of the States have made it unnecessarily difficult for companies to enlarge their reinsurance facilities with other American underwriters. Nineteen States prohibit the reinsurance of risks located within the State with any but admitted companies. Twenty-five States permit risks written within their jurisdiction to be reinsured with nonadmitted companies, but in nearly all instances subject to severe restrictions, such as a refusal of credit to the ceding company for reduction of taxes or of reserve or other liabilities. Some of the States allowing reinsurance with unauthorized companies, permit the same only when the facilities of admitted companies have first been exhausted, and require an affidavit to this effect from the ceding company.

(5) Removal of limitations on the financial powers of companies which hamper operations in foreign fields. It is vital that American marine insurance companies extend their operations to foreign countries, although as yet they have scarcely made a beginning in this respect. By establishing themselves in all parts of the world foreign companies succeed in obtaining an enormous volume of business and an unequalled diversity of hazard. Through the use of foreign markets they share in the premium income of almost

every trade and thus obtain the benefits of a fairly constant and diversified premium income. A loss in any market during any particular period is apt to be counterbalanced by a profit in some other market. Foreign merchants are afforded everywhere the convenience of adequate underwriting facilities near at hand so that they may feel free to extend their activities because of the certainty of a continuous insurance market. The companies also enhance their competitive power, since loss in one foreign market is likely to be counterbalanced by profit in some other market, whereas American companies have thus far been obliged to rely upon a single market and that one largely under foreign domination.

**Model Marine Insurance Bill (H. R. 6775 and S. 210).**

Elimination of the legislative obstacles referred to rests entirely with the several States. Owing to decisions of the United States Supreme Court, the several States possess complete supervisory control over insurance, and the Federal Government is helpless to improve conditions except by recommendation and emphasis of the facts. Accordingly, the conclusions of the Committee on the Merchant Marine and Fisheries and the Shipping Board were embodied in a model bill for the regulation of marine insurance in the District of Columbia. The bill is now pending before the Congress.

Prior to its introduction the bill was given the widest possible publicity and received the earnest attention of all interested commercial and insurance organizations. Benefiting by the suggestions obtained from these numerous sources, it is believed that the bill in its present form will serve as a constructive fundamental measure for the regulation and upbuilding of marine insurance in this country. While regulating marine insurance, this bill is essentially a national commerce measure, owing to the close relationship between an adequate and independent national marine insurance institution and the maintenance of a merchant marine and the development of our foreign trade. Although drawn with special reference to the District of Columbia, the real object of the bill is to serve as a model for marine insurance legislation in the several States.

While necessarily detailed in character, in order to apply the desired changes in a practical way, the bill follows closely the findings and recommendations as outlined in the report on "Legislative obstructions, etc.," and which have already been described in this account. Its main provisions aim to bring about the fundamental changes referred to in the following manner:

(1) It is proposed under Chapter V of the bill to permit each State to tax the underwriting profit of a company, derived from marine insurance written within the United States and based on the results of a five-year average, in the proportion that the net

premiums of the company from marine insurance written within the State bear to the net marine premiums of the company written within the United States.

(2) To give American underwriters the advantages associated with the practice of multiple insurance, the bill gives marine, fire-marine, and fire companies the privilege of writing any lines other than life insurance and fidelity and surety bonding. But the bill is entirely fair to other kinds of companies in that it expressly provides that they are also privileged to write fire or marine insurance if they so desire. Nor is there the slightest intention to encourage unsound practices. For every additional class of insurance assumed a substantial increase in capital and surplus is provided. Moreover, every company writing more than one class of insurance is required to keep a separate account of all receipts in respect to each class of insurance, and the receipts in respect to each such class of insurance must be kept in a separate insurance fund with an appropriate name, which fund, exclusive of the capital stock and general surplus of the company, is to be as absolutely the security of the policyholders of that class as though it belonged to a company writing no other business than the insurance of that class. In other words, the capital stock and general surplus of the company (which are increased as the number of classes of insurance written increases) is available for the protection of all policyholders, irrespective of the class within which they may be insured. But for any given year the receipts derived within any class of insurance are allocated solely for the protection of policyholders within that class. Not until the end of each calendar year is the company authorized to declare a dividend out of profits earned in any particular class of insurance, or to allocate such profits, either in part or in whole, to its general surplus.

(3) To make reinsurance facilities sufficient, the bill enables direct writing companies to exchange business with other companies, if meeting proper standards of solvency, so freely as to make the operation of the reinsurance automatic and confidential. The bill not only provides for the creation of purely reinsurance companies but stipulates, further, that every insurance or reinsurance company, authorized to transact insurance or reinsurance in the State under consideration, be permitted to reinsure any part of an individual risk with (a) a company licensed in the State, or (b), and this is the important feature, a company licensed in other States in the United States which shows the same standards of solvency as would be required if it were at the time of such reinsurance authorized in the State under consideration to accept risks of the same kind as those reinsured, with proper allowance for reserves and other liabilities. General adoption of such a plan would greatly assist in removing

the restrictions on reinsurance which have heretofore proven a powerful factor in delivering a very substantial proportion of American reinsurance to foreign interests.

(4) To facilitate the entrance of American marine insurance companies in foreign markets, the bill proposes to eliminate certain important financial restrictions. Thus, it is provided that when an American company is required by the foreign nation within which it transacts business to make a deposit in securities of the foreign Government or otherwise, the excess of such deposit over the local reserve liability is allowed as an asset in the company's home statement. To do otherwise would mean that the more a company diversifies its hazards and stabilizes its income, by deriving it from numerous trades and localities, the weaker it must appear in its financial report. Further provision is made for liberal treatment with respect to the allowance, as admitted assets, of agents' balances in foreign countries, which are collectible, but which are overdue owing to necessary delays in transmitting reports and funds from distant points or to the necessary extension of longer credits to meet foreign competition. The bill also makes provision for the organization of corporations engaged exclusively in the writing of insurance (on the multiple-line plan) in foreign countries, the capital stock of which corporations may be owned by American companies engaged in the same kind of insurance, the holding companies to be given credit for the stock thus owned, as admitted assets, when rendering their financial statements.

#### **Memorial to the National Convention of Insurance Commissioners.**

Should the model marine insurance bill be passed by Congress it will next be necessary to induce the various marine States to adopt similar legislation. It is highly important that the States should adopt the measure promptly; otherwise our foreign competitors will succeed in irreparably injuring our chances of building up an adequate and independent American marine insurance business. Under date of August 18, 1920, the subcommittee of the Committee on Merchant Marine and Fisheries of the House of Representatives and the Shipping Board submitted a memorial, relative to the marine insurance problem, to the National Convention of Insurance Commissioners meeting at Beverly Hills, Calif. This memorial outlined in detail the difficulties surrounding American marine insurance, and presented the several recommendations incorporated within the model bill. Recognizing the important influence which the National Convention of Insurance Commissioners wields in shaping insurance legislation, the memorial expressed the hope that the convention would give its cooperation, either as a whole or through any of its committees, with a view to effecting a mutual understanding of the problems as outlined.

The national convention expressed its willingness to do all in its power to assist and further the aims of Congress in building up an American merchant marine, and appointed a special subcommittee to consider the memorial and the terms of the proposed model bill. Various meetings were held between this subcommittee of the national convention and representatives of the subcommittee of the Committee on Merchant Marine and Fisheries and the Shipping Board, at which all phases of the problem were discussed. Following these meetings, the committee rendered a report to the national convention, in which the following recommendations were offered:

(1) That a liberal policy of allowing credit for reinsurance along the lines of the proposed bill is highly desirable.

(2) That a profits tax, other things being equal, seems more equitable than an excise tax on premiums.

(3) That a complete insurance law should include provisions for the merger of insurance companies, and that the provisions of the proposed bill appear entirely sound.

(4) That the convention was in entire agreement with the position of the proponents of the bill that a successful entry to the foreign field depends on the ability to form and the right of companies to enter into underwriters' associations and syndicates, and that States which have antitrust laws prohibiting membership in such associations or syndicates should remove such prohibitions.

(5) That where State legislation is necessary to authorize insurance companies to establish foreign branches, such authorization should be made; that the convention has already taken action substantially along the lines indicated in the bill; and that where necessary statutory provision should be made for giving credit for agents' balances in accordance with the provisions of the bill.

(6) That the section of the proposed bill, providing for the incorporation of companies to engage exclusively in insurance in foreign countries and permitting the ownership of the capital stock of such corporations by American corporations engaged in the same kind of insurance is recommended, subject to the limitations that no insurance company shall invest more than 20 per cent of its capital and surplus in the stock of such corporation.

(7) With respect to multiple line insurance and the organization of purely reinsurance companies the committee did not see fit to report at this time. It did, however, report favorably upon the extension of the multiple-line privilege to American companies transacting business in foreign fields.

#### **Loss Through Theft, Pilferage, Breakage, and Nondelivery.**

Losses of this character reached such enormous proportions in the last few years as to prove a severe handicap to the export trade.

Such losses, moreover, seem to be increasing rapidly. An examination of rates charged by leading American insurance companies showed that, with respect to many of our foreign markets, insurance rates for this type of hazard were several times in excess of those charged for all of the ordinary marine risks combined. In some instances the ordinary marine rate was increased tenfold, and even more, by the inclusion of theft, pilferage, breakage and nondelivery. Reliable reports would indicate that during the past 12 months such rates increased from 100 to 1,000 per cent, depending upon the market under consideration. Nor was the problem confined to a limited number of markets; instead, insurance rates showed an appalling rise as regarded practically every foreign market to which American goods were sent. Complaints were particularly numerous with respect to the increase in such losses in the Latin-American export trade.

The facts indicate the existence of an intolerable economic waste calling for correction at the earliest possible date. Even ignoring the vital element of foreign competition, such waste should not be tolerated. But the fact is that foreign competition does enter into the problem. The huge increases in rates to cover the theft, pilferage, breakage, and nondelivery hazard represent a very decided differential against American exports if any of the competitors should precede Americans in reducing such losses for their merchants. Under such circumstances existing abnormal insurance rates would add to American exports a cost so high as to result in prohibitive prices for American products in foreign markets. The leading competitors, have already undertaken to eliminate the causes of the trouble. It is essential that Americans keep pace with their competitors in the solution of this vital problem. The nation that effects a substantial improvement will be at a decided advantage in foreign markets as compared with countries which neglect the matter and continue to operate under the conditions of waste. As a matter of fact a considerable number of American companies, despite the high rates, have already withdrawn from this field of insurance. Practically all leading American and foreign companies, when they accept the theft, pilferage, breakage and nondelivery hazard, agree to pay not more than 75 per cent of any claim, the merchant being obliged to assume the balance of the loss. Should marine rates for this class of insurance continue to rise further, or should underwriters withdraw entirely, as seems not at all improbable if conditions continue, the position of American exporters would be extremely serious.

The situation had on June 30, 1921, become such as to require immediate Government action in the direction of remedying the evil. The problem was receiving careful study with a view to select-



ing the proper plan for effecting a change of existing conditions, i. e., whether through amendment of existing legislation, or cooperation between shippers, shipowners and underwriters, or through both of these methods.

#### SHIP SALES DIVISION.

The Ship Sales Division was charged with disposing of the Board's tonnage, and functioned under the direct supervision of the Board. The division ascertained, before recommending sales to the Board, the availability of the vessels desired, and established the financial responsibility of the proposed purchaser and ability to carry out the purchase contract. It investigated the proposed form of insurance in order to protect the Board against losses by accident or fire or any other contingency which might imperil the Board's interest before final delivery of the vessel to the purchaser.

The sales policy which was in effect on June 30, 1921, was adopted on August 16, 1920. Under this policy the prices for steel cargo vessels ranged from \$160 to \$185 per dead-weight ton, less depreciation; terms, 10 per cent cash, 5 per cent every six months thereafter for two years, balance payable in installments of  $3\frac{1}{2}$  per cent every six months over a period of 10 years.

During the year the demand for steel cargo vessels declined very sharply, due to depression in the shipping business. During the period July 1, 1920, to June 30, 1921, 37 tugs, having a total sales value of \$2,170,500, were sold. Of the remaining tugs owned by the Board, the majority are of the steel ocean-going type.

Forty-one uncompleted wooden hulls were sold for \$2,063,542.67, or an average price of \$50,330.30.

By virtue of the design of the fleet of wooden vessels, their adaptability being limited to services involving short trips, efforts for their sale were concentrated in districts requiring such services, such as countries bordering on the Mediterranean, Adriatic, and Black Seas; in Norwegian countries; in the Gulf of Mexico and South America, and in China and other far-east territories.

The following tabulations show the total number of vessels, both completed and uncompleted, which were sold by the Board during the year, also a statement of the vessels returned to the Board on account of the purchasers being unable to make their deferred payments.

Vessels returned to the board and sales canceled during the fiscal year 1921.

Class of vessels returned.	Number of ves-sels.	Dead-weight ton-nage.	Net selling price.	Payments and allowances.			Amount of net selling price unpaid.
				Cash.	Allow-ances.	Total cash and allow-ances.	
New steel vessels:							
Cargo.....	40	290,562	\$54,660,014.79	\$5,705,949.99	\$500,000.00	\$6,205,949.99	\$48,454,064.80
Refrigerator.....	1	6,103	1,152,368.46	28,809.21	.....	28,809.21	1,123,559.25
Total.....	41	296,665	55,812,383.25	5,734,759.20	500,000.00	6,234,759.20	49,577,624.05
Requisitioned afloat, lakers, cargo.....	6	21,674	500,000.00	43,500.00	.....	43,500.00	456,500.00
Seized German cargo.....	11	75,945	8,529,755.00	717,898.78	.....	717,898.78	7,811,856.22
Wood, cargo.....	23	100,000	2,245,000.00	534,650.00	.....	534,650.00	1,710,350.00
Composite, cargo.....	11	41,700	1,210,000.00	243,500.00	.....	243,500.00	966,500.00
Concrete, tanker.....	1	7,500	700,000.00	50,000.00	.....	50,000.00	650,000.00
Tugs:							
Wood.....	2	352	160,000.00	40,000.00	.....	40,000.00	120,000.00
Steel.....	1	418	225,000.00	98,437.50	.....	98,437.50	126,562.50
Total.....	3	770	385,000.00	138,437.50	.....	138,437.50	246,562.50
Total vessels re-turned.....	96	544,234	69,382,138.25	7,462,745.48	500,000.00	7,962,745.48	61,419,392.77
Sales reported in fourth annual report canceled during fiscal year 1921:							
New steel vessels, cargo.....	17	127,232	17,500,550.00	.....	.....	.....	17,500,550.00
Seized German—Cargo.....	1	2,000	235,000.00	.....	.....	.....	235,000.00
Sailors.....	2	5,847	321,585.00	6,666.67	.....	6,666.67	314,918.33
Total.....	3	7,847	556,585.00	.....	.....	.....	549,918.33
Wood and barges.....	14	7,200	425,000.00	.....	.....	.....	425,000.00
Tugs, steel.....	1	86	21,000.00	.....	.....	.....	21,000.00
Total eliminations from fourth annual report.....	25	112,365	18,503,135.00	6,666.67	.....	6,666.67	18,496,468.33
Total returned and canceled.....	121	686,619	87,885,273.25	7,469,412.15	500,000.00	7,969,412.15	79,915,861.10

1 Sale not completed: vessel never delivered to purchaser; no money has ever been refunded to purchasers.

Uncompleted wood ship hulls sold during year ended June 30, 1921.

Name of hull.	Dead-weight ton-nage.	Amount of sale.	Name of hull.	Dead-weight ton-nage.	Amount of sale.
Quana.....	3,750	\$40,000.00	Harrasocket.....	3,850	\$60,000.00
Cuyos.....	3,850	60,000.00	Waukomis.....	3,850	40,000.00
Caskata.....	3,850	40,000.00	Albrook.....	3,850	40,000.00
Ashland.....	3,750	60,000.00	Aberfoil.....	3,850	55,000.00
Gildersleeve.....	3,850	10,000.00	Brevard.....	3,850	40,000.00
Iskum.....	3,850	40,000.00	Briardiff.....	3,850	55,000.00
Bustanga.....	3,850	60,000.00	Tartar (ocean tug).....	.....	124,000.00
Dussalan.....	3,850	55,000.00	Astrea (ocean tug).....	.....	115,000.00
Pasacus.....	3,850	55,000.00	Volant (ocean tug).....	.....	115,000.00
Orhom.....	3,850	40,000.00	Director (ocean tug).....	.....	75,333.33
Wacolum.....	3,850	40,000.00	Laborer (ocean tug).....	.....	73,333.34
Delmarie.....	3,850	40,000.00	Fort Dade.....	3,750	40,000.00
Winapie.....	3,850	60,000.00	Fort Laramie.....	3,850	56,500.00
Yustan.....	3,850	40,000.00	Centurion (ocean tug).....	.....	85,000.00
Ulak.....	3,750	60,000.00	Perseverance (ocean tug).....	.....	87,775.00
Dover.....	3,750	55,000.00	Monsoon (harbor tug).....	.....	11,500.00
Newburyport.....	3,750	60,000.00	Not named (barge).....	.....	5,000.00
Almont.....	3,500	1.00	Piscataqua (tug).....	.....	10,000.00
Ashford.....	3,500	.....	Fireproof (tug).....	.....	32,100.00
Isto.....	3,850	40,000.00	Portsmouth (tug).....	.....	20,000.00
Albee.....	3,750	40,000.00			

Statement of sales of vessels still in possession of purchasers as at June 30, 1921.

Class of vessels.	Number of vessels.	Dead-weight tonnage.	Net selling price.	Payments and allowances to June 30, 1921.			Balance unpaid June 30, 1921, represented by—		
				Cash.	Allowances.	Total cash and allowances.	Notes receivable.	Accounts receivable.	Total notes and accounts receivable.
<b>New steel vessels:</b>									
Cargo.....	88	479,908	\$94,727,900.00	\$21,894,893.19	\$4,169,612.49	\$28,064,505.68	\$40,333,819.98	\$28,324,574.94	\$68,663,394.32
Tankers.....	6	70,350	14,140,330.00	3,174,309.29	919,909.45	4,094,218.74	880,781.26	9,215,350.00	10,046,131.26
Refrigerators.....	2	19,450	4,716,625.00	2,282,230.05	717,767.12	3,000,000.00	.....	1,716,627.83	1,716,627.83
Transports.....	11	88,000	35,996,048.86	35,996,048.86	.....	.....	.....	.....	.....
<b>Total.....</b>	<b>105</b>	<b>657,708</b>	<b>149,580,923.86</b>	<b>63,347,481.39</b>	<b>5,807,289.06</b>	<b>69,154,770.45</b>	<b>41,169,601.24</b>	<b>39,256,552.17</b>	<b>80,426,153.41</b>
<b>Requisitioned on ways—Reconveyed to former owners:</b>									
Cargo.....	35	305,568	33,625,903.81	19,901,531.91	4,251,239.95	24,152,821.86	8,688,639.49	5,784,422.46	14,473,081.95
Tanker.....	36	375,317	50,717,600.43	43,458,751.27	1,240,554.98	44,700,306.25	5,646,760.96	370,533.22	6,017,294.18
Passenger and freight.....	8	50,362	12,577,273.20	9,564,713.83	1,078,314.00	10,643,027.83	1,866,552.00	67,333.32	1,934,240.32
<b>Total.....</b>	<b>79</b>	<b>731,747</b>	<b>101,920,777.44</b>	<b>72,926,002.06</b>	<b>6,570,158.93</b>	<b>79,496,160.99</b>	<b>16,202,272.45</b>	<b>6,222,344.00</b>	<b>22,424,616.45</b>
<b>Requisitioned afloat:</b>									
Steel cargo.....	29	104,920	3,420,862.50	3,341,834.13	8,978.37	3,350,862.50	70,000.00	.....	70,000.00
Steel tugs.....	3	1,156	304,000.00	293,875.00	.....	293,875.00	10,125.00	.....	10,125.00
Wood barges and deck scoops.....	9	5,500	80,000.00	80,000.00	.....	80,000.00	.....	.....	.....
<b>Total.....</b>	<b>46</b>	<b>111,576</b>	<b>3,804,862.50</b>	<b>3,715,739.13</b>	<b>8,978.37</b>	<b>3,724,737.50</b>	<b>80,125.00</b>	.....	<b>80,125.00</b>
<b>Purchased American, steel cargo.....</b>	<b>2</b>	<b>6,050</b>	<b>478,600.00</b>	<b>469,775.00</b>	<b>8,825.00</b>	<b>413,600.00</b>	<b>65,000.00</b>	.....	<b>65,000.00</b>
<b>Purchased Austrian, steel cargo.....</b>	<b>5</b>	<b>30,233</b>	<b>4,259,397.50</b>	<b>1,762,300.63</b>	.....	<b>1,762,300.63</b>	<b>1,619,966.87</b>	<b>377,500.00</b>	<b>2,497,006.87</b>
<b>Seized German:</b>									
Cargo.....	18	110,194	15,132,336.00	4,335,511.30	15,000.00	4,368,511.30	3,991,023.95	7,701,642.90	11,682,668.45
Passenger and freight.....	9	44,872	3,501,250.00	1,862,406.25	.....	1,862,406.25	720,000.00	.....	720,000.00
Sellers.....	4	16,850	899,250.00	219,120.50	5,700.00	224,820.50	674,429.50	.....	674,429.50
Tugs.....	1	86	21,000.00	21,000.00	.....	21,000.00	.....	.....	.....
Barges (wood).....	3	1,216	11,500.00	11,500.00	.....	11,500.00	.....	.....	.....
<b>Total.....</b>	<b>35</b>	<b>172,708</b>	<b>19,565,336.00</b>	<b>6,467,538.05</b>	<b>20,700.00</b>	<b>6,488,238.05</b>	<b>5,375,453.45</b>	<b>7,701,642.90</b>	<b>13,077,097.95</b>
<b>Wood:</b>									
Cargo.....	6	22,530	2,151,269.55	1,487,554.55	634,083.00	2,121,588.55	.....	29,700.00	29,700.00
Barges.....	31	89,300	4,249,242.69	4,121,142.69	.....	4,121,142.69	128,100.00	.....	128,100.00
<b>Total.....</b>	<b>37</b>	<b>112,030</b>	<b>6,400,532.24</b>	<b>5,608,697.24</b>	<b>634,083.00</b>	<b>6,242,732.24</b>	<b>128,100.00</b>	<b>29,700.00</b>	<b>157,800.00</b>

Composite, cargo.....	4	14,150	1,030,000.00	535,000.00	15,000.00	550,000.00	480,000.00	480,000.00
Tugs:								
Wood.....	48	9,483	3,807,500.00	2,502,818.58	52,568.92	2,555,387.50	1,252,112.50	1,252,112.50
Steel.....	19	6,212	3,059,500.00	2,207,375.00	4,000.00	2,211,375.00	848,135.00	848,135.00
Total.....	67	15,695	6,867,000.00	4,710,193.58	56,568.92	4,766,762.50	2,100,237.50	2,100,237.50
Grand total.....	380	1,851,902	293,907,429.54	159,482,747.08	13,116,555.28	172,399,302.36	67,220,388.51	64,087,738.67

NOTE.—Notes receivable—Notes in the possession of the Treasurer, Emergency Fleet Corporation. Accounts receivable—Accounts supported by sales contracts.

### RECRUITING SERVICE.

The Recruiting Service on June 30, 1921, consisted of the navigation and engineering schools for training licensed officers and the Sea Service Bureau for placing officers and men on United States ships. Until December 31, 1920, when the Sea Training Bureau was abolished, the Recruiting Service had that division under its jurisdiction, which trained men below the grade of licensed officers.

**Sea Training Bureau.**

The activities of this branch of the service were curtailed during the first few months of the fiscal year and discontinued entirely about December 31, 1920, on account of the supply of men being equal to the demand, due to many ships being placed out of commission.

This branch of the service maintained training stations during the period mentioned at Camp Stuart, Va., San Francisco, Calif., and Seattle, Wash. Five training ships were also operated in conjunction with the camps. One thousand nine hundred and three men were trained for the unlicensed ratings from July 1 to December 31, 1920. The total number of men trained for the unlicensed ratings from the establishment of the bureau in January, 1918, to December 31, 1920, was 34,238.

**Navigation and Engineering Schools.**

There were at end of the fiscal year 7 navigation and 5 engineering schools for training officers, located on the Atlantic, Gulf, and Pacific coasts. These schools, excluding turbine training, had total average attendance of about 225 men. All schools on the Great Lakes and those at several coast ports were closed on account of the supply of officers being equal to the demand.

An advanced course in navigation and ships' business was developed in the navigation schools for men already holding licenses. The course in the engineering schools was developed, not only to give advanced instructions to licensed men on marine engines but to teach the operation, repair, adjustment, and general upkeep of marine turbines; also to teach elementary drafting and electricity; fuel, oil and other economics, as well as related subjects.

The continuance of these advanced courses is essential as an aid to increasing the efficiency of officers and thus saving thousands of dollars through improved economical operation. The schools have become very popular with the licensed personnel and are stimulating in the men a desire for broader knowledge of their work.

There were graduated from the schools during the fiscal year a total of 1,300 men, of which number 1,190, or 91 per cent, either hold or have since received licenses. The total number of graduates, together with the grades of license received by them, from the time of the establishment of the first school in June, 1917, to June 30, 1921, was as follows:

Total number of graduates.....		<u>14,712</u>
Total number of graduates licensed as—		
Masters.....	338	
First mates.....	541	
Second mates.....	2,031	
Third mates.....	<u>3,759</u>	6,669
Total number of graduates licensed as—		
Chief engineers.....	203	
First assistants.....	565	
Second assistants.....	1,567	
Third assistants.....	<u>1,828</u>	4,163
Total number of graduates licensed.....		<u>10,832</u>

The above figures show that 74 per cent of all the graduates of the navigation and engineering schools hold licenses.

#### Schools for Turbine Training.

The Recruiting Service maintained at the plants of the Westinghouse and General Electric Cos., with their aid and cooperation, a special course in the operation, adjustment and repair of marine turbines for the training of licensed men experienced on reciprocating engines. The instruction was of a practical character, with shop work, lectures, study of blue prints, and other classroom work, under competent instructors, so arranged to obtain the best results in the six weeks' course. The number of engineers trained on turbines during the fiscal year was 289. Prior to June 30, 1920, 372 engineers had been trained on this work, a grand total of 661.

A total of 26 engineers with exceptional qualifications and experience were trained on electric drive and a few were instructed in the operation of internal combustion engines, Diesel type. The training of men for the two classes above mentioned was stopped because of a very limited demand for men so trained. This type of training can be resumed whenever the demand warrants.

#### Sea Service Bureau.

This bureau maintained agencies at 15 Atlantic, Gulf, and Pacific coast ports. During the last fiscal year these agencies placed on United States ships a total of 110,538 officers and men, of whom 68.8 per cent were Americans. Six agencies and subagencies were closed during the year, including those on the Great Lakes. Temporary agencies were reopened on the Great Lakes, however, on May 1 and continued to the middle of June in order to help supply engineers to the coast ports during the national marine strike.

The Sea Service Bureau placed on ships between May 1 and June 15, at which time the marine engineers returned to work, a total of 15,029 officers and men. The total number of officers and men placed on American ships by the bureau since its establishment in 1918 is 359,209.

The following table shows the number of officers and men of every grade placed by each agency during the past year.



Penitmen.....	14	6	14	4	4	1	26	4	6	6	1	2	6	21	6	121
Junior officers.....	66	2	5	1	1	35	130	1	2	73	96	1	23	33	14	
Miscellaneous.....	66	66	827	41	41	35	3	51	79	1	1	1	23	33	1	
Total.....	6,128	20,657	11,382	12,040	5,105	3,187	14,511	3,975	3,000	440	3,305	166	1,915	6,280	3,640	111,492
																110,588

68.8 per cent Americans.



## DIVISION OF REGULATION.

The functions of the Division of Regulation were set forth at length in the last annual report. The activities during the year ended June 30, 1921, were as follows:

**Carriers' Contracts and Conferences.**

Agreements between water carriers and other persons subject to the Board, copies of memoranda of which are required to be filed by section 15 of the Shipping Act, demanded the attention of the division during the year. These agreements embraced formal documents, minutes of regularly held conferences, and memoranda of oral working arrangements. All the features thereof were analyzed with a view of determining their propriety in respect to the regulatory sections of the act, and steps taken to bring them in rapport therewith. Copies of memoranda of 105 agreements, excluding conference papers, were submitted during the year, making a total number of contracts now on file 299. Due to changing conditions affecting shipping operations, practically all of these were the subject of current revision with regard to one or several of their provisions.

Minutes of 2,230 steamship conference meetings and 2,637 conference tariffs were received. All conference papers were examined in the light of the provisions of the statute and any matters in conflict therewith rectified prior to acceptance for filing. Papers of 13 new conferences, 6 of which meet in foreign ports, were received during the year, making a total of 46 conferences which filed agreements and other papers under section 15 of the act. A number of these conferences were divided into subcommittees and trade groups which function practically as independent conferences, holding meetings regularly and issuing their minutes and tariffs, the general or executive committee exercising only supervisory authority over them. The North Atlantic-West Indies Conference had 7 such subcommittees; the Gulf Shipping Conference had 15 subcommittees; while the Galveston subcommittee of this conference is again subdivided into 8 trade-group conferences, which meet regularly; the homeward division of the Trans-Pacific Conference had 5; and the India Homeward Conference, which meets at Calcutta, has subcommittees at Bombay and Madras; all of which filed agreements with this division.

Examination of these conference papers revealed instances of contemplated practices on the part of steamship lines which would have constituted undue discriminations inhibited by the Shipping Act. Seasonable action prevented effectuating such practices.

**Formal Docket.**

During the year, seven formal hearings were conducted by the Division of Regulation, pursuant to section 22 of the Shipping Act.

Five of these complaints were filed by shippers, while 2 were instituted by the Board of its own motion. Of chief importance among these proceedings was *ex parte* 2, which was conducted to determine the reasonableness of blanket increases in rates, fares, and charges proposed by carriers subject to the Board operating between ports on the Atlantic and Gulf coasts and on the Great Lakes. As a result of this proceeding the Board granted increases in freight rates to the Atlantic and Gulf lines ranging from 25 to 40 per cent. The Great Lakes carriers were authorized to increase their freight rates 40 per cent, and passenger fares were increased 20 per cent, on all lines with the exception of those between New York and the Canal Zone and New York and the Virgin Islands, where an increase of 33 $\frac{1}{3}$  per cent was authorized. Increases of 10 per cent in freight rates were authorized between New York and the Canal Zone, and an increase of 20 per cent between New York and Porto Rico. On intersectional traffic, an increase of 33 $\frac{1}{3}$  per cent was granted. These increases were considered necessary to afford the carriers a sufficiently remunerative rate, in view of high operating costs, and to enable them to earn a reasonable return upon the value of their property devoted to the public service. Other hearings conducted during the year involved the reasonableness of rates on wool and related articles between Boston and Philadelphia and between Boston and New York, alleged discriminatory practices with reference to terminal deliveries at Philadelphia, New York, and Boston, and questions in respect of the reasonableness of tariff classifications applied on shipments of steel stampings transported from Philadelphia to Baltimore.

#### **Informal Docket.**

Sixty-five complaints were filed and accorded attention on the informal docket by the division in conformity with article 24 of the Rules and Practice of the Board, as compared with 42 complaints during the year ended June 30, 1920. Adjustments on a basis satisfactory to all parties were reached in connection with 49 of these cases; 16 complaints were still pending on the informal docket at the end of the year.

These informal complaints presented a multitude of questions arising out of controversies between shippers and carriers in respect to transportation transactions; and briefly involved such matters as departures by carriers from tariff rates on file, improper classification of articles of commerce, failure of carriers to transport shipments offered, erroneous application of less-than-carload rates to aggregated shipments equaling or exceeding carload minima, and the propriety of tariff and bill-of-lading rules and regulations of carriers.

Although under the statute the Board can not compel shippers and carriers to comply with conclusions reached in informal cases, nevertheless, in practically every case thus far determined, the parties concerned willingly abided by such conclusions, with the result that the controversy between them was amicably settled.

#### **Tariffs.**

During the year carriers filed 1,867 tariffs with the division, as required by section 18 of the act and tariff circular No. 1 adopted by the Board, an increase of 415 tariffs over the previous year. These tariffs contained the rates, rules, and regulations which governed the activities of carriers engaged in interstate commerce as defined in section 1 of the act. The increase in the number of tariffs filed was due first to the general increases in rates, fares, and charges authorized by the Board in *ex parte* 2; and, second, to the decline in freight rates, which affected transportation by water during the past several months. Shippers, carriers, and departments of the Government utilized the public tariff file maintained. One hundred and nineteen interstate water carriers were filing tariffs, making an increase of 20 over those who filed during the previous year. In addition 13 tariff agencies submitted tariffs.

#### **Special Investigations and Reports.**

The division was called upon to make special investigations and reports relative to matters and practices claimed to be in contravention of the Shipping Act. In some instances formal proceedings were held before the Board, and in others the division conducted the investigations by correspondence and personal interview. In regard to the former, the division was represented at the proceedings and prepared reports and recommendations predicated upon the evidence adduced. These investigations concerned such matters as the refusal by common carriers to transport and establish rates on articles of commerce; the citizenship of water carriers about to transport freight and passengers between ports in the continental United States and its territories; the effecting by foreign conference lines of an exclusive contract for the transportation of the 1920-21 Egyptian cotton crop; refusals by foreign carriers to admit American lines to conference membership in respect of the payment of deferred rebates on shipments between foreign ports; and the differential to be applied between shipments of grain and grain products moving to foreign ports via Shipping Board vessels.

#### **General.**

The compilation of data gathered by means of general circular No. 2 was continued and extended. Information obtained by means of this circular relative to the operation of steamship and terminal com-

panies which have been circularized up to and including June 30, 1921, is as follows:

1. Water carriers whose services have been discontinued.....	200
2. Intrastate water carriers operating on rivers, lakes, or oceans.....	138
3. Water carriers operating in interstate commerce on the inland waters of the United States, either river, lake, or canal (excluding the Great Lakes) .....	83
4. Operators of towage, lightering, or ferriage service.....	107
5. Water carriers engaged in interstate tramp service.....	196
6. Water carriers engaged in foreign tramp service.....	182
7. Water carriers subject to the jurisdiction of the Interstate Commerce Commission.....	28
8. Water carriers operating on regular routes in interstate commerce on the high seas or Great Lakes subject to the jurisdiction of the Board..	119
9. Water carriers operating on regular routes in foreign commerce of the United States subject to the jurisdiction of the Board.....	241
10. Water carriers engaged in exclusively proprietary service.....	106
11. Forwarders and other persons subject to the jurisdiction of the Board..	32

The number of carriers and other persons subject to the jurisdiction of the Board is thus shown to be 392, an increase of 128 over the corresponding period ended June 30, 1920.

#### INDUSTRIAL RELATIONS DIVISION.

The division acted as a coordinating agency in all marine labor matters which affected the Board and supervised labor questions pertaining to the operation of vessels and marine equipment, including the work of loading and unloading; securing of peaceable adjustments of disputes which have proved so costly in the past; negotiating working agreements and generally promoting better relations between employer and employee in the marine industry.

##### Marine Labor.

During the year the marine field of labor affairs was characterized by the absence of strikes until late in the spring of 1921. Only such disputes arose as could be settled either in conferences by the grievance committees or in conferences with the representatives of the bodies involved. Events proved the effectiveness of the grievance committees which were set up by the respective working agreements.

Due to the laying up of a number of vessels the 60,000 men normally required to man the fleet was materially reduced. The division worked in harmony with the private owners in fixing labor policies and used its offices to bring together private shipowners in working out the agreements to which the Board might become a party, giving stability to labor on board ship.

In August, 1920, a new working agreement was reached with deck officers for the Atlantic and Gulf coasts. The agreement called for

the old 1919-20 wage scale; slightly increased the subsistence and room allowance; set up grievance committees for the peaceable adjustment of disputes; the agreement to run until August 1, 1921. Negotiations looking to similar agreements were attempted with the engineers and radio operators, but due to demands for wage increases which were refused by the private owners and the Shipping Board, agreements with these organizations were not signed until November, and then to run only until May 1, 1921, with the consummation of which the Board became a party to agreements between the steamship owners and the employees on the Atlantic and Gulf coasts, fixing wages and working conditions with the deck officers, expiring August 1, 1921; marine engineers, expiring May 1, 1921; sailors, firemen, cooks, and stewards, May 1, 1921; radio operators, May 1, 1921.

Separate agreements were adopted on the Pacific coast with an optional 30-day revocation clause and were still in force by consent of all parties. Following notice by the employers of the termination of the Pacific-coast agreements and subsequent negotiations resulting in a deadlock, it was decided to postpone the settlement until after the East-coast wage and working conditions were determined. This left both coasts in the position of discussing at the same time new agreements for all marine unions, except the deck officers, to run from May 1, 1921.

Negotiations began early in April and ended with the calling of a general marine conference on April 27, the unions refusing to accept a 15 per cent wage reduction which seemed warranted by the change in economic conditions. Following the abrupt termination of this conference a general marine strike was called on all American ships which lasted until June 14, when wage scales involving a 15 per cent reduction and certain changes in working conditions were promulgated by the Shipping Board and accepted by the unions to run until January 1, 1922.

#### **Longshore Labor.**

On September 1, 1920, the Board, acting under a clause setting up a peace-time National Adjustment Commission for longshoremen, announced that it would withdraw from the commission on October 1 following, when the year's agreements with longshoremen in the Atlantic and Gulf deep-sea trade expired. The old National Adjustment Commission awards were, however, replaced in the ports of Boston, New York, Baltimore, and Norfolk by agreements running for 12 months (to Oct. 1, 1921), and in the main retaining all the old working conditions as well as the old wage scale, the only changes being those necessitated by local conditions in each port. The ports of the South Atlantic and Gulf district worked all year without agreements. There were sporadic and short-lived strikes in some of these ports, but no serious stoppage of work. In

the ports covered by agreements, local disputes were handled quickly and effectively by the grievance boards provided in the respective agreements. Longshore labor was plentiful and worked more efficiently than during 1919-20.

#### **Shipyard Labor.**

The most important changes in the shipyard and ship repair yard situation were the passage of a series of resolutions by the Board which removed from the shipyards employers the necessity for maintaining the scale of wages established by the Macy Board during the war period. Reductions averaging 10 per cent were made in practically all yards throughout the country. The change was attended by strikes in many of the cities affected, of which those in Philadelphia and New Orleans were most serious. Gradually, however, the workmen decided to accept the new conditions in view of the changed economic conditions.

No field force was maintained by the division, but the necessity for personal contact in strategic ports was met by frequent visits by the officers of the division. The gradual shifting from war to peace conditions following the downward trend in the cost of living presented difficulties and required careful study and tactful handling. The Board, being the largest owner and operator, to a great extent regulated labor rates and working conditions which affected the marine personnel. As a result, the necessity for dealing with labor matters for along shore and aboard ship from a national standpoint was obvious. Independent action at one port to fit the local conditions reacts in greater proportion elsewhere to the detriment of the whole scheme. If concessions were granted in one locality they invariably produced dissension or disturbances at other ports, and this was prevented largely through the following of a consistent policy worked out from the standpoint of the industry as a whole.

#### **REPORT OF THE ADVERTISING DEPARTMENT.**

The department was organized first as a bureau of information, later supervising the conduct of advertising work similar to that carried on by commercial organizations.

The initial activity in this line was a country-wide advertising survey for which the Board appropriated \$50,000. The work was done by a very large group of advertising agencies, the final cost being less than \$8,000. Following this survey, a county-wide campaign in daily newspapers was conducted at a cost of \$75,000. This was a general campaign exploiting the passenger and freight services of the Board. A separate similar campaign costing \$20,000 was conducted through national magazines. Other freight and passenger advertising was placed direct by the department in newspapers,

trade papers, and marine publications at a total cost of approximately \$66,000.

Passenger and freight advertising of the individual operators of Shipping Board vessels was supervised by the department; the costs being approximately \$630,000.

The department supervised the preparation and placing of advertising campaigns for the disposal of surplus ships, shipyards, material, housing projects, and for the purchase of bunker coal, fuel, and lubricating oils, supplies, etc., at a total advertising cost of about \$100,000.

The department arranged for and supervised the production of a series of motion pictures. The cost for this enterprise was approximately \$31,000.

#### STATISTICAL STUDIES.

Table I gives a recapitulation of the vessels which were owned by the Board as of June 30, 1920. These are classified as to their types and dead-weight tonnage. On June 30, 1920, the Board owned 1,574 vessels of 9,358,421 dead-weight tons.

Table II gives a recapitulation of the vessels which were owned by the Board as of June 30, 1921. A comparison of the recapitulations of June 30, 1920, and June 30, 1921, showed an increase of 218 vessels. The total of all classes for the fiscal year ending June 30, 1921, was 1,792 vessels of 11,323,668 dead-weight tons as compared to 1,574 vessels of 9,358,421 dead-weight tons for the year ending June 30, 1920.

Table III shows the vessels (exclusive of tugs) which were owned and controlled by the Board as of June 30, 1921. The total was 1,740 of 11,323,668 dead-weight tons. This table includes the seized German and Austrian vessels.

Table IV gives the steel cargo vessels which were owned by the Board on June 30, 1920, segregated according to dead-weight tonnage and speed. The total was 1,293 vessels of which 309 had dead-weight tonnage of 8,000 to 8,999 each. It is to be noticed that there was a creditable number of steel vessels of the larger type.

Table V shows the number of sailings of Board vessels from European ports during the fiscal year. The total sailings during the year were 5,130, showing a gradual decline during the last three months.

Table VI gives the changes in the United States seagoing merchant marine, 500 gross tons and over, at the end of the fiscal years June 30, 1920, and June 30, 1921. On June 30, 1920, there were 2,442 steam vessels of 10,203,842 gross tons while on June 30, 1921, there were 2,752 steam vessels of 12,115,571. The grand total for

the fiscal year ended June 30, 1921, was 3,723 vessels of 13,234,401 gross tons. This shows an increase of 319 vessels of 1,955,660 gross tons.

TABLE I.—Recapitulation of ships owned by the United States Shipping Board as of June 30, 1920.

	10,000 dead-weight tons and over.		9,000 to 9,999 dead-weight tons.		8,000 to 8,999 dead-weight tons.		7,000 to 7,999 dead-weight tons.		6,000 to 6,999 dead-weight tons.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
Steel cargo steamers.	46	518,790	141	1,331,426	247	2,140,034	132	1,015,388	20	126,330
Steel refrigerator steamers.	1	10,100	1	9,400	7	58,707	.....	.....	2	12,179
Steel tank steamers.	36	371,373	10	92,187	3	26,929	10	72,770	3	18,967
Steel passenger steamers.	13	177,244	.....	.....	6	51,870	1	7,050	3	19,790
Steel transports.	1	12,500	.....	.....	1	8,822	.....	.....	.....	.....
<b>Total.</b>	<b>97</b>	<b>1,090,007</b>	<b>152</b>	<b>1,433,013</b>	<b>264</b>	<b>2,286,362</b>	<b>143</b>	<b>1,095,208</b>	<b>28</b>	<b>177,266</b>

	5,000 to 5,999 dead-weight tons.		4,000 to 4,999 dead-weight tons.		3,000 to 3,999 dead-weight tons.		2,000 to 2,999 dead-weight tons.		Total.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
Steel cargo steamers.	137	710,790	214	885,165	166	573,079	20	55,005	1,123	7,356,007
Steel refrigerator steamers.	4	22,234	1	4,800	.....	.....	.....	.....	15	112,620
Steel tank steamers.	.....	.....	.....	.....	.....	.....	.....	.....	63	587,026
Steel passenger steamers.	3	16,530	1	4,630	.....	.....	.....	.....	27	277,114
Steel transports.	1	5,299	.....	.....	.....	.....	.....	.....	3	26,621
Wood cargo steamers.	.....	.....	29	130,253	227	817,105	1	2,500	257	949,858
Composite cargo steamers.	.....	.....	10	35,675	.....	.....	.....	.....	10	35,675
Concrete cargo steamers.	.....	.....	4	13,500	.....	.....	.....	.....	4	13,500
Tugs (ocean-going).	.....	.....	.....	.....	.....	.....	.....	.....	45	.....
Tugs (harbor).	.....	.....	.....	.....	.....	.....	.....	.....	27	.....
<b>Total.</b>	<b>145</b>	<b>754,853</b>	<b>269</b>	<b>1,074,023</b>	<b>393</b>	<b>1,390,184</b>	<b>21</b>	<b>57,505</b>	<b>1,574</b>	<b>9,358,421</b>

TABLE II.—Recapitulation of ships owned by the United States Shipping Board as of June 30, 1921.

	10,000 dead-weight tons and over.		9,000 to 9,999 dead-weight tons.		8,000 to 8,999 dead-weight tons.		7,000 to 7,999 dead-weight tons.		6,000 to 6,999 dead-weight tons.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
Steel cargo steamers.	62	707,431	177	1,682,389	309	2,665,681	162	1,247,291	24	154,886
Steel refrigerator steamers.	1	10,309	.....	.....	8	67,281	.....	.....	3	18,282
Steel tank steamers.	47	488,408	17	162,435	5	44,895	13	96,073	5	31,029
Concrete tank steamers.	.....	.....	.....	.....	.....	.....	5	37,500	3	18,783
Steel passenger steamers.	24	316,461	1	9,980	4	34,170	1	7,050	4	26,690
<b>Total.</b>	<b>134</b>	<b>1,522,609</b>	<b>195</b>	<b>1,854,804</b>	<b>326</b>	<b>2,812,027</b>	<b>181</b>	<b>1,387,914</b>	<b>39</b>	<b>249,670</b>



TABLE II.—Recapitulation of ships owned by the United States Shipping Board as of June 30, 1921—Continued.

	5,000 to 3,999 dead-weight tons.		4,000 to 3,999 dead-weight tons.		3,000 to 2,999 dead-weight tons.		2,000 to 2,999 dead-weight tons.		Total.	
	Num- ber.	Dead- weight tons.	Num- ber.	Dead- weight tons.	Num- ber.	Dead- weight tons.	Num- ber.	Dead- weight tons.	Num- ber.	Dead- weight tons.
Steel cargo steamers.	151	794,372	226	945,161	155	536,434	27	75,004	1,293	8,808,649
Steel refrigerator steamers.	4	22,234							16	118,106
Steel tank steamers.			1	4,841			1	1,200	89	828,881
Steel passenger steamers.	2	10,810	3	12,760					39	417,921
Steel colliers.	2	10,972			1	3,860			3	14,832
Wood and composite cargo steamers.					288	1,066,649			288	1,066,649
Concrete cargo steamers.					2	6,500			2	6,500
Concrete tank steamers.									8	56,283
Steel cargo sailing vessels.							2	5,847	2	5,847
Tugs (ocean-going).									38	
Tugs (harbor).									14	
Total.....	159	838,388	229	962,762	447	1,613,443	30	82,051	1,792	11,323,668

TABLE III.—Vessels owned and controlled by the United States Shipping Board as of June 30, 1921 (exclusive of tugs).

	Total.		Cargo.		Cargo and pas- senger.	
	Num- ber.	Dead- weight tons.	Num- ber.	Dead- weight tons.	Num- ber.	Dead- weight tons.
Contract steel vessels.	1,148	8,108,513	1,053	7,165,772	13	158,754
Requisition steel vessels.	229	1,546,596	205	1,373,824		
Wood and composite vessels.	288	1,066,649	288	1,066,649		
Concrete vessels.	10	62,783	2	6,500		
Purchased vessels.	22	173,395	18	156,135	2	12,200
Seized German and Austrian vessels.	41	359,885	17	112,918	24	246,967
Ex-German sailers.	2	5,847	2	5,847		
Total.....	1,740	11,323,668	1,585	9,887,645	39	417,921

	Tankers.		Refrigerators.		Colliers.	
	Num- ber.	Dead- weight tons.	Num- ber.	Dead- weight tons.	Num- ber.	Dead- weight tons.
Contract steel vessels.	74	716,706	8	67,281		
Requisition steel vessels.	14	110,975	8	50,825	2	10,972
Concrete vessels.	8	56,283				
Purchased vessels.	1	1,200			1	3,860
Total.....	97	885,164	16	118,106	3	14,832

TABLE IV.—Steel cargo vessels owned by the United States Shipping Board segregated according to dead-weight tonnage and speed.

10,000 dead-weight tons and over		9,000 to 9,999 dead-weight tons.		8,000 to 8,999 dead-weight tons.		7,000 to 7,999 dead-weight tons.		6,000 to 6,999 dead-weight tons.		5,000 to 5,999 dead-weight tons.		4,000 to 4,999 dead-weight tons.		3,000 to 3,999 dead-weight tons.		2,000 to 2,999 dead-weight tons.		Total.	
Speed.	Number.	Speed.	Number.	Speed.	Number.	Speed.	Number.	Speed.	Number.	Speed.	Number.	Speed.	Number.	Speed.	Number.	Speed.	Number.	Speed.	Number.
13.5	1																	13.5	1
12.5	1																	12.5	1
12	2																	12	2
11.5	2	11.5	20	11.5	20	11.5	94	11.5	6	12	1							11.5	10
11	11	11.9	11	11.5	58	11	6											11	138
10.5	15	10.5	21	10.5	150	10.5	43	10.5	8	11	15	11.5	1					10.5	216
10	6	10	8	10	31	10	19	11	10	6	10	10.5	3					10	376
9.5	1	9.5	1	9.5	9	9.5	1	9.5	1	9.5	1	17.5	9	17.5	10	9.5	13	9.5	103
9	1	9	1	9	15	9	2	9	2	9	2	9	2	9	2	9	2	9	277
8.5	1	8.5	4	8.5	8	8.5	9	8.5	2	8.5	2	8.5	1	8.5	1	8.5	1	8.5	45
8	1	8	4	8	9	8	5	8	5	8	5	8.5	13	8.5	16	8	5	8	46
7.5	1	7.5	4	7.5	4	7.5	1	7.5	1	7.5	1	7.5	1	7.5	1	7.5	1	7.5	24
6.5				6.5	1	7	1	6.5	1	6.5	1	6.5	2	6.5	2	6.5	2	6.5	6
6				6	1			6	1	6	1	6	2	6	2	6	2	6	4
Total	60	177	309	164	24	150	227	155	27	1203									

TABLE V.—Number of sailings of Shipping Board vessels from European ports during the fiscal year, by districts.

District.	Total.	1920										June.	
		July.	August.	September.	October.	November.	December.	January.	February.	March.	April.		May.
* Total.....	5,130	458	391	435	440	458	505	499	376	436	397	367	368
United Kingdom.....	1,373	133	103	150	148	120	113	133	105	104	94	80	90
Scandinavian and Baltic.....	54	72	70	73	55	35	36	42	31	38	46	54	39
Holland, Belgium, and Germany.....	255	67	54	50	51	85	106	151	75	105	93	81	68
France and North Africa.....	949	68	75	69	80	101	111	101	66	73	47	62	57
Spain and Portugal..	479	58	44	45	48	53	28	49	40	38	19	23	34
Italy and Adriatic..	213	18	11	4	10	21	21	29	17	23	17	23	19
Greece and Aegean..	156	13	5	8	8	5	11	11	16	23	23	11	22
Turkey and Black Sea.....	191	11	11	10	12	11	32	10	18	18	33	12	13
Egypt.....	139	13	15	9	16	17	12	18	7	7	9	9	7
Other ports.....	93	3	3	8	10	10	5	5	3	7	6	12	19

TABLE VI.—United States merchant marine on June 30, 1920, and June 30, 1921—Vessels of 700 gross tons and over.

Date.	500 to 999 gross tons.				1,000 gross tons and over.				Grand total.	
	Sail.		Steam.		Sail.		Steam.		Sail and steam.	
	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.
June 30, 1920.	428	331,029	137	101,610	397	612,260	2,142	10,203,542	3,404	11,278,741
June 30, 1921.	413	318,743	136	100,133	422	609,954	2,732	12,115,571	3,723	13,234,401
Decrease.	15	12,286	1	1,477	25	57,694	310	1,911,729	319	1,955,660
Increase.										

## REPORT OF THE EUROPEAN ORGANIZATION.

The European organization of the Shipping Board at the close of the fiscal year on June 30, 1921, completed two years of its existence, having been established in June, 1919.

Two main principles affected the reorganization undertaken in July, 1920; retrenchment to the fullest extent possible without impairment of efficiency, and a fuller participation of American personnel in the activities of the Board in Europe. Foreigners were replaced by American citizens wherever possible, leaving other nationals employed only in clerical and stenographic work, for the most part.

A guiding principle in the administration of the Board's European affairs was full and complete cooperation with the Washington office. To further this end, the London office was established on a basis of organization as similar to that prevailing in Washington as the difference in working conditions and problems to be met in Europe would permit.

The duties and functions of the European organization in meeting the difficult conditions which prevailed in the shipping world during the past year are given herewith:

**Division of Operations.**

In the fiscal year July 1, 1920, to June 30, 1921, inclusive, important steps were taken in the development of American shipping in Europe.

During this period the turnaround of American ships was still further improved, from an average of 9.6 days in July, 1920, to 6.1 days in June, 1921 (as shown by the following table), and progress was made in placing them on a basis of equality with competitors firmly entrenched for many years.

Assistance was rendered by the London office during the year in the establishment of American shipping agencies. Such agencies had already been established in Turkey, Greece, and Egypt.

New offices were opened during the year at Bristol, Dublin, Glasgow, South Shields, Southampton, and Falmouth in the British Isles, and on the Continent at Bizerta, Algiers, Bremen, Lisbon, Valencia, Alexandria, and Genoa.

In addition to port representatives in the above offices there were appointed the following district directors:

District.	Headquarters.
France.....	Paris.
Belgium, Netherlands, and Germany.....	Rotterdam.
Scandinavian and Baltic ports.....	Copenhagen.
Spain and Portugal.....	Madrid.
Egypt.....	Alexandria.
Turkey and Black Sea ports.....	Constantinople.
Greece and the Aegean.....	Piraeus.
Italy and the Adriatic.....	Naples.

*Number of Shipping Board steamers sailing from European ports in the fiscal year after loading and/or discharging cargo, and showing average stay in port.*

Districts.	1921																							
	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.												
	Aver- age num- ber of sail- ing days.	Aver- age num- ber of sail- ing days.	Aver- age num- ber of sail- ing days.	Aver- age num- ber of sail- ing days.	Aver- age num- ber of sail- ing days.	Aver- age num- ber of sail- ing days.	Aver- age num- ber of sail- ing days.	Aver- age num- ber of sail- ing days.	Aver- age num- ber of sail- ing days.	Aver- age num- ber of sail- ing days.	Aver- age num- ber of sail- ing days.	Aver- age num- ber of sail- ing days.												
Total for all ports.	313	267	10,9	304	9.2	317	9.9	332	9.2	355	8.4	326	9.1	254	7.6	338	6	322	5.3	280	6	300	6.1	
United Kingdom.	68	13.7	49	11.7	79	12.8	102	13.2	82	13.5	71	11.9	67	12.7	49	8.4	76	8.1	71	6.3	63	7.3	82	8
Scandinavian and Bal- tic.	60	8.9	39	12.7	67	8.7	19	11.1	32	7.7	35	6.2	34	7.9	26	3.4	34	4.9	39	5.3	46	6.5	38	5.4
Holland, Belgium, and Germany.	69	7.1	71	7.5	52	6.5	53	6.9	82	6.6	101	6.3	92	8.2	65	6.9	98	6.1	101	5.1	73	5.7	62	5.4
France and North Af- rica.	46	9.5	11	10.5	42	7.3	33	8.3	42	7.5	58	8.6	38	6.9	32	6.6	35	5.3	25	6.1	29	4.9	27	5.8
Spain and Portugal.	25	3.9	21	6.3	26	11	31	6.5	31	9.4	16	11.9	33	13.6	26	8.0	28	5.7	16	8.2	22	6.1	30	5.2
Italy and Adriatic.	17	9.1	10	11.1	4	3.7	9	10.1	21	10.1	20	9.1	29	8.5	23	9.4	21	5.7	15	3.2	17	7.1	18	6.6
Greece and Aegean.	12	7.9	5	9.5	9	7.5	7	7.1	5	4.1	11	6.5	12	8.3	16	4.9	21	2.9	23	3.6	11	2.5	21	4.3
Turkey and Black Sea.	9	5.1	5	7.2	8	9.8	11	10.2	26	8.5	10	6.5	15	5	15	5	16	5.2	27	1.1	12	3	11	5.1
Egypt.	9	9.1	11	9.5	8	6.6	10	6.1	12	4.7	5	5.2	8	3.8	1	7	5	4	3	2	5	3.6	3	4.7
Other ports.	6	6.2	12	7.6	9	8.6	12	7.1	16	8.1	16	6.1	3	3.7	1	2	4	5.5	2	4	2	10	8	4.2

The business of the British Isles was handled during part of the year by a district director with headquarters in London, but on June 30, 1921, this work was being administered direct by the departments of the headquarters organization.

After careful investigation, the division made reports to Washington on all phases of its activities, including customs of European ports, charter parties, manifests and bills of lading, port charges, stevedoring costs, cargo possibilities, rates, etc., faulty stowage, uneconomical routing of steamers, choice of unsuitable agents, etc.

The work of the European division during the year was made especially heavy by reason of the various industrial disturbances, including the two great British coal strikes and intermittent stevedoring and other strikes in Baltic Continental and Mediterranean ports.

When freight rates declined difficulty was experienced due to contracts still to run at rates considerably in advance of those obtainable by shippers in the open market and special diligence was necessary in holding charterers to the terms of their agreement.

A very large amount of work was thrown upon the division on account of companies financially weakened by the depression in the shipping business.

Comparison of turnaround between Shipping Board and foreign vessels, was decidedly favorable to the former.

An interesting insight into the scope of the division's activities during the fiscal year is seen in the statement that 5,130 sailings from European ports occurred in that period. This total was distributed among the several districts as follows:

	Sailings.
Total all districts	5,130
British Isles	1,373
Scandinavian and Baltic ports	591
Belgium, Holland and Germany	955
France and North Africa	940
Spain and Portugal	479
Italy and the Adriatic	213
Greece and Aegean Sea	156
Turkey and Black Sea	191
Egypt	139
Other ports	93

The question of service from Rotterdam to Mediterranean and Black Sea ports was investigated, the result being the establishment of this service on practically the same itinerary as the prewar Deutsche Levante Line, with the exception of the port of Hamburg.

Reports were also made upon the "Around-the-Mediterranean" service as a feeder from and to Trans-Atlantic vessels: and upon the proposed Baltic Feeder, Continent/Baltic, United Kingdom/Black Sea, and Philadelphia/Mediterranean Black Sea Service.

A service was established from the Gulf to Constantinople, etc., the possibility of transshipment cargo from South America was pointed out, in view of the fact that before the war coffee and many other South American products for Greece, Turkey, and the Black Sea were delivered via Hamburg.

Economies through policy and organization changes were achieved in many instances. Savings of over 100 per cent were effected in stevedoring alone at Piraeus and Constantinople, in addition to proportional savings elsewhere; contracts in many districts covering such matters as pilotage, towage, and watchmen were responsible for savings, while the elimination of improper charges by agents effected through cooperation between the port representatives and local auditors resulted in a marked decrease in port operating costs.

Efforts were made to overcome the serious handicaps caused by such matters as lack for berth facilities in some ports, comparable with those of many competitors; the higher insurance rates assessed against cargo shipped by United States vessels; and the higher initial cost and operating expense of United States vessels.

#### Operations Section.

In order to expedite movements and safely navigate United States vessels in European waters, the latest information regarding sailing tracks, dangers to navigation, pilot stations, and aids to navigation were obtained and placed in the hands of shipmasters. Reports were immediately published and broadcasted through the offices of port representatives. This information together with sailing directions furnished vessels prior to sailing from home ports, aided masters to reach their destinations in the shortest possible time with a minimum use of noncompulsory pilots.

The use of noncompulsory pilots has been a source of great expense in the past, especially to vessels operating in the North Sea, and efforts to reduce their use by placing latest sailing directions in the hands of shipmasters and discouraging their use when applications for pilots are made, are beginning to show a saving in operation costs. Investigations regarding the use of noncompulsory pilots by vessels under foreign flag show that noncompulsory pilots are used only on passenger steamers, with one or two exceptions, and it is the policy of the operators now making use of pilots in noncompulsory pilot waters to stop their use in the very near future, now that mine-sweeping operations are well in hand.

While discouraging the use of noncompulsory pilots, their usefulness under certain circumstances has not been lost sight of, and the object has been to reduce the cost of pilot services.

Reports show a reduction in pilot charges for one particular service from £90 to £30, and all other services were reduced by about 50 per

cent. These reductions and control over prices should eliminate any question of collusion and eventually tend to do away with the use of noncompulsory pilots on freighters.

A comprehensive system of bunkering vessels was established with the idea of furnishing minimum fuel oil and bunkers at the lowest obtainable price in the most advantageous ports of call, thereby cutting down ships' delays and steaming distances. To accomplish this end all information as to ships' commitments, fuel oil on hand, consumption, speed, and destination was forwarded to the London office by various port representatives for decision as to the amount of fuel required and the most economical port at which it can be furnished. Opportunity exists for heavy gain or loss through the proper or improper routing of vessels and assessing minimum bunkers required for specified voyage, and since the average master prefers to sail with a large safety fuel factor, considerable saving was effected through close supervision of bunkering.

Ballasting requirements, due to the shortage of westbound freight, reached a stage where much consideration and close study had to be given both to supplies and cost of ballasting material. This question was considered with the idea of furnishing each vessel only the minimum ballast required for a safe passage. Much opposition was overcome by proving to masters that their vessels, save in exceptional circumstance, are quite seaworthy when one-third laden, including water, water ballast, and bunkers.

Close cooperation was maintained with the Traffic Section both to assure proper condition and position of vessels for freights obtainable and to investigate cases of faulty stowage or operation resulting in claims or loss of time.

For salvage operations the tug *Goliah* was placed at the disposal of the European organization and stationed at Falmouth. This tug for the fiscal year showed a gross earning of over £40,000 for towage and salvage operations, which, when compared with charges made by outside towage firms, showed a saving of about 50 per cent over the cost of similar services when rendered by local towage companies.

Among the many duties which devolved upon the marine superintendent for the European organization during the period under review, was the matter of advising the Legal Department on all technical subjects with which that department had occasion to deal, particularly with reference to collisions, strandings, salvage awards, deck cargoes, degree of responsibility for accidents. In each case the complete evidence was examined, the salient technical points extracted therefrom, and a full and complete memorandum of the subject placed at the disposal of the Legal Department.

**Financial Subsection.**

A subsection was established to deal with questions of finance in connection with operations and the redelivery to the Board of certain vessels purchased by private companies.

There were cases of vessels arriving without provision of funds or arrangements covering such with agents. These, leading to an abuse of the time-honored captain's draft, necessitated very careful handling.

The first indication of financial trouble was usually received by cable from the port where the vessel happened to be, stating that the ship was in financial difficulty. This information, when transmitted to Washington, usually resulted in instructions to take redelivery of the vessel and to make necessary disbursements to allow same to be returned to the States, or in the remission of the necessary funds by the delinquent operator.

Instructions were given to the port representative where the vessel or vessels were in trouble to take redelivery from the operators through their duly appointed agents in the name of the United States Shipping Board, making a formal survey of the vessel and taking priced inventory of all consumable and expendable stores and equipment, complete inventory of permanent equipment, and have delivery certificate executed, all to be signed by the agents, the Board representative, and master of the vessel.

**Traffic Section.**

This section handled all matters of traffic, chartering, affreighting, rates, etc., demurrage and protection and indemnity claims, and kept in touch with the freight markets throughout Europe.

In reviewing the freight markets since the beginning of the year, the outstanding features were, first, the downward trend of all rates, and second, the effect the two great British coal strikes had on the trades homeward to the United Kingdom. Naturally all outward business was suspended, thus causing a scarcity of vessels on the homeward runs.

The River Plate market was one of the first to be affected, and rates began to rise steadily. American markets hardened, but no great increase in rates was noticeable. Mediterranean markets were very little affected. Eastern markets were very quiet, and the strike had no effect whatever on inquiry or rates.

After the first six months of the fiscal year rates generally had reached a very low basis, and the chief item interesting owners was the obtaining of a suitable berth for laying up their tonnage, which was being done on a large scale; the laying-up policy, however, had very little effect on rates. Although the tonnage supply was greatly in excess of demand, it was the lack of inquiry that was responsible



for owners deciding to lay up their vessels and not so much the low rates ruling, as they were, in some cases, prepared to accept these rates and keep their vessels in commission.

It gradually became almost impossible, however, to find freight at any price, and the only alternative was to lay up.

An approximate estimate of the number of vessels out of commission owing to the general depression about the middle of February, 1921, was: Great Britain 10 per cent, America 20 per cent. and Scandinavia 20 per cent. Another factor that owners of tramp steamers had to contend with was the competition of the liners. The homeward River Plate market was most active during the last six months of the fiscal year, and rates fluctuated considerably.

The following is a comparison of charter rates on cargoes between 1914-1920 and June 30, 1921:

*Homeward rates (wheat).*

AUSTRALIA, INDIA, ETC.

From and to—	Average rate, 1914.	Highest rate, 1920.	Lowest rate, 1920.	Rate as of June 30, 1921.
Australia to United Kingdom/Continent.....	24s.....	150s.....	100s.....	62s. 6d. to 6's.
Bombay to United Kingdom/Continent (on dead-weight).....	17s 1d.....	147s. 6d.....	50s.....	27s. 6d.
Calcutta to United Kingdom/Continent (on dead-weight).....	17s. 11d.....	110s.....	95s.....	
Dalry to United Kingdom/Continent.....	41s. 3d.....	137s.....	110s.....	50s.
Java to United Kingdom/Continent.....	31s. 8d.....	140s.....	120s.....	36s.
Saigon to United Kingdom/Continent/Mediterranean.....	25s. 1d.....	115s.....	105s.....	50s. 10's s.

MEDITERRANEAN, ETC.

Alexandria to London/Hull.....	9s. 5d.....	37s. 6d.....	22s. 6d.....	14s. to 15s per 60 cubic feet.
Algiers to Cardiff.....	4s. 2d.....	27s. 6d.....	18s.....	7s. 6d. to 12s.
Algiers to Middlesborough.....	4s. 8d.....	37s.....	16s.....	7s. 6d. to 12s.
Bayonne to Bristol Channel.....	6s. 4d.....	32s. 6d.....	10s.....	7s. 6d. to 9s.
Bilbao to Cardiff.....	4s. 2d.....	27s.....	13s.....	7s. 6d. to 9s.
Bilbao to Rotterdam.....	4s. 1d.....	30s.....	33s. 6d.....	7s. 6d. to 5s.
Bordeaux to Bristol Channel.....	7s. 4d.....	37s.....	16s.....	7s. 6d. to 9s.
Cartagena to Glasgow or Androssan.....	7s. 4d.....	37s.....	20s.....	7s. 6d. to 12s.
Huelva to Garston (alkali terms).....	5s. 5d.....	37s. 3d.....	15s.....	11s.
Santander to Cardiff.....	4s.....	25s.....	13s.....	11s.
Baltic district:				
Finland to east coast United Kingdom (standards).....	40s. 9d.....	190s.....	115s.....	50s. to 90s.
America and Canada:				
Gulf Timber ports to west Britain/east Ireland.....	\$3s.....	28s.....	240s.....	
Gulf to United Kingdom p. p. (grain).....	3s. 11d. per qr.....	15s. per qr.....	8s. per qr.....	27 <sup>1</sup> / <sub>2</sub> cents per 150 pounds
Northern Range to Mediterranean (grain).....	6s. 5d. per qr.....	22s. per qr.....	10s. 6d. per qr.....	6s. 6d. per qr.
Philadelphia/Baltimore/Virginia to west Italy.....	\$2.75.....	\$25.50.....	9s.....	55 to 90.

RIVER PLATE.

Rosario to United Kingdom/Continent.....	18s.....	220s.....	40s.....	45s
San Lorenzo to United Kingdom/Continent.....	17s. 11d.....	195s.....	37s. 6d.....	12s. 6d.
Pacific coast Nitrate ports to United Kingdom/Continent.....	23s. 8d.....	130s.....	66s. 9d.....	35s.

*Outward rates—Coal.*

From and to—	Average rate, 1914.	Highest rate, 1920.	Lowest rate, 1920.	Rate as of June 30, 1921.
Cardiff and Newport to—				
Bordeaux.....	5s. 10d.	61s. 3d.	11s.	7s. to 10s.
Constantinople.....	7s. 7d.	105s.	25s.	17s. to 22s. 6d.
Gibraltar.....	7s. 6d.	52s. 6d.	12s. 6d.	15s. to 11s.
Lisbon.....	6s. 9d.	50s. 6d.	15s.	12s. to 16s.
Swansea to—				
Antwerp.....	8s. 6d.	65s.	8s. 6d.	7s. to 10s.
Genoa or Savona.....	9s. 1d.	63s.	22s. 6d.	17s. to 18s.
Rouen.....	6s. 7d.	72s. 6d.	12s. 6d.	7s. to 10s.
Tyne to—				
Havre.....	6s. 1d.	55s.	12s. 6d.	7s. to 10s.
Antwerp.....	4s. 7d.	53s.	12s. 6d.	7s. to 10s.

**Ships' Personnel Section.**

This section was organized on July 5, 1920, with jurisdiction over all questions of vessels' personnel and manning; investigations covering the dereliction of duty on the part of officers and crew and the handling of reports in connection therewith; passengers carried on cargo vessels, consular matters, and all questions arising from the general labor situation as affecting the operation of vessels.

All cases of dereliction of duty on the part of officers and crew are reported to this office. The Washington office was kept duly advised of the situation, and if after investigation it was found that conditions need correction, immediate steps were taken to remedy the situation.

Prior to the organization of this section, it was by no means unusual for an officer leaving one vessel for cause to stay in Europe and succeed in joining some other vessel, but under the present system a complete record of all officer personnel is kept, together with a record of efficiency, thus eliminating this practice. A deferred employment list was furnished by the Washington office which was transmitted to district and port representatives. This deferred employment list was of inestimable value in preventing unsatisfactory officers from rejoining vessels through ignorance of their former record.

Nothing is more important in handling ships' personnel than co-operation with the American consulates. The London office impressed upon the representatives the necessity of their close and cordial cooperation, and in return they received the support and help of the consuls.

**Division of Construction and Repairs.**

The Division of Construction and Repairs supervised all alterations and repairs to Shipping Board vessels in European ports with respect both to the nature of the work and the contractors employed.

Representatives of this division were located in the following United Kingdom ports: London, Manchester, Hull, Bristol, Liver-

pool, Falmouth, Newcastle, Glasgow, Dublin, and in the following continental ports: Dunkirk, Brest, Marseille, Rotterdam, Gibraltar, Genoa, Trieste, Bremen, Stockholm, Le Havre, Bordeaux, Antwerp, Barcelona, Lisbon, Naples, Hamburg, Copenhagen, Gothenburg.

Supervision was established at all of the foregoing ports, with the exception of Bremen, prior to June 30, 1920, and the increasing volume of tonnage visiting Bremen and adjacent ports was considered to render the constant presence of a representative very desirable.

The control of the repair supervision at the Azores was assumed by a representative allocated for duty at Ponta del Gada.

A representative was appointed to the fueling port of Bizerta, where considerable opposition was experienced from the classification surveyors, and where exorbitant repair charges had been levied. The repair situation at this latter port was reduced to a well-ordered basis.

Wherever possible the policy of retrenchment was actively pursued, and by a system of centralization considerable saving was accomplished.

Representatives of the European Division carefully scrutinized the repair lists submitted, and efforts were constantly directed toward keeping the repair costs in Europe down to the lowest possible figure. The Board's policy of undertaking only those repairs which were essential for seaworthiness was rigidly adhered to.

With a view to placing on record such information as would establish the necessity for carrying out repairs, modifications were made in the manner of compiling repair requisition and more complete information than hitherto was being received.

Wherever possible repair work was undertaken on a competitive lump-sum basis. While the present scarcity of work in the ship building, ship repairing, and allied industries may be considered to constitute a favorable opportunity for the establishment of the competitive lump-sum system, and while many contractors are now more favorably disposed to undertake work on this basis than hitherto, attention was given to the fact that the rapid turnaround of tonnage is a paramount consideration, and that frequently the necessary time to permit a competitive inspection of the nature and extent of the work to be done, or alternately to prepare a brief and hasty specification, is not available. Furthermore, allowance was made for the inevitable difficulties experienced in successfully establishing a uniform system in something like 12 different countries, each of which has its own peculiar customs and practices.

Every effort was made to avoid delays in the dispatch of steamers on account of repairs. Whenever such delay appeared likely steps were taken to hasten completion of repairs by transferring spare parts from other vessels or adopting alternative methods of repair.

During the current year repairs to approximately 2,000 vessels, some being the same vessels on different voyages, were placed and supervised by the representatives of the division.

The estimated total cost of these repairs was \$2,400,000 without taking account of the reconditioning disbursements incurred on the *Liberty Glo* (this ship, which was built at Hog Island, struck a submerged mine off the coast of Holland on Dec. 5, 1919, and was beached. On the following day she broke in two during a gale and high sea and the forward part dragged anchor and drifted 2 miles down the beach. The after section was salvaged and berthed in Rotterdam. The question of disposing of the hull and machinery as junk or of building a new forward part was then considered, and the latter course adopted on May 13, 1920. The forward section was ordered from the builders and was loaded on the steamer *Honnadaga* on June 26, 1920, for shipment to Holland. This material included hull steel, rigging, winches, mast, booms, anchors, chains, and other auxiliary equipment), nor reconditioning work of the eight ex D. A. P. G. tankers. Estimating on an average dead-weight tonnage of 6,000, the cost of these repairs reduces to a figure of \$0.20 per dead-weight ton.

In the few instances in which steamers' commitments were delayed on account of repairs, such delays were generally attributable to the difficulties experienced in obtaining suitable material for the repairs or replacement of items of American manufacture.

#### Division of Supply and Sales.

Subsequent to June 30, 1920, the Supply Department was considerably enlarged and its activities extended. As of June 1, 1920, port supply officers had been appointed for all principal ports in the United Kingdom and continental ports, but supervision had not been extended as fully as desired.

On account of difficulties experienced in operating and/or the managing agent's agreement made effective in March, 1920, a representative of the European organization was sent to Washington to explain the situation to members of the Board and to set forth specific reasons for maintaining supervision in Europe as in the past.

On June 7, 1920, the Board made it compulsory for all ships to follow the instructions of European representatives in the purchase of supplies required by Board vessels, making reorganization of the Supply Department necessary, and on July 5, 1920, this reorganization was completed by the formation of the European Division of Supply and Sales, and machinery was instituted in all districts for carrying out the division's functions.

Supervision was maintained over the purchase of supplies in all ports and supply officers were appointed for the principal ports. In

August, 1920, the bunkering department was segregated from the jurisdiction of the European Division of Supply and Sales and placed under the staff of the special commissioner. The personnel of the European Division of Supply and Sales consisted mainly of former supercargoes.

In its relation to the other divisions of the European organizations, the Division of Supply and Sales was essentially a purchasing department. Purchases were made in accordance with Treasury regulations by the submission in many ports of competitive bids from reputable purveyors. Awards were made to lowest responsible bidder for periods of from three to six months, according to the state of the market existing in the port at the time of making award. Requisitions were submitted by ships' officers for their needs, and before purchases were made these requisitions were referred to the marine superintendents or construction and repairs representatives for approval.

As mentioned in the fourth annual report, the old ship-chandlery system in Europe caused a great deal of difficulty. Under present conditions it is practically impossible for ships' officers to secure gratuities on the purchase of supplies. This resulted in obtaining reduced prices for the Board, as purveyors understand that their prices are net, without commissions, gratuities, or overhead charges of any kind.

In March, 1921, the personnel of the European Division of Supply and Sales was reduced, as with the organization in effect at the principal ports it had been possible to become acquainted with the most responsible concerns to whom could be intrusted the handling of supplies.

A plan was effected by which the port supply officer was eliminated and a district supply officer was appointed for each district. The actual detail work in connection with the handling of requisitions and invoices was handled by the port representative with clerical assistance where required. This system was instituted for the districts of France, Scandinavia and Baltic ports, Turkey and Black Sea ports, and excellent results were accomplished. It was planned to adopt this system in the United Kingdom, Spain and Portugal, Germany, Holland and Belgium, and Greece.

The table appearing on pages 94 and 95 is a summary of all purchases except fuel oil and coal bunkers made by the Board in Europe since the present policy of purchasing supplies was inaugurated in October, 1919. Inasmuch as no figures were given in the fourth annual report, it is believed that totals covering the whole period will be of greater significance and utility than only those reflected by purchases made during the fiscal year ended June 30, 1921.

In addition to its duties in purchasing ships' supplies, the division also completed all purchases of miscellaneous supplies required by the Shipping Board proper in Europe.

On October 1, 1920, the Supply and Sales Division took over from the Division of Construction and Repairs the handling of spare gear in Europe. On June 30, 1921, small warehouses were maintained in London, Liverpool, Hull, Glasgow, Falmouth, Bristol, Cardiff, Copenhagen, Stockholm, Hamburg, Rotterdam, Antwerp, Bordeaux, Brest, Marseille, Gibraltar, Genoa, Constantinople, Port Said, Alexandria, and Ponta del Gada. These small storerooms were usually located at a repair contractor's yard at a nominal rental. A small quantity of boiler tubes of standard sizes and makes used by vessels of the Board was maintained, together with spare winches, pumps, anchors, cables, ammonia drums, and various other supplies which, from local conditions, were difficult to obtain. In London, at the main warehouse, sufficient turbine spares were available which could be shipped to practically any port in Europe on short notice. By the institution of spare gear warehouses at the various ports, serious delays to Board vessels were avoided.

The division was called upon several times to furnish supplies to passenger ships arriving in London, Hamburg, and Amsterdam, and this work was accomplished satisfactorily in cooperation with the port stewards of the various steamship lines concerned.

#### **Assistant General Comptroller's Division.**

The fourth annual report of the Board states that to June 30, 1920, the Repair Audit Section of the Comptroller's European Department had been further developed than the other sections thereof.

Early in the fiscal year 1921 the development of the other branches was given careful attention. The organization of the Comptroller's Department at that time consisted of 144 employees, 72 of whom were in the London office, 27 in the Liverpool office, and 8 in the Paris office. In addition, repair auditors and assistants were also stationed at Hull, Cardiff, Falmouth, Glasgow, Rotterdam, Hamburg, Copenhagen, Antwerp, Dunkirk, Bordeaux, Brest, Le Havre, Marseille, Gibraltar, and Barcelona. Supply auditors were also stationed at Cardiff and Manchester.

The first step in the reorganization of the department was to survey the volume of work to be handled in the supervision of expenditure in Europe, and then to install a competent organization. To this end the work of the London office was divided into four classes: (1) Accounting, (2) audit of repair costs, (3) audit of expenditures in connection with the physical operation of vessels, (4) audit of general expenses, including pay rolls.

Summary of purchases—European ports.

District and port.	Period covered (October, 1919—June 1, 1921).	Number of ships.	Deck department.	Stewards' department.	Engine department.	Water.	Ballast.	Total.	Savings.			
									By deletions.	By competitive bids.	Miscellaneous.	Total.
UNITED KINGDOM.												
Liverpool.....	Oct. 27, 1919	285	\$45,194.81	\$299,934.69	\$22,991.12	\$22,381.43	\$209,540.44	\$699,372.42	\$115,851.82	\$87,353.14	\$71.11	\$219,253.77
London.....	Jan. 12, 1920	210	33,247.07	182,299.84	36,046.22	16,436.06	16,436.06	285,389.67	30,283.64	44,178.26		74,461.90
Glasgow.....	July 1, 1920	70	3,897.60	32,709.87	8,046.22	1,314.30	4,894.49	37,098.92	4,410.60	3,603.66		8,014.26
Newcastle.....	June 28, 1920	131	12,657.33	122,282.67	10,139.48	2,641.64	11,811.61	162,552.25	17,135.60	20,255.05		37,390.65
Hull.....	Sept. 13, 1920	60	12,490.33	57,564.61	8,713.82	3,483.58	3,483.58	72,762.20	2,762.20	3,802.50	409.50	6,974.20
Fowey.....	Oct. 22, 1920	64	1,884.20	10,990.15	1,845.92	648.12	0,253.63	12,450.50	1,284.50	485.30		610.10
Bristol.....	Sept. 7, 1920	65	1,371.79	6,890.15	1,845.92	3,648.50	0,253.63	11,639.86	1,592.40	928.20	429.78	2,717.38
London.....	Jan. 26, 1920	103	11,411.18	41,518.47	1,433.20	468.60	79,468.86	123,357.23	14,047.80	4,328.20		18,915.88
Manchester.....	June 7, 1920	38	3,232.08	32,372.07	1,663.70	159.90	5,709.87	43,020.53	179.40	405.00		1,167.60
Cardiff.....	Mar. —, 1921	4	148.88	596.40	9.41	159.90	1,100.00	2,028.59	179.40	89.70		269.10
Dublin.....												
Total.....		1,081	118,435.22	708,808.13	94,844.49	28,852.51	492,865.78	1,859,826.13	186,916.96	175,909.01	949.97	363,776.54
HOLLAND, BELGIUM, AND GERMANY.												
Rotterdam.....	Feb. 20, 1920	302	19,452.18	134,016.36	32,765.12	4,196.37	34,549.09	245,279.92	22,457.44	35,090.73		57,548.17
Antwerp.....	Jan. 12, 1920	217	28,593.70	100,774.01	26,113.78	1,983.45	24,290.23	180,710.17	9,376.42	15,803.33	89.32	25,830.07
Hamburg.....	Feb. 23, 1920	236	14,920.20	104,730.34	10,702.27	2,612.70	50,996.01	181,961.52	13,561.75	20,507.87		36,612.25
Bremen.....	Nov. 18, 1920	64	2,160.17	26,035.96	2,244.64	3,543.55	9,924.95	43,908.27	3,641.10	2,886.65	204.82	6,732.57
Total.....		839	65,126.25	365,556.07	91,825.81	12,291.27	119,060.83	635,890.88	49,923.71	74,378.58	2,443.77	126,752.06
FRANCE.												
Le Havre.....	Nov. 1, 1919	263	4,461.61	126,441.22	136.57	704.74	167,438.14	299,172.28	7,428.12	4,266.44		11,694.36
Bordeaux.....	Feb. 2, 1921	10	54.99	1,611.30	847.05	609.19	578.38	3,702.81	22,219.39	2,375.94		24,593.29
Marseille.....	Oct. 11, 1919	119	3,195.07	217,257.91	13,601.42	704.67	9,283.18	244,042.75	4,329.40	6,887.72		4,929.40
Dunkirk.....	Nov. 10, 1920	24	264.03	5,462.30	237.94	308.51	6,521.23	12,854.01	1,700.64	6,887.72		8,585.36
Calais.....	do.	3		1,719.39	72.09		720.00	2,511.48				
Brest.....	Nov. 1, 1920	144	74.31	12,564.50	642.31	519.84	3,598.86	17,399.82	13,342.41	287.53		13,630.94
St. Nazaire.....	Jan. 10, 1921	15	1,122.99	4,194.10	681.42	706.14	3,196.08	9,850.73	368.72	382.29		751.01
Total.....		578	9,839.00	369,230.72	16,130.70	3,013.09	191,336.83	589,333.38	49,388.08	14,099.92		63,388.60
SPAIN AND PORTUGAL.												
Valencia.....	Nov. 3, 1920	6	630.40	4,385.97	833.59	1,031.03	498.11	7,450.10				
Barcelona.....	Sept. 11, 1920	65	2,444.77	30,199.38	7,705.06	1,210.03	9,947.16	45,506.42	765.00	10,956.75	491.04	12,213.69
Gibraltar.....	June 15, 1920	84	5,377.40	20,736.27	3,457.94	11,327.32	9,437.81	58,298.74	1,233.54	2,885.50		2,885.50
Lisbon.....	Nov. 6, 1920	30	133.46	6,390.59	332.57	1,026.43	15,730.20	23,613.88	439.59	505.97		1,990.57
Lajes.....	Apr. —, 1921	2	190.70	6,008.47		140.11	526.40	7,765.68				111.36
Total.....		187	8,826.82	68,300.63	12,349.16	14,741.96	131,360.77	184,362.39	2,352.53	12,454.57	1,791.02	16,698.12

SCANDINAVIAN AND BALTIC PORTS.		125	22,178.70	102,913.75	14,737.34	2,517.38	11,428.82	153,775.99	7,570.33	17,763.18	25,333.51
Feb. 10, 1920	Copenhagen.....	67	1,442.07	22,046.37	4,409.81	22.00	330.00	28,250.25	9,298.98	33,936.95	43,255.93
May 20, 1920	Helsingfors.....	49	7,791.30	26,583.84	6,901.30	923.57	772.20	42,981.21	1,034.00	5,322.00	6,556.00
May 1, 1920	Gothenburg.....	38	2,436.00	36,734.17	1,421.00	13.62	1,470.73	42,075.52	2,430.00	5,205.55	7,653.55
June 20, 1920	Stockholm.....	42	61.65	10,233.40	1,120.85	981.84	1,417.74	11,417.74			
Apr. 26, 1920	Danzig.....	321	33,909.72	193,541.53	27,589.30	4,458.41	14,001.75	278,300.71	20,353.31	62,247.68	82,600.99
	Total.....										
BLACK SEA PORTS.											
June 1, 1920	Constantinople.....	89	14,709.20	42,465.93	3,233.63	2,075.89	940.40	63,516.05		1,093.93	1,093.93
Nov. 17, 1920	Smyrna.....	5	943.46	1,260.77	444.00	210.31		2,800.94		211.00	211.00
Jan. 31, 1921	Trapezus.....	54	696.07	12,280.46	817.35	3,684.27	1,065.00	16,743.13			
do.	Salonica.....	9		1,120.00		80.00		1,210.00			
do.	Patross.....	3		165.00		103.00					
do.	Kalamata.....	7		1,030.00		1,630.00					
Nov. 11, 1920	Alamara.....	17	2,487.73	13,366.55	12,633.34	1,630.00	1,156.50	31,732.35		2,007.20	2,007.20
Nov. 16, 1920	Port Said.....	28	37.38	12,640.34	103.11	1,128.22	717.02	15,690.27			
June 1, 1920	Miscellaneous ports.....	(1)	782.40	3,022.40	9.60			6,794.40			
	Total.....	212	19,718.26	80,400.66	17,340.03	9,333.89	3,884.92	139,776.76		3,912.21	3,912.21
MEDITERRANEAN (ITALY).											
Jan. 1, 1920	Genoa.....	71	8,150.00	38,550.00	5,000.00			51,700.00			
Mar. 14, 1920	Naples.....	18		2,830.00			2,818.00	5,648.00			
June 21, 1920	Leghorn.....	4	114.00	5,160.00	200.00			5,474.00			
Jan. 1, 1920	Savona.....	6	340.00	1,800.00	38.00			2,178.00			
do.	Trieste.....	8	670.00	4,050.00	90.00			4,810.00			
	Total.....	107	9,274.00	52,390.00	5,328.00		2,818.00	69,810.00			
GRAND TOTAL.											
United Kingdom.....		1,061	\$118,455.22	\$708,808.13	\$94,844.49	\$28,852.51	\$402,865.78	\$1,333,826.13	\$186,916.96	\$175,909.61	\$303,776.54
Holland, Belgium, and Ger- many.....		839	65,126.25	365,556.67	91,923.81	12,291.27	119,000.88	633,800.83	49,929.71	74,378.58	126,752.06
France.....		157	9,839.00	369,250.72	16,139.70	3,613.69	191,336.83	389,333.38	49,388.68	14,084.52	63,458.60
Spain and Portugal.....		183	8,826.82	63,400.68	12,349.16	14,754.96	30,130.77	134,362.39	2,352.33	1,791.02	16,588.12
Scandinavian and Baltic ports.....		321	33,909.72	198,541.53	27,589.30	4,458.41	14,001.75	278,500.71	20,353.31	62,247.68	82,600.99
Black Sea ports.....		212	19,718.26	89,400.66	17,340.03	9,333.89	3,884.92	158,776.76		3,912.21	3,912.21
Mediterranean (Italy).....		107	9,274.00	52,390.00	5,328.00		2,818.00	69,810.00			
Total.....		3,305	265,149.27	1,852,338.49	269,445.49	73,804.13	704,098.93	3,219,670.25	308,941.19	343,002.57	637,128.62

1 Not reported.



The audit sections established were made responsible for the audit of all accounts coming within their respective classes. On July 1, 1920, most of the European repair accounts, whether payable by the Board directly or by the agents, were sent to London for audit, or, where local repair auditors were assigned, for final review before payment. There were at that time very few repair bills that were not being paid by the Board. It had been found that the contracting and paying of repair bills by agents could not be effectively controlled. Even though the policy of the Board was to reduce repairs to vessels in European waters to a minimum, there were many cases of emergency repairs requiring the holding of large sums by agents which could not be accurately estimated in advance. Consequently this responsibility was placed upon the European organization.

Concurrently with the reorganization of the London office the field organization was remodeled as quickly as possible with two main objects in view. (1) The ultimate audit of all expenditures in Europe, whether paid for by agents or by the Board, and (2) the placing of auditors at all of the important ports in Europe who could audit all classes of expenditures instead of having certain auditors specializing on repairs and others on ships' supplies and operations, etc. One of the problems to be handled was the education of the auditing staff, most of whom had little or no experience in the duties they were to be called upon to perform.

The audit of complete port accounts of vessels in the hands of managing agents became effective in the United Kingdom and France, where offices were first organized to do this work, on all accounts of vessels arriving in ports in these districts on and after November 20, 1920. It was extended to Belgium, Netherlands, Spain, and Portugal on January 1, 1921; to Germany, Scandinavian, and Baltic ports on March 1, 1921; to Italy and the Adriatic, Greece and the Aegean, Turkey and the Black Sea, and Egyptian districts on March 15, 1921. These accounts were all paid by the local agents, who were placed in funds by managing agents in the United States. The audit of port charges was based upon tariffs published at the port or, if no tariffs were available, upon the customs of the port. The audit of revenues accruing at all ports was based upon the manifests, bills of lading, charter parties, etc.

On June 30, 1921, all accounts, whether paid by agents or by the Board, were completely audited at the place where contracted, with the exception of those for vessels which reverted to the Board because the owners defaulted. These accounts were partially audited in the field, but the complete audit was made in London, which was in continuous telegraphic communication with Washington.

During the fiscal year ending June 30, 1921, there were audited and disbursed by the European organization approximately 10,000 vouchers aggregating approximately \$11,000,000. In addition, during the comparatively short time the local audit of complete port accounts was in effect, there were audited by the Comptroller's representatives in the field, but paid by agents, approximately 2,000 port accounts in which were included approximately 45,000 documents, representing about \$16,000,000.

Records show that the entire average monthly savings per port on port accounts was approximately \$650,000. Taking into consideration the small savings on other accounts the entire savings effected from audit by the European organization was considerably over \$325,000 per annum. By far the largest saving was due to a realization on the part of contractors, ships' agents and purveyors, that their accounts were subject to a careful audit by auditors who were familiar with the conditions at each port and that excessive accounts would not be tolerated as charges against the Board.

#### ADMINISTRATIVE STAFF.

##### **Bunkering.**

The Bunkering Department of the London office supervised the operation of fuel-oil stations and coal depots, and the purchase, supply, and delivery of bunkers (fuel oil and coal) to Board vessels, and exercised a close supervision over bunkers supplied in Europe so that the proper charges might be made against the companies operating vessels for Board account.

##### **Fuel Oil.**

The establishment abroad of fuel stations operated to reduce the price of oil in Europe, and since these stations were established purchases of oil abroad by the Board from private concerns since the middle of April have been negligible.

##### **Coal Bunkers.**

It has never been the Board's policy to have permanent coaling depots in Europe, as coal can be purchased as cheaply on the open market, taking into consideration the organization necessary to store and handle it at each station, and the expense incident thereto.

From December 1, 1920, to June 30, 1921, the number of cargoes of coal shipped from the United States to Europe materially increased, owing to the prevailing high price of Welsh and other British coals.

In an effort to increase shipments of coal from the United States, operators of Board vessels insisted upon American coals wherever it was available for bunker, in the hope of stimulating the coal output in the United States as well as assisting in putting vessels, tied up in the United States, in service. In Constantinople and Italian

ports, as well as in many Spanish and Portuguese ports, American grades of coal are not obtainable for bunkers.

The majority of the bunkering of the Board vessels in northern Europe was done at Dunkirk with French coal.

When the Bunkering Department was established, fuel oil was at a premium. The prevailing market price approximated £13 sterling per ton, with a very limited supply available. The Board supply, with the exception of that taken from the Brest (France) and Bizerta (Tunis) stations, was obtained from three foreign companies. By a price-fixing combination which those companies had effected, oil could not be purchased at a price below the figure named, unless the buyer entered into a 12 months' contract. When the attention of the Board was directed to the existence of this combine, the oil companies were requested to reduce their price, as it was impossible for the Board to operate successfully oil-burning vessels in the European trade at the rate being charged for fuel oil. Negotiations for a reduction met with no sympathetic response, and it was not until the Board threatened to put in its own stocks that the oil companies began to reduce their price; in December the price was reduced to £9 per ton, contracts being offered to 18 months at £6 10s. About this time the oil market in the United States commenced to decline and the Board tankers began to carry additional cargoes from America to the European stations to such an extent that it became necessary for the London office to obtain additional storage facilities in Europe. An agreement was effected with a foreign company whereby storage at Brixham, Southampton and Liverpool for one cargo of fuel was obtained. This was discharged at Thames Haven, the Board's vessels being permitted to take it at the above named ports, the Board receiving barrel for barrel in exchange, less one-half per cent. wastage.

On January 1, 1921, when the oil companies learned of the arrangement the Board had effected with a private concern for storage space up to 11,000 tons at Thames Haven, the price was reduced to £8 per ton; in January, and in March to £7, and May 1 to £4 10s. per ton. Up to the time of the last reduction in price by the oil companies, the Board was able to ship oil from Mexico and redeliver it to its vessels at a much lower price than that asked by private companies, and at the same time the Board was operating tankers at a profit. On June 30, 1921, the price was approximately the same. Early in May quantities of oil were shipped from America to Europe by the Board; in fact, it became necessary to obtain additional storage facilities at Rotterdam and Flushing. This relieved the necessity of purchasing any fuel oil in northern Europe, except on the west coast of the United Kingdom and Ireland, at these ports small amounts were purchased to enable the vessels to have sufficient fuel to reach Brest or the Azores, where fuel stations are maintained by the Board.

**Legal Department.**

The Legal Department advised generally on all Admiralty and common-law matters. The Admiralty work comprised largely collision, salvage, charter party, and bill-of-lading cases. Collision and salvage cases, when not litigated or where left to arbitration, were settled amicably with the approval of the Washington office. A case which it was deemed advisable to litigate or arbitrate was turned over to reputable attorneys in the particular country where the case arises. In the United Kingdom the Legal Department dealt directly with its English solicitors. In other countries it advised the attorneys through the district directors. The services rendered by the district directors and port representatives through their local accredited lawyers were of great benefit, as the success of any litigation depends largely upon the preliminary steps taken immediately after an accident. This is more particularly true under continental practice.

Cargo claims, personal injury and other claims covered by the Protection and Indemnity Association were dealt with in cooperation with the Traffic Section, but in general were handled by the association's European representatives. The Legal Department cooperated with them particularly in connection with the releasing of vessels from arrest.

Section 7 of the Suits in Admiralty Act, Public 156, Sixty-sixth Congress, provides for the giving of a stipulation by the American consul for the release of Shipping Board vessels arrested in foreign countries. This office endeavored to establish the principles of international law that Government-owned vessels are immune from arrest in European jurisdiction, though not without considerable difficulty in particular countries. In Sweden the validity of the consular stipulation was finally recognized by the court of appeal in Stockholm in the *Eastern Tempest* case. Immunity was only pleaded in order to establish the sufficiency of the Government stipulation in lieu of a bank guarantee, the refusal of which would reflect upon the credit of the United States Government. The claim is then adjudicated in accordance with the laws of the different countries. While the consular stipulation was used mostly in previous cases, a stipulation given by the Board itself was generally accepted.

**Disbursing Officer.**

The fiscal year ended June 30, 1921, saw the development of a new policy in connection with European disbursements, and the organization paid its accounts at the source of the obligation in so far as possible. This was accomplished by imprest funds in the various ports, which were maintained in the currencies of the various countries, and it was found that the greatest benefits were derived on ac-

count of the added prestige of local representatives, and a general improvement in the credit of the Board.

The extension of American banking services throughout Europe was of assistance in this connection. During the fiscal year the Board was obliged to finance many ships which were taken over from operators; these transactions have been successful, considering the urgency of the situation and the complications.

#### **Central Records and Information Bureau.**

The Central Records and Information Bureau was established on August 20, 1920, to replace the Intelligence Section, with the addition of the Ships' Movement Section. Under the new arrangement the work of the bureau fell into two broad divisions: Ships' Movements and General Information.

The first-named section was charged with the keeping of full and accurate records of the location and activities of all Shipping Board vessels actually at or due to arrive in ports within the jurisdiction of the Special Commissioner, and the dissemination of the information to all concerned. Routine data thus distributed comprised: Tri-weekly lists of arrivals and sailings of Shipping Board vessels in European ports; tri-weekly cables from Washington advising sailings of Shipping Board vessels from North and South American ports for Europe; tri-weekly cable to Washington advising sailings from European for American ports.

The duties of the General Information Section were less specialized than those of Ships' Movement. The major effort of the General Information Section was directed toward the preparation of the following monthly reports: Number of arrivals and sailings of Shipping Board steamers in European ports; turnarounds of Shipping Board steamers in European ports; comparison of turnaround of Shipping Board and foreign steamers.

#### **Communication Department.**

From the date of the establishment of the Radio Section, there had not been an instance where a vessel had been delayed on account of radio repairs or supplies in European waters. Radio bulletins were issued to all vessels in European waters, furnishing information regarding location of radio stations, changes in rates, instruction to operators, compass-finding stations, storm warning, time signals, handling of repairs and supplies, etc.

Radio service in European waters, through coast stations, is very efficient, especially in the British Isles. The London office was prepared to cover the Navy radio station at Annapolis continuously through a receiving station erected on the communication office at London. This service will considerably reduce the expense of Washington cables.

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PART II

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UNITED STATES SHIPPING BOARD  
EMERGENCY FLEET CORPORATION

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DIVISION OF CONSTRUCTION AND REPAIRS



## II. UNITED STATES SHIPPING BOARD EMERGENCY FLEET CORPORATION, DIVISION OF CONSTRUCTION AND REPAIRS.

### Introduction.

As a foreword to a recital of construction and repair activities during the past 12 months, it is pertinent to review briefly the past accomplishments. There has been criticism of the Shipping Board vessels built during the emergency and after the war. As regards cost and quality of work, it can be said that considering all the circumstances under which the vessels were produced, the quality of the work was good. No better proof of this is needed than the performance of the ships now in service.

The cost of shipbuilding during the war was high, due not only to the great pressure under which the work had to be done, the high wages and the great amount of overtime necessary, but also because shipbuilding was a minor industry in the United States and it was necessary to secure and train ship workers, increasing the number from 50,000 to 385,000. Naturally new ship workers were unable to turn out as good quality work during the early days as later. Ships were constructed at such a high speed that more tonnage was produced in a single month than was ever built in one year before the war, or almost double the average yearly tonnage produced in this country during 27 years preceding 1917, and in view of these conditions some sacrifice in quality seems not unreasonable.

As a result of the demand for tonnage, there had been completed and delivered at the time of the armistice, 533 vessels.

Not only was it necessary to build ships in quantity production at unprecedented speed, but many related activities had to be undertaken, such as proper housing and transportation of ship workers, the supplying and shipment of necessary material, completing all shipyards, etc., all of which was a stupendous task.

After the first stage of the work had been passed, namely, construction for the war emergency, the second stage was entered into, that of building up a well-balanced fleet for the American merchant marine. Hasty construction was eliminated and it was therefore possible to give greater attention to supervision and details. Contracts for ships not actually needed for a well-balanced merchant marine were canceled. The program is being culminated with the completion of modern combination passenger-cargo vessels. Improvements in design and machinery have been made, with the result that these vessels are able to compete with any of similar type built in any foreign yard.



The effect of the shipbuilding program upon American shipping is clearly shown in the United States increased share of the carrying trade. In 1914 commodities to the value of \$368,359,756 were carried in American vessels, representing 9.7 per cent of our water-borne foreign trade. On June 30, 1920, this percentage was increased to 42.7 per cent and the value of the imports and exports carried in vessels under United States registry amounted to \$5,071,171,531. In the fiscal year ending June 30, 1921, this percentage was 39.8 and the value of the imports and exports carried in American bottoms amounted to \$3,547,647,439. This exceeds by far the total value of our water-borne trade in 1914, representing \$1,179,287,683.

Resignations from the Board and the Corporation caused changes during the year in the membership of the Board of trustees, which on June 30, 1921, was composed of the following officials: Albert D. Lasker, President; T. V. O'Connor, Vice President; George E. Chamberlain, Edward C. Plummer, F. I. Thompson, W. S. Benson, and Meyer Lissner, all Commissioners of the United States Shipping Board. On July 1, 1920, R. L. Hague resigned as Director of Construction and Repairs and was succeeded by Commander R. D. Gatewood, United States Navy.

#### **Functions.**

The Division of Construction and Repairs supervised the construction, acceptance and delivery of ships, dry docks, and marine railways, and the repair, maintenance, alteration, and reconditioning of Shipping Board vessels, including the ex-enemy tonnage seized during the war, and related activities.

#### **Organization.**

Formerly the scope of the division, which was designated as the Division of Construction, embraced all the activities connected with ship construction, including general administration, financial, legal, contracts, plant protection, requirements, supply and sales of surplus materials, national service (education), publication and information, planning and statistics, industrial relations, shipyard plants, cancellations, claims, transportation and housing of ship workers, and steel, wood, concrete, and composite ship construction. Upon the termination of hostilities in November, 1918, the emergency need for ships ended and gradually practically all of the activities mentioned were transferred to separate jurisdiction under the board of trustees and all repair and ship maintenance activities formerly in charge of the Division of Operations were transferred to this division, which was renamed the Division of Construction and Repairs. This section of the report, therefore, will deal only with the activities remaining on June 30, 1921, namely:

- (1) Construction of ships, dry docks, and marine railways.
- (2) Repair and maintenance of ships.

The organization of the division consisted of the following main units:

- Director's office.
- General office.
- Construction Department.
- Technical Department.
- Repair Department.
- Field offices.

The director's office had general supervision over the activities of the division in the home and field offices.

The general office furnished general office service for the home office, including filing, library, mail and telegraph, mimeographing, stenographic and typing, telephone service, etc., as well as operation and maintenance of the home office building at Philadelphia, Pa.

The Construction Department had direct supervision over the construction, inspection, acceptance, and delivery of vessels built for the Corporation; compiled and maintained ship construction data, statistics, and maritime records; cooperated in the settlement of claims due to cancellation of ship contracts; passed on charges for ship changes and extras; had supervision over the construction and maintenance of dry docks and marine railways and made recommendations for the sale of those owned by the Corporation. The department exercised supervision over the district managers in ship construction matters.

The Technical Department acted in an advisory capacity in technical matters connected with ship construction, performance, repair and maintenance, and in engineering policies, types of construction, and proposals under the Merchant Marine Act.

The Repair Department had direct supervision over ship repairs, maintenance, and reconditioning of Board vessels, including enemy tonnage; conducted surveys of ships transferred under managing agency agreements; had supervision over surveys connected with vessel damage claims, and cooperated with the Division of Operations in other ship surveys. The department also had supervision over the field forces engaged in ship repair and maintenance work.

The district and field offices supervised ship construction and repair activities within their geographical jurisdiction.

Many administrative changes adopted during the past two years made possible a considerable saving. The rapid increase in the personnel during 1917 and 1918 was followed by a corresponding decrease in the number of employees during the fiscal years 1920 and 1921. It has been possible to discontinue many activities which were of paramount importance during the war.

Starting with 21 employees, when the Corporations embarked on its extensive ship-building program in 1917, the personnel of the divi-

sion gradually increased until it reached its maximum in October, 1918, with 8,273 employees with annual salaries of \$14,469,687.60 in the field and home offices. This large administrative force was necessary to supervise and inspect the construction in the shipyards performing work for Government account, in which 385,000 employees were engaged.

With the ending of the emergency large reductions in personnel were made, and on December 31, 1919, the number had been reduced to 5,053, with a total annual pay roll of \$10,527,724.15. Early in 1920 activities other than actual construction were transferred to other jurisdiction, which brought about further reductions, even though some 300 employees engaged on repair activities with the Division of Operations were transferred to the Division of Construction and Repairs.

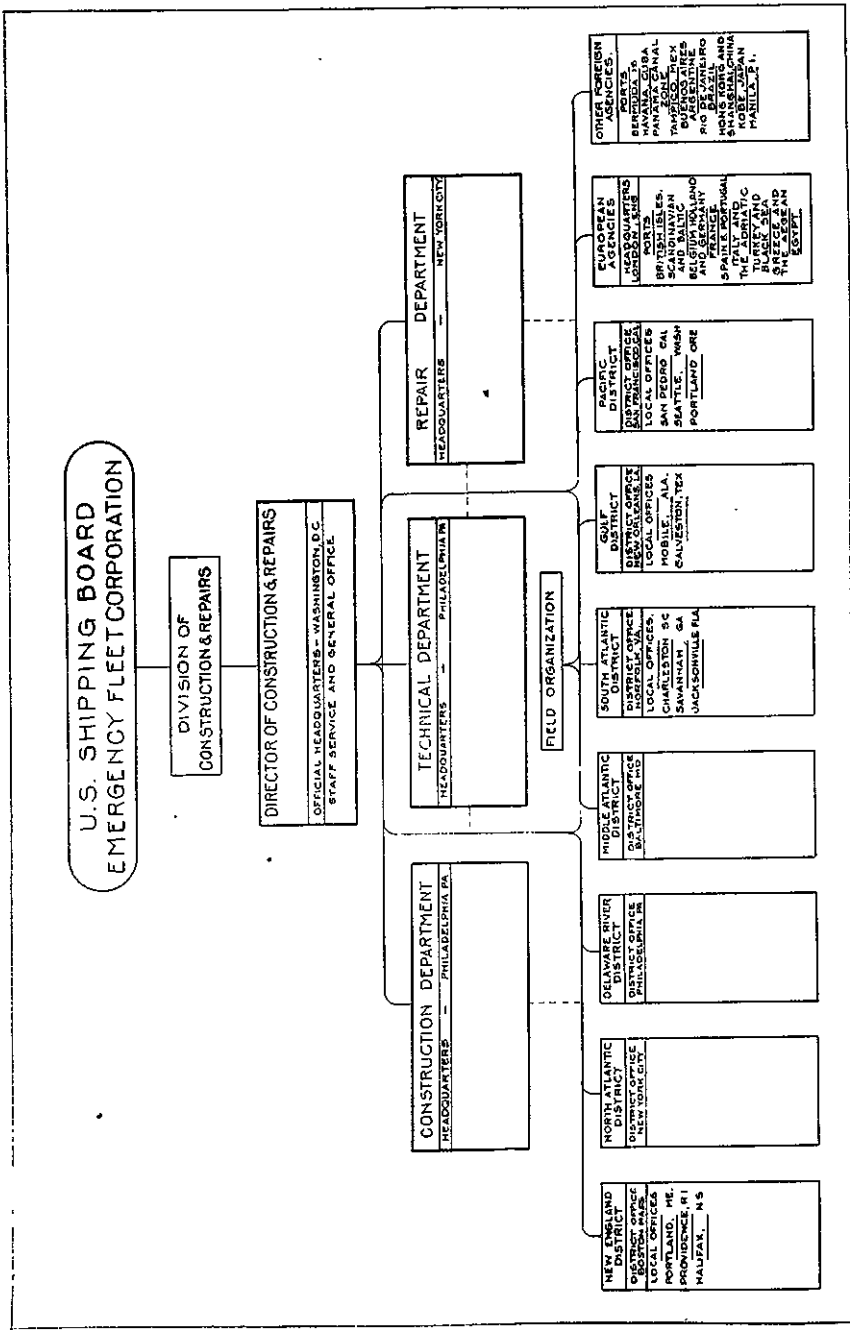
On July 1, 1920, the total employees numbered 1,406 with annual salaries aggregating \$3,459,956. By June 30, 1921, the number had been decreased to 709 and the annual salaries to \$1,847,795.60, a reduction of 697 employees, or 49.6 per cent, and \$1,612,160.40 in salaries, or 46.6 per cent.

A summary comparison of the employees and salaries as of July 1, 1920, and June 30, 1921, by home and field offices follows:

	July 1, 1920.		June 30, 1921.		Decrease.	
	Em- ployees.	Salary.	Em- ployees.	Salary.	Em- ployees.	Salary.
Home office.....	567	\$1,249,768	406	\$988,339.60	161	\$261,428.40
Field offices.....	839	2,210,188	303	859,456.00	536	1,350,732.00
Total.....	1,406	3,459,956	709	1,847,795.60	697	1,612,160.40

The distribution of employees, by offices, as of June 30, 1921, was as follows:

<i>Home office.</i>	
Director's office.....	9
General office (1).....	102
Construct on Department (2).....	96
Repair Department (3).....	119
Technical Department.....	80
	406
<i>Field offices.</i>	
New England district.....	14
Delaware River district.....	58
Middle Atlantic district.....	44
South Atlantic district.....	34
Gulf district.....	48
Pacific district.....	85
Special yard (Newark, N. J.).....	4
Foreign (other than European).....	16



Outline of organization, June 30, 1921.

The personnel was distributed among 30 cities in the United States and 10 principal foreign ports other than European. Those engaged in repair work in Europe and vicinity were under the immediate jurisdiction of the Special Commissioner of the United States Shipping Board in London, and were distributed among 36 principal ports. The division had representatives in 76 of the leading cities and ports of the world.

#### CONSTRUCTION DEPARTMENT.

The activities of the Construction Department comprised (1) ship construction and (2) construction of drydocks and marine railways. These activities were carried on by the Ship Construction and the Yards and Docks Sections, respectively.

#### SHIP CONSTRUCTION.

During the fiscal year 218 ships of 1,737,550 dead-weight tonnage were delivered by the Construction Department of the Division of Construction and Repairs. This tonnage was but 30.5 per cent of that delivered during the previous fiscal year, showing the rapidity with which the construction program was curtailed. At the end of the fiscal year there remained to be constructed but 24 steel contract vessels, totaling 276,800 dead-weight tons. All requisitioned steel, contract wood and concrete vessels were completed before the end of the fiscal year 1921, and contract composite vessels during the previous fiscal year.

The number of ships and tonnage delivered each month of the fiscal year 1921 is shown as follows:

Month.	Number.	Dead-weight tons.	Month.	Number.	Dead-weight tons.
1920.			1921.		
July.....	35	272, 150	February.....	11	104, 450
August.....	32	219, 375	March.....	6	67, 200
September.....	34	246, 225	April.....	8	78, 750
October.....	33	218, 300	May.....	8	86, 100
November.....	14	108, 250	June.....	6	64, 600
December.....	18	163, 350	Total.....	52	514, 900
Total.....	166	1, 222, 650	Grand total for year 1920-21.....	218	1, 737, 550
January.....	13	113, 800			

A considerable difference will be noted between the number of ships completed during the first half and last half of the year due to the rapidly diminishing program. The tonnage of the individual ships delivered during the latter part of the year, however, averaged much greater than the vessels completed the first six months

of the year. With one exception all vessels uncompleted at the end of the fiscal year were of 10,000 dead-weight tons or over.

All districts excepting the Delaware River, middle Atlantic, and Pacific, and the yard in China completed their quota of construction work. The following table shows the number of ships and dead-weight tonnage delivered by each district for the fiscal year:

	Contract steel.		Requisitioned steel.		Contract wood.		Contract concrete.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
North Atlantic.....	11	72,600			9	(1)		
Delaware River.....	13	143,700	10	93,100				
Agency yards.....	44	355,500						
Middle Atlantic.....	21	215,500			3	(1)		
Gulf.....	23	182,400			4	(1)	2	15,000
Pacific.....	58	544,550					4	30,000
Great Lakes.....	7	28,350			2	(1)		
Japan.....	5	36,800						
China.....	2	20,000						
Total.....	184	1,599,450	10	93,100	18		6	45,000

<sup>1</sup> No tonnage given on tugs.

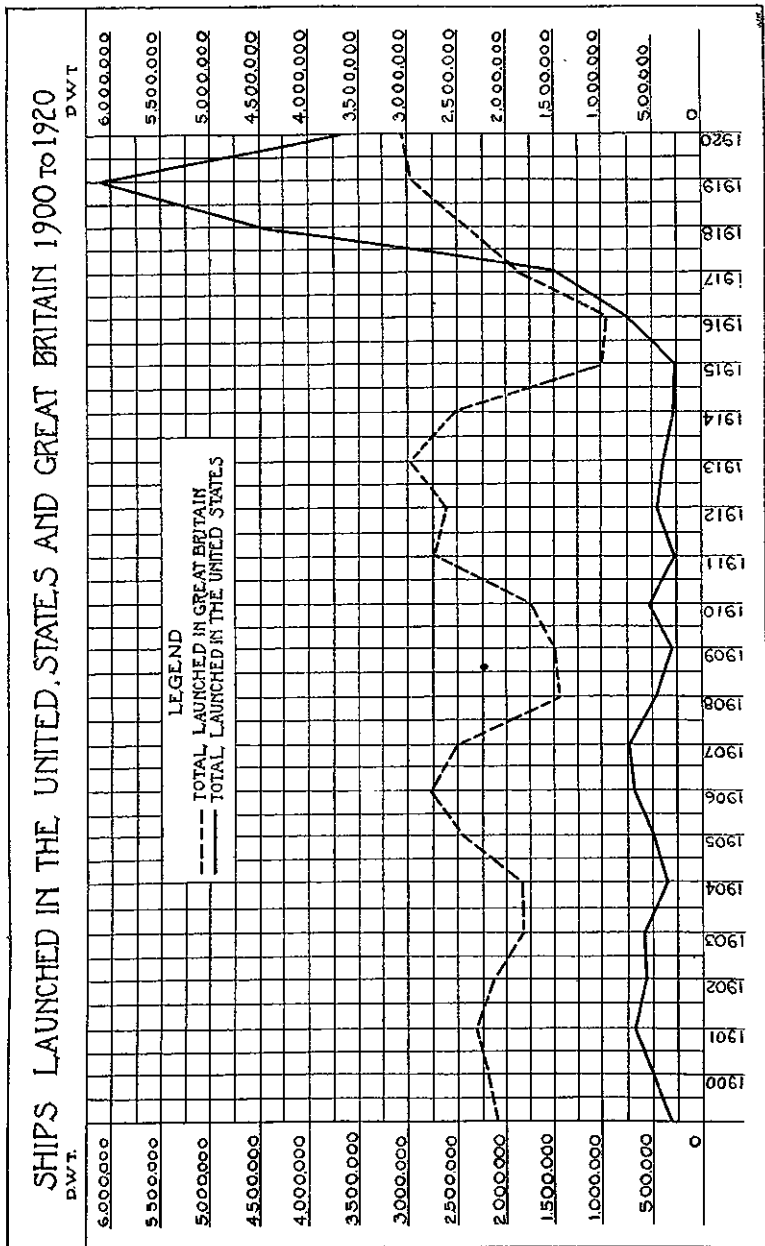
Of the 204 shipyards formerly engaged in ship construction for the Corporation, all but seven in the United States, and the yard in China, made their final delivery by the end of the fiscal year. The yards with uncompleted contracts at the end of the year, together with the number of vessels and tonnage and estimated date of completion of the last vessel in each yard, follows:

Last estimated date.	Builder.	Type of vessel.	Number of ves-sels.	Dead-weight tons per ship.	Total dead-weight tons.
July 9, 1921	Baltimore Dry Dock & Shipbuilding Co.	Tanker.....	1	10,200	10,200
July 30, 1921	Bethlehem (Alameda) Shipbuilding Corporation.	.....do.....	2	10,100	20,200
Aug. 30, 1921	Moore Shipbuilding Co.....	.....do.....	3	10,000	30,000
Oct. 15, 1921	New York Shipbuilding Corporation.....	Passenger and cargo.	8	13,000	104,000
Oct. 30, 1921	Kiangnan Dock & Excavating Works.....	Cargo.....	2	10,000	20,000
Nov. 25, 1921	Los Angeles Shipbuilding & Dry Dock Co.	.....do.....	4	11,000	44,000
Mar. 1, 1922	Bethlehem (Sparrows Point) Shipbuilding Corporation.	Passenger and cargo.	3	13,000	39,000
	Virginia Shipbuilding Corporation <sup>1</sup> .....	Cargo.....	1	9,400	9,400
			21		276,800

<sup>1</sup> Yard suspended operations, delivery date indefinite.

A list of the steel shipyards which have completed construction for the Corporation, together with the number of ships and tonnage produced by each yard, will be found in the Appendix, Table I, Part II.

Comparing the dead-weight tonnage delivered since the fiscal year of 1910, a remarkable contrast will be noted. No great variation is



shown until the year the United States entered the war. After that date, however, enormous gains were registered until the peak of production was reached in the fiscal year 1919-20. This increase

was primarily due to the activities of the Emergency Fleet Corporation. A marked change, however, will be observed in production for the year ending June 30, 1921, in which is registered the first decrease since the commencement of the war, and though a considerable number of contracts were let by private interests, these were not sufficient to overcome the effect of the winding up of the Corporation's building program.

*Shipbuilding in United States since 1910.*

Fiscal year.	Dead-weight tonnage	Fiscal year	Dead-weight tonnage
1910.....	513,102	1916.....	488,119
1911.....	136,743	1917.....	996,718
1912.....	319,003	1918.....	1,951,302
1913.....	519,232	1919.....	4,989,931
1914.....	174,375	1920.....	5,694,567
1915.....	337,683	1921.....	2,863,465

Since release from Government work a number of shipyards engaged in construction for private account, involving contracts not only for American interests, but also for foreign owners. A number of shipyards, however, created primarily to meet the war emergency, suspended operations. The chart showing the growth of shipbuilding in the United States, 1813-1921, gives a comprehensive view of shipbuilding activities in the United States and clearly indicates the rapid strides that have been made in this industry, which, prior to the World War, was almost a negligible factor in the industrial fabric of the Nation.














The original ship construction program, which included all vessels requisitioned and contracts let to date, involved the construction of 3,270 vessels of 18,407,276 dead-weight tons, and covered all types, not only the cargo vessels needed to replace the tonnage of our Allies destroyed by submarines, but every type of ship from small harbor tugs to troop transports.

Upon the signing of the armistice the emergency need for ship construction passed and efforts were directed toward rounding out a well-balanced merchant marine. With this end in view contracts covering ships required as a war measure, but not desirable for peace purposes, and other vessels on which construction work had not progressed too far, were suspended. Cancellations were made wherever a saving to the Government could be effected. This policy reduced the program by 958 ships of 4,770,565 dead-weight tons, leaving an active program of 2,312 ships of 13,636,711 dead-weight tons, a decrease of 25.8 per cent from the original program.

The original construction program, together with cancellations and the remaining active program by class of construction, is shown in the following tabulation:



# GROWTH OF SHIPBUILDING IN THE UNITED STATES • 1813 TO 1921 •

1813 - 1819	-	AVERAGE YEARLY TONNAGE 131,730	D.W.T.
1820 - 1829	-	AVERAGE YEARLY TONNAGE 132,983	D.W.T.
1830 - 1839	-	AVERAGE YEARLY TONNAGE 169,042	D.W.T.
1840 - 1849		AVERAGE YEARLY TONNAGE 254,254	D.W.T.
1850 - 1859		AVERAGE YEARLY TONNAGE 559,572	D.W.T.
1860 - 1869		AVERAGE YEARLY TONNAGE 440,079	D.W.T.
1870 - 1879		AVERAGE YEARLY TONNAGE 398,631	D.W.T.
1880 - 1889		AVERAGE YEARLY TONNAGE 309,787	D.W.T.
1890 - 1899		AVERAGE YEARLY TONNAGE 338,596	D.W.T.
1900 - 1909		AVERAGE YEARLY TONNAGE 635,025	D.W.T.
1910 - 1916		AVERAGE YEARLY TONNAGE 445,465	D.W.T.
1917			997,018 D.W.T.
1918			3,223,506 D.W.T.
1919			6,558,823 D.W.T.
1920			4,291,087 D.W.T.
<hr style="width: 20%; margin: 0 auto;"/>			
1908		921,324 D.W.T.	
<b>LARGEST YEARLY PRODUCTION PREVIOUS TO WORLD WAR</b>			

Original and active program.

Class.	Original program.		Canceled.		Active.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
Requisitioned steel.....	119	2,963,406	35	276,140	384	2,687,266
Contract steel.....	1,711	11,914,670	432	2,983,975	1,309	8,927,695
Contract wood.....	1,017	3,032,200	428	1,136,950	583	1,885,250
Contract composite.....	30	175,000	32	112,000	18	63,000
Contract concrete.....	43	302,000	31	228,500	12	73,500
Total.....	3,270	18,407,276	958	4,770,565	2,312	13,636,711

A more detailed statement of the complete or accumulated program, cancellations, and active program by type as well as class of construction, also by geographical location, is shown by the following tables:

Accumulated program of ship construction (including construction in foreign yards), June 30, 1921.

Class.	Original program.		Canceled.		Active program.	
	Number.	Dead-weight tons.	Number.	Dead weight tons.	Number.	Dead weight tons
<b>REQUISITIONED STEEL.</b>						
Cargo.....	313	2,000,339	13	70,600	300	1,929,739
Cargo (released).....	6	57,800	6	57,800		
Cargo (to contract).....	12	110,900	12	110,900		
Tanker.....	60	582,530	7	63,500	53	519,030
Tanker (released).....	1	6,980	1	6,980		
Refrigerator.....	11	86,200			11	86,200
Transport.....	9	71,975			9	71,975
Collier.....	9	70,350			9	70,350
Passenger and cargo.....	4	18,972	2	9,000	2	9,972
Ore carrier (released).....	6	68,260	6	68,260		
Total.....	431	3,074,306	47	387,040	384	2,687,266
Less to contract.....	12	110,900	12	110,900		
Net total.....	419	2,963,406	35	276,140	384	2,687,266
<b>CONTRACT STEEL.</b>						
Cargo (United States).....	1,306	8,948,780	220	1,652,375	1,086	7,296,205
Cargo (Japan).....	30	243,260			30	243,260
Cargo (China).....	4	40,000			4	40,000
Cargo (United States Exper.).....	32	254,800	32	254,800		
Tanker.....	102	976,600	29	263,600	73	713,000
Tanker (Navy).....	12	131,000			12	131,000
Transport.....	93	857,800	80	750,000	13	107,800
Refrigerator.....	8	75,200			8	75,200
Passenger and cargo.....	26	338,000	3	39,000	23	299,000
Barge.....	16	49,200	10	27,000	6	22,200
Tug (ocean).....	104	( <sup>1</sup> )	53	( <sup>1</sup> )	46	( <sup>1</sup> )
Tug (harbor).....	8	( <sup>1</sup> )			8	( <sup>1</sup> )
Total.....	1,741	11,914,670	432	2,983,975	1,309	8,927,695
<b>CONTRACT WOOD.</b> (According to original design.)						
Cargo.....	521	1,939,050	217	817,700	304	1,121,350
Barge.....	141	368,500	113	237,500	28	71,000
Tug (ocean).....	61	( <sup>1</sup> )	48	( <sup>1</sup> )	13	( <sup>1</sup> )
Tug (harbor).....	100	( <sup>1</sup> )	38	( <sup>1</sup> )	62	( <sup>1</sup> )
Subtotal.....	823	2,307,550	416	1,115,200	407	1,192,350

<sup>1</sup> No tonnage given on tugs.

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Accumulated program of ship construction (including construction in foreign yards), June 30, 1921—Continued.

Class.	Original program.		Canceled.		Active program.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
<b>CONTRACT WOOD—continued (According to altered design.)</b>						
Tanker.....	119	4,700	4	15,850	115	4,700
Finished hull.....	10	463,550			10	447,700
Sailing vessel.....	64	34,500	8	35,900	56	34,500
Barge (converted).....		241,900				206,000
Subtotal.....	194	744,650	12	51,750	182	692,900
Total.....	1,017	3,052,200	428	1,166,950	589	1,885,250
<b>CONTRACT COMPOSITE.</b>						
Cargo.....	50	175,000	32	112,000	18	63,000
<b>CONTRACT CONCRETE.</b>						
Cargo.....	7	32,000	3	18,500	4	13,500
Tanker.....	36	270,000	28	210,000	8	60,000
Total.....	43	302,000	31	228,500	12	73,500
Grand total.....	3,270	18,407,276	958	4,770,565	2,312	13,636,711

Accumulated program of ship construction, by geographical sections of the United States.

Section of country and class of construction.	Accumulated program.		Canceled.		Active program.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
<b>ATLANTIC COAST.</b>						
Requisition steel.....	211	1,697,826	28	211,360	183	1,486,466
Contract steel.....	742	5,271,380	231	1,518,375	511	3,753,005
Contract wood.....	364	853,800	187	399,750	177	451,050
Contract composite.....	24	81,000	11	49,000	10	35,000
Contract concrete.....	19	122,000	13	93,500	6	28,500
Total.....	1,360	8,032,006	473	2,271,985	887	5,760,021
<b>GULF COAST.</b>						
Requisition steel.....	2	7,000			2	7,000
Contract steel.....	90	575,000	42	251,000	48	324,000
Contract wood.....	222	790,400	129	450,150	93	340,250
Contract composite.....	26	91,000	18	63,000	8	28,000
Contract concrete.....	8	60,000	6	15,000	2	15,000
Total.....	348	1,523,400	195	809,150	153	714,250
<b>PACIFIC COAST.</b>						
Requisition steel.....	101	876,600	1	10,000	100	866,600
Contract steel.....	489	4,425,950	122	1,156,850	367	3,269,100
Contract wood.....	378	1,405,500	90	317,050	288	1,088,450
Contract concrete.....	16	120,000	12	90,000	4	30,000
Total.....	984	6,828,050	225	1,573,900	759	5,254,150
<b>GREAT LAKES.</b>						
Requisition steel.....	105	381,980	6	51,780	99	327,200
Contract steel.....	386	1,336,050	37	60,750	349	1,275,300
Contract wood.....	53	2,500	22	(1)	31	2,500
Total.....	544	1,740,530	65	112,530	479	1,625,000
<b>ENTIRE COUNTRY.</b>						
Requisition steel.....	119	2,963,406	35	276,110	384	2,687,296
Contract steel.....	1,707	11,631,380	432	2,986,975	1,275	8,644,405
Contract wood.....	1,017	3,052,200	428	1,166,950	589	1,885,250
Contract composite.....	50	175,000	32	112,000	18	63,000
Contract concrete.....	43	302,000	31	228,500	12	73,500
Grand total.....	3,236	18,123,986	958	4,770,565	2,278	13,353,421

STATUS OF WORK.

The program at the close of the fiscal year 1920 contemplated 2,315 vessels of 13,675,711 dead-weight tons. As the keels of three of the combination passenger-cargo ships had not been laid, and as the contractor was not giving evidence of satisfactory progress in accordance with the terms of contract, construction on these vessels was canceled August 24, 1920, thereby reducing the program to 2,312 ships of 13,636,711 dead-weight tons at the close of the fiscal year 1921.

The following tabulation shows the active program as regards class of construction, subdivided by types, and gives a concrete idea of the size of the fleet as it will stand upon completion:

Active program by types.

	Steel.	Wood.	Com- posite.	Con- crete.	Num- ber.	Total dead- weight tons.
Cargo.....	1,429	304	18	4	1,755	10,777,434
Tanker.....	133	1		8	147	1,427,730
Refrigerator.....	19				19	161,400
Transport.....	22				22	179,775
Passenger and cargo.....	25				25	308,972
Barges.....	6	28			34	93,200
Tugs (ocean).....	46	13			59	(1)
Tugs (harbor).....	8	56			64	(1)
Finished hulls.....		115			115	447,700
Hulls converted to barges.....		56			56	206,900
Hulls converted to sailers.....		8			8	30,500
Barges converted to schooners.....		2			2	4,000
Harbor tugs.....		6			6	(1)
<b>Total.....</b>	<b>1,693</b>	<b>589</b>	<b>18</b>	<b>12</b>	<b>2,312</b>	<b>13,636,711</b>

<sup>1</sup> No tonnage given on tugs.

The charts accompanying this report graphically illustrate the rapid expansion of the United States merchant marine, accomplished for the most part after the United States entered the war, giving conclusive evidence of the resourcefulness and efficiency of the industrial organizations of the country. The results are all the more striking in view of the fact that at the beginning of the Emergency Fleet Corporation's activities there were only 50,000 mechanics in American shipyards, which number was increased to 385,000 during the war.

Status of active program June 30, 1921.

	Number.	Dead-weight tons.
Ships on ways.....	4	48,000
Ships outfitting.....	20	228,800
Ships delivered.....	2,288	13,359,911
<b>Total.....</b>	<b>2,312</b>	<b>13,636,711</b>

Based upon the above tonnage, production was 99.53 per cent complete on June 30, 1921. Of the 24 ships (all steel vessels) remaining uncompleted, it was estimated at the end of the fiscal year that, with one exception, all would be delivered by December 31, 1921.

The total performance of the Corporation as regards keel layings, launchings, and deliveries to June 30, 1921, by class of construction, is given in the following table:

	Keel layings.		Launchings.		Deliveries.	
	Number	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
Contract steel.....	1,309	8,927,695	1,305	8,879,695	1,285	8,650,895
Requisitioned steel.....	384	2,687,266	384	2,687,266	384	2,687,266
Composite.....	18	63,000	18	63,000	18	63,000
Wood.....	589	1,885,250	589	1,885,250	589	1,885,250
Concrete.....	12	73,500	12	73,500	12	73,500
Total.....	2,312	13,636,711	2,308	13,588,711	2,288	13,359,911

The number of ships and dead-weight tonnage delivered during each fiscal year of the Corporation's existence follows:

*Deliveries for each fiscal year.*

Year.	Number of ships.	Dead-weight tons.
1917-18.....	214	1,374,496
1918-19.....	854	4,553,298
1919-20.....	1,002	5,694,567
1920-21.....	218	1,737,550
Total.....	2,288	13,359,911

The keel of the first contract steel vessel was laid on July 29, 1917, and that of the first contract wood vessel on May 15, 1917. The first launchings for these two classes of construction occurred, respectively, on November 24, 1917, and December 1, 1917, and initial deliveries January 5, 1918, and May 24, 1918, respectively. A general summary of keels laid, ships launched, and ships delivered for each month and year is given in the following tables:





April.....						4	36,400						
May.....						4	37,000						
June.....						6	73,000						
July.....						1	10,200						
August.....						2	21,100						
September.....						1	10,000						
October.....						4	41,300						
November.....						4	43,300						
December.....													
Total.....	6	61,400				48	472,960						
Grand total.....	384	2,087,206	3	23,700	1,304	9,975,695	13	61,550	589	1,885,250	120		306,500
1921													
January.....						2	22,000						
February.....						2	23,000						
March.....						1	12,000						
Total.....						5	57,000						
Grand total.....	384	2,087,206	3	23,700	1,309	9,927,695	13	61,550	589	1,885,250	120		306,500

	Contract composite.				Contract concrete.				Total active.	
	Active.		Canceled.		Active.		Canceled.		Num-ber.	Dead-weight tons.
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.		
April.....									1	8,130
May.....									2	7,359
June.....									2	18,530
July.....									4	42,900
August.....									2	17,800
September.....									1	7,000
October.....									6	36,300
November.....									9	54,237
December.....									4	32,800
Total.....									30	223,019

1910.

<sup>1</sup> No tonnage given on tugs.



Summary of keels laid—Continued.

	Contract composite.				Contract concrete.				Total active.	
	Active.		Canceled.		Active.		Canceled.		Num-ber.	Dead-weight tons.
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.		
1917.										
January.....									10	101,800
February.....									7	94,186
March.....									13	111,316
April.....									28	137,600
May.....									28	173,255
June.....									20	100,473
July.....									20	100,473
August.....									52	246,680
September.....	2	7,000							62	261,695
October.....	6	21,000							64	272,760
November.....	3	10,500							92	454,620
December.....	3	10,500							71	335,105
Total.....	14	49,000							462	2,403,562
Total to date.....	14	49,000							492	2,628,611
1918.										
January.....	4	14,000							63	315,300
February.....									70	372,325
March.....				3	10,500				82	479,825
April.....				1	3,500				89	488,725
May.....							3,000		91	482,870
June.....									81	448,195
July.....				1	3,500				139	743,525
August.....									105	539,708
September.....							3,500		103	513,270
October.....									124	651,691
November.....				1	3,500				93	460,068
December.....									80	456,458
Total.....	4	14,000		6	21,000				1,110	5,951,900
Total to date.....	18	63,000		6	21,000				1,602	8,680,511

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Year	Month	18	63,000	6	21,000	12	73,500	2	15,000	2,263	13,045,361	54	534,350
1919.	January.....											54	534,350
	February.....											58	333,200
	March.....											75	465,093
	April.....											85	554,046
	May.....											84	619,178
	June.....											87	498,475
	July.....											76	495,900
	August.....											43	306,900
	September.....											41	283,275
	October.....											30	232,725
	November.....											18	151,825
	December.....											20	165,650
Total.....												651	4,464,850
Total to date.....		18	63,000	6	21,000	12	73,500	2	15,000	2,263	13,045,361		
1920.	January.....											11	103,000
	February.....											9	52,950
	March.....											8	73,200
	April.....											4	36,400
	May.....											4	37,000
	June.....											6	73,000
	July.....											0	0
	August.....											1	10,300
	September.....											2	21,100
	October.....											1	10,000
	November.....											4	41,300
	December.....											4	43,300
Total.....												54	534,350
Grand total.....		18	63,000	6	21,000	12	73,500	2	15,000	2,307	13,579,711		
1921.	January.....											2	22,000
	February.....											2	23,000
	March.....											1	12,000
Total.....												5	57,000
Grand total.....		18	63,000	6	21,000	12	73,500	2	15,000	2,312	13,636,711		

Summary of ships launched.

	Requisition steel.		Contract steel.				Contract wood.				Contract concrete.				Total active.	
	Active.		Active.		Canceled.		Active.		Canceled.		Active.		Active.			
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.		
1917.																
April.....	2	12,500													2	12,500
May.....	3	21,330													3	21,330
June.....	4	24,400													4	24,400
July.....	6	27,053													6	27,053
August.....	16	463,339													16	463,339
September.....	17	116,576													17	116,576
October.....	19	135,805	1	8,500											20	144,606
November.....	21	131,730	2	17,000											25	160,330
December.....																
Total.....	101	674,570	3	26,400			2	8,000							105	708,970
1918.																
January.....	15	103,700	1	8,800			5	10,500							16	112,500
February.....	23	132,400	3	21,150			17	42,000							31	173,650
March.....	27	168,766	6	51,650			17	49,000							44	262,416
April.....	22	119,880	7	45,850			31	115,700							46	226,730
May.....	18	106,130	14	85,025			22	80,200							74	370,355
June.....	13	77,050	13	74,300			54	195,750							49	235,050
July.....	33	218,925	35	218,725			34	115,950							124	640,400
August.....	17	120,730	29	174,650			31	111,400							83	421,830
September.....	19	146,295	40	215,525			33	106,300							80	405,475
October.....	6	54,475	41	244,700			31	111,450							83	437,450
November.....	10	85,300	39	230,200			29	51,800							89	472,150
December.....	8	59,825	51	327,525			208	1,014,050							312	4,244,126
Total.....	221	1,453,476	279	1,698,100			300	1,052,050							918	4,963,095
Total to date.....	322	2,128,046	282	1,724,500			26	89,500							322	4,244,126
1919.																
January.....	3	28,770	33	186,525			14	45,450							82	304,795
February.....	7	52,620	45	268,475			21	64,250							93	373,645
March.....	4	33,200	64	387,158			2	7,000							95	464,608
April.....	1	8,970	71	440,116			2	7,000							110	598,786

May.....	5	46,770	80	512,258	2	5,000	46	144,900	4	(1)	1	3,500	2	11,000	134	718,428	
June.....	4	28,600	61	391,650	.....	.....	29	88,800	5	(1)	.....	.....	1	7,900	95	511,450	
July.....	4	40,925	81	528,858	.....	.....	28	75,800	2	(1)	.....	.....	1	3,900	114	469,928	
August.....	2	43,800	67	383,932	.....	.....	19	52,150	5	(1)	.....	.....	1	7,300	81	517,476	
September.....	4	13,300	61	447,000	.....	5,000	19	52,150	.....	.....	.....	.....	1	3,500	82	403,875	
October.....	5	47,500	50	326,175	.....	.....	14	23,500	.....	.....	.....	.....	1	.....	75	493,453	
November.....	3	25,800	64	457,553	.....	7,500	8	11,800	.....	.....	.....	.....	1	.....	65	493,453	
December.....	3	25,800	55	379,426	.....	.....	7	21,150	.....	.....	.....	.....	1	.....	65	426,376	
Total.....	45	386,150	792	4,720,027	5	17,500	273	\$92,180	21	(1)	5	17,500	6	33,000	1,061	5,468,827	
Total to date.....	367	2,524,196	1,014	6,444,527	5	17,500	573	1,854,200	22	(1)	18	63,000	7	33,000	1,979	10,921,923	
1920.																	
January.....	1	8,970	39	290,560	.....	.....	4	9,700	.....	.....	.....	.....	.....	.....	44	309,230	
February.....	2	13,300	26	191,150	.....	.....	6	14,050	.....	.....	.....	.....	.....	.....	34	218,500	
March.....	2	21,500	38	286,308	.....	.....	4	7,300	.....	.....	.....	.....	.....	.....	44	315,108	
April.....	1	9,000	39	310,525	.....	7,500	2	(1)	.....	.....	.....	.....	.....	.....	42	319,825	
May.....	1	9,000	17	134,975	.....	.....	.....	.....	.....	.....	.....	.....	3	22,500	18	143,975	
June.....	1	12,500	29	247,475	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33	282,475	
July.....	4	39,900	27	230,525	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31	270,425	
August.....	1	9,000	15	137,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16	146,250	
September.....	2	21,500	6	40,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9	78,300	
October.....	1	9,400	8	77,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	94,100	
November.....	1	9,000	8	65,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9	75,050	
December.....	.....	.....	11	116,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	116,000	
Total.....	17	163,070	263	2,138,118	1	7,500	16	31,050	.....	.....	.....	.....	5	37,500	301	2,369,738	
Grand total.....	384	2,687,266	1,277	8,582,645	6	25,000	589	1,885,250	22	(1)	18	63,000	12	73,500	2,280	13,291,661	
1921.																	
January.....	.....	.....	3	25,650	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	25,650	
February.....	.....	.....	6	65,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	65,700	
March.....	.....	.....	4	44,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	44,000	
April.....	.....	.....	4	43,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	43,300	
May.....	.....	.....	4	64,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	64,200	
June.....	.....	.....	5	54,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	54,200	
Total.....	.....	.....	28	297,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28	297,050	
Grand total.....	384	2,687,266	1,305	8,879,695	6	25,000	589	1,885,250	22	(1)	18	63,000	12	73,500	2,308	13,588,711	

1. No tonnage given on tugs.

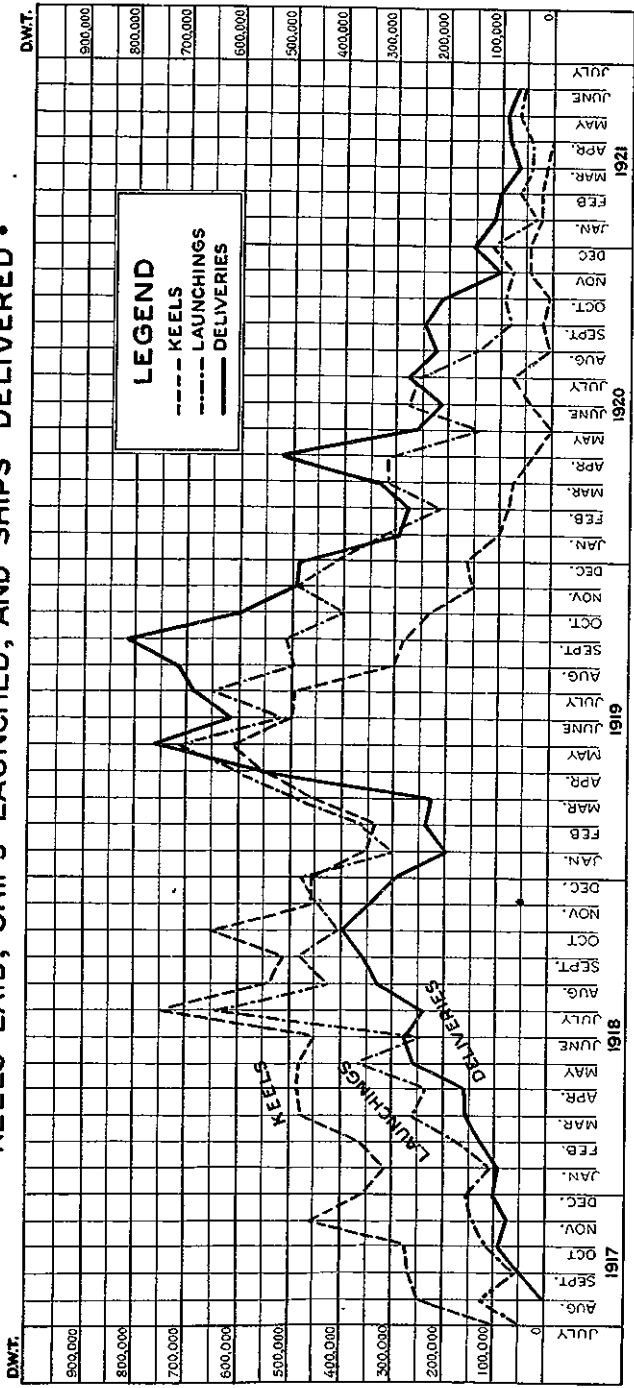
Summary of ships delivered.

Year and month.	Requisitioned steel.		Contract steel.		Contract wood.		Contract composite.		Contract concrete.		Total.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
1917.												
August.....	1	2,990									1	2,990
September.....	7	40,600									7	40,600
October.....	13	85,085									13	85,085
November.....	17	76,319									17	76,319
December.....	12	100,290									12	100,290
Total.....	50	305,215									50	305,215
1918.												
January.....	10	82,641	1	8,800							11	91,441
February.....	14	112,750	1	8,800							15	121,550
March.....	13	150,159	1	8,800							14	158,959
April.....	24	154,005	1	8,800							25	162,805
May.....	37	223,291	3	28,250		4,000					43	255,541
June.....	34	195,835	10	75,150							44	270,985
July.....	18	97,305	18	107,100		27,500					36	204,905
August.....	13	129,268	19	106,950		86,800		7,000			32	236,018
September.....	21	140,900	22	116,800		96,000		3,500			43	257,500
October.....	20	154,323	27	135,700		101,700		3,500			47	290,223
November.....	15	123,300	35	175,200		41,550		3,500			50	302,550
December.....	8	53,175	21	160,475		74,250		3,500			29	287,400
Total.....	247	1,623,381	161	940,825	119	440,100	6	21,000			533	3,025,806
Total to date.....	297	1,929,096	161	940,825	119	440,100	6	21,000			583	3,331,021
1919.												
January.....	3	27,600	16	121,100	11	40,750	1	3,500			31	192,950
February.....	4	67,100	19	132,700	12	42,750	1	3,500			40	239,050
March.....	4	27,200	24	155,925	13	49,750					41	235,875
April.....	4	27,200	24	155,925	13	49,750					41	235,875
May.....	9	80,800	74	397,350	32	115,000					111	549,240
June.....	7	52,800	79	519,500	50	160,950	2	7,000			140	770,550
July.....	6	52,505	68	384,733	48	168,050	1	3,500			122	609,103
August.....	4	26,100	66	433,533	53	184,650					125	676,128
September.....	5	50,895	68	463,275	59	203,000	4	14,000			155	714,375
October.....	3	23,800	87	507,991	58	192,500	1	3,500			151	814,896
Total.....			74	447,100	42	124,800					1	3,500

November.....	8	83,895	60	348,875	21	33,450	1	3,500	2	6,500	92	496,220
December.....	4	36,500	38	429,491	9	20,850					72	486,841
Total.....	65	560,700	692	4,415,223	405	1,356,500	12	42,000	3	10,000	1,180	6,384,423
Total to date.....	362	2,489,796	833	5,856,048	527	1,796,600	18	63,000	3	10,000	1,763	9,715,444
1920.												
January.....	2	13,300	33	253,158	10	27,750			1	3,500	44	284,408
February.....	3	30,470	41	244,125	9	18,150					43	275,575
March.....	3	25,800	78	292,413	10	24,000					54	346,883
April.....	2	13,300	38	477,883	7	14,750					88	518,433
May.....	2	21,500	26	237,660	6	(1)			2	15,000	47	265,960
June.....	2	13,300	31	190,158	3	4,000					31	216,658
July.....	2	13,300	26	258,850	3	(1)					35	272,150
August.....	2	21,500	24	197,875	6	(1)					32	219,375
September.....	1	9,000	29	222,225	2	(1)			2	15,000	34	246,225
October.....	1	9,000	26	201,800	2	(1)			1	7,500	33	218,300
November.....	1	9,400	11	93,850	2	(1)					14	103,250
December.....	1	9,000	17	154,350							13	163,350
Total.....	20	175,570	396	2,824,347	61	88,650			6	41,000	473	3,120,667
Total to date.....	382	2,665,366	1,239	8,180,395	588	1,885,250	18	63,000	9	51,000	2,236	12,845,011
1921.												
January.....	1	9,400	12	113,800	1	(1)					13	113,900
February.....			8	80,050	9				2	15,000	11	104,900
March.....			6	67,200	6						6	77,500
April.....			7	71,250	1				1	7,500	3	81,000
May.....			5	86,100	8						8	86,100
June.....	1	12,500	5	52,100							6	64,600
Total.....	2	21,900	46	470,500	1	(1)			3	22,500	52	514,900
Total to date.....	384	2,687,266	1,285	8,650,895	589	1,885,250	18	63,000	12	73,500	2,288	13,359,911

1 No tonnage given on tugs.

• KEELS LAID, SHIPS LAUNCHED, AND SHIPS DELIVERED •



The graphic chart accompanying this report, shows curves of keel layings, launchings, and deliveries, clearly defines the rise in production to the date of the armistice, after which time, due to suspension of contracts with a number of yards, the curves descend for a period of several months. This descent covers the time during which the question of cancellations and reinstatements was being considered. Adjustments having been made, the curves again ascend, reaching the peak of production in September, 1919. After that month the lines of production take a downward course indicating the rapid completion of the active ship construction program.

### STEEL SHIP CONSTRUCTION.

#### Requisitioned Steel Vessels.

Of the 431 steel vessels under construction in shipyards in the United States on August 3, 1917, which were requisitioned by the Government, 13 were released to former owners before completion, 22 were canceled, and the status of 12 changed from requisitioned to contract vessels, leaving a total of 384 requisitioned steel ships on the active program. The completion of the *M. S. William Penn*, a 12,500 ton designed dead-weight vessel, on June 23, 1921, brought the requisitioned-ship program to a close. The delivery of this ship, however, marked a new development in the United States merchant marine as the motive power installed on this ship consisted of two 6-cylinder 4-cycle Diesel engines, of a combined indicated horsepower of 4,200. The *William Penn*, was the first large American vessel to be fitted with an installation of such type and power.

The following tables show the number of vessels and dead-weight tonnage under construction for American and foreign owners, requisitioned on August 3, 1917; also the original and active requisitioned program:

*Nationality of former owners of requisitioned vessels.*

Nationality.	Number.	Dead-weight tons.
American.....	185	1,534,111
British.....	163	988,980
French.....	34	234,270
Norwegian.....	38	249,145
Italian.....	4	29,200
Danish.....	4	15,200
Russian.....	2	14,600
Japanese.....	1	8,800
Total.....	431	3,074,306



*Requisitioned steel vessels.*

Type.	Original program.		Canceled.		Active program.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
Cargo.....	313	2,000,339	13	70,600	300	1,929,739
Cargo (released).....	6	57,800	6	57,800		
Cargo (to contract).....	12	110,900	12	110,900		
Tanker.....	60	582,530	7	63,500	53	519,030
Tanker (released).....	1	6,980	1	6,980		
Refrigerator.....	11	86,200			11	86,200
Transport.....	9	71,975			9	71,975
Collier.....	9	70,350			9	70,350
Passenger and cargo.....	4	18,972	2	9,000	2	9,972
Ore carrier (released).....	6	68,260	6	68,260		
Total.....	431	3,074,306	47	387,040	384	2,687,266
Changed to contract.....	12	110,900	12	110,900		
Net total.....	419	2,963,406	35	276,140	384	2,687,266

**Contract Steel Vessels.**

The total performance, by type, for contract steel vessels is shown in the following table:

*Contract steel vessels.*

Type.	Keels laid.		Launchings.		Deliveries.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
Cargo (United States).....	1,086	7,296,205	1,081	7,274,205	1,081	7,242,895
Cargo (Japan).....	30	243,290	30	243,290	30	243,290
Cargo (China).....	1	40,000	1	40,000	2	20,000
Tankers.....	73	713,009	73	713,000	67	652,660
Tankers (Navy).....	12	131,000	12	131,000	12	131,000
Transports.....	13	107,800	13	107,800	13	107,800
Refrigerator.....	8	75,200	8	75,200	8	75,200
Passenger and cargo.....	23	299,000	21	278,000	12	156,000
Barge.....	6	22,200	6	22,200	6	22,200
Tug (ocean).....	10	(1)	46	(1)	46	(1)
Tug (harbor).....	8	(1)	8	(1)	8	(1)
Total.....	1,309	8,927,695	1,305	8,879,695	1,285	8,650,895

<sup>1</sup> No tonnage given on tugs

**PASSENGER AND CARGO VESSELS.**

Upon the cessation of hostilities in November, 1918, the Corporation found itself with a number of contracts on hand for construction of troop transports of various tonnage. The majority of these contracts were canceled but construction on 23 had progressed to the stage where cancellation was considered inadvisable, not only from a financial standpoint, but for the reason that these transports could be readily converted into combination passenger and cargo ships, a type of vessel greatly needed to balance the American merchant marine.

*Status of contract steel 13,000 dead-weight tons passenger and cargo vessels.*

Builder and location.	Contract No.	Hull No.	Name.	Dimensions			Construction.	Engines.	Speed.	Boilers.	Trussing radius.	Passenger capacity.		Keels laid.	Launched.	Estimated delivery.	Percent complete.	
				Length between pp.	Molded breadth.	Molded depth.						First class.	Third class.				Hull.	Outfitting.
New York Shipbuilding Corporation, Camden, N. J.	151	1012	Wenatchee.....	Feet, 518	Feet, 72	Feet, 50	Isherwood	2 Westinghouse C. C. G. turbine.....	Knots, 17.4	8 B. & W. Water tube.....	11,700	260	300	June 15, 1918*	May 24, 1919*	Mar. 3, 1921*	100.0	100.0
		1013	Southern Cross.....	518	72	50	do.	12,000 stated horsepower.....	17.4	do.	11,700	260	300	Oct. 8, 1919*	July 20, 1919*	Aug. 30, 1921	97.6	68.1
		1014	American Legion.....	518	72	50	do.	do.	17.4	Water tube.....	11,700	260	300	Jan. 21, 1919*	Oct. 11, 1919*	July 12, 1921	98.0	90.4
		2585	Old North State.....	202	62	42	Transport	2 quadruple reciprocating.....	15	6 Scotch.....	15,000	78	78	Mar. 20, 1918*	Feb. 29, 1920*	Oct. 21, 1920*	100.0	100.0
		2586	Greco State.....	202	62	42	do.	7,000 indicated horsepower.....	15	do.	15,000	78	78	May 22, 1918*	Apr. 27, 1920*	Dec. 7, 1920*	100.0	100.0
		2587	Panhandle State.....	202	62	42	do.	do.	15	do.	15,000	78	78	May 22, 1918*	July 31, 1920*	Mar. 7, 1921*	100.0	100.0
		2588	Walverme State.....	202	62	42	do.	do.	15	do.	15,000	78	78	May 13, 1918*	Mar. 9, 1920*	Aug. 30, 1920*	100.0	100.0
		2589	Centennial State.....	202	62	42	do.	do.	15	do.	15,000	78	78	May 13, 1918*	Sept. 16, 1920*	Jan. 6, 1921*	100.0	100.0
		2591	Blue Hen State.....	202	62	42	do.	do.	15	do.	15,000	78	78	Oct. 1, 1919*	Feb. 23, 1921*	July 6, 1921	99.0	100.0
		2593	Bay State.....	202	62	42	Isherwood	do.	17.4	8 B. & W. Water tube.....	14,000	260	300	Mar. 4, 1920*	July 17, 1920*	Oct. 15, 1921	98.0	70.0
	2594	Pennsylvania State.....	518	72	50	do.	12,000 stated horsepower.....	17.4	do.	14,000	260	300	Oct. 15, 1919*	May 15, 1920*	Aug. 15, 1921	98.5	32.1	
	2579	Keystone State.....	518	72	50	do.	do.	17.4	Water tube.....	14,000	260	300	May 13, 1919*	July 7, 1921	Oct. 15, 1921	100.0	57.2	
	2581	Empire State.....	518	72	50	do.	do.	17.4	do.	14,000	260	300	May 13, 1919*	May 15, 1920*	May 28, 1921*	100.0	37.2	
	2582	Lone Star State.....	518	72	50	do.	do.	17.4	do.	14,000	260	300	May 13, 1919*	Aug. 4, 1920*	July 2, 1921	100.0	90.0	
	182	Hoosier State.....	518	72	50	do.	do.	17.4	do.	14,000	260	300	May 13, 1919*	Dec. 23, 1920*	July 2, 1921	98.0	53.4	
Behlehen Shipbuilding Corporation, (Ltd.), Sparrows Point, Md.		2585	Hawkeye State.....	518	72	50	do.	do.	17.4	do.	14,000	260	300	May 13, 1919*	Oct. 23, 1920*	Aug. 15, 1921*	98.5	76.5
		1164	Buckeye State.....	518	72	50	do.	2 Behlehen C. C. G. turbine.....	17.4	8 Yarrow.....	9,800	260	300	Aug. 29, 1918*	Apr. 17, 1920*	Jan. 28, 1921*	100.0	100.0
		2505	Pine Tree State.....	518	72	50	do.	12,000 stated horsepower.....	17.4	Water tube.....	14,000	260	300	Feb. 15, 1919*	Mar. 19, 1921*	Apr. 30, 1921*	100.0	100.0
		2506	Palmetto State.....	518	72	50	do.	do.	17.4	do.	14,000	260	300	Feb. 21, 1919*	June 4, 1921	Sept. 1, 1921	97.7	61.3
		2507	Nutmeg State.....	518	72	50	do.	do.	17.4	do.	14,000	260	300	July 29, 1920*	Oct. 1, 1921	Mar. 15, 1921	38.25	12.9
		2508	Sunflower State.....	518	72	50	do.	do.	17.4	do.	14,000	260	300	Cancelled.....	Aug. 24, 1920	Mar. 1, 1921*	100.0	100.0
		2509	Blue Grass State.....	518	72	50	do.	do.	17.4	do.	14,000	260	300	Cancelled.....	Aug. 24, 1920	Mar. 1, 1921*	100.0	100.0
		2510	Cotton State.....	518	72	50	do.	do.	17.4	do.	14,000	260	300	Cancelled.....	Aug. 24, 1920	Mar. 1, 1921*	100.0	100.0
		2872	Golden State.....	518	72	50	do.	do.	17.4	8 B. & W. Water tube.....	14,000	260	300	Cancelled.....	Aug. 24, 1920	Mar. 1, 1921*	100.0	100.0
		2873	Silver State.....	518	72	50	do.	12,000 stated horsepower.....	17.4	Water tube.....	14,000	260	300	Cancelled.....	Aug. 24, 1920	Mar. 1, 1921*	100.0	100.0

\* Actual dates.

Active program, 23 vessels, 299,000 dead-weight tons. Cancelled, 3 vessels, 39,000 dead-weight tons. Keels laid, 23 vessels, 299,000 dead-weight tons. Launched, 21 vessels, 273,000 dead-weight tons. To be launched, 2 vessels, 26,000 dead-weight tons. Delivered, 12 vessels, 156,000 dead-weight tons. To be delivered, 11 vessels, 143,000 dead-weight tons.

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With this object in view plans covering the necessary alterations in accommodations were made and the work of converting the vessels was authorized. In the rearrangement of these ships it was considered essential that space should not only be provided for sufficient cargo to warrant profitable operation, but that the passenger accommodations should be of the very latest type and afford every possible comfort.

Of the 23 ships of this type on the active program 16 have a length of 518 feet between perpendiculars, 72 feet beam, and 50 feet depth, popularly known as the "535" vessels. The remaining 7 measure 502 feet between perpendiculars, 62 feet beam, and 42 feet depth. The vessels of the larger dimensions have somewhat finer lines, develop greater speed, and have accommodations for more passengers than the smaller vessels, which accounts for the fact that the designed dead-weight tonnage is relatively the same for both. The vessels have twin screws and are fitted for burning oil.

The 502-foot vessels have accommodations for 78 first-class passengers and 118 officers and men, and will carry 9,069 tons of freight. Of the hold space, 52,300 cubic feet can be used for refrigerated cargo. The propelling machinery consists of a four cylinder triple expansion reciprocating engine of 7,000 indicated horsepower capable of driving the vessels at a speed of 15 knots per hour. Steam is furnished by six Scotch boilers.

With the exception of the "Blue Hen State" all of the "502" type passenger ships have been delivered by July 1, 1921. Since delivery, the lines to which the ships were assigned for operation desired to develop steerage passenger traffic and arrangements were made to provide for 600 third-class passenger accommodations.

The 518-foot vessels have accommodations for 260 first-class passengers, 300 third class, and 210 officers and crew, and will carry 7,000 tons of cargo. Of the hold space 2,590 cubic feet can be utilized for cold-storage freight. Turbines of 12,000 S. H. P. provide motive power on these ships and a speed of  $17\frac{1}{2}$  knots can be developed. Steam is supplied by eight water tube boilers. Six of the larger type passenger ships were delivered.

Over 50 per cent of the vessels were being operated in the European, South American, and Oriental trades at the end of the fiscal year.

A detailed statement showing the yards at which these ships are building, motive power, dimensions, percentages of completion, estimated delivery dates, etc., appears in the table facing this page.

## STEEL TANK STEAMERS.

Fuel oil has become a vital factor in the economical operation of ships, and in view of the shortage in coal with attendant high prices, the steel-tank steamer program assumed a position of primary importance as the majority of the vessels constructed for the Corporation are either "oil," or "oil or coal" burners. This program was rapidly nearing completion as only six vessels remained to be delivered and the last of these was estimated for delivery during the month of August, 1921.

The following figures show the active steel tank steamer program by class of construction:

*Active steel tank steamer program.*

	Active program.		Delivered.		To be delivered.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
Requisitioned steel.....	53	519,030	53	519,030	.....	.....
Contract steel.....	85	844,000	79	783,600	6	60,400
	138	1,363,030	132	1,302,630	6	60,400

Of the vessels delivered 40 per cent of 5,079,720 dead-weight tons were oil burning, 29 per cent of 3,610,338 dead-weight tons coal burning and the remaining 31 per cent of 3,888,453 dead-weight tons oil or coal burning. Of the vessels to be delivered, 81 per cent of 223,400 were to be equipped as oil burners and 19 of 53,400 dead-weight tons as oil or coal burners. No vessels burning coal only were under construction.

**Agency Yards—Fabricated Ships.**

*American International Shipbuilding Corporation, Hog Island, Pa.*—The first keel was laid in this yard on the 12th of February, 1918, and the last on December 8, 1919, thereby averaging a keel laying every five and a half days. During the fiscal year 1920–21, 31 ships of 238,500 dead-weight tons were delivered, including 11 type "B" or troop transports of 88,000 dead-weight tons delivered to the Army, and one type "B" ship of 8,000 tons dead-weight to the Navy for conversion to an aircraft tender.

The original program provided for the construction of 110 cargo vessels and 70 troop transports, totaling 1,385,000 dead-weight tons, but 58 of the troop transports were canceled, leaving an active program of 110 cargo vessels and 12 troop transports. The last ship was completed on January 21, 1921, and construction work was sus-

pended. The work performed at this yard during the year was as follows:

	Number.	Dead-weight tons.
Ships launched.....	8	60,500
Ships delivered.....	31	238,500

*Merchant Shipbuilding Corporation, Bristol, Pa.*—The first keel was laid at the Bristol yard of this Corporation on February 16, 1918, and the last on June 26, 1920. Contracts with this yard called for the construction of 60 cargo ships of 540,000 dead-weight tons of which 20 were canceled, reducing the program to 40 vessels of 360,000 dead-weight tons. The final delivery from this yard was made on February 28, 1921. The total performance for the fiscal year was as follows:

	Number.	Dead-weight tons.
Ships launched.....	10	90,000
Ships delivered.....	13	117,000

*Submarine Boat Corporation, Newark, N. J.*—The ships constructed at this yard were considerably smaller than those built at the American International Shipbuilding Corporation or Merchant Shipbuilding Corporation yards, the designed dead-weight being 5,075 tons per ship. All work at this yard was completed during the fiscal year ending June 30, 1920. The first keel was laid December 20, 1917, and the last on November 11, 1919. The last ship was delivered on June 11, 1920.

The original program at these three yards, with cancellations and number of ships delivered, is shown in the following table:

	American International Shipbuilding Corporation.		Merchant Shipbuilding Corporation.		Submarine Boat Corporation.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
Original program.....	180	1,385,000	60	540,000	150	761,250
Cancellations.....	58	464,000	20	180,000	32	162,400
Active program.....	122	921,000	40	360,000	118	598,850

Contrary to expectations on the part of many shipbuilders, the fabricated ship has convincingly demonstrated its seaworthiness. Reports show that these vessels have proven efficient and economical

in operation. The success of the fabricated ship is conclusive evidence of the ingenuity and inventive skill of the engineering profession of the United States.

A particularly noteworthy feature in connection with these ships was the simplicity with which the problem of repairs was met, whether of a minor nature or extensive in scope. This was due to the standardization of the parts used in construction, and was effectively shown in the case of the *Liberty Glo*, which vessel struck a submerged mine on December 5, 1919, and was beached on the coast of Holland. The vessel parted, the forward section was lost. The after section was salvaged and berthed in Rotterdam. Ordinarily what remained of the ship would have been looked upon as junk, but it was decided to forward all the necessary material abroad to complete repairs and reconstruction. This was done, and the ship was again placed in operation.

#### WOOD SHIP CONSTRUCTION.

The Emergency Fleet Corporation's wood ship program was launched at a time when the then existing steel yards were practically tied up with foreign contracts, and it was necessary to turn to the class of construction that offered a way of temporarily bridging the emergency. This class of construction formed the greater part of the early activities of the Emergency Fleet Corporation. The time required for the completion of the wood ships was found to be considerably longer than originally anticipated, owing to difficulties in obtaining workmen skilled in, and material suitable for, wood hull construction. As a result, on the signing of the armistice, the Corporation found itself with a large number of wood ships in various stages of completion and with many contracts on which construction had not been started. Immediate steps were taken in every case possible either to abandon the construction, or, to complete the vessels as barges or as hulls only, with a view to disposing of them to the best advantage possible.

The original wood ship program covered construction of 1,017 vessels of various types. Of this number 428 were eventually canceled, leaving 589 vessels to be completed or partially completed as circumstances justified. The wood ship construction program was completed on January 18, 1921, when the harbor tug *Racehorse* was turned over to the Emergency Fleet Corporation.

#### COMPOSITE SHIP CONSTRUCTION.

The original construction program comprehended 50 composite ships, which class of construction embodied a certain amount of structural steel for strengthening the wood hull. This class of ship, however, proved costly to build and required a long time for completion, and eventually 32 vessels of 112,000 dead-weight tons were

Progress report of ships to be delivered.

Type and builder.	Location	District.	Contract No.	Hull No.	Name.	Dead-weight tons.	Draft.	Speed.	Boilers.	Engines.	Fuel.	Dimensions.			Progress, per cent.		Keels, actual.	Days to launch.	Launching.		Estimated delivery.	
												Length.	Breadth.	Depth.	Hull.	Outfit.			Ship.	Estimated.		Actual.
<b>Contract steel ships (United States):</b>																						
Cargo, Virginia Shipbuilding Corporation.	Alexandria, Va.	Middle Atlantic	145	081	George W. Mason.	9,400	26 5	11	3 Scotch.	2,830 indicated horsepower, triple expansion.	Oil, coal.	102 6	33 0	34 6	87 0	36 0	72 7	Jan. 12, 1920	312	July 6, 1921	Nov. 20, 1920	Sept. 1, 1921
Cargo, Los Angeles Shipbuilding & Dry Dock Co.	Los Angeles, Calif.	Pacific	440	2241	West E. Nelson.	11,000	28 2	10 1/2	do.	3,450 indicated horsepower, reciprocating.	do.	130 3	51 0	38 3	82 0	81 0	83 3	Sept. 27, 1920	204	July 19, 1921	Apr. 19, 1921	July 25, 1921
Do.	do.	do.	440	2245	West Greylock.	11,000	28 2	10 1/2	do.	do.	do.	140 3	51 0	38 3	82 0	81 0	83 3	Nov. 24, 1920	210	July 29, 1921	June 19, 1921	Aug. 9, 1921
Do.	do.	do.	440	2246	West Prospect.	11,000	28 2	10 1/2	do.	do.	do.	140 3	51 0	38 3	82 0	81 0	83 3	Feb. 24, 1921	210	July 29, 1921	June 19, 1921	Sept. 15, 1921
Do.	do.	do.	440	2247	West Chopakka.	11,000	28 2	10 1/2	do.	do.	do.	140 3	51 0	38 3	82 0	81 0	83 3	do.	210	July 29, 1921	Nov. 26, 1921	Nov. 26, 1921
<b>Contract steel cargo ships to be delivered.</b>																						
<b>Contract steel ships:</b>																						
Cargo, Kaungman Dock & Engineering Works.	Shanghai, China.	China.	399	2085	Oriental.	10,000	27 6	10 1/2	3 Scotch.	3,000 indicated horsepower, triple expansion.	Oil.	139 0	53 0	37 11 1/2	1 89.0	97.0	73.0	Mar. 29, 1919	697	Feb. 23, 1921	Feb. 23, 1921	Oct. 1, 1921
Do.	do.	do.	399	2086	China.	10,000	27 6	10 1/2	do.	do.	do.	139 0	53 0	37 11 1/2	1 85.0	42.0	61.0	Apr. 5, 1919	782	May 26, 1921	May 26, 1921	Nov. 15, 1921
<b>China steel cargo ships to be delivered.</b>																						
Tanker, Baltimore Dry Dock & Shipbuilding Co.	Baltimore, Md.	Middle Atlantic	529	2861	L. O.	10,200	25 4 1/2	10	3 Scotch.	2,650 stated horsepower, Parsons's turbine.	Oil.	430 0	59 0	33 3	93.0	72.0	85.6	Dec. 23, 1920	163	June 4, 1921	June 4, 1921	Aug. 15, 1921
Tanker, Bethlehem Shipbuilding Corporation (Ltd.).	Alhambra, Calif.	do.	521	2860	Hunter.	10,000	25 0	11	do.	2,600 indicated horsepower, triple expansion.	do.	435 0	56 0	33 6	82.0	82.0	85.6	Nov. 1, 1920	171	May 21, 1921	May 21, 1921	July 30, 1921
Tanker, Moore Shipbuilding Co.	Ostland, Calif.	do.	530	2863	Hunter.	10,000	25 0	11	do.	2,600 indicated horsepower, triple expansion.	do.	435 0	57 0	33 0	88.0	70.0	80.8	Jan. 19, 1921	147	do.	do.	Aug. 30, 1921
Do.	do.	do.	530	2864	Lithwick.	10,000	25 0	11	do.	do.	do.	435 0	57 0	33 0	88.0	70.0	80.8	do.	147	do.	do.	do.
<b>Contract steel tankers to be delivered.</b>																						
<b>Contract steel tankers and cargo, New York Shipbuilding Corporation.</b>																						
Do.	Camden, N. J.	Delaware River	151	1013	Southern Cross.	13,000	30 0	17 1/2	S. B. & W. V. T.	12,000 stated horsepower, Westinghouse turbine.	Oil.	518 0	72 0	50 0	99.0	80.3	88.0	Oct. 8, 1918	253	July 20, 1919	July 20, 1919	Aug. 30, 1921
Do.	do.	do.	419	2583	Bay State.	13,000	30 0	17 1/2	do.	do.	do.	518 0	72 0	50 0	97.0	57.9	73.0	Oct. 15, 1919	276	July 17, 1920	July 17, 1920	Aug. 15, 1921
Do.	do.	do.	419	2584	Patuxent State.	13,000	30 0	17 1/2	do.	do.	do.	518 0	72 0	50 0	91.0	45.6	63.0	July 20, 1920	351	July 6, 1921	July 6, 1921	Oct. 15, 1921
Do.	do.	do.	420	2585	Howe State.	13,000	30 0	17 1/2	do.	do.	do.	518 0	72 0	50 0	100.0	65.0	79.0	May 13, 1919	590	Dec. 23, 1920	Dec. 23, 1920	Sept. 15, 1921
Do.	do.	do.	420	2586	Howe State.	13,000	30 0	17 1/2	do.	do.	do.	518 0	72 0	50 0	90.6	65.0	79.0	May 20, 1919	522	Oct. 23, 1920	Oct. 23, 1920	Aug. 15, 1921
Passenger and cargo, Bethlehem Shipbuilding Corporation (Ltd.).	Sparrows Point, Md.	Middle Atlantic	465	2505	Palmer State.	13,000	30 0	17 1/2	S. V. T.	do.	do.	518 0	72 0	50 0	77.1	49.4	67.4	Feb. 15, 1919	763	Mar. 19, 1921	Mar. 19, 1921	Sept. 1, 1921
Do.	do.	do.	465	2506	Palmer State.	13,000	30 0	17 1/2	do.	do.	do.	518 0	72 0	50 0	39.9	13.7	31.4	Feb. 21, 1919	834	June 4, 1921	June 4, 1921	Sept. 1, 1921
Do.	do.	do.	465	2507	Nantuxug State.	13,000	30 0	17 1/2	do.	do.	do.	518 0	72 0	50 0	39.9	13.7	31.4	July 29, 1920	834	Oct. 1, 1921	Oct. 1, 1921	Dec. 15, 1921
<b>Contract passenger and cargo ships to be delivered.</b>																						
<b>Total contract steel ships to be delivered.</b>																						
			8	19				104,000	217,700													

<sup>1</sup> Percentages as of May 31, 1921.

canceled, leaving an active program of 18 composite ships, totaling 63,000 dead-weight tons. All ships of this class were completed.

#### CONCRETE SHIP CONSTRUCTION.

The adoption of the concrete ship as a part of the original program was due to the pressure for tonnage, as this class of construction was, at best, only in the experimental stage and contracts were let solely as a war emergency.

The original idea contemplated cargo ships only, but it was considered advisable later to change the design of the majority of vessels to tank steamers and increase their size to 7,500 instead of 3,500 tons.

The concrete ship program originally consisted of 43 vessels of 302,000 dead-weight tons, of which 31 vessels of 228,500 tons were canceled, leaving a balance on the active program of 12 ships of 73,500 dead-weight. All of these were completed; the delivery of the *S. S. Moffitt* on April 12, 1921, marking the close of this class of construction.

Detailed information pertinent to the ship construction program of the Corporation will be found in tabulated form in the Appendix.

#### YARDS AND DOCKS.

##### Shipyard Plants.

The work of the Yards and Docks Section of the Construction Department was formerly conducted by the Shipyard Plants Division. The construction of shipyard plants ceased and there remained of this work only the settlement of financial arrangements and other matters in dispute. The balance of the work consisted largely of construction of dry docks, marine railways and repair plants, periodic inspection of the dry docks and marine railways in which the Corporation was financially interested, maintenance of records of the operation of these by companies to whom they had been leased or to whom loans had been made toward their construction and other matters connected with such construction.

##### Dry Docks and Marine Railways.

The uncanceled contracts for dry docks, graving docks and marine railways cover construction of the following:

Kind.	Under construction.	Completed.	Suspended.	Total.
Floating dry docks.....	7	9	1	17
Graving docks.....		2		2
Marine railways.....		11	2	13
Total.....	7	22	3	32

Data in relation to the above is contained in Table IX, Part II of the Appendix.



**Floating Dry Docks.**

The status of the contracts for the 17 floating dry docks follows:

*(a) Completed and in operation (9):*

Alabama Dry Dock & Shipbuilding Co., Mobile, Ala.  
 Bethlehem Shipbuilding Corporation (Ltd.), Sparrows Point, Md.  
 Galveston Dry Dock & Construction Co., Galveston, Tex.  
 Jahncke Dry Dock & Construction Co., New Orleans, La. (2).  
 Terry & Brittain, Savannah, Ga.  
 Bruce Dry Dock Co., Pensacola, Fla.  
 New York Harbor Dry Dock Corporation, New York (see below).  
 Perth Amboy Dry Dock Co., Perth Amboy, N. J. (see below).

*(b) Construction in progress (7):*

*Under construction by the Ramberg Dry Dock & Repair Co., New York.*—The 6,000-ton steel dry dock being constructed by this company is 99 per cent completed. Construction was begun on August 27, 1919. The work for several months was badly hampered by strikes. The three pontoons of which the dry dock is composed were launched on October 30, 1920, January 25, 1921, and June 7, 1921.

## Floating dry docks being constructed by the Corporation (6):

At the time of the last annual report, the Corporation was constructing 40 pontoons, from which 8 dry docks were to be assembled. Contracts were awarded for the construction of these pontoons as follows:

Contract No.	Contractor.	Inter-mediate pontoons.	End pontoons.	Total.
1	Atlantic Gulf & Pacific Co.	6	8	14
2	Wm. H. Gahagan (Inc.)	3	2	5
3	Kingston Shipbuilding Corporation	6	2	8
4	Narragansett Shipbuilding Co.	6	2	8
5	Kingston Shipbuilding Corporation	3	2	5

1. *Atlantic, Gulf & Pacific Co., Brooklyn, N. Y.*—Work on the first pontoon was begun September 15, 1919. Five of these pontoons were delivered to the New York Harbor Dry Dock Corporation during September and October, 1920. Five more were ready for delivery to the New York Harbor Dry Dock Corporation. Two were delivered to the Lord Dry Dock Corporation in May, 1921. Two remained to form part of one of the dry docks to be sold. All of these pontoons were completed.

2. *Wm. H. Gahagan (Inc.), Brooklyn, N. Y.*—Work on the first pontoon was begun October 23, 1919. The pontoons were completed and in May, 1921, were delivered to the Staten Island Shipbuilding Co.

3. *Kingston Shipbuilding Corporation, Kingston, N. Y.*—Work on the first pontoon was begun July 11, 1919. These pontoons were completed. Five were delivered to the Perth Amboy Dry Dock Co. in December, 1920, and three to the Lord Dry Dock Corporation, in May, 1921.

4. *Narragansett Shipbuilding Co., Tiverton, R. I.*—Work on the first pontoon was begun on September 18, 1919. All were under way and the construction under this contract was 85 per cent completed.

5. *Kingston Shipbuilding Corporation, Kingston, N. Y.*—Work on the first pontoon was begun on December 15, 1920. All were under way and the construction under this contract was 85 per cent completed.

Of the eight dry docks which were being constructed under these pontoon contracts, two were completed and put in operation as noted above, two were delivered at the end of the fiscal year, and were expected to be in operation in about one month and one was ready for delivery.

(c) Construction suspended (1):

*Merrill-Stevens Shipbuilding Co., Jacksonville, Fla.*—This uncompleted dry dock, which had been taken over by the Corporation, was sold to Merrill-Stevens Shipbuilding Co., and construction has been suspended.

**Graving Docks.**

Norfolk Navy Yard (2):

Two graving docks 465 feet long were constructed by the George Leary Construction Co. at this yard. These docks were flooded on October 31, 1919. When the docks, including the dredging at the entrance, were completed they were turned over to the United States Navy, and on April 5, 1920, were put in operation. A contract was awarded for the construction of timber piers at the entrance to these dry docks and these have also been completed.

**Marine Railways.**

The status of the 13 marine railway contracts was as follows:

(a) Complete and in operation (11):

Henderson Shipbuilding Co., Mobile, Ala.  
 Crowninshield Shipbuilding Co., South Somerset, Mass.  
 Beaumont Shipbuilding & Dry Dock Co., Beaumont, Tex.  
 Cumberland Shipbuilding Co., Portland, Me.  
 Tampa Dock Co., Tampa, Fla.  
 Federal Marine Railway, Savannah, Ga.  
 Barnes & Tibbitts, Alameda, Calif. (2).  
 American Dredging Co., Camden, N. J.  
 Lord Dry Dock Corporation, Providence, R. I.  
 Southern Shipyard Corporation, Newport News, Va.

(b) Construction suspended:

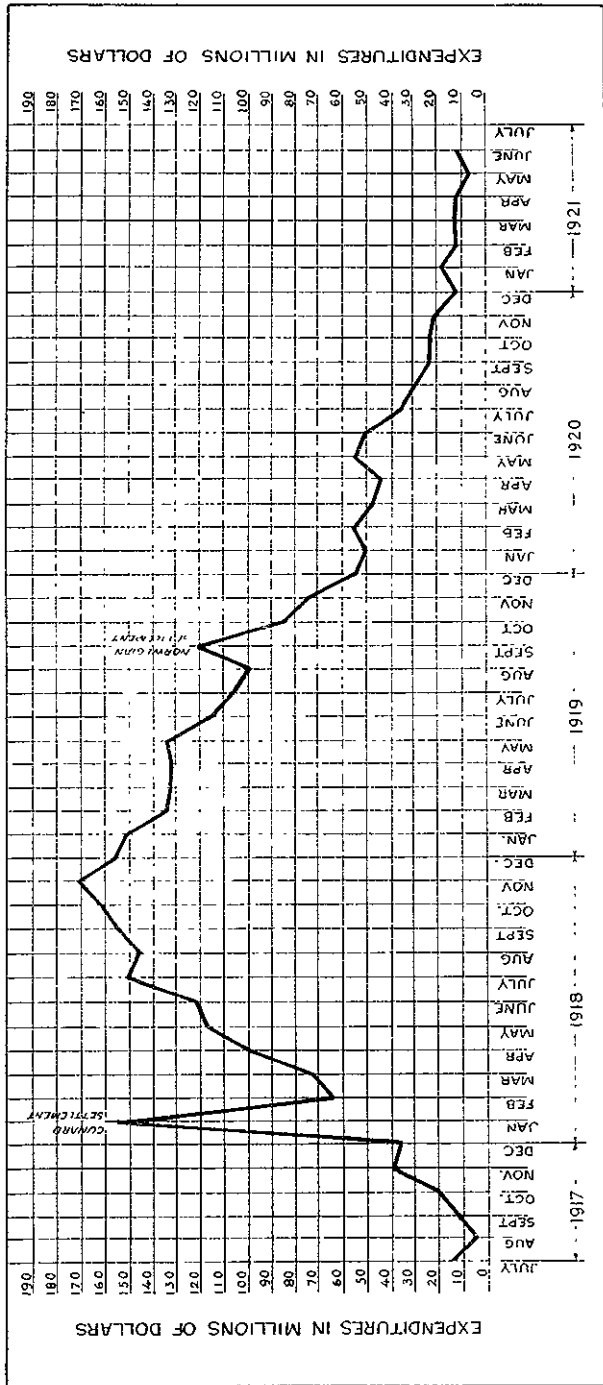
*Merrill-Stevens Shipbuilding Co., Jacksonville, Fla.*—This uncompleted marine railway, which had been taken over by the Emergency Fleet Corporation, was sold to the Merrill-Stevens Shipbuilding Co., and construction has been suspended.

*Puget Sound Marine Railway Co., Tacoma, Wash.*—A large portion of the material required for this marine railway was purchased by the Emergency Fleet Corporation and stored at the yard. No construction work was, however, undertaken, and these materials have been certified to the Supply and Sales Division for disposal at the request of the Puget Sound Marine Railway Co., who have agreed to reimburse the Emergency Fleet Corporation.

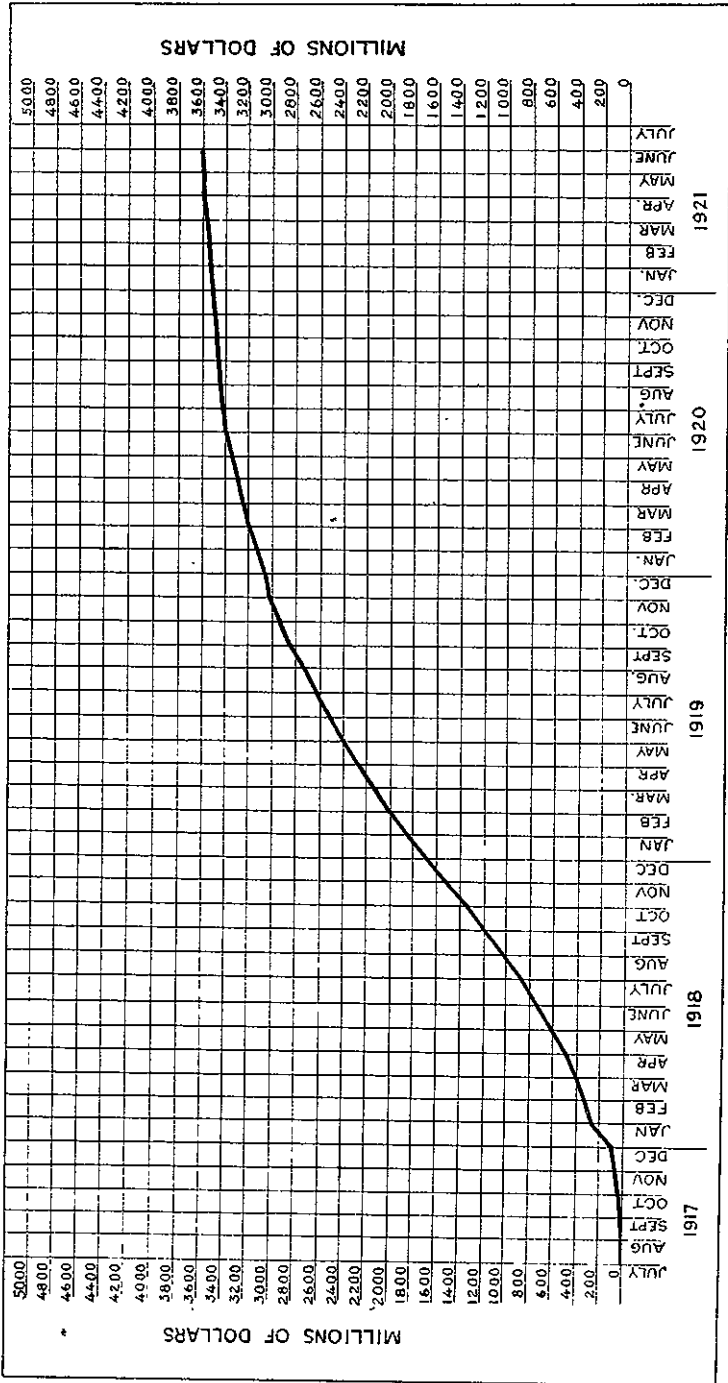
**Dry Dock Sales Contracts.**

Five of the eight dry docks which were being constructed by the Corporation were sold. The contract in each case was in the form of a lease in which the lessee agreed to pay as rental within a stipulated period an amount equal to the actual cost to the Corporation to construct the dry dock but not to exceed \$850,000, to which was to be added interest on unpaid balances. Payments of principal and

EMERGENCY FLEET CORPORATION  
EXPENDITURES



EMERGENCY FLEET CORPORATION  
TOTAL EXPENDITURES



interest date from the day when the first vessel was successfully raised. When this amount had been fully paid the lessee was to receive title to the dry dock.

The sales were as follows:

*Dry docks.*

Lessee.	Contract.	Date of delivery of last pontoon.	Date of raising first vessel.	Length of lease (years)
12. New York Harbor Dry Dock Corporation, New York.	Aug. 23, 1919	Oct. 5, 1920	Nov. 13, 1920	8
13. Perth Amboy Dry Dock Co., Perth Amboy, N. J.	May 21, 1920	Dec. 23, 1921	June 18, 1921	9½
16. Staten Island Shipbuilding Co., Mariners Harbor, Staten Island.	Mar. 5, 1920	May 3, 1921	-----	8
17. New York Harbor Dry Dock Corporation, New York.	Mar. 8, 1920	( <sup>1</sup> )	-----	8
18. Lord Dry Dock Corporation, Weehawken, N. J.	Mar. 29, 1920	May 26, 1921	( <sup>2</sup> )	8

<sup>1</sup> Ready for delivery.

<sup>2</sup> Not yet lifted.

It was hoped to place the three remaining docks at the ports of Boston, Philadelphia, and Norfolk in accordance with the recommendation of the Harbor Facilities Commission.

Table X, Part II of the Appendix contains a list of yards in which the Fleet Corporation held a major interest, this interest having been certified to the Division of Supply and Sales, for sale as surplus property or other disposal.

#### REPAIRS.

To obtain the most efficient service from a vessel and to insure that the maximum length of service be obtained, it is necessary that the vessel be kept in the best material condition possible. To this end the Repair Department was charged with the responsibility for the maintenance of the vessels of the Board. The department also had supervision over alterations to vessels to fit them for special duties, and the reconditioning of the ex-enemy passenger vessels.

The home office of the Repair Department was located in New York City throughout the year, this in view of the fact that more than 60 per cent of the country's shipping activities are located in that port. Local offices are also established at—

New England district:

Boston—district office.

Halifax, Nova Scotia.

Portland, Me.

Providence, R. I.

North Atlantic district:

New York City—district office.

Delaware River district:

Philadelphia—district office.

Middle Atlantic district:

Baltimore—district office.

South Atlantic district:

- Norfolk—district office.
- Charleston, S. C.
- Savannah, Ga.
- Jacksonville, Fla.

Gulf district:

- New Orleans—district office.
- Mobile, Ala.
- Galveston, Tex.

Pacific district:

- San Francisco—district office.
- Seattle, Wash.
- Portland, Oreg.
- San Pedro, Calif.

Foreign agencies (other than under European organization):

- Hongkong, China.
- Bermuda.
- Havana, Cuba.
- Manila, P. I.
- Balboa, C. Z.
- Tampico, Mexico.
- Rio de Janeiro, Brazil.
- Buenos Aires, Argentina.
- Kobe, Japan.

During the fiscal year the fleet of vessels under control of the United States Shipping Board very materially increased; practically no sales were made, while more than two hundred steel vessels were delivered. This, therefore, increased the duties and responsibilities of the Repair Department.

To carry on the work of the Repair Department required the services of 275 employees, including the administrative force, inspectors, clerical forces, etc. The majority of these employees (148) were in the home office of the Repair Department at New York. The remainder (127) were distributed throughout the offices in 17 ports in the United States and 10 foreign ports. The following statement shows the disposition of these employees by cities, as of June 30, 1921:

Boston -----	10	Seattle -----	4
Halifax -----	1	Portland, Oreg-----	2
Portland, Me-----	2	San Pedro-----	2
Providence-----	1	Hongkong-----	1
New York-----	148	Bermuda-----	1
Philadelphia-----	15	Habana-----	2
Baltimore-----	10	Manila-----	1
Norfolk-----	27	Balboa-----	3
Charleston, S. C-----	2	Tampico-----	1
Savannah-----	2	Rio de Janeiro-----	1
Jacksonville-----	3	Buenos Aires-----	2
New Orleans-----	18	Kobe-----	1
Mobile-----	4		
Galveston-----	5	Total-----	275
San Francisco-----	6		

## REDUCTION IN REPAIR COSTS.

One of the most important problems encountered during the year was the reduction of the cost of repairs. An analysis of costs revealed that the cost of ship repairs in the United States was very much greater than in the yards of principal competitors. The repair bill is one of the major items in the cost of operation of a vessel, and if American vessels are to be operated profitably and in competition with vessels of other nations, the repair cost must be reduced to a level nearer to that paid by American competitors.

During the year it was possible to make a very material reduction in repair costs. The cost of repairs for the fiscal year 1920 averaged about \$5,500,000 per month. The cost of repairs with an even greater number of vessels for the fiscal year 1921 was less than \$4,000,000 per month, and was being materially lowered.

The reduction in the cost of repairs was due in part to the following steps taken by the Emergency Fleet Corporation:

- (a) Adoption of policy of "no alterations."
- (b) Development of competitive bidding.
- (c) Reduction in commercial rate charges.
- (d) Education of crews to perform more work by ship's force.
- (e) Elimination of "extras" wherever practicable.
- (f) Development of estimating.

**Policy of "No Alterations."**

It was found that a large amount of the money spent on repairs was spent on alterations, to meet the individual desires of the operators and officers of the vessels. As it is the policy of the Government, as expressed in the Merchant Marine Act, 1920, to dispose of its vessels to private parties as soon as possible compatible with good business judgment, and in view of the fact that already the vessels had cost a considerable sum of money, it was not deemed advisable to spend additional money to alter these vessels. Based on such well-defined policy, the Board adopted a resolution on August 24, 1920, prohibiting all alterations, excepting those ordered by the Board.

In carrying out the repair work three forms of contract were used, as follows:

(a) *Time and material contract.*—Which is known as "commercial" and which was used when the extent of the work was of a character more or less indefinite. This condition frequently arises in ship repairs when defects in turbines, machinery, riveting, etc., occur and under the circumstances estimated costs are difficult to prepare. Effort was made to distribute this work equally among the yards properly equipped and located.

(b) *Lump-sum contracts*.—This form was used under the same conditions generally as the "commercial" contracts, but a lump-sum price for the work was made and agreed upon instead of unit rates. Most of the "extras" of items of additional work not foreseen when the first contract was awarded were usually authorized in this way.

(c) *Formal contracts*.—These were awarded after specifications were prepared and competitive proposals obtained.

#### **Competitive Bids.**

The practice of letting repair work on a competitive-bid basis was adopted during the latter part of the last fiscal year and was actively developed and expanded during the fiscal year 1921 and was largely responsible for some of the savings in cost of repairs effected. The old practice of letting out repairs on a "cost-plus" basis, usually known as a "time-and-material" basis, was eliminated wherever practicable and at the end of the fiscal year over 85 per cent of the work was being done on the basis of competitive bids.

#### **Reduction in Commercial Rate Charges.**

About December 1, 1920, a campaign was instituted in New York City to reduce the rates charged the Board for repairs. Analysis of the heavy expenditures had indicated excessive rates charged on all work other than that done on a competitive-bid basis.

On December 21, 1920, a conference was held with some of the more prominent operators and the large marine companies. The rates charged at that time were the same rates that were charged during the emergency period and the full cooperation of all private operators and the insurance companies was promised to the Board in its effort to reduce these excessive rates.

A conference was held on January 11, 1921, with representatives of the principal repair yards of the port of New York and their full cooperation requested. Officials of the Corporation urged the repair contractors to reduce their excessive wartime rates and pointed out that the rates in New York were not only materially higher than in other ports of the United States, but from two to three times higher than rates for similar work done in the yards of foreign maritime countries.

This conference resulted in practically all repair firms in the port of New York reducing their old rates, and new rates were adopted, effective January 15, 1921, which represented reductions of about 15 per cent below previous rates. Practically all of the repair yards made a still further reduction of from 10 to 15 per cent in the wages of their workmen later, and new rates reflecting these reductions were secured.



On June 1, 1921, practically all of the dry dock yards in New York Harbor reduced their charges for dry docking about 66 per cent.

#### **Work Performed by Crew.**

One of the principal causes of excessive repair bills formerly was that little work was done by the ship's crew. On the vessels of principal foreign competitors much work is done by the crew and as little as possible left for the repair forces. Every effort was made to impress upon the operators and agents for Shipping Board vessels the great importance of requiring the ship's personnel to do as much as possible of the repair work.

#### **Inclusion of All Items of Repairs.**

Another cause of the high cost of repairs was the tendency of crews and some operators to include all of the repair items in the first instance so that they could be incorporated in specifications inviting competitive bids. These items were permitted to accumulate after the award was made, and the lump-sum prices usually obtained for performing this extra work were much higher than they would have been had the items been included in the original specifications. This practice was eliminated as far as possible.

#### **Estimating.**

During the year considerable attention was given to the development of estimating. It was realized that the lowest bid on repair work did not necessarily mean that the price was reasonable. Consequently throughout the various districts competent engineers were detailed for estimating duty. Upon the receipt of requests for repair work an estimate was made which was compared with the lowest bid submitted. In this manner a check was kept upon the reasonableness of the cost, and if the low bid was considered too high proposals were again requested, or other arrangements made for doing the work.

#### **EXPENDITURES FOR REPAIRS.**

The expenditures for repairs during the fiscal years 1920 and 1921 were distributed among the district as follows:

Disbursement for repairs in ports of the United States for the fiscal years July 1, 1919, to June 30, 1920, and July 1, 1920, to June 30, 1921, exclusive of the cost of reconditioning or repairing ex-enemy vessels.

	New England.	North Atlantic.	Philadelphia.	Baltimore.	South Atlantic.	Gulf.	Pacific.	Great Lakes.	Total.
<b>1919.</b>									
July.....	\$115,088.08	\$2,412,402.04	.....	\$212,447.45	\$65,286.06	\$80,943.41	\$22,207.75	\$1,633.95	\$2,907,991.74
August.....	109,871.07	1,768,879.25	\$20,147.86	\$232,924.71	180,981.71	52,193.06	56,581.68	1,126.81	2,807,988.15
September.....	191,829.83	4,540,623.67	76,401.74	208,161.88	696,277.71	148,891.03	159,644.26	2,417.88	5,829,421.00
October.....	268,919.01	4,081,816.00	260,328.70	138,668.06	827,306.60	290,815.63	109,312.03	118,529.29	6,092,065.32
November.....	529,984.30	4,612,373.71	197,928.28	260,402.65	900,081.31	183,827.30	35,211.69	16,242.22	6,745,013.49
December.....	688,639.36	3,837,683.00	329,892.84	520,724.05	803,671.77	338,866.29	27,423.92	21,623.37	6,366,644.60
<b>1920.</b>									
January.....	375,578.11	2,398,101.96	216,165.05	520,995.00	565,548.45	633,893.00	123,584.32	13,146.81	4,787,031.70
February.....	240,376.65	3,893,134.88	373,623.38	290,898.10	368,334.71	242,689.82	283,557.04	27,890.42	5,417,507.00
March.....	257,820.89	3,697,030.77	334,419.85	540,143.44	1,358,288.30	606,364.63	161,502.99	37,180.39	6,992,890.26
April.....	748,721.16	3,124,811.45	212,242.80	792,131.70	1,630,684.11	534,415.32	218,463.51	12,724.36	6,571,170.50
May.....	419,367.49	4,090,192.96	331,648.24	536,181.60	579,016.53	223,471.50	30,506.28	30,506.28	6,725,899.88
June.....	416,511.23	3,031,381.03	130,701.12	399,658.87	825,703.49	406,041.28	306,264.62	58,473.14	5,625,657.78
Total.....	4,471,761.18	38,218,355.75	2,519,771.86	4,663,042.60	7,807,030.75	4,024,252.55	1,727,205.31	341,507.92	63,773,430.92
<b>1920.</b>									
July.....	329,325.24	2,137,853.45	157,222.28	390,812.47	669,136.70	525,648.64	270,245.70	28,424.59	4,068,669.07
August.....	334,871.86	1,588,502.86	282,411.54	660,042.73	614,416.97	347,363.02	186,567.36	41,516.17	4,505,697.31
September.....	345,690.03	2,173,969.09	225,474.49	913,817.96	636,533.66	588,174.43	397,793.06	28,803.22	5,340,276.99
October.....	565,828.22	1,786,474.20	346,691.35	567,391.12	431,169.08	423,405.14	309,861.76	67,229.75	4,897,960.62
November.....	139,783.02	1,557,437.87	327,101.67	621,021.36	790,403.79	525,846.51	52,369.41	52,369.41	3,119,967.37
December.....	108,751.54	1,267,706.78	501,696.95	339,631.82	480,704.35	464,668.54	174,319.49	8,124.57	3,895,126.41
<b>1921.</b>									
January.....	190,207.02	1,310,621.24	100,476.92	267,440.20	364,505.37	567,812.70	629,070.94	.....	3,495,124.39
February.....	118,961.83	2,038,018.02	424,690.76	361,564.15	346,597.50	280,622.10	392,611.15	.....	3,963,295.51
March.....	120,193.17	2,585,590.97	371,272.90	269,507.58	123,610.27	499,493.22	322,135.82	.....	4,261,763.93
April.....	94,341.88	1,885,625.25	142,361.91	307,918.75	163,341.54	381,029.00	194,346.24	.....	3,198,967.37
May.....	129,029.00	1,846,284.84	226,208.21	292,292.86	176,980.01	495,512.54	244,072.87	.....	3,410,440.33
June.....	89,511.97	1,262,962.64	136,182.75	130,210.76	183,589.55	227,604.67	276,469.60	.....	2,326,561.94
Total.....	2,306,524.38	21,411,007.21	3,306,115.77	4,877,732.07	4,811,526.36	5,581,742.84	3,893,370.50	226,467.71	46,619,487.04

## UNITED STATES BUREAU OF SURVEY.

On account of the increasing number of ships in operation under the new managing agency agreements, it was deemed advantageous to assign supervisory control over the work to an agency acting for the Emergency Fleet Corporation, and on April 15, 1920, a contract was executed with the United States Bureau of Survey whereby the Bureau undertook to carry out the following work in connection with steel vessels only after July 1, 1920:

To conduct all condition surveys.

To check all requisitions and invoices for customary voyage repairs not exceeding \$10,000 in cost, and also for work exceeding that amount under instructions from the Emergency Fleet Corporation.

To maintain a record of repairs to each vessel.

To render such other services in connection with rebuilding or designing as might be directed.

Compensation for these services was fixed at definite rates per survey, varying with the size of the ship, subject to a maximum rate per year.

This bureau was utilized to check the necessity for the various items of repair work as recommended by the port staffs of the operators and to check the reasonableness of the bills after the work was performed, but the terms of the contract did not require it to inspect all work after completion and to certify that all items had been completed and that the quality of the workmanship was satisfactory.

The bureau did not organize and commence work until shortly after July 1, 1920, and was not finally organized in all the ports called for by its contract until August, 1920.

Effective July 1, 1920, a contract was executed with Syndicate A subscribers of the American Marine Insurance Syndicates to perform damage and loss surveys and also condition surveys. It was found that this contract provided for the performance of the same condition surveys that had already been contracted for with the United States Bureau of Survey. It was manifestly undesirable to have such a condition existing; therefore, in accordance with the terms of the contract, the United States Bureau of Survey was advised that the Board desired to withdraw from the agreement. In conference with the bureau's representatives it was agreed that this withdrawal would be effective March 31, 1921. On this date the division took over all repairs on Board vessels that were formerly handled by the managing agents or charterers through the United States Bureau of Survey. The American Marine Insurance Syndicates took over all condition surveys in addition to their functions of inspecting and holding surveys on damages alleged to be due to perils insured against.

## LAID-UP VESSELS.

In November, 1920, the depression in shipping began to give indications of becoming very serious, involving the lay up of a large number of vessels. At the peak of the lay up during the fiscal year about 750 steel vessels, aggregating approximately 5,000,000 dead-weight tons, were inactive.

These vessels were concentrated in several lay-up areas, and the Board was confronted with the problem of effecting this lay up with the least expense, for a laid-up vessel requires a certain amount of care to prevent deterioration. In collaboration with the Division of Operations, the following procedure was adopted in connection with lay up.

The vessels were classified in three separate groups, depending upon the condition of the vessel at the time of lay up and the length of time required to put the vessel in first-class seaworthy condition for service. These classes are designated as follows:

*Class "A"*.—Vessels requiring only minor voyage repairs, the making of which fit the vessel for service within three days or less (these are commonly called "spot ships").

*Class "B"*.—Vessels requiring such medium-voyage repairs as would fit the vessel for service within 10 days or less.

*Class "C"*.—Vessels requiring a general or thorough overhauling, extensive repairs, reconditioning, new machinery installation, replacements, etc., covering period of 30 days or more.

At the time the vessels were turned back by the managing agents for laying up no repairs whatsoever were made, but a general-condition survey at the time the vessel was turned back for lay up was made, with a notation of such repairs as would be necessary to place the vessel in first-class condition for service, known as a "turn-back" survey.

Following this condition survey a thorough inspection of the vessel was made, the vessel and machinery were opened up and all repairs and replacements necessary to place the vessel in first-class condition were noted. This survey (called the "lay-up" survey) was the basis for final determination as to the class in which the vessel was to be placed.

The Repair Department compiled a complete set of records including the statistical performance and condition data on each vessel in service and in lay up. These records were consulted when it was desired to withdraw a vessel or to place her in active service from lay up, so that the most efficient vessels were kept in service and the most suitable vessel assigned for the purpose for which required.

**Turbines.**

The Repair Department maintained a Turbine Section, which supervised repairs to turbines and the improvement of this type of motive power. On June 30, 1921, there were approximately 600 turbine vessels in service. Much progress was made in educating port engineers in the various disabilities to which turbine machinery is liable. Trained men were detailed to the various districts for the purpose of handling repairs to vessels with turbine equipment.

Suggestions were made to manufacturers of turbine equipment looking to the improvement of their product, and a considerable number of these suggestions were adopted.

Some of the vessels removed from service on account of poor equipment needed new turbine installation, and it was planned to recondition them and place the steamers in first-class condition.

**Electric Drive.**

During the year the first two of the electrically propelled cargo vessels successfully completed their maiden voyages, the electrical equipment giving no trouble whatever. Installation of electric drive was also under way on four other vessels.

The *Eclipse*, equipped with electric drive, made her first trip out of New York, visiting the Dutch East Indies and Bombay, a distance of 27,000 miles, and throughout the long trip she performed satisfactorily except that the anticipated saving expected in fuel consumption was not entirely realized.

The *Invincible*, also an electric-driven ship, made a successful trans-Atlantic trip on her first voyage and after loading a cargo of coal proceeded on a similar trip.

The *Archer* and *Independence* were running their dock and sea trials at the end of the fiscal year and were soon to proceed to sea. The *Victorious* was in shipyard undergoing conversion to electric drive, and specifications were being prepared for a similar installation on the *Defiance*.

It is believed that the development of the electric drive for cargo vessel propulsion will lead to evolution in the design of this very reliable type of marine propulsion, which for flexibility in manoeuvring is unsurpassed.

**Diesel Engines.**

The light load trial of the *William Penn* was successfully completed and the machinery met requirements and indicated the apparent reliability of this type of propulsive equipment. The performance of this vessel in actual service will be closely observed. The question of additional Diesel engines for the fleet was under consideration at the close of the year.

**Ex-German Vessels.**

During the fiscal year 1921 a large number of the ex-German vessels were again placed on the seas in the passenger-carrying trade. When the vessels were taken over by the War and Navy Departments for troop movement purposes, their entire interior fittings for passenger carryings were torn out, practically necessitating the entire rebuilding of the interior of the ships before they could again be placed in service. This, of course, involved a considerable expenditure of money, and it was estimated that it had cost, to June 30, 1921, approximately \$20,000,000.

The following statement shows the disposition of the ex-enemy vessels acquired as a result of the war:

IN PASSENGER SERVICE.—*Aeolus, America, Potomac* (ex-*Antigone*), *Black Arrow, Callao, Huron, Martha Washington, Pocahontas, Porto Rico, Susquehanna, Hudson* (ex-*New Rochelle*), *Princess Matoika*.

IN CARGO SERVICE.—*Artemis, Eten, Otsego*.

RECONDITIONING FOR PASSENGER SERVICE.—*George Washington*.

AWAITING RECONDITIONING.—*Agamemnon, Leviathan, Mount Vernon, President Grant*.

LAID UP.—*Amphion, Freedom, Mercury, Nansemond, Orion, Philippines, Von Steuben*.

IN NAVY SERVICE.—*Bridgeport*.

IN ARMY SERVICE.—*Madawaska*.

SOLD.—*Arcadia, Mount Clay* (ex-*De Kalb*), *Suvanee*.

**S. S. Leviathan.**

The S. S. *Leviathan*, the largest vessel afloat, with the exception of the *Majestic* (ex-*Bismarck*), of the White Star Line fleet (British), which was approaching completion in Germany, remained inactive during the entire fiscal year. Under an agreement with the International Mercantile Marine Co., to which it was planned to charter the *Leviathan* when and if she was reconditioned, that company agreed to act as the agent, to care for the vessel during her inactive status, and to act as the representative of the Shipping Board should the vessel be reconditioned.

There were no plans of the vessel available when she was seized from Germany. Following her delivery to the Shipping Board inquiries were made from Blohm & Voss, the builders, as to the price of the plans, and a price of \$1,000,000 was quoted. This price was prohibitive. Accordingly, the International Mercantile Marine Co. was authorized to prepare complete plans of the vessel. With nothing to work from but the vessel itself, the preparation of these plans seemed a colossal task. However, a complete set was prepared at a very considerably less cost than if the original plans had been purchased.

During the lay-up period the vessel was kept in a first-class state of preservation. She was painted throughout and kept free from dirt

and vermin. The machinery was in A-1 condition and the vessel was in shape to proceed to sea on very short notice. To maintain the vessel in this condition entailed an expenditure of about \$50,000 per month.

#### **Materials Engineering.**

In November, 1920, responsibility for handling the details of the technical phases involved in the specifying, obtainment, inspection, and use of materials necessary in the repair, refitting, and maintenance of vessels operated by or on account of the Shipping Board, was placed in a Materials Engineering Section of this department. As a result marked economics—combined with the procurement of higher quality materials—were effected.

Working in cooperation with the Purchasing Department, Division of Supply and Sales, specifications were drafted for and contracts were entered into to cover ships bottom paints, flexible metallic tubing, topsides paints, varnishes, cements, shellacs, oils, etc. Wide competition was secured for material to meet the specifications as drafted. As a result contracts for materials of this nature for all vessels of the Board in domestic ports for stated periods varying from three to six months, were made upon very favorable prices in comparison with prices heretofore paid for similar materials. Inspections were constantly conducted, both at the places of manufacture and of delivery, to assure the obtainment under these contracts of materials conforming to the specifications.

The Bureau of Standards, Washington, D. C., and the Navy Department assisted to a large extent in testing and analyzing samples selected. The result was the procurement of materials of a high and satisfactory commercial quality.

Specifications were drafted to cover other materials used in large quantities. These requirements were drawn in cooperation with the various scientific and technical branches and bureaus of the Government, manufacturers and specifications sections of manufacturers' associations, the American Society for Testing Materials—and, so as to assure that the specifications covered material satisfactory for the intended uses, they were drawn after conferences with the various divisions and departments of the Board and with representatives of operators of Board vessels, through a Materials Technical Board which was organized for that purpose.

A large amount of materials engineering work of a miscellaneous nature was conducted. Technical advice was given to the purchasing branches of the Board in connection with the obtainment of materials needed in the refitting of vessels and successful attempts were made to standardize certain phases of the materials works

(such as the painting of vessels); and controversial matters relative to the quality of materials delivered were investigated.

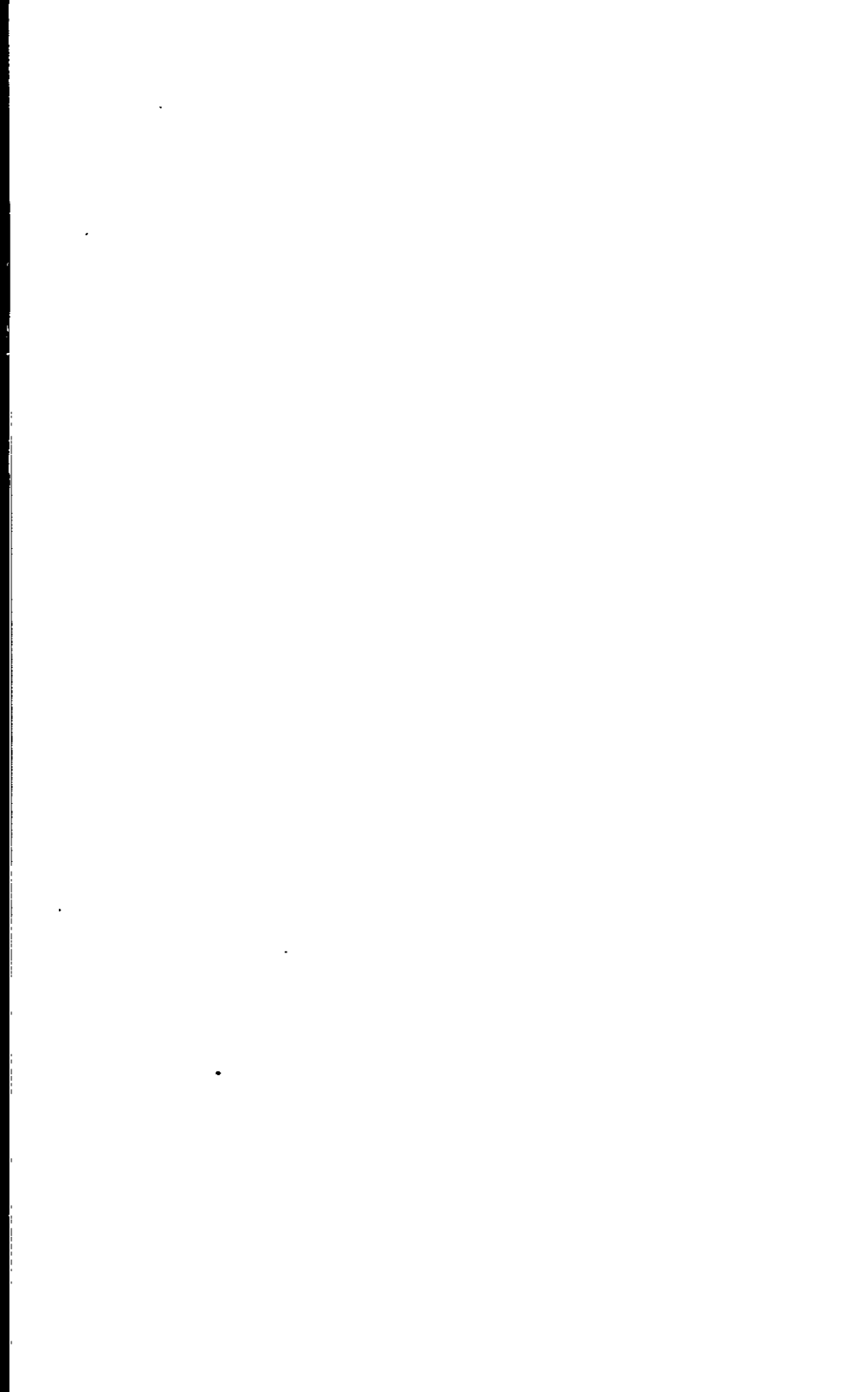
#### **Remeasurement of Vessels.**

The remeasurement of vessels which was instituted during the preceding fiscal year was continued during the fiscal year 1921, with the result that practically all the Shipping Board vessels were re-measured. During the fiscal year a saving of about 66,000 tons (gross) and 71,000 tons (net) was secured, resulting in a monetary saving, due to the fact that tonnage ratings are usually the basis of charges for wharfage, dry docking, port and harbor dues, canal tolls, and other operating expenses.

#### **Propellers.**

The foundry facilities of the Nation were greatly taxed during the war period, and it was not possible to obtain a sufficient quantity of castings of the desired materials or standard. This was particularly true in the case of bronze castings for propellers, and it became necessary to install solid cast-iron propellers on a large number of vessels. Such installation at the most was but temporary, as the cast-iron propellers were a constant source of trouble through breakage. During the fiscal year a program was instituted to substitute built-up bronze for cast-iron propellers, on all vessels over 5,000 tons dead-weight. Bronze propellers were so installed on 535 vessels, and there remained 60 vessels on which installation was to be made at the end of the year, which installation will be completed as the remaining vessels arrive in United States ports.





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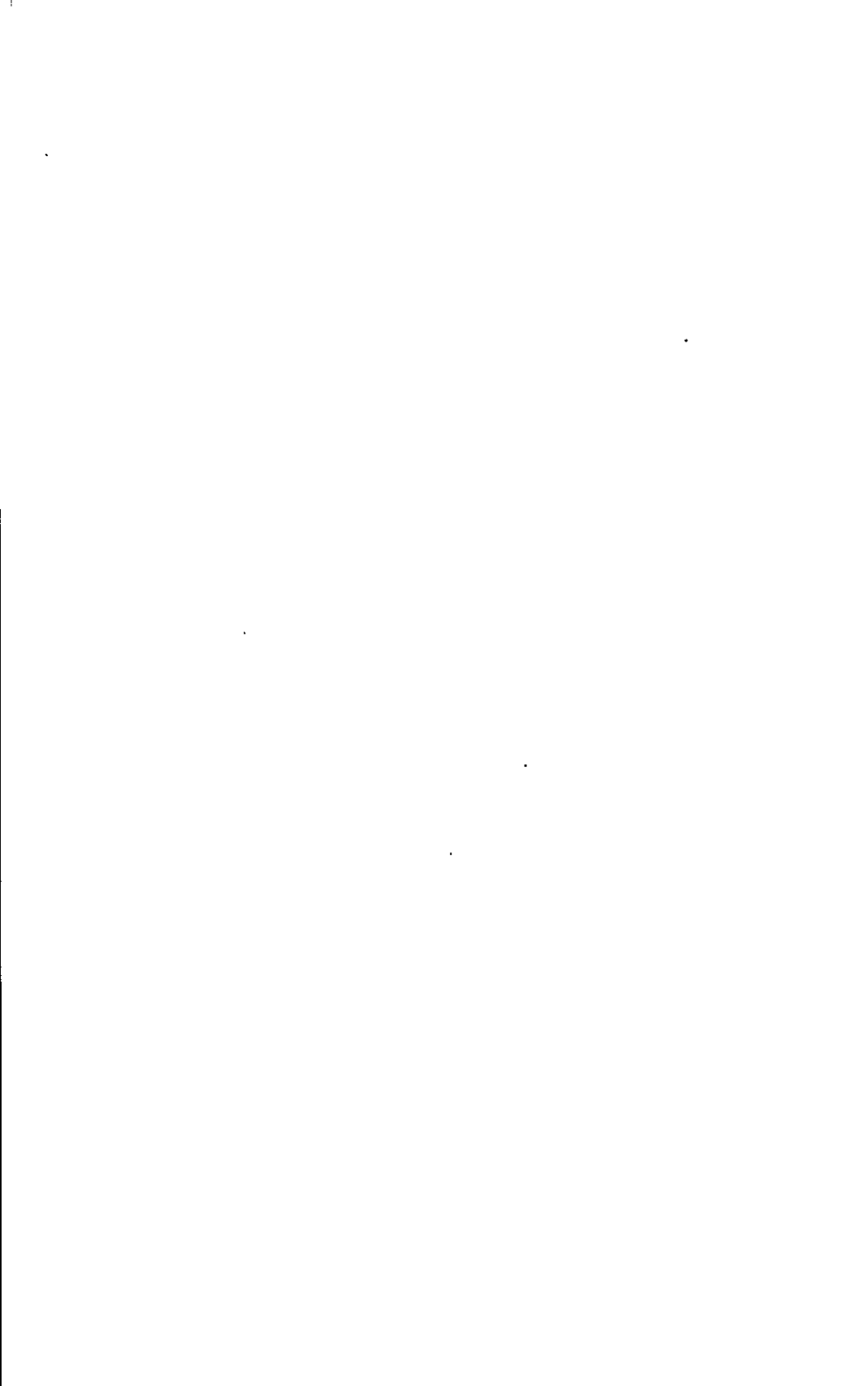
PART III

UNITED STATES SHIPPING BOARD  
EMERGENCY FLEET CORPORATION

DIVISION OF OPERATIONS

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### III. UNITED STATES SHIPPING BOARD EMERGENCY FLEET CORPORATION, DIVISION OF OPERATIONS.

The fiscal year with which this report deals was a particularly interesting one from an operating standpoint. The working conditions which obtained were without a parallel in history, and the whole aspect of the shipping problem was completely altered.

At the beginning of the year freight rates in the open markets were high, because of the shortage of available tonnage, but toward the latter part of the year a fall in values began. This was brought about in a large measure by the increased volume of tonnage, adverse rates of exchange, and other influences which tended to reduce the volume of goods offered for transportation.

Moreover, the collection and distribution of goods was greatly hampered and delayed by the want of sufficient transportation in many countries, which led to congestion in some ports and long delays in the loading and unloading of ships. These delays were intensified in many instances by prolonged strikes. Ships were detained for long periods at ports, and many had to sail in ballast or with insufficient cargoes. Toward the latter part of the fiscal year rates had fallen to such an extent that owners of vessels were faced with the question of either running their ships at a heavy loss or laying them up until the crisis had passed.

During the year rates declined from 50 to 60 per cent. This falling off in the earning capacity of ships was accompanied by no appreciable reduction in the cost of operation charges, save in the price of fuel. Under such conditions very few ships were operating at a profit by the end of the fiscal year.

On June 30, 1920, the Division of Operations was charged with the control of 1,502 vessels of 9,367,551 tons dead-weight. Additional deliveries of new tonnage increased these figures on June 30, 1921, to 1,740 vessels of 11,323,686 tons dead-weight, of which 611 vessels were engaged in foreign trade to all the principal ports of the world. The analysis of this traffic for the latter half of the fiscal year indicated results satisfactory in comparison with the relative utility in commerce of ships sailing under other flags.

## UNITED STATES SHIPPING IN FOREIGN TRADE.

During the fiscal year ended June 30, 1921, the total water-borne foreign commerce of the United States aggregated 96,084,582 cargo tons, the dead-weight tonnage of the vessels entering and clearing was 122,439,789; and the total arrivals and departure numbered 43,451 vessels. Fifty-one per cent of all arrivals and departures at United States ports were American vessels, as well as 51 per cent of the dead-weight tonnage employed, and 52 per cent of the total cargo tonnage clearing and entering United States ports moved under the American flag.

Twenty-one thousand two hundred seventy-five foreign vessels of 118,334,705 dead-weight tons entering and clearing, handled 46,201,966 cargo tons of our foreign commerce.

In relative efficiency, as indicated by the percentage of load to dead-weight tonnage, the American percentage is 40.7 per cent and the foreign 39 per cent, or in other words while American vessels required 2.45 dead-weight tons to transport each ton of cargo, foreign vessels used 2.57 dead-weight tons per cargo ton.

Exports constituted 62 per cent of the total cargo movement. Fifty per cent of the clearances and dead-weight tonnage employed in export trade was American, but carried only 39 per cent of the export cargo tonnage. Fifty-two per cent of the entrances and dead-weight tonnage employed in import trade was American and carried 73 per cent of the import cargo tonnage.

Thirteen United States ports handled foreign commerce in excess of 1,000,000 cargo tons each. Nearly 82 per cent of the total traffic passed through these ports, which handled 81 per cent of the imports and 83 per cent of the exports.

The activities of the 13 ports referred to appear in the following table:

	Total.	Imports.	Exports.
New York.....	21,140,122	9,597,979	11,542,143
New Orleans.....	9,083,851	3,601,858	5,481,993
Baltimore.....	8,866,212	2,910,479	5,946,733
Norfolk.....	5,024,271	218,619	5,805,622
Philadelphia.....	4,606,345	3,144,768	4,461,577
Galveston.....	3,730,446	2,258,030	3,591,416
Newport News.....	1,484,089	87,231	1,426,836
Port Arthur.....	3,775,333	2,211,281	1,564,052
Boston.....	3,061,071	2,319,334	711,738
San Francisco.....	2,993,144	1,366,341	1,626,803
Baton Rouge.....	1,553,901	1,018,429	335,472
Seattle.....	1,213,433	493,110	720,323
Los Angeles.....	1,016,476	307,192	739,284
Total.....	78,697,691	29,513,732	49,033,962

Ten additional ports handled over 500,000 cargo tons each, the aggregate of their traffic being over 8 per cent of the total foreign

commerce. The activities of these ports are shown in the following table:

	Total.	Imports.	Exports.
Portland, Oreg.....	992, 883	42, 478	950, 405
Savannah.....	986, 491	408, 144	578, 347
Sabine.....	946, 315	150, 347	795, 968
Charleston.....	943, 802	393, 090	550, 712
Portland, Me.....	881, 474	330, 752	550, 722
Mobile.....	820, 316	242, 782	577, 534
Perth Amboy.....	758, 368	663, 514	91, 851
Jacksonville.....	608, 883	273, 749	335, 134
Tampa.....	601, 782	314, 680	287, 102
Key West.....	551, 308	205, 865	345, 443
Total.....	8, 091, 622	3, 025, 401	5, 066, 221

The 23 ports enumerated above handled 89.3 per cent of the imports, 91.5 per cent of the exports, and 90.2 per cent of the entire foreign commerce for the year.

Over 52 per cent of the total foreign commerce of the United States was with three foreign trade regions, the traffic with each aggregating more than 10,000,000 cargo tons. These three regions furnished nearly 58 per cent of our imports and absorbed 49 per cent of our exports.

The trade with the three regions referred to was as follows:

	Total.	Imports.	Exports.
Atlantic Europe.....	\$19, 853, 478	\$1, 937, 746	\$17, 915, 732
Mexico.....	19, 305, 835	18, 286, 813	1, 019, 022
United Kingdom.....	11, 219, 005	1, 097, 262	10, 121, 743
Total.....	50, 378, 318	21, 321, 821	29, 056, 497

Traffic in excess of 1,000,000 tons each was transacted with 10 other regions, the total aggregating 40 per cent of our imports, 48 per cent of our exports, and 45 per cent of the total commerce. The trade with these regions is shown in the following table:

	Total.	Imports.	Exports.
Mediterranean.....	\$9, 737, 240	\$722, 044	\$9, 015, 196
West Indies.....	8, 738, 651	4, 229, 544	4, 509, 107
East Coast, South America.....	5, 995, 145	1, 756, 693	4, 238, 452
Atlantic Canada.....	5, 722, 626	2, 678, 952	3, 043, 674
Orient.....	4, 760, 777	1, 481, 491	3, 279, 286
Middle America.....	2, 535, 645	1, 402, 381	1, 133, 264
West Coast, South America.....	2, 136, 877	903, 076	1, 143, 801
India.....	1, 487, 595	763, 663	723, 930
Pacific Canada.....	1, 175, 619	497, 142	678, 477
Australia.....	1, 118, 459	245, 881	872, 578
Total.....	43, 428, 634	14, 775, 869	28, 652, 765

The thirteen regions enumerated furnished 98 per cent of the total imports and absorbed 97 per cent of our exports, or more than 97 per cent of the total foreign commerce.

Vessels and cargoes entering and clearing United States ports in foreign trade fiscal year ended June 30, 1921.

	United States Shipping Board.			Independent American.			Total American.		
	Number.	Dead-weight tons.		Number.	Dead-weight tons.		Number.	Dead-weight tons.	
		Cargo tons.			Cargo tons.			Cargo tons.	
<b>IMPORTS.</b>									
1920.									
July.....	347	2,194,970	893,259	540	2,459,240	1,154,705	887	4,654,206	2,082,964
August.....	309	2,266,857	898,953	619	2,547,754	1,433,661	988	5,146,591	2,332,594
September.....	329	2,299,528	893,315	704	3,261,103	1,418,109	1,054	5,960,931	2,311,424
October.....	335	2,315,248	806,167	766	3,806,275	1,712,833	1,099	6,122,623	2,621,020
November.....	334	2,415,158	909,473	731	3,805,206	1,940,888	1,080	6,220,482	2,899,358
December.....	334	2,360,308	774,478	733	3,881,200	1,931,062	1,087	6,197,708	2,905,840
January.....	295	2,168,969	667,616	674	3,094,685	1,444,630	949	5,265,654	2,112,546
February.....	307	2,253,223	720,187	600	2,796,673	1,437,312	907	5,050,896	2,157,499
March.....	277	2,008,067	614,015	634	3,049,378	1,599,036	911	5,057,465	2,220,051
April.....	215	1,831,093	480,439	600	2,949,068	1,357,714	845	4,780,971	1,978,163
May.....	165	1,833,933	353,206	632	3,025,244	1,461,337	817	4,881,197	1,814,540
June.....	165	1,255,720	253,101	636	2,994,569	1,270,265	801	4,250,319	1,526,366
Total.....	3,536	24,767,468	8,220,496	7,809	37,949,565	18,570,869	11,425	62,711,063	26,791,365
Average per month.....	296	2,063,953	685,041	650	3,162,484	1,547,572	952	5,226,417	2,262,613
Percentage cargo of dead-weight tons.....		6.965	33.2		4.823	48.9		3.489	42.7
<b>EXPORTS.</b>									
1920.									
July.....	342	2,267,781	1,153,010	723	2,339,980	888,704	865	4,627,761	2,042,404
August.....	365	2,507,974	1,282,607	643	2,985,426	1,737,630	1,008	5,695,699	2,436,287
September.....	371	2,573,003	1,346,808	680	3,184,393	1,746,827	1,031	5,738,288	2,466,435
October.....	348	2,452,274	1,211,899	713	3,301,515	1,314,411	1,001	5,643,789	2,365,810
November.....	341	2,466,210	1,220,975	654	3,416,322	1,159,652	983	5,826,632	2,380,627
December.....	302	2,106,447	912,022	663	3,379,675	999,080	961	5,376,124	1,911,102
January.....	215	1,620,284	620,577	607	2,805,938	764,364	822	4,426,292	1,303,941
February.....	204	1,564,341	588,433	568	2,694,634	631,895	776	4,269,075	1,250,328
March.....	208	1,453,182	673,035	614	2,894,148	747,387	818	4,269,330	1,430,422
April.....	207	1,555,275	740,313	592	3,113,190	773,316	769	4,668,465	1,514,029

May.....	133	1,183,272	539,675	548	2,428,387	774,857	688	3,611,659	1,374,532
June.....	235	1,866,831	1,082,692	673	3,388,415	1,266,192	908	5,265,246	2,348,884
Total.....	3,278	23,699,773	11,451,146	7,478	36,023,013	11,640,105	10,751	50,722,786	23,091,231
Average per month.....									
Average per vessel.....	278	1,974,981	954,262	623	3,001,918	970,069	896	4,976,809	1,994,271
Percentage cargo of dead-weight tons.....		7,234	3,514		4,818	1,357		5,555	2,148
			45.6			32.3			88.7
EXPORTS AND IMPORTS.									
Grand total.....	6,829	48,467,211	19,671,642	15,947	73,972,578	30,210,974	22,176	122,439,789	49,982,616
Average per month.....									
Average per vessel.....	569	4,038,634	1,639,303	1,279	6,104,381	2,517,581	1,848	10,202,315	4,186,384
Percentage cargo of dead-weight tons.....		7,097	2,881		4,320	1,908		5,621	2,249
			46.6			40.8			46.7

1 Includes loaded and in ballast.



Vessels and cargoes entering and clearing United States ports in foreign trade fiscal year ended June 30, 1921—Continued.

	Foreign.			Total.			Percentages.						
	Num-ber.	Dead-weight tons.	Cargo tons.	Num-ber.	Dead-weight tons.	Cargo tons.	Numbers. <sup>1</sup>		Dead-weight tons.		Cargo tonnage.		
							United States Ship-ping Board.	Inde-pend-ent Ameri-can.	United States Ship-ping Board.	Inde-pend-ent Ameri-can.	United States Ship-ping Board.	Inde-pend-ent Ameri-can.	
<b>IMPORTS.</b>													
1920.													
July.....	742	4,250,646	645,403	1,629	8,913,912	2,698,367	21	33	24	28	33	43	24
August.....	709	3,884,485	810,114	1,697	9,031,916	3,151,705	22	36	25	32	43	45	26
September.....	963	5,388,331	834,864	2,017	10,979,262	3,146,288	17	35	21	30	49	45	27
October.....	1,115	6,531,429	1,208,184	2,214	12,653,952	3,729,154	13	35	18	31	51	22	32
November.....	958	5,683,606	1,097,987	2,098	11,906,178	3,957,345	17	36	17	32	48	23	28
December.....	991	5,782,916	876,358	2,078	11,980,624	3,782,198	16	35	20	32	48	21	23
January.....	768	4,349,171	728,818	1,717	9,652,825	2,841,384	17	38	22	32	46	51	26
February.....	671	3,739,426	619,620	1,578	8,790,322	2,807,119	20	38	42	32	42	26	51
March.....	714	3,832,011	798,987	1,625	8,890,076	3,018,988	17	39	44	23	34	43	26
April.....	801	4,203,380	819,625	1,646	8,989,351	2,797,788	15	36	49	20	33	47	15
May.....	987	5,196,000	837,643	1,804	9,577,206	2,682,183	10	35	14	31	51	14	55
June.....	972	4,771,936	771,054	1,773	9,022,255	2,297,080	9	36	55	14	33	53	31
Total.....	10,391	57,666,988	10,088,167	21,816	120,383,989	36,879,532	16	36	48	21	48	22	51
Average per month.....	866	4,805,582	840,681	1,818	10,031,999	3,073,264							
Average per vessel.....		5,550	971		5,518	30.6							
Percentage cargo of dead-weight tons.....			17.5										
<b>EXPORTS.</b>													
1920.													
July.....	734	4,063,037	2,746,774	1,589	8,720,798	4,789,178	28	31	26	27	47	24	57
August.....	805	5,052,006	3,480,480	1,903	10,545,405	5,936,517	19	34	24	28	48	22	38
September.....	1,012	5,474,784	3,558,794	2,063	11,235,070	6,082,229	18	33	49	23	49	22	39
October.....	1,187	7,076,552	4,441,770	2,248	12,660,341	6,970,580	11	32	53	20	53	18	63
November.....	912	5,886,315	3,216,095	1,907	11,258,847	5,626,722	18	34	43	22	48	22	36
December.....	1,046	5,838,601	3,511,261	1,971	11,414,768	5,422,363	16	33	51	19	51	17	38

1921.

January.....	839	4,920,506	2,730,468	1,091	9,346,815	4,124,409	13	36	51	17	30	53	15	18	67
February.....	704	3,067,456	2,157,310	1,480	8,226,471	3,385,638	14	38	48	10	33	48	18	19	63
March.....	772	4,302,503	2,622,223	1,630	8,632,223	3,592,900	13	39	48	17	33	50	19	21	60
April.....	822	2,770,707	2,172,978	1,021	8,946,235	3,721,786	13	36	51	17	35	48	20	21	59
May.....	882	5,170,100	2,683,017	1,065	8,790,788	4,337,532	8	33	50	14	27	59	14	18	68
June.....	1,019	5,098,780	2,886,512	1,927	10,354,026	5,245,336	12	33	53	18	33	49	21	24	55
Total.....	10,884	60,667,719	36,113,799	21,635	120,380,505	59,295,070	15	35	50	20	30	50	19	20	61
Average per month.....	907	5,055,643	3,009,483	1,803	10,032,542	4,931,754									
Average per vessel.....		5,574	3,318		3,564	2,731									
Percentage cargo of dead-weight tons.....			89.5			43.1									
EXPORTS AND IMPORTS.															
Grand total.....	21,275	118,334,705	46,201,966	43,453	240,774,494	96,081,352	16	35	46	20	31	49	21	31	48
Average per month.....	1,773	9,861,225	3,850,164	3,621	20,064,541	8,007,048									
Average per vessel.....		5,562	2,173		5,541	2,211									
Percentage cargo of dead-weight tons.....			89.0			39.9									

1 Includes loaded and in ballast.

*Vessel and cargo movements in foreign commerce of the United States, fiscal year ended June 30, 1921, by customs districts.*

	North Atlantic district.				South Atlantic district.				Gulf district.			
	Number.	Dead-weight tons.	Cargo tons.	Number.	Dead-weight tons.	Cargo tons.	Number.	Dead-weight tons.	Cargo tons.	Number.	Dead-weight tons.	Cargo tons.
IMPORTS.												
United States Shipping Board.....	2,386	17,141,292	5,986,240	163	1,015,030	435,222	700	4,483,380	1,988,201			
Independent American.....	2,361	16,683,271	7,727,992	314	1,021,054	482,680	2,985	12,244,368	7,366,208			
Total American.....	4,747	33,774,563	13,664,232	477	2,036,084	917,902	3,785	16,727,748	8,694,409			
Foreign.....	5,890	37,067,311	6,544,858	194	1,111,756	869,219	2,088	11,886,389	1,800,660			
Total.....	10,637	70,841,874	20,209,097	671	3,147,840	1,787,121	5,873	28,614,137	10,735,069			
EXPORTS.												
United States Shipping Board.....	1,920	14,734,371	6,891,792	132	941,332	543,771	854	5,273,935	2,565,748			
Independent American.....	2,539	10,684,084	6,140,734	260	632,302	239,955	2,943	12,176,471	2,223,221			
Total American.....	4,459	31,368,455	13,032,526	392	1,573,634	783,726	3,797	17,450,406	4,788,969			
Foreign.....	5,951	57,322,480	22,823,983	238	1,890,750	966,794	2,408	14,028,204	9,145,880			
Total.....	10,410	68,760,935	33,856,509	630	3,464,384	1,750,520	6,205	31,478,610	13,934,849			
TOTAL IMPORTS AND EXPORTS.												
United States Shipping Board.....	4,336	31,875,663	12,827,942	315	1,956,362	978,993	1,614	9,737,315	3,893,949			
Independent American.....	5,100	33,267,305	13,868,726	574	1,653,656	722,635	5,928	24,420,834	9,789,429			
Total American.....	9,436	65,142,968	26,696,668	889	3,609,918	1,701,628	7,532	34,178,149	13,723,378			
Foreign.....	11,841	74,439,741	29,368,840	430	2,302,506	1,336,013	4,496	25,921,543	10,946,270			
Total.....	21,277	139,602,709	56,065,508	1,319	6,412,424	3,037,641	12,048	60,099,692	24,669,648			

	Pacific district.			Great Lakes district.			Total.		
	Number.	Dead-weight tons.	Cargo tons.	Number.	Dead-weight tons.	Cargo tons.	Number.	Dead-weight tons.	Cargo tons.
<b>IMPORTS.</b>									
United States Shipping Board.....	247	2,127,736	480,803				3,556	24,767,438	8,220,496
Independent American.....	1,251	4,064,539	1,122,070	743	3,986,338	1,671,919	7,869	37,049,365	18,570,869
Total American.....	1,498	6,192,275	1,602,833	743	3,986,338	1,671,919	11,425	62,717,003	26,791,365
Foreign.....	1,003	3,909,780	794,427	1,216	3,694,800	578,976	10,391	57,666,986	10,088,167
Total.....	2,501	10,102,055	2,397,360	1,964	7,677,138	2,250,895	21,816	120,383,989	36,879,532
<b>EXPORTS.</b>									
United States Shipping Board.....	315	2,741,835	1,448,995	2	8,300	900	3,273	23,699,773	11,451,146
Independent American.....	1,179	3,916,286	1,821,315	557	2,861,720	1,214,880	7,478	36,023,013	11,640,105
Total American.....	1,494	6,658,121	3,270,310	559	2,870,020	1,215,780	10,751	59,722,786	23,091,251
Foreign.....	1,066	4,852,138	1,639,272	1,223	3,504,202	1,518,168	10,384	60,867,719	36,113,799
Total.....	2,560	11,510,259	4,909,582	1,782	5,874,222	2,733,948	21,635	120,390,505	59,205,050
<b>TOTAL IMPORTS AND EXPORTS.</b>									
United States Shipping Board.....	562	4,869,571	1,929,858	2	8,300	900	6,829	48,467,211	19,671,642
Independent American.....	2,430	7,882,823	2,943,866	1,305	6,348,038	2,886,799	13,347	73,572,578	30,210,974
Total American.....	2,992	12,752,394	4,873,724	1,307	6,356,338	2,887,699	22,176	122,039,789	49,882,616
Foreign.....	2,068	8,261,913	2,435,659	2,439	7,189,002	2,097,144	21,215	118,334,705	46,201,966
Total.....	5,061	21,114,307	7,309,383	3,746	13,545,340	4,984,843	43,451	240,774,494	96,084,582



India.....	291,775	119,887	68,611	42	392,175	188,486	80	704,673	533,432	122	1,086,548	721,630
Dutch East Indies.....	24,700	12,381	20,889	6	39,410	33,200	19	182,869	30,469	25	242,279	118,729
Australia.....	200,661	130,669	107,460	88	364,877	238,538	155	1,134,987	694,440	224	1,499,874	872,378
Orient.....	1,617,957	926,935	1,575,852	338	2,123,190	1,846,008	270	2,661,380	1,329,685	664	5,784,570	3,278,285
Pacific Canada.....	170,809	34,555	1,975,852	752	1,942,868	619,417	705	1,215,181	68,060	1,406	3,158,148	678,477
Atlantic Canada.....	95,100	16,460	1,840,722	678	2,713,296	1,357,412	1,680	4,453,187	1,686,462	2,309	7,146,483	3,043,674
Total.....	3,273	23,699,773	11,451,146	7,478	36,023,013	23,091,251	10,884	60,667,719	36,113,799	21,635	120,380,505	59,203,060
TOTAL COMMERCE.												
East Coast South America.....	401	2,941,574	852,080	612	4,234,222	2,560,432	774	5,000,621	3,434,713	1,387	9,324,843	5,065,145
West Coast South America.....	143	724,853	747,921	410	1,023,333	725,478	242	1,590,281	882,674	3,071	3,262,694	2,159,377
Middle America.....	461	7,811,918	1,436,150	1,630	11,303,936	17,089,468	1,509	3,586,683	2,283,677	5,077	14,539,674	2,533,645
Mexico.....	918	4,715,249	3,237,227	4,638	32,125,054	17,089,468	1,802	5,808,592	2,225,349	7,283	27,035,957	19,303,835
West Indies.....	1,149	4,759,661	4,477,151	5,623	17,125,935	6,353,231	1,902	6,968,592	2,403,349	7,283	22,822,173	8,733,631
Atlantic Europe.....	1,572	11,113,771	2,607,770	2,133	19,012,285	6,968,631	4,302	29,123,198	12,397,377	6,131	48,383,970	19,534,978
Baltic Europe.....	97	7,000,701	29,585	118	8,930,040	3,077,413	3,635	28,810,106	8,147,467	4,538	37,765,175	11,219,095
United Kingdom.....	16	112,454	54,594	17	129,254	3,454,623	46	17,524,868	7,808,039	33	24,135,249	9,737,072
Black Sea.....	475	3,003,948	1,150,185	806	5,603,313	2,434,208	2,484	17,524,868	7,808,039	33	37,246,303	11,219,095
Mediterranean.....	65	421,775	158,561	88	521,894	26,980	213	1,329,118	600,776	304	1,913,519	737,072
West Africa.....	6	55,189	14,010	11	81,394	28,980	58	452,739	281,992	72	1,141,143	328,072
East and South Africa.....	2	9,280	5,807	3	15,800	11,307	32	182,000	137,097	33	177,802	181,370
Arctic Russia.....	66	610,679	249,321	28	854,233	362,773	182	1,596,392	1,091,827	276	2,410,623	1,437,391
India.....	10	162,979	71,077	13	226,618	111,470	76	697,484	392,167	108	934,102	504,076
Dutch East Indies.....	42	383,918	205,675	168	640,444	356,556	183	1,524,140	781,903	333	2,174,582	1,118,459
Australia.....	386	3,434,910	1,378,868	801	6,393,192	2,804,739	4,535	17,294,267	2,656,038	1,233	17,092,459	1,769,777
Orient.....	30	293,958	1,425,871	562	3,077,853	2,975,477	1,396	2,474,718	2,200,140	2,657	6,132,301	1,753,619
Pacific Canada.....	72	325,671	115,773	1,802	7,290,312	3,224,613	3,219	8,934,102	2,498,013	4,821	16,223,944	3,724,629
Atlantic Canada.....	6,820	48,467,211	19,671,642	15,347	73,792,575	49,882,616	21,275	118,344,705	47,201,964	43,451	210,774,191	96,081,582

Vessels and cargo movements in foreign commerce of the United States, fiscal year ended June 30, 1921, by ports and customs districts.

	Exports										Imports														
	Distribution by percentages.										Distribution by percentages.														
	Cargo.					Vessels (number).					Cargo tons.					Vessels (number).					Dead-weight.				
	Foreign.	United States American.	Shipping Board.	Independent American.	United States Shipping Board.	Foreign.	Independent American.	United States Shipping Board.	Foreign.	Independent American.	United States Shipping Board.	Foreign.	Independent American.	United States Shipping Board.	Foreign.	Independent American.	United States Shipping Board.	Foreign.	Independent American.	United States Shipping Board.	Foreign.				
North Atlantic District:																									
Baltimore, Md.....	65	9	26	55	17	28	60	15	25	5,946,733	9,700,665	1,404	1,152	8,136,728	2,919,479	26	18	34	28	22	50	26	45	31	
Baltimore, Md.....	7	62	60	40	40	82	43	57	20,850	20,850	21	22	1,792,268	2,439,383	20	36	61	33	61	33	67	31	31	69	
Boston, Mass.....	64	9	27	47	26	27	62	21	17	711,708	2,875,284	564	847	1,792,268	2,439,383	20	21	38	27	23	50	30	31	39	
Charleston, S. C.....	63	24	10	40	54	6	33	41	6	265,397	343,962	72	66	408,116	191,402	9	42	19	5	54	11	3	96	1	
Charleston, S. C.....	100	100	100	100	100	100	100	100	65	1,736	24,900	31	16	12,800	325,539	100	100	100	100	100	100	100	100	100	
Fall River, Mass.....	5	85	10	33	56	11	40	53	7	42,286	149,818	30	33	218,028	193,177	21	36	43	25	42	23	31	40	29	
Gloucester, Mass.....	100	100	100	100	100	100	100	100	100	4,200	4,200	1	1	1,000	4,006	100	100	100	100	100	100	100	100	100	
New York, N. Y.....	18	82	28	72	30	72	30	70	50	6,286	12,161	2	1	4,802	4,000	100	100	100	100	100	100	100	100	100	
Newport News, Va.....	46	47	9	73	15	12	73	16	11	4,426,846	6,108,666	959	691	4,368,769	57,233	7	9	84	5	8	87	9	14	77	
New York, N. Y.....	38	22	20	51	28	21	51	20	19	28,706,172	28,706,172	4,273	4,740	31,922,822	9,997,979	23	21	46	25	29	46	30	35	35	
New York, N. Y.....	63	20	17	61	20	19	64	19	17	11,512,143	10,681,954	1,615	1,710	11,075,842	218,640	20	12	68	19	12	69	21	35	14	
Perth Amboy, N. J.....	65	45	9	21	60	24	52	22	13	94,874	733,921	1,163	1,188	17,356,721	3,141,682	37	51	31	27	21	28	27	51	19	
Philadelphia, Pa.....	85	13	22	50	24	26	54	24	22	1,461,377	7,924,046	1,163	1,188	17,356,721	3,141,682	37	51	31	27	21	28	27	51	19	
Plymouth, Mass.....	80	2	18	72	12	16	75	10	15	570,722	938,039	130	150	894,137	28,096	10	50	40	7	56	37	7	38	38	
Portland, Me.....	100	100	100	100	100	100	100	100	100	1,050	1,050	1	1	1,050	1,103	100	100	100	100	100	100	100	100	100	
Rockland, Me.....	100	100	100	100	100	100	100	100	100	1,050	1,050	1	1	1,050	1,103	100	100	100	100	100	100	100	100	100	
Wilmington, Del.....	64	17	19	55	21	21	57	21	19	35,836,451	68,741,280	10,434	19,820	70,758,130	20,230,057	22	24	54	24	23	53	30	38	32	
Total.....	64	17	19	55	21	21	57	21	19	35,836,451	68,741,280	10,434	19,820	70,758,130	20,230,057	22	24	54	24	23	53	30	38	32	
South Atlantic District:																									
Brunswick, Ga.....	64	7	29	66	12	22	56	16	25	159,047	286,928	51	47	232,376	82,903	9	40	51	8	21	71	9	5	26	
Charleston, S. C.....	51	20	23	41	27	32	38	35	26	530,712	882,436	139	160	984,674	393,620	32	38	30	40	27	31	19	25	86	
Fernandina, Fla.....	79	21	80	20	14	14	80	20	86	78,509	93,646	14	13	82,435	1,261	15	31	34	19	10	71	10	100	100	
Jacksonville, Fla.....	85	12	53	18	46	36	17	51	32	335,402	793,402	172	151	627,139	273,749	17	68	14	23	60	17	9	57	4	





Vessels and cargo movements in foreign commerce of the United States, fiscal year ended June 30, 1921, by ports and customs districts—Continued.

	Exports.										Imports.																								
	Distribution by percentages.										Distribution by percentages.																								
	Cargo.		Dead-weight.		Vessels (number).		Cargo tons.		Dead-weight tons.		Vessels cleared (number).		Cargo tons.		Dead-weight tons.		Vessels entered (number).		Cargo tons.		Dead-weight tons.		Vessels (number).												
	Foreign.	United States American.	Independent	United States American.	Independent	United States American.	Independent	United States American.	Independent	United States American.	Independent	United States American.	Independent	United States American.	Independent	United States American.	Independent	United States American.	Independent	United States American.	Independent	United States American.	Independent	United States American.											
SUMMARY.																																			
North Atlantic District.....	67	17	19	55	24	21	37	24	10	35	856	471	68	541	280	10	434	10	820	70	758	150	20	293	057	22	91	24	23	33	30	38	32		
South Atlantic District.....	53	14	21	42	29	20	36	10	21	1	750	820	21	281	484	6	618	47	29	24	47	20	32	21	24	47	20	32	21	24	47	20	32	21	
East District.....	69	16	18	44	33	17	39	17	11	13	633	449	11	175	614	5	312	5	312	8	619	632	10	267	650	18	51	30	10	43	11	35	70	29	
Pacific District.....	34	37	29	40	33	25	42	46	12	4	223	333	11	117	254	2	500	7	321	19	107	652	2	272	360	10	31	21	40	33	20	57	17	33	
Great Lakes District.....	50	41	(3)	60	40	(3)	69	31	(3)	2	733	948	2	374	222	1	782	1	904	7	671	133	2	250	895	38	62	32	32	43	30	54	74	23	38
Grand total.....	61	20	19	50	30	20	50	35	15	59	205	050	120	370	850	21	629	21	708	120	208	265	36	879	532	16	36	48	21	31	48	22	51	27	48

<sup>3</sup> Two vessels of 8,800 dead-weight tons, 900 cargo tons.

NOTE.—Eighteen vessels of 85,724 dead-weight tons entering, and six vessels of 10,555 dead-weight tons clearing ports having no cargo imports or exports are omitted from statement.

SHIPPING BOARD ACTIVITIES IN EXPORT AND IMPORT TRADE.

The following statements contain a résumé of the activities of Shipping Board vessels, which, during the fiscal year, handled exports of 11,451,146 cargo tons and imports of 8,220,496 cargo tons, a total of 19,671,642 cargo tons, through 49 United States ports. The traffic in Shipping Board vessels by months is shown in the following table:

	Imports.		Exports.		Total imports and exports.	
	Percentage of total.	Cargo tons.	Percentage of total.	Cargo tons.	Percentage of total.	Cargo tons.
1920.						
July.....	10.93	898,259	10.07	1,153,610	10.43	2,051,869
August.....	10.94	898,993	11.20	1,282,607	11.09	2,181,540
September.....	10.87	895,315	11.76	1,346,608	11.39	2,239,923
October.....	9.84	808,167	10.58	1,211,399	10.27	2,019,566
November.....	11.06	909,473	10.66	1,220,975	10.83	2,130,448
December.....	9.42	774,778	7.96	912,022	8.57	1,686,800
1921.						
January.....	8.12	667,616	5.50	629,577	6.60	1,297,193
February.....	8.76	720,187	5.23	598,433	6.70	1,318,620
March.....	7.56	621,015	5.88	673,035	6.58	1,294,050
April.....	5.11	420,449	6.47	740,513	5.90	1,160,962
May.....	4.29	353,203	5.24	599,675	4.84	952,878
June.....	3.10	255,101	9.45	1,082,692	6.80	1,337,793
Total.....		8,220,496		11,451,146		19,671,642

In this connection it is noted that over 55 per cent, 4,568,239 cargo tons, of the imports consisted of crude petroleum.

Exports were forwarded from 46 ports and imports were received at 36 ports. Twenty-five of these ports handled nearly 98 per cent, 19,253,194 cargo tons (exports 11,145,594 cargo tons, imports 8,107,205 cargo tons), of the entire tonnage moved. The following table shows these 25 ports arranged in order according to total tonnage handled through each in Shipping Board vessels. Relative rank by volume of exports and imports as well as the percentage of the total tonnage, handled through each port are also indicated.

	Total.			Imports.		Exports.			
	Relative rank.	Cargo tons.	Percentage of total.	Relative rank.	Cargo tons.	Percentage of total.	Relative rank.	Percentage of total.	
New York.....	1	5,076,545	25.81	1	2,825,021	31.36	1	2,251,524	19.66
Baltimore.....	2	2,312,008	11.75	3	771,892	9.39	2	1,540,111	13.45
Philadelphia.....	3	1,989,461	10.11	2	983,832	11.97	5	1,005,629	8.80
New Orleans.....	4	1,981,675	10.07	4	730,405	8.89	4	1,251,270	10.93
Norfolk.....	5	1,346,691	6.85	20	47,117	.57	3	1,299,574	11.35
Boston.....	6	901,559	4.58	5	707,874	8.61	13	193,685	1.69
Galveston.....	7	871,622	4.43	11	176,945	2.15	6	694,677	6.07
San Francisco.....	8	599,344	3.04	6	313,083	3.81	9	286,261	2.49
Portland, Oreg.....	9	498,452	2.53	21	30,413	.37	7	468,039	4.09
Newport News, Va.....	10	466,178	2.37	29	5,251	.06	8	460,927	4.03
Los Angeles.....	11	339,292	1.73	15	75,455	.92	10	263,837	2.29
Savannah.....	12	328,256	1.67	13	152,287	1.85	14	176,969	1.55
Charleston.....	13	317,883	1.62	8	192,816	2.34	16	125,067	1.10
Mobile.....	14	308,994	1.57	16	70,044	.85	11	238,950	2.09

	Total.			Imports.			Exports.		
	Relative rank.	Cargo tons.	Percentage of total.	Relative rank.	Cargo tons.	Percentage of total.	Relative rank.	Cargo tons.	Percentage of total.
Seattle.....	15	275,453	1.40	19	57,599	0.71	12	217,884	1.90
Port Arthur.....	16	275,002	1.40	12	165,973	2.02	17	109,029	.95
Baton Rouge.....	17	228,519	1.16	9	186,943	2.27	23	41,576	.36
Fall River.....	18	220,532	1.12	7	220,532	2.68			
Portland, Me.....	19	207,802	1.05	14	110,460	1.34	18	96,622	.84
Jacksonville.....	20	201,305	1.02	22	24,426	.30	15	176,879	1.54
Perth Amboy.....	21	186,261	.95	10	177,460	2.16	34	8,801	.08
Pensacola.....	22	100,957	.51	23	19,356	.24	19	81,601	.71
Takoma.....	23	78,345	.40	36	21		20	78,325	.68
Houston.....	24	75,711	.39	32	2,200	.03	21	73,511	.64
Newark.....	25	64,676	.33	17	60,330	.73	40	4,346	.04
Total.....		19,252,799	97.86		8,107,205	98.62		11,145,591	97.33

Thirteen ports handled exports only. Through these ports 153,200 cargo tons, over 1.3 per cent of Shipping Board exports, were forwarded. The following table shows these ports, with relative rank, tonnage, and percentage of exports handled through each by Shipping Board vessels.

	Relative rank in total exports.	Cargo tons.	Percentage of total exports.
Bellingham, Wash.....	24	35,797	0.31
San Luis, Calif.....	26	28,854	.25
Everett, Wash.....	28	21,508	.19
Fernandina, Fla.....	30	15,460	.13
Gulfport, Miss.....	32	11,500	.10
Beaumont, Tex.....	33	9,043	.08
Sabine, Tex.....	37	7,167	.06
Orange, Tex.....	38	6,629	.06
Newport, R. I.....	39	5,174	.05
Grays Harbor, Wash.....	41	4,230	.04
Eureka, Calif.....	42	3,617	.03
Anacortes, Wash.....	43	3,386	.03
Cleveland, Ohio.....	46	900	.01
Total.....		153,200	1.34

Three ports handled imports only. Through these ports 241,472 cargo tons, 2.9 per cent Shipping Board imports, were received. The following table shows these ports, with relative rank, tonnage and percentage of imports handled through each, in Shipping Board vessels:

	Relative rank in total imports.	Cargo tons.	Percentage of total imports.
Fall River, Mass.....	7	220,532	2.68
Wilmington, Del.....	24	19,271	.24
Plymouth, Mass.....	33	1,669	.02
Total.....		241,472	2.94

Eight ports handled more than 76 per cent of the total tonnage moved. Included in that number are the six ports ranking first in

exports and imports, as shown in the following table. It will be noted that of the six leading in exports, four are in the North Atlantic District and two in the Gulf District, while of the six leading in imports, four are in the North Atlantic District, one in the Gulf District, and one in the Pacific District.

	Imports.			Exports.			Total imports and exports.	
	Relative rank.	Cargo tons.	Percentage of total.	Relative rank.	Cargo tons.	Percentage of total.	Cargo tons.	Percentage of total.
New York.....	1	2,825,021	34.36	1	2,251,524	19.66	5,076,545	25.81
Baltimore.....	3	771,892	9.39	2	1,540,111	13.45	2,312,003	11.75
Philadelphia.....	2	983,832	11.97	5	1,005,629	8.80	1,989,461	10.11
New Orleans.....	4	730,405	8.89	4	1,251,270	10.93	1,981,675	10.07
Norfolk.....	20	47,117	.57	3	1,299,574	11.35	1,346,691	6.85
Boston.....	5	707,874	8.61	13	193,685	1.69	901,559	4.53
Galveston.....	11	176,945	2.15	6	694,677	6.07	871,622	4.43
San Francisco.....	6	313,083	3.81	9	286,261	2.49	599,344	3.04
Total.....		6,536,169	79.75		8,522,731	74.44	15,078,900	76.64

In this connection it will be noted that Norfolk and Galveston achieved their place among the first eight through their large exports and that Boston's position was due to large imports.

The North Atlantic District, which includes ports from Norfolk north, had more than double the exports of any other district. Its total of 6,891,732 cargo tons constituted over 60 per cent of all exports and even with the exclusion of New York, which forwarded nearly 33 per cent (2,251,524 cargo tons) of the district's exports; the remaining ports, Baltimore 1,540,111 cargo tons, Norfolk 1,299,574 cargo tons, Philadelphia 1,005,629 cargo tons, Newport News 460,927 cargo tons, Boston 193,685 cargo tons, Portland 96,622 cargo tons, Chester 25,339 cargo tons, Perth Amboy 8,801 cargo tons, Newport 5,174 cargo tons, and Newark 4,346 cargo tons, handled over 45 per cent (4,640,208 cargo tons) of the total exports, and more than the total of any other district.

In imports the North Atlantic District received over 72 per cent (5,936,210 cargo tons), New York handling 48 per cent (2,825,021 cargo tons) of the district total. Philadelphia with 16 per cent (983,832 cargo tons), Baltimore with 13 per cent (771,892 cargo tons), Boston with 12 per cent (707,874 cargo tons), Fall River with 4 per cent (220,532 cargo tons), Perth Amboy with 3 per cent (177,460 cargo tons), and Portland, Me., 2 per cent (110,460 cargo tons), follow in the order named. Imports of less than 100,000 cargo tons were received at Newark, N. J., 60,330 cargo tons; Norfolk, Va., 47,117 cargo tons; Wilmington, Del., 19,271 cargo tons; Chester, Pa., 5,501 cargo tons; Newport News, Va., 5,251 cargo tons; and Plymouth, Mass., 1,669 cargo tons.

This district handled over 65 per cent (12,827,942 cargo tons) of the total export and import cargo tonnage.

The South Atlantic District which includes ports from Savannah to Miami handled less than 5 per cent (343,771 cargo tons) of the export tonnage. Of the district exports Savannah handled 32 per cent (176,969 cargo tons), Jacksonville 32 per cent (176,879 cargo tons), and Charleston 23 per cent (125,567 cargo tons). Exports of less than 50,000 cargo tons were: Brunswick 46,470 cargo tons, Fernandina 15,400 cargo tons, and Wilmington, N. C., 2,486 cargo tons.

In imports the South Atlantic District took fourth place with 5 per cent (435,222 cargo tons) of the total imports. Of the district imports Charleston received 44 per cent (192,316 cargo tons), Savannah 35 per cent (152,287 cargo tons), and Wilmington, N. C., 14 per cent (59,219 cargo tons). Other receipts were Jacksonville 24,426 cargo tons and Brunswick 6,974 cargo tons. No imports arrived at Fernandina and Miami.

This district handled less than 5 per cent (978,993 cargo tons) of the total export and import cargo tonnage.

The Gulf District, including ports on the Gulf of Mexico, forwarded 22 per cent (2,565,748 cargo tons) of the total export tonnage. Of the district exports, New Orleans forwarded 49 per cent (1,251,270 cargo tons), Galveston 21 per cent (694,677 cargo tons), Mobile 9 per cent (238,950 cargo tons), and Port Arthur 4 per cent (109,029 cargo tons). Exports of less than 100,000 cargo tons were forwarded from Pensacola 81,601 cargo tons, Houston 73,511 cargo tons, Baton Rouge 41,576 cargo tons, Tampa 30,994 cargo tons, Gulfport 11,500 cargo tons, Beaumont 9,043 cargo tons, Texas City 8,740 cargo tons, Sabine 7,167 cargo tons, Orange 6,629 cargo tons, and Key West 1,061 cargo tons.

In imports the Gulf Division was second with nearly 17 per cent (1,368,201 cargo tons), of the total imports. Of the district imports New Orleans received 53 per cent (730,405 cargo tons), Baton Rouge 14 per cent (186,943 cargo tons), Galveston 13 per cent (176,945 cargo tons), and Port Arthur 12 per cent (165,973 cargo tons). Imports of less than 100,000 tons were received at Mobile 70,044 cargo tons, Pensacola 19,356 cargo tons, Texas City 7,285 cargo tons, Key West 5,500 cargo tons, Tampa 3,550 cargo tons, and Houston 2,200 cargo tons. No imports arrived at Beaumont, Gulfport, Orange, Sabine, Port Arkansas, and Freeport.

This district handled 20 per cent (3,933,949 cargo tons) of the total export and import tonnage.

The Pacific District, including ports on the Pacific coast, forwarded 13 per cent (1,448,995 cargo tons) of the total export tonnage. Of the district exports Portland handled 32 per cent (468,039 cargo tons), San Francisco 20 per cent (286,261 cargo tons), Los Angeles 18 per cent (263,837 cargo tons), and Seattle 15 per cent (217,884 cargo tons). Exports of less than 100,000 cargo tons were forwarded by Tacoma 78,325 cargo tons, Bellingham 35,797 cargo tons, San Luis 23,854 cargo tons, Everett 21,503 cargo tons, Astoria 17,629 cargo

tons, Port Townsend, 11,665 cargo tons, Port Angeles, Wash., 7,968 cargo tons, Grays Harbor, 4,230 cargo tons, Eureka 3,617 cargo tons, and Anacortes 3,386 cargo tons.

In imports the Pacific Division received a little less than 6 per cent (480,863 cargo tons) of the total tonnage. Of the district total imports San Francisco received 65 per cent (313,083 cargo tons), Los Angeles 16 per cent (75,455 cargo tons), and Seattle 12 per cent (57,569 cargo tons). Other receipts were Portland 30,413 cargo tons, Port Angeles 2,590 cargo tons, Port Townsend 1,192 cargo tons, Astoria 540 cargo tons, and Tacoma 21 cargo tons. No imports arrived at Aberdeen, Anacortes, Bellingham, Eureka, Everett, Grays Harbor, and San Luis.

This district handled 10 per cent (1,930,253 cargo tons) of the total exports and imports.

Cleveland, Ohio, handled exports of 900 cargo tons in April, 1921, this being the only foreign traffic handled by Shipping Board vessels from a Great Lakes port.

Exports were forwarded to 19 foreign trade regions, all of which returned imports. It is noted that more than 95 per cent (18,776,985 cargo tons) of the entire commerce carried on in Shipping Board vessels was with 10 trade regions, and these same 10 regions absorbed 95 per cent (10,917,754 cargo tons) of the exports and furnished 95 per cent (7,859,231 cargo tons) of the imports.

The following table contains a summary of the entire cargo movement by Shipping Board vessels, arranged in relative rank of the various trade regions in total tonnage. The relative rank of each region, in exports and in imports is also shown, together with percentages of total business, exports and imports pertaining to each region.

	Total.				Imports from—			Exports to—		
	Relative rank.	Cargo tons.	Percentage of total.	Relative rank.	Cargo tons.	Percentage of total.	Relative rank.	Cargo tons.	Percentage of total.	
Mexico.....	1	4,715,269	24.12	1	4,566,816	55.55	9	178,453	1.56	
Atlantic Europe.....	2	4,388,842	22.31	4	463,659	5.64	1	3,925,183	34.28	
United Kingdom.....	3	2,383,306	12.13	7	173,298	2.11	2	2,212,008	19.32	
West Indies.....	4	1,833,034	9.57	2	891,527	10.85	5	991,557	8.66	
East coast South America.....	5	1,707,472	8.68	3	672,493	8.18	4	1,034,979	9.04	
Orient.....	6	1,375,868	7.00	5	451,935	5.50	6	926,933	8.09	
Mediterranean.....	7	1,284,023	6.53	8	153,253	1.86	3	1,130,770	9.87	
West coast South America.....	8	506,282	2.57	6	266,240	3.24	7	240,042	2.09	
India.....	9	249,321	1.27	9	129,434	1.57	12	119,887	1.05	
Middle America.....	10	248,518	1.26	11	90,576	1.10	10	157,942	1.38	
Baltic Europe.....	11	226,828	1.15	15	45,685	.56	8	181,143	1.58	
Australia.....	12	205,675	1.05	12	73,006	.91	11	130,669	1.14	
West Africa.....	13	158,561	.81	14	55,117	.67	13	103,444	.90	
Atlantic Canada.....	14	115,773	.59	10	99,283	1.21	16	16,490	.14	
Dutch East Indies.....	15	71,077	.36	13	58,716	.71	17	12,361	.11	
Black Sea.....	16	54,594	.28	16	8,390	.10	14	46,204	.40	
Pacific Canada.....	17	42,323	.22	18	7,768	.10	15	34,555	.30	
East and South Africa.....	18	14,019	.07	17	8,300	.10	18	5,719	.07	
Arctic Russia.....	19	5,307	.03	19	3,000	.04	19	2,307	.02	
Total.....		19,671,642			8,220,496			11,451,146		

Activities of United States Shipping Board vessels in foreign commerce, fiscal year ended June 30, 1921—cargo tonnage and dead-weight tonnage of vessels by customs districts, and months.

	North Atlantic District.		South Atlantic District.		Gulf District.		Pacific District.		Great Lakes District.		Total.	
	Dead weight tons.	Cargo tons.	Dead weight tons.	Cargo tons.	Dead weight tons.	Cargo tons.	Dead weight tons.	Cargo tons.	Dead weight tons.	Cargo tons.	Dead weight tons.	Cargo tons.
<b>Imports:</b>												
July.....	1,490,668	592,818	92,972	30,987	433,986	211,394	177,350	63,980	.....	.....	2,194,976	898,280
August.....	1,633,626	679,084	67,284	36,236	408,415	142,969	192,212	70,614	.....	.....	2,888,837	898,493
September.....	1,016,323	673,246	105,972	48,392	341,851	137,833	233,682	77,186	.....	.....	2,390,838	893,315
October.....	1,627,137	603,217	96,869	379,645	130,793	131,761	212,697	52,998	.....	.....	2,316,248	808,187
November.....	1,672,501	684,946	132,989	49,023	398,710	167,778	215,976	43,728	.....	.....	2,415,186	909,473
December.....	1,084,178	608,690	95,624	55,855	347,094	168,738	239,612	41,504	.....	.....	2,366,508	774,773
January.....	1,554,411	533,196	97,563	37,563	326,800	68,638	198,905	17,941	.....	.....	2,183,989	667,616
February.....	1,093,690	534,133	53,979	41,511	337,640	119,573	118,914	24,930	.....	.....	2,235,223	730,187
March.....	1,387,296	392,539	93,203	60,560	408,125	141,379	118,563	26,477	.....	.....	2,008,907	621,015
April.....	1,068,053	237,282	106,847	27,383	517,994	127,185	139,429	28,699	.....	.....	1,891,003	424,449
May.....	916,751	237,124	51,738	7,531	225,018	81,613	167,625	26,935	.....	.....	1,355,953	353,293
June.....	793,558	156,885	19,960	9,054	346,302	80,211	90,100	3,931	.....	.....	1,255,750	253,101
<b>Total.....</b>	<b>17,141,292</b>	<b>5,936,210</b>	<b>1,015,030</b>	<b>435,222</b>	<b>4,483,380</b>	<b>1,368,201</b>	<b>2,127,796</b>	<b>480,863</b>	<b>.....</b>	<b>.....</b>	<b>24,707,438</b>	<b>8,220,496</b>
<b>Exports:</b>												
July.....	1,823,320	645,351	85,549	65,279	511,652	223,684	364,000	219,298	.....	.....	2,287,781	1,153,610
August.....	1,035,693	818,058	102,657	58,080	440,509	202,041	311,113	169,418	.....	.....	2,507,973	1,297,607
September.....	1,637,233	868,450	98,200	66,694	593,426	310,814	280,844	144,210	.....	.....	2,673,903	1,346,608
October.....	1,931,800	729,974	100,170	62,677	543,017	268,912	277,197	136,431	4,050	.....	2,462,274	1,211,999
November.....	1,348,207	754,368	82,731	51,396	371,056	289,092	254,126	126,123	.....	.....	2,436,210	1,220,973
December.....	1,377,301	579,260	92,432	39,190	423,420	159,449	303,214	134,123	.....	.....	2,196,147	912,022
January.....	1,027,047	342,538	59,746	19,298	364,970	180,165	190,521	87,576	.....	.....	1,620,264	629,577
February.....	851,249	283,025	72,488	44,438	323,409	174,006	205,715	57,326	.....	.....	1,364,941	598,433
March.....	809,203	393,208	95,154	33,987	387,033	186,514	137,144	67,962	.....	.....	1,455,275	673,085
April.....	780,372	324,338	41,210	26,984	460,451	206,600	179,562	90,426	900	.....	1,555,275	740,513
May.....	1,092,627	394,531	46,741	36,081	214,564	113,967	138,592	90,426	.....	.....	1,183,272	599,675
June.....	1,191,522	726,701	60,134	40,710	495,428	245,099	119,747	70,182	.....	.....	1,806,831	1,052,692
<b>Total.....</b>	<b>14,734,371</b>	<b>6,891,732</b>	<b>941,332</b>	<b>543,771</b>	<b>5,273,935</b>	<b>2,565,748</b>	<b>2,741,835</b>	<b>1,448,995</b>	<b>8,300</b>	<b>900</b>	<b>23,689,773</b>	<b>11,451,146</b>
<b>Total:</b>												
July.....	2,817,188	1,238,169	178,591	93,346	945,638	435,078	541,410	283,276	.....	.....	4,850,737	2,051,869
August.....	3,287,020	1,527,132	169,011	84,516	845,924	329,040	603,325	231,052	.....	.....	4,509,310	2,181,540
September.....	2,273,606	1,508,696	204,272	114,386	875,277	387,305	516,526	221,456	.....	.....	4,783,731	2,236,923
October.....	3,189,027	1,333,191	167,030	84,466	922,662	398,480	489,794	203,429	4,050	.....	4,783,731	2,236,923
November.....	3,220,788	1,439,314	215,739	100,321	961,766	420,368	430,102	168,845	.....	.....	4,708,522	2,019,566
<b>Total.....</b>	<b>17,141,292</b>	<b>5,936,210</b>	<b>1,015,030</b>	<b>435,222</b>	<b>4,483,380</b>	<b>1,368,201</b>	<b>2,127,796</b>	<b>480,863</b>	<b>.....</b>	<b>.....</b>	<b>24,707,438</b>	<b>8,220,496</b>

December.....	3,061,539	1,187,940	189,078	95,045	770,514	228,188	542,826	175,627	.....	.....	4,562,955	1,686,800
January.....	2,595,458	875,734	157,509	67,119	691,660	248,823	388,826	105,517	.....	.....	3,780,253	1,297,193
February.....	2,651,419	759,158	126,467	85,944	686,049	293,399	355,629	138,919	.....	.....	3,819,564	1,318,620
March.....	2,222,147	759,307	186,867	94,547	795,158	327,893	286,607	138,808	.....	.....	3,463,269	1,294,080
April.....	1,937,856	690,820	148,057	53,977	978,855	333,785	318,661	158,480	.....	900	3,337,178	1,160,962
May.....	1,697,526	598,376	105,699	43,562	439,582	195,580	301,018	117,361	.....	4,250	2,539,225	932,878
June.....	1,960,880	886,586	89,694	49,764	841,730	325,310	299,847	76,183	.....	.....	3,122,551	1,337,793
Grand total.....	31,875,663	12,827,942	1,956,362	978,993	9,757,315	3,938,949	4,899,571	1,929,858	8,300	900	48,467,211	19,671,632





Australia.....	9,660	9,449	25,950	15,952	18,210	13,130	25,055	24,971	36,308	24,971	35,682	22,832	62,088	34,233
Orient.....	237,718	154,601	221,578	124,513	168,968	88,952	175,648	51,861	103,172	1,700	123,932	53,910	31,028	9,254
Pacific Canada.....	5,600	3,912	18,460	9,220	19,250	6,092	11,775	1,700	9,770	1,220,975	29,450	9,000		
Atlantic Canada.....	15,389		7,273	5,584	16,088									
Total.....	2,287,781	1,153,610	2,507,973	1,292,007	2,573,903	1,346,008	2,452,274	1,211,359	2,436,210	1,220,975	2,196,447	912,022	1,620,284	629,577
East Coast South America.....	373,289	265,968	384,936	209,547	444,657	296,062	316,757	171,483	290,126	171,483	219,201	107,065	202,437	76,402
West Coast South America.....	77,731	58,330	80,094	65,566	100,989	74,211	85,170	59,486	84,636	50,753	97,583	67,869	43,806	28,638
Mexico.....	92,235	20,901	407,636	36,019	443,942	30,755	487,346	34,395	418,724	32,170	505,638	34,174	285,912	29,428
West Indies.....	878,678	387,412	690,284	443,878	661,572	460,050	627,407	400,710	868,491	593,508	768,057	347,631	573,175	484,348
West Indies.....	544,281	292,838	600,677	267,050	653,475	289,894	302,535	176,647	433,424	172,163	440,460	126,422	270,171	75,136
Atlantic Europe.....	1,085,865	424,827	1,091,290	431,138	925,648	371,836	1,167,820	407,113	1,175,622	522,826	988,335	333,800	588,696	264,611
Baltic Europe.....	57,000	19,377	81,774	41,245	53,364	15,113	13,948	84,414	84,414	12,359	61,447	36,711	29,643	11,908
United Kingdom.....	404,853	196,599	513,891	206,113	656,760	273,408	689,276	218,814	585,743	152,863	674,034	153,253	273,847	132,208
Black Sea.....	10,150	4,362	13,083	3,428	37,119	19,797	15,055	10,407	13,180	9,984	305,652	107,654	236,736	6,616
Mediterranean.....	374,543	87,410	284,532	89,031	280,448	118,418	251,738	143,090	347,129	191,639	305,652	107,654	236,736	78,020
West Africa.....	30,658	6,581	53,066	26,631	22,110	9,057	25,750	7,007	32,086	14,529	36,232	12,771	5,821	26,437
East and South Africa.....	8,654	5,719	7,823	6,100										1,350
Arctic Russia.....			4,165	2,807			5,125	3,000					26,640	
India.....	24,014	10,304	17,425	8,044	72,488	34,487	47,512	22,626	169,332	49,004	67,978	27,040	52,605	21,255
Dutch East Indies.....	8,756	3,410	26,883	16,772	17,346	13,006	33,848	29,302	24,600	38,501	25,802	9,303	8,756	1,859
Australia.....	6,669	9,449	25,950	15,952	17,629	21,099	403,349	148,399	33,621	33,621	33,621	22,832	18,035	8,795
Orient.....	492,824	232,806	419,615	204,369	346,786	182,441	403,349	148,399	237,337	79,710	292,438	87,728	212,500	50,408
Pacific Canada.....	5,600	3,912	18,460	9,220	47,829	4,105	40,586	1,700	13,333	1,700	37,418	9,000	51,570	10,275
Atlantic Canada.....	63,897	25,536	68,174	34,669	38,669	26,154		9,178	32,450	16,759	4,220	2,000	5,075	
Total.....	4,482,757	2,051,869	4,806,810	2,181,540	4,873,731	2,289,923	4,768,522	2,019,566	4,851,306	2,130,448	4,552,955	1,686,800	3,789,253	1,207,193

Activities of United States Shipping Board vessels in foreign commerce, fiscal year ended June 30, 1921.—Cargo tonnage and dead-weight tonnage of vessels, by foreign trade regions and months—Continued.

	February.		March.		April.		May.		June.		Total.	
	Dead-weight tons.	Cargo tons.	Dead-weight tons.	Cargo tons.	Dead-weight tons.	Cargo tons.	Dead-weight tons.	Cargo tons.	Dead-weight tons.	Cargo tons.	Dead-weight tons.	Cargo tons.
<b>Imports:</b>												
East Coast South America.....	97,022	42,644	124,537	51,593	95,940	41,144	90,179	49,373	40,588	17,913	1,235,431	672,493
West Coast South America.....	21,981	17,301	12,781	7,109	8,491	7,613	11,544	10,446	7,825	7,223	367,459	266,240
Middle America.....	32,527	54	10,257	32,918	2,418	9,706	4,650	3,000			304,136	30,376
Mexico.....	962,014	490,765	407,531	380,629	251,655	197,683	187,155	158,584	187,936	150,671	5,294,436	4,366,816
West Indies.....	195,009	70,774	216,614	128,509	88,728	41,330	75,584	20,020	75,148	20,020	2,448,556	2,448,556
Atlantic Europe.....	545,813	20,759	548,578	31,310	610,415	36,829	431,285	25,640	358,107	8,941	6,234,567	463,639
Baltic Europe.....	40,308	5,610	33,214	4,784	44,179	3,850	21,110	6,640	42,122	8,762	3,534,706	178,588
United Kingdom.....	331,851	17,823	248,084	7,485	368,606	13,990	208,153	4,839	307,109	10,818	3,583,906	178,588
Black Sea.....											43,262	3,300
Mediterranean.....	223,030	11,088	198,527	1,718	167,443	3,412	19,732	4,563	107,240	11,005	1,904,276	135,117
West Africa.....	15,067	7,735	7,433	7,823		2,467	31,080	10,741	31,017	1,785	186,164	38,117
East and South Africa.....							9,070	850			43,525	3,000
Indian Russia.....											3,123	3,000
India.....	51,506	10,888	22,517	13,847	27,402	11,168	56,933	23,870			318,899	129,434
Dutch East Indies.....	8,106	841	16,274	1,793			8,363				128,188	58,716
Australia.....	18,205	9,197	27,702	7,716	74,403	6,357	26,792	6,700	16,732	1,436	163,257	73,006
Orient.....	98,570	14,589	138,918	32,520			119,969	9,006	81,886	7,515	1,816,833	451,935
Pacific Canada.....	10,400						17,225	2,644			93,179	7,768
Atlantic Canada.....	3,823	126					4,250				230,371	99,283
<b>Total.....</b>	<b>2,255,223</b>	<b>720,187</b>	<b>2,008,087</b>	<b>621,015</b>	<b>1,831,903</b>	<b>420,449</b>	<b>1,355,953</b>	<b>352,203</b>	<b>1,255,720</b>	<b>235,101</b>	<b>24,767,438</b>	<b>8,220,486</b>
<b>Exports:</b>												
East Coast South America.....	71,494	40,245	47,471	20,180	69,355	33,732	33,513	15,713	40,022	14,031	1,706,443	1,034,979
West Coast South America.....	17,820	11,132	23,749	17,686	25,380	10,170	5,130	3,974	16,075	10,074	357,394	240,042
Middle America.....	286,840	2,393	177,970	4,407	127,584	2,218	87,133	10,136	106,491	1,708	3,220,965	137,942
Mexico.....	201,068	31,705	136,174	8,895	127,979	5,968	60,173	5,890	88,927	5,890	2,120,791	178,453
West Indies.....	139,161	33,762	133,007	32,465	132,249	23,450	132,480	28,207	2,311,141	2,311,141	991,557	
Atlantic Europe.....	338,275	224,588	514,485	363,508	447,580	236,982	231,986	167,253	548,759	370,925	5,663,924	3,925,183
Baltic Europe.....	11,572	8,557	10,640	6,115	10,023	16,903	46,510	22,072	26,840	5,719	344,974	181,143
United Kingdom.....	184,657	98,474	132,063	73,374	292,704	164,566	420,393	228,214	629,740	44,563	3,545,305	2,212,768
Black Sea.....											69,192	46,204
Mediterranean.....	91,834	48,694	126,777	82,325	163,739	106,455	153,965	97,491	141,939	102,329	1,700,119	1,130,770
West Africa.....	9,410	6,653	22,049	5,836	18,369	12,529	22,852	12,854			235,611	103,444
East and South Africa.....											8,654	3,719
Arctic Russia.....											4,165	2,807
India.....	33,262	8,047			20,938	4,433	13,005	2,508			261,778	119,887
Dutch East Indies.....	8,694	3,701	8,584	1,850							34,790	12,361

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Australia.....	15,659	10,765	8,366	4,458	8,800	5,817	8,400	4,035	5,562	5,750	300,661	130,669
Orient.....	141,357	85,090	105,223	47,806	104,464	68,712	45,875	32,672	128,553	89,004	1,617,957	926,923
Pacific Canada.....	13,660	8,629	8,624	.....	8,810	3,850	7,825	.....	18,423	1,400	170,809	34,555
Atlantic Canada.....	.....	.....	.....	.....	13,006	.....	14,242	.....	17,317	2	95,100	16,490
Total.....	1,504,341	598,453	1,455,182	673,033	1,555,275	740,513	1,183,272	599,675	1,806,831	1,032,692	23,699,773	11,451,146
Total:												
East Coast South America.....	168,516	82,892	172,008	71,773	165,205	74,876	123,692	65,086	80,610	31,944	2,941,574	1,707,472
West Coast South America.....	39,301	26,433	30,530	24,775	28,881	17,873	16,975	13,820	23,900	17,300	724,853	506,282
Middle America.....	319,367	2,447	188,227	8,407	155,302	11,924	91,186	18,136	106,491	1,708	3,582,068	248,518
Mexico.....	763,102	512,473	535,705	339,624	553,214	200,278	247,326	158,554	236,863	1,565,561	7,417,247	4,745,269
West Indies.....	334,170	104,536	340,621	100,974	265,891	112,868	105,123	47,380	163,907	57,236	4,759,661	1,883,084
Atlantic Europe.....	884,086	245,347	1,068,063	304,878	1,057,075	326,821	663,271	193,410	903,890	379,806	11,898,461	4,388,842
Baltic Europe.....	51,880	11,167	43,854	10,869	31,202	17,255	70,620	22,712	68,962	17,431	226,828	226,828
United Kingdom.....	516,238	116,297	373,147	80,839	691,310	173,556	628,336	230,133	936,849	465,381	7,080,301	2,385,306
Black Sea.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mediterranean.....	314,864	59,762	323,304	84,048	331,182	109,865	203,688	102,057	248,579	113,334	1,112,454	54,594
West Africa.....	24,477	8,393	20,482	5,836	26,191	14,996	56,932	23,625	31,017	1,785	421,775	1,284,023
East and South Africa.....	.....	.....	.....	.....	.....	.....	9,070	.....	.....	.....	52,189	14,019
Arctic Russia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
India.....	85,198	18,925	22,517	13,817	48,340	15,601	60,948	26,378	.....	.....	610,677	249,321
Dutch East Indies.....	17,450	4,542	24,838	3,645	8,368	.....	8,368	.....	.....	.....	102,979	71,077
Australia.....	34,064	19,952	36,128	14,174	8,800	5,817	35,192	11,335	25,294	7,186	383,913	205,615
Orient.....	299,666	99,689	244,201	80,416	178,807	75,069	165,714	41,678	210,449	96,609	3,434,910	1,378,868
Pacific Canada.....	23,060	629	8,624	.....	8,619	3,350	25,030	2,644	18,423	1,400	203,988	42,323
Atlantic Canada.....	3,625	126	.....	.....	13,006	.....	18,492	.....	17,317	2	325,671	115,773
Total.....	3,819,564	1,318,620	3,463,269	1,294,050	3,387,178	1,160,962	2,539,225	952,878	3,122,551	1,337,798	43,467,211	19,671,642

As of particular interest it is noted that in our total foreign trade during the year of 96,084,582 cargo tons, 52 per cent (49,882,616 cargo tons) was carried by American vessels—20.5 per cent by Shipping Board and 31.5 per cent independent.

The following table shows the relation of Shipping Board and other American carriers to the entire foreign commerce of the United States during the fiscal year ended June 30, 1921.

	American.				Total.		Foreign.		Total cargo tons.
	United States Shipping Board.		Independent.		Cargo tons.	Per-centage of total.	Cargo tons.	Per-centage of total.	
	Cargo tons.	Per-centage of total.	Cargo tons.	Per-centage of total.					
Imports.....	8,220,496	22.3	18,570,869	50.4	26,791,365	72.7	10,088,167	27.3	36,879,532
Exports.....	11,451,146	19.3	11,640,105	10.7	23,091,251	39.0	36,113,799	61.0	59,205,050
Total.....	19,671,642	20.5	30,210,974	31.5	49,882,616	42.0	46,201,966	48.0	96,084,582

#### United Kingdom Trade.

At the close of the fiscal year there were assigned to the United Kingdom trade 133 Shipping Board vessels, aggregating 1,067,148 dead-weight tons, an increase of 41 vessels and 411,536 dead-weight tons over June 30, 1920. These vessels were distributed among home ports as follows: Norfolk 44, Baltimore 26, New York 16, Philadelphia and New Orleans 10 each, Galveston 7, Portland, Oreg., 5, Savannah and Mobile 4 each, Boston, Charleston, and Pensacola 2 each, and Jacksonville 1.

Thirty-eight of these vessels were assigned to the Liverpool trade, 21 to London, 17 to Glasgow, 13 to each Manchester and Plymouth, 10 to Bristol, 6 to each Dublin, Belfast, and Cork, and 3 to Hull.

During the fiscal year imports of 173,298 cargo tons were brought from the United Kingdom in Shipping Board vessels, and exports of 2,212,008 cargo tons were forwarded to that region. These constituted 16 per cent and 21 per cent, respectively, of the total import and export trade with the United Kingdom.

The following table shows details relating to Shipping Board vessels and cargoes in this trade:

	Number of vessels.	Dead-weight tonnage.	Cargo tonnage.
Imports.....	476	3,534,996	173,298
Exports.....	443	3,545,305	2,212,008
Total.....	919	7,080,301	2,385,306

Shipping Board vessels in United Kingdom trade, arranged by districts and ports of origin and destination as of June 30, 1921.

	Liverpool.		Plymouth.		Manchester.		London.		Hull.		Bristol.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
ATLANTIC.												
New York.....	2	15,665					4	47,584	2	7,775	3	12,598
Norfolk.....	15	141,128	11	99,725	1	5,125	4	33,695			3	20,230
Baltimore.....	7	58,780	2	14,826	6	50,062	2	15,650	1	7,433		
Philadelphia.....					1	5,340	7	60,074			1	5,204
Boston.....	1	7,667									1	8,698
Charleston, S. C.....	2	10,944									1	
Savannah.....	4	21,761										
GULF.												
Pensacola.....					2	13,039						
Mobile.....	1	9,066			1	7,825					2	10,507
New Orleans.....	1	8,649			2	16,211	2	15,665				
Galveston.....	5	48,719					2	16,825				
Grand total.....	38	322,379	13	111,551	13	97,602	21	189,493	3	15,208	10	57,237

	Glasgow.		Belfast.		Dublin.		Cork.		Total.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
ATLANTIC.										
New York.....	2	17,395	2	13,478	1	5,000			16	119,495
Norfolk.....	3	29,001			3	23,258	4	32,356	44	383,018
Baltimore.....	6	49,892	2	10,593					26	207,236
Philadelphia.....	1	8,613							10	79,261
Boston.....									2	16,365
Charleston, S. C.....									2	10,944
Jacksonville.....	1	5,069							1	5,069
Savannah.....									4	21,761
GULF.										
Pensacola.....									2	13,039
Mobile.....									4	27,398
New Orleans.....	3	21,182			2	13,040			10	74,747
Galveston.....									7	63,544
PACIFIC.										
Portland, Oreg.....	1	10,615	2	14,803			2	15,853	5	41,271
Grand total.....	17	141,797	6	38,874	6	41,298	6	48,709	133	1,067,148

Comparison of United Kingdom trade, June 30, 1920, and June 30, 1921.

Port.	1920		1921		Decrease.		Increase.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
Liverpool.....	29	244,196	38	322,379			9	78,183
Plymouth.....	1	7,825	13	111,551			12	103,726
Manchester.....	17	117,497	13	97,602	4	19,895		
London.....	14	100,881	21	189,493			7	88,612
Hull.....	9	41,550	3	15,208	6	26,342		
Bristol.....	1	4,160	10	57,237			9	53,077
Glasgow.....	15	103,053	17	141,797			2	38,744
Belfast.....	1	5,075	6	42,874			5	37,799
Dublin.....	4	30,300	6	41,298			2	10,998
Cork.....	1	5,075	6	48,709			5	43,634
Total.....	92	659,612	133	1,071,148	10	46,237	51	457,773

Net increase: 41 vessels, 411,536 dead-weight tons.

**Mediterranean Trade.**

There were assigned to the Mediterranean trade on June 30, 1921, 56 vessels of 435,932 dead-weight tons, operating from ports as follows: Norfolk and Baltimore, 10 each; Philadelphia, New Orleans, and Galveston, 7 each; New York, 5; Tampa, 3; Portland, Oreg., and Savannah, 2 each; and Charleston, San Francisco, and Seattle, 1 each. Fourteen of these vessels are assigned to general Mediterranean service, and the others to specific ports as follows: Nine to Genoa, 8 to Barcelona, 7 to Leghorn, 5 to Piraeus, 3 to Naples, 2 each to Gibraltar and Trieste, and 1 each to Valencia, Marseille, Palermo, Savona, Venice, and Salonica.

During the fiscal year imports of 153,253 cargo tons were received from the Mediterranean in Shipping Board vessels and exports of 1,130,770 cargo tons were forwarded to that region. These constituted 21 per cent and 13 per cent, respectively, of the total import and export trade of the United States with Mediterranean ports.

The following table shows details relating to vessels and cargoes in this trade:

	Number of vessels.	Dead-weight tonnage.	Cargo tonnage.
Imports.....	239	1,904,276	153,253
Exports.....	216	1,700,119	1,130,770
Total.....	475	3,604,395	1,284,023

*Shipping Board vessels in Mediterranean trade, arranged by districts and ports of origin and destination as of June 30, 1921.*

	Gibraltar.		Valencia.		Barcelona.		Marseille.		Genoa.		Leghorn.		Naples.		Palermo.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
<b>ATLANTIC.</b>																
Norfolk.....	2	15,027	1	8,756			1	9,786	3	28,939	2	19,183	1	9,702		
Baltimore.....									1	4,155	3	27,016			1	8,646
Philadelphia.....					1	4,145			1	3,253						
Charleston.....									1	8,800						
Savannah.....					2	12,935										
<b>GULF.</b>																
Tampa.....					2	13,111										
New Orleans.....					1	6,000			2	15,050			1	7,825		
Galveston.....					2	10,596										
<b>PACIFIC.</b>																
San Francisco.....											1	9,996				
Portland.....									1	9,632			1	11,724		
Seattle.....											1	9,693				
Grand total.....	2	15,027	1	8,756	8	46,790	1	9,786	9	72,429	7	65,888	3	29,251	1	8,646

Shipping Board vessels in Mediterranean trade, arranged by districts and ports of origin and destination as of June 30, 1921—Continued.

	Savona.		Venice.		Trieste.		Piraeus.		Salonica.		Mediterranean service.		Total.		
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	
<b>ATLANTIC.</b>															
New York.....											5	36,947	5	36,947	
Norfolk.....													10	91,393	
Baltimore.....	1	9,559									4	32,372	10	81,743	
Philadelphia.....											5	20,063	7	29,461	
Charleston.....													1	8,800	
Savannah.....													2	12,935	
<b>GULF.</b>															
Tampa.....					1	9,519								3	22,633
New Orleans.....							2	22,766	1	5,340				7	57,581
Galveston.....			1	5,273	1	5,340	3	32,180						7	53,389
<b>PACIFIC.</b>															
San Francisco.....														1	9,996
Portland.....														2	21,356
Seattle.....														1	9,693
Grand total...	1	9,559	1	5,273	2	14,859	5	54,946	1	5,340	14	89,382	56	435,932	

Comparison of Mediterranean trade, June 30, 1920, and June 30, 1921.

Port.	1920		1921		Decrease.		Increase.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
Gibraltar.....	10	79,752	2	15,027	8	64,725		
Malaga.....	1	4,050			1	4,050		
Valencia.....			1	8,756			1	8,756
Barcelona.....	12	77,140	8	46,770	4	30,370		
Marseille.....	15	107,165	1	9,786	14	97,379		
Genoa.....	19	164,901	9	72,429	10	92,472		
Leghorn.....	5	43,598	7	65,888			2	22,290
Naples.....	6	51,331	3	29,251	3	22,083		
Palermo.....	1	9,400	1	8,646		754		
Savona.....	5	41,979	1	9,559	4	32,420		
Venice.....	1	9,000	1	5,273		4,327		
Trieste.....	1	8,578	2	14,559			1	6,231
Piraeus.....			5	54,946			5	54,946
Salonica.....			1	5,340	6	46,635		
Mediterranean service.....	7	51,975	14	89,382			14	89,382
Total.....	83	619,472	56	435,912	50	395,215	23	181,655

Net decrease: 27 vessels, 213,560 dead-weight tons.



**Trade with the Orient.**

On June 30, 1921, there were assigned to the Orient trade 58 vessels of 544,519 dead-weight tons, operating from ports as follows: New York and Seattle 13 each, San Francisco 12, Portland, Oreg., 10, Baltimore 6, Philadelphia 2, Norfolk and Tacoma 1 each. Forty-five of these vessels are assigned to general trade with Orient ports and 5 to around-the-world service; the remainder are allocated, 4 to Hawaii, 2 to Manila, and 2 to Shanghai.

During the fiscal year imports of 451,935 cargo tons were received from the Orient in Shipping Board vessels, and exports of 926,933 cargo tons were forwarded to that region, these constituting 30 per cent and 28 per cent, respectively, of the total import and export trade with the Orient.

The following table shows details of the Shipping Board vessels and cargoes in the Orient trade:

	Number of vessels.	Dead-weight tonnage.	Cargo tonnage.
Imports.....	206	1,816,953	451,935
Exports.....	180	1,617,957	926,933
<b>Total.....</b>	<b>386</b>	<b>3,434,910</b>	<b>1,378,868</b>

*Shipping Board vessels in oriental service, arranged by districts and ports of origin and destination, as of June 30, 1921.*

	Shanghai.		Hong-kong. <sup>1</sup>		Manila.		Kobe. <sup>1</sup>		Yoko-hama. <sup>1</sup>		Orient, unspecified.		Around-the-world service.		Hawaii.		Grand total.		
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	
<b>ATLANTIC.</b>																			
New York.....	2	17,611			1	9,632			10	94,246					13		13	121,489	
Philadelphia.....									2	17,840							2	17,840	
Baltimore.....									4	37,846						2	26,000	6	63,846
Norfolk.....					1	9,511												1	9,511
<b>PACIFIC.</b>																			
Portland, Oreg.....									10	89,841								10	89,841
Seattle.....									13	120,602								13	120,602
Tacoma.....									1	8,584								1	8,584
San Francisco.....									5	47,605			5	48,145	2	17,056	12	112,806	
<b>Grand total.....</b>	<b>2</b>	<b>17,611</b>			<b>2</b>	<b>19,143</b>			<b>45</b>	<b>416,564</b>			<b>5</b>	<b>48,145</b>	<b>4</b>	<b>43,056</b>	<b>58</b>	<b>544,519</b>	

<sup>1</sup> Included in Orient, unspecified Voyage terminations dependent on cargoes

*Comparison of oriental trade. June 30, 1920, and June 30, 1921.*

Port.	1920		1921		Decrease.		Increase.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
Shanghai.....	10	95,929	2	17,611	8	68,318		
Manila.....	6	57,100	2	19,145	4	37,957		
Kobe.....	4	37,550			4	37,550		
Yokohama.....	2	19,031			2	19,031		
Orient (unspecified).....	95	884,136	45	416,564	51	467,572		
Hawaii.....	10	74,350	4	43,056	6	31,294		
Around world.....			5	48,115			5	48,115
Dairen.....	1	8,541			1	8,541		
Total.....	129	1,166,640	58	544,519	76	670,266	5	48,115

Net decrease: 71 vessels, 622,121 dead-weight tons.

**Latin American Trade.**

At the close of the fiscal year there were assigned to the Latin American trade 50 vessels of 340,795 dead-weight tons. These assignments are all on South American trade routes, Central American allocation having been discontinued during the year. The vessels in service were assigned as follows: New York, 20; New Orleans, 9; San Francisco, 7; Savannah, Mobile, and Galveston, 3 each; Boston, Philadelphia, Baltimore, Norfolk, and Tacoma, 1 each. Seventeen of these vessels were allocated to general South American trade and the remainder distributed among specific port routes as follows: Buenos Aires, 24; Para and Iquique, 2 each; Paramaribo, Pernambuco, Rio Janeiro, Bahia, and Valparaiso, 1 each.

During the fiscal year imports of 1,029,309 cargo tons arrived from Latin America in Shipping Board vessels and exports of 1,432,963 cargo tons were forwarded to that region, this traffic constituting 25 per cent and 22 per cent, respectively, to the total import and export trade with Latin American ports.

The following table shows details relating to Shipping Board vessels and cargoes in this trade:

	Number of vessels.	Dead-weight tonnage.	Cargo tonnage.
Imports.....	311	1,963,693	1,029,309
Exports.....	664	5,244,802	1,432,963
Total.....	1,005	7,248,495	2,462,272

*Shipping Board vessels in South American service arranged by districts and ports of origin and destination as of June 30, 1921.*

		South America—East coast.												Total.								
		Buenos Aires.		Montevideo. <sup>1</sup>		Paramaribo.		Para.		Perampaco.		Rio Janeiro.		Santos. <sup>1</sup>		Bahia.		East coast (unspecified).				
		Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.			
ATLANTIC.																						
Boston	1	8,533																		1	8,533	
New York	11	90,557																		17	128,149	
Philadelphia	1	7,433																		1	7,433	
Baltimore	1	7,632																		1	7,632	
Norfolk	1	7,825																		1	7,825	
Savannah	2	10,404																		3	15,663	
GULF.																						
Mobile	3	21,783																			3	21,783
New Orleans	4	29,434																			3	37,259
Galveston	1	7,825																			3	20,843
PACIFIC.																						
Tacoma	1	7,640																			1	7,640
San Francisco																					2	16,143
Grand total	25	191,241																		38	273,903	

South America—West coast.														
	Antofagasta. <sup>1</sup>		Callao. <sup>2</sup>		Iquique.		Valparaiso.		West coast (unspecified).		Total.		Grand total.	
	Num. ber.	Dead weight tons.	Num. ber.	Dead weight tons.	Num. ber.	Dead weight tons.	Num. ber.	Dead weight tons.	Num. ber.	Dead weight tons.	Num. ber.	Dead weight tons.	Num. ber.	Dead weight tons.
ATLANTIC.														
Boston.....														8,533
New York.....														151,354
Philadelphia.....														7,433
Baltimore.....														7,632
Norfolk.....														7,525
Savannah.....														15,663
GULF.														
Mobile.....														21,783
New Orleans.....														54,050
Galveston.....														20,848
PACIFIC.														
Tacoma.....														7,640
San Francisco.....					2	6,670	1	5,121	2	10,105	5	21,896	7	38,039
Grand total.....					2	6,670	1	5,121	19	50,101	12	61,892	50	340,796

<sup>1</sup> Included in East coast, unspecified. Voyage terminations dependent on cargoes.  
<sup>2</sup> Included in West coast, unspecified. Voyage terminations dependent on cargoes.

Comparison of South and Central American trades, June 30, 1920, and June 30, 1921.

EAST COAST.

Port.	1920		1921		Decrease.		Increase.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
Buenos Aires.....	71	504,562	25	191,241	46	313,321		
Montevideo.....	4	29,037			4	29,037		
Paramaribo.....			1	4,050			1	4,050
Para.....	4	19,484	2	8,310	2	11,174		
Pernambuco.....	3	14,775	1	4,155	2	10,620		
Rio.....	13	88,507	1	7,325	12	80,682		
Santos.....	2	10,150			2	10,150		
Bahia.....			1	5,340			1	5,340
East Coast, unspecified.....			7	57,982			7	57,982
Total.....	97	666,315	35	278,903	68	454,984	9	67,372

Net decrease: 59 vessels, 387,612 dead-weight tons.

WEST COAST.

Antofagasta.....	23	127,315			23	127,315		
Callao.....	2	8,340			2	8,340		
Iquique.....	4	21,451	2	6,670	2	14,781		
Valparaiso.....	2	12,330	1	5,121	1	7,209		
West Coast, unspecified.....			9	50,101			9	50,101
Total.....	31	169,436	12	61,892	28	157,645	9	50,101

Net decrease: 19 vessels, 107,544 dead-weight tons.

CENTRAL AMERICA.

Cartagena.....	5	19,140			5	19,140		
Colon.....	1	4,050			1	4,050		
Puerto Barrios.....	1	4,050			1	4,050		
Total.....	7	27,240			7	27,240		

Net decrease: 7 vessels, 27,240 dead-weight tons.

Vessels owned and controlled by the United States Shipping Board as of June 30, 1921 (exclusive of tugs).

	Total.		Cargo.		Cargo and passenger.		Tankers.		Refrigerators.		Colliers.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
Contract steel vessels.....	1,148	8,108,513	1,053	7,165,772	13	158,754	74	716,706	8	67,281		
Requisition steel vessels.....	229	1,546,596	205	1,373,824			14	110,975	8	50,825	2	10,972
Wood and composite ves- sels.....	288	1,066,649	288	1,066,649								
Concrete vessels.....	10	62,783	2	6,500			8	56,283				
Seized German and Aus- trian vessels.....	41	359,885	17	112,918	24	246,967						
Purchased vessels.....	22	173,395	18	156,135	2	12,200	1	1,200			1	3,860
Ex-German sailers.....	2	5,847	2	5,847								
Total.....	1,740	11,323,668	1,585	9,887,645	39	417,921	97	885,164	16	118,106	3	14,832

## TRAFFIC DEPARTMENT.

At the close of the fiscal year the Shipping Board exercised control over the following fleet:

On June 30, 1921, 611 of these vessels were in foreign service operating from all principal ports of the United States in the leading trade routes.

The primary functions of the Traffic Department covered supervisory control over all traffic matters, including establishment of freight and passenger liner services, employment of vessels for bulk cargoes, allocation of vessels, selection of managing agents for the vessels, supervision over the establishment of ocean freight rates, adjustment of cargo claims, and various other matters.

The Traffic Department exercised jurisdiction through two sections known as Trade, Rates, and Claims Section, and Allocation Section.

The Trades, Rates, and Claims Section had supervision over the employment of vessels, adjustment of cargo claims not covered by insurance, and establishment of ocean freight rates. The Allocation Section had supervision over the selection of suitable vessels to meet both general and bulk cargo requirements.

During the past year the department continued to study the world's exports and imports and the channels through which they move, and the foreign-flag lines in competition with American-flag vessels, not only of the territories not served by American vessels, but those to and from which the Shipping Board maintained general cargo services.

A careful investigation was made of the ways and means of securing for American ships a larger percentage of exports and imports. Exporters and importers were urged to give frank criticisms and specific recommendations which would tend to improve any unsatisfactory situations.

## DEVELOPMENT OF TRADE ROUTES.

A review of the development of trade routes by the Shipping Board was presented in the fourth annual report. In order to continue this study and to carry out the provisions of section 7 of the Merchant Marine Act, the following new trade routes were established during the fiscal year:

- West Africa to Continental and United Kingdom ports.
- Montreal to Antwerp, Rotterdam/Hamburg.
- Montreal to Norwegian/Danish/Swedish and Finnish ports.
- Antwerp/Rotterdam/Hamburg/London to Mediterranean ports.
- Antwerp/Rotterdam/Hamburg/London to Black Sea ports.
- The Baltic/Scandinavian Coasting route.
- The route between ports of the Mediterranean.
- Paranagua/Brazil to River Plate.

The route from West Africa to Continental and United Kingdom ports was established to strengthen the Board's position in the route from the United States to West Africa, as the West African shippers were fearful of giving Shipping Board vessels to the United States their cargoes lest the foreign lines which maintained routes both between Africa and Europe, and Africa and the United States would not give the shippers protection from Africa to Europe if they at any time had used Shipping Board vessels to or from the United States. In other words, the line from Africa to Europe was established in order that Shipping Board vessels could secure the patronage of shippers on the route to Africa from the United States.

The two routes from Montreal were necessary as complements to the same routes from Boston and Portland, inasmuch as a large percentage of cargo during the summer months moves through Montreal rather than through the ports of Boston and Portland.

The routes from Antwerp, Rotterdam, Hamburg, and London to the Mediterranean and the Black Sea, and between the ports of the Mediterranean were established for the purpose of placing Shipping Board vessels in economical employment in foreign fields which before had been served only by foreign flag lines.

The coasting routes between the Baltic and Scandinavian ports and the South American ports from Brazil to the River Plate were established with the same objects in view. The Baltic route, however, was somewhat handicapped by the general trade depression.

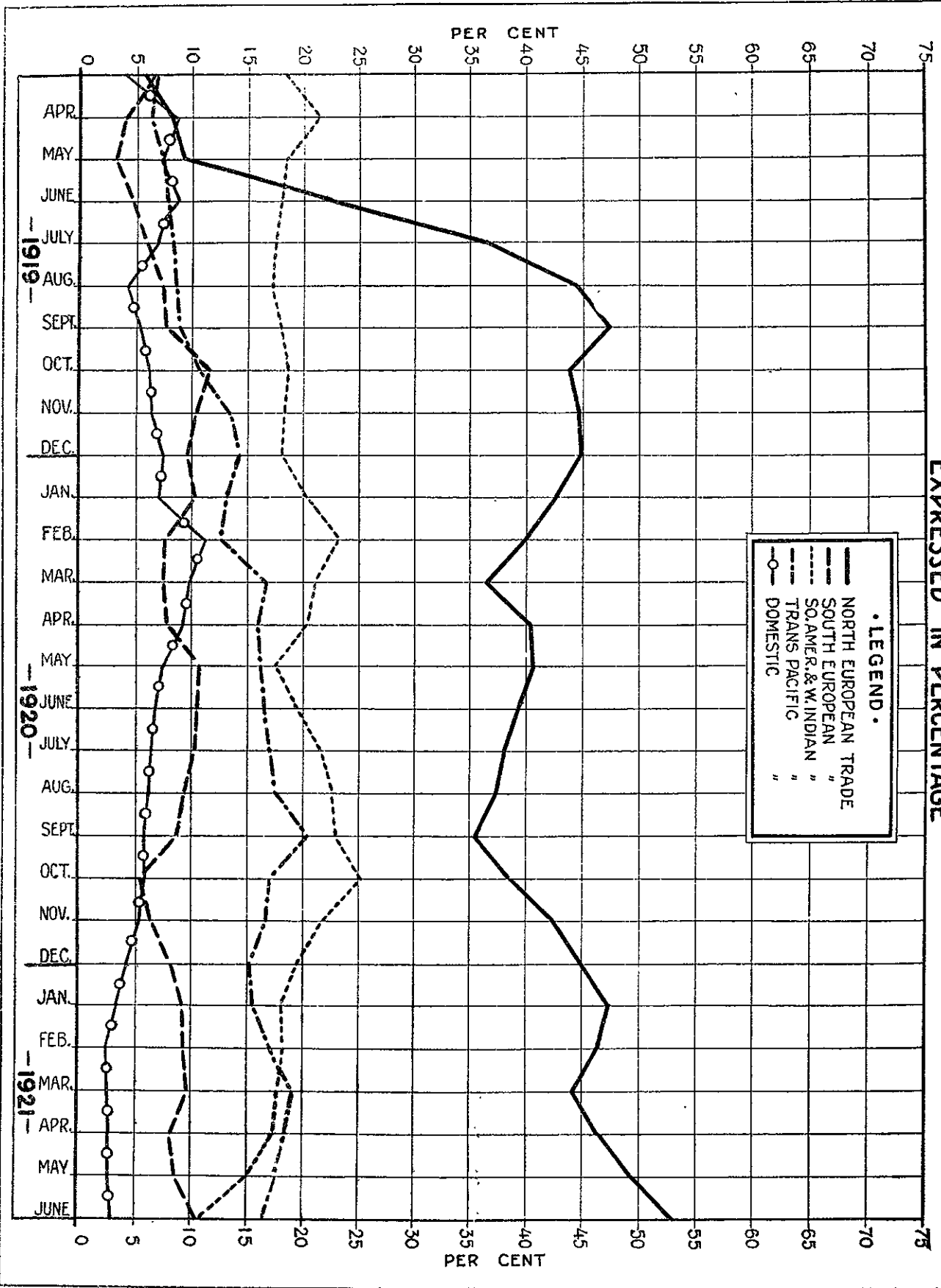
The South American coastwise route, in which vessels were recently placed, at the end of the present year was being aligned in such a manner as to make it an economical factor.

On June 30, 1921, the Board had a total of 410 general cargo routes; of these 14 were between United States ports, 379 were between United States and foreign ports, and 17 were between ports both of which were foreign. On these routes 585 services were maintained. These routes extended to every principal port of the world and were divided as follows:

Between United States ports.....	14
Between United States and foreign ports:	
From North Atlantic.....	220
From South Atlantic.....	63
From Gulf.....	69
From Pacific coast.....	27
Between foreign ports.....	17

The 17 foreign routes were those from La Platte to Europe, refrigerator; West Indies and Mexico to Continental Europe, general; Far East to Europe, general; West Coast of Africa to United Kingdom, general. In addition to these were the feeder and coastal services. Two of these services with a fleet of 9 vessels of an average 3,500 dead-weight tons covered the territory from Tientsin to Cal-

**• PRINCIPAL EMPLOYMENT OF U.S. SHIPPING BOARD TONNAGE •**  
 (EXCLUSIVE OF SHIPPING IN SERVICE OF WAR & NAVY DEPTS. & IN EUROPEAN FOOD RELIEF)  
**EXPRESSED IN PERCENTAGE**





Assignment of Shipping Board tonnage to trades for the month of June, 1921—  
Continued.

Trades.	Number of vessels.	Dead-weight tons.	Per cent.
<b>Southern Europe:</b>			
Mediterranean.....	42	347,551	7.29
Black Sea.....	9	54,793	1.15
Mediterranean service.....	14	89,352	1.87
<b>Total.....</b>	<b>65</b>	<b>491,726</b>	<b>10.31</b>
<b>Africa:</b>			
North, East and South Coast.....	6	49,203	1.03
West Coast.....	13	105,878	2.22
<b>Total.....</b>	<b>19</b>	<b>155,081</b>	<b>3.25</b>
British India.....	6	66,062	1.38
East India.....	8	69,165	1.45
Australian.....	13	112,452	2.36
East Asian.....	9	88,348	1.85
Orient.....	49	456,171	9.56
<b>Total.....</b>	<b>85</b>	<b>792,198</b>	<b>16.60</b>
<b>South America:</b>			
East Coast.....	36	270,703	5.67
West Coast.....	13	70,092	1.47
<b>Total.....</b>	<b>49</b>	<b>340,795</b>	<b>7.14</b>
West Indies.....	33	129,119	2.70
Mexico and Central America (Caribbean and Gulf).....	5	18,928	.40
Foreign service.....	28	152,741	3.20
<b>Domestic:</b>			
Coastwise.....	15	58,298	1.22
New England Coal.....	1	5,189	.12
Intercoastal.....	8	69,090	1.45
<b>Total.....</b>	<b>24</b>	<b>132,577</b>	<b>2.79</b>
<b>Total<sup>1</sup>.....</b>	<b>639</b>	<b>4,770,685</b>	

<sup>1</sup> Does not include:

	Vessels.	Dead-weight tons
Unallocated vessels.....	993	5,585,303
Vessels chartered to independent companies.....	10	78,230
Tankers.....	97	885,164
Shipping Board custody, as mortgagee.....	1	4,286
<b>Grand total.....</b>	<b>1,710</b>	<b>11,323,668</b>

**Bulk Cargoes.**

Vessels of the Shipping Board were engaged not only in general cargo routes but also in the carrying of bulk cargoes throughout the world. The business for the latter class of vessels was closed under the authority of the Traffic Department. However, in November, 1920, the Tramp Steamer Bulk Cargo Conference was organized, composed of managing agents employing Shipping Board steamers in bulk cargo business only. The object of organizing this conference was to create and maintain a better understanding between the Shipping Board and the bulk cargo managing agents, to furnish a means of contact between Shipping Board managing agents

cutta. The vessels carried cargoes between the smaller ports in the range and the principal transshipment centers at which the larger freighters called at regular intervals. They also performed a service for the local shippers on the coast by giving them the physical means of transporting their products from one port to another in their itinerary.

During the year 5 additional feeder and coastal services were inaugurated, 1 in the Scandinavian-Baltic territory, between the ports of the Mediterranean, 1 from Continental Europe to Mediterranean ports, 1 from Continental Europe to Mediterranean and Black Sea ports, and 1 from Brazil to River Plate.

The Board's efforts were not only directed toward the establishment of new lines, but toward the elimination of certain services which proved to be uneconomical and not worthy of further development.

From June 30, 1920, to June 30, 1921, 8 general cargo routes were established and 2 discontinued.

If a comparison of this report is made with that covering the fiscal year ended June 30, 1920, it will be observed that the report for this fiscal year indicates a general increase in the number of trade routes. This may be explained by the statement that in report ending June 30, 1920, the number of trade routes was determined by the number of countries to which the Shipping Board had services, whereas in this report actual trade routes to the various ports are shown. This in some cases included several services to one country.

The following tonnage report for the month of June, 1921, tabulates the vessels of the fleet of the Board which during that month were employed in the various general cargo trade routes throughout the world and in bulk movements, and the relations in percentages which the amount of tonnage in the various regions, both in general cargo services and in bulk business, bore to the total amount of the fleet in active operation for the month.

*Assignment of Shipping Board tonnage to trades for the month of June, 1921.*

Trades.	Number of vessels.	Dead-weight tons.	Per cent.
Army.....	3	27,172	0.57
Navy.....	1	12,674	.27
Total.....	4	39,846	.84
Northern Europe:			
Scandinavia.....	24	140,277	2.94
Baltic.....	22	139,301	2.88
United Kingdom.....	135	1,074,476	22.52
North Sea.....	113	907,439	19.02
Atlantic.....	32	252,741	5.30
Iceland.....	1	5,143	.11
Total.....	327	2,517,377	52.77

to promote efficiency and thereby reduce the cost of operation in the bulk cargo trade, and to stabilize the rates on bulk cargoes carried in tramp steamers from United States ports to foreign ports.

The Tramp Steamer Bulk Cargo Conference functioned through a chairman and three members of the conference. The members, other than the chairman, were appointed from the managing agents who were members of the conference, in rotation in alphabetical order. A majority of the committee present at any meeting constituted a quorum. The meetings were held as often as necessary, whereas meeting of the conference at large may be called by the chairman, by any member of the executive committee with the approval of the majority of the committee, or by a Shipping Board representative. Only members and Shipping Board representatives may be present at the meetings, although by unanimous consent others may be invited to attend.

The members of the conference submitted to the secretary the proposed business, together with a voyage statement. The executive committee was authorized by the Shipping Board on the offers presented to use discretionary powers as to the charter rates which would be accepted by the managing agents and also as to form of charter party and conditions, the granting of cable refusals and other details necessary and essential for prompt action negotiating charters. In brief, the executive committee either authorized or disapproved offers. However, the Bulk Cargo Conference was under the supervision and jurisdiction of the Traffic Department, and in all cases subject to the department's final authority.

During the year the headquarters of the Tramp Steamer Bulk Cargo Conference were in New York City. The district directors of the United States Shipping Board at Savannah and New Orleans were the representatives of the conference for the South Atlantic and Gulf districts, respectively, while the district directors at San Francisco and Seattle are the representatives of the conference for the South Pacific and North Pacific districts, respectively.

#### RATES.

Rates on berth services were made by the Board's managing agents under the supervision of the Traffic Department in conference with private American and foreign owners and operators.

The following is a complete list of conferences of which the Board was a member during the year :

#### EUROPEAN TRADES.

North Atlantic: United Kingdom, French Atlantic, Antwerp/Rotterdam, Hamburg/Bremen, Portuguese/Spanish, Baltic/Scandinavian, West Coast of Italy, French Mediterranean—North African, Adriatic/Black Sea.

South Atlantic: United Kingdom and Continent.

Gulf: United Kingdom, French Atlantic, Antwerp/Rotterdam, Baltic/Scandinavian, Mediterranean.

Tramp Steamer Bulk Cargo Conference.

Homeward bound conference from Adriatic, Black Sea, to United States ports.

#### WEST INDIES, CENTRAL AND SOUTH AMERICAN TRADES.

Executive committee: Consisted of the chairman of each subcommittee sitting in an advisory capacity and deciding factors in disputes that may arise in the various subcommittees.

Cuban General Cargo Committee.

Porto Rican Committee.

Caribbean Committee.

Haitian, San Domingo, and Windward Islands Committee.

Gulf Committee: Consisted of one member of each company operating to the West Indies.

Atlantic and Gulf to East Coast South America.

Atlantic and Gulf to West Coast South America.

Pacific to South America.

Homeward on coffee from Brazil to United States ports.

#### FAR EAST TRADES.

North Atlantic/Pacific Coast, westbound.

Pacific Coast/North Atlantic, eastbound.

Gulf Pacific, westbound.

North Atlantic/Far East.

North Atlantic/India.

Pacific westbound: New York, Seattle, San Francisco.

Trans-Pacific: San Francisco, Seattle, Honolulu.

Homeward bound: Shanghai, Yokohama, Hongkong, Kobe, Manila, Singapore, Calcutta.

North Atlantic to Australia and New Zealand.

North Atlantic to West, South, and East Coasts Africa.

In an effort to stabilize and maintain the control of homeward-bound rates, conferences were established for Far East ports, also for Adriatic, Black Sea, and Levant ports.

#### CARGO CLAIMS.

The scope and nature of the claims presented emphasize the importance of keeping abreast with trade conditions, and in following, as far as possible, the practices and customs of privately owned tonnage in making timely settlement of legally enforceable and equitable claims.

Efforts were made to handle claims as promptly as possible. To this end, arrangements were made with the American Steamship Owners' Mutual Protection and Indemnity Association whereby aggregate claims on a single voyage, not in excess of \$2,000, at the United Kingdom ports and the principal continental ports were settled without reference to the home office of the association in New

York. An endeavor was made to include in this arrangement all principal ports of the world. This procedure not only worked to quickly dispose of small claims which were the source of annoyance and criticism, but also received favorable commendation from those interested in or parties to claims.

From June 30, 1920, to June 30, 1921, the Trades, Rates, and Claims Section had presented to it claims in the total amount of \$1,247,938.13. Of this, total claims amounting to \$106,442.83 were referred to the Insurance Division. The claims which were declined because of not being founded on sound legal principle or prevailing customs amounted to \$549,544.98.

Other claims which were entirely in order amounted to \$591,950.32; after a careful investigation and analysis these were settled for a total of \$278,999.00.

#### Allocations.

The primary function of the Traffic Department in connection with the allocation of steamers was to determine the most suitable steamers to meet both berth and bulk cargo requirements. In making this determination the following factors were taken into consideration: Loading position, amount and character of cargo (whether bulk or general), draft at loading port and destination, length, beam, height of masts and stacks, fuel consumption, speed, steaming radius, types of engines, boilers and equipment, and fuel used.

When a steamer was determined as being most suitable for the business involved, it was so recommended to the Board by whom all definite assignments to operators were made.

A decided falling off of export freight and a resulting preponderance of free tonnage occurred during the year. The first Shipping Board steel freighters reported idle and unfixed in United States ports were in the early part of July, 1920, and were of small deadweight. The number of idle steamers gradually increased until early in September it became advisable in order to curtail operating expenses, to withdraw such steamers as were unprofitable to operate under existing conditions from the managing agents to whom they were assigned, and tie them up under the custody of the Division of Operations. The first steamers withdrawn were of approximately 4,000 deadweight tons, but gradually the size increased until there were freight steamers of approximately every type and size tied up.

During the year 1919 there was more cargo offering than bottoms available, and it was in many instances necessary to meet the cargo requirements at the expense of the steamer. As a result a number of steamers were placed in trades to which they were not particularly adapted. This condition was remedied when trade fell off by tying up the unsuitable vessels and replacing them with steamers better

sued to the trade. It was deemed advisable to replace, wherever possible, coal burners for oil burners in the Mediterranean and trans-Atlantic trades due to the relatively high cost of fuel oil in those trades.

In order to insure steamers meeting required positions arrangements were made to keep a certain number of tied-up steamers in all of the major seaports of the United States ready to go to sea within 24 hours.

Since January 1, 1921, 306 of steel freight steamers so tied up were placed in operation, 50 of which were allocated to replace steamers not performing satisfactorily in their trades.

The continuance of the Board's policy to lay up all wooden vessels because of their high operating cost, resulted in the elimination of practically the entire wooden fleet from operation.

#### **Managing Agents.**

A confidential file was maintained covering the organization, capitalization, nationality, etc., of all companies operating Shipping Board steamers as well as their subsidiaries. The information furnished by the companies was carefully investigated to verify its correctness. The Traffic Department was therefore in a position to determine the qualification of the companies and whether or not they conformed to the requirements of the Merchant Marine Act of 1920.

During the year 80 companies were eliminated as Shipping Board managing agents, 43 on account of their inability to secure satisfactory employment for Board tonnage, the balance for various causes.

On June 30, 1921 there were 76 active companies operating general cargo and bulk steamers, 7 companies handling tugs, and 3 companies operating tank steamers.

#### **OPERATING DEPARTMENT.**

The Operating Department exercised control over the following operating matters:

(a) Vessel personnel. Handled all matters of dispute and administered Shipping Board policies with respect to crews and kept records of officer personnel.

(b) Approved bunker schedules, arranged supplies at foreign fuel stations, and kept operators advised of the most advantageous bunkering schedule to follow.

(c) Supervised radio apparatus and radio operators on Shipping Board vessels.

(d) Checked the efficiency of managers, operators, and managing agents in operation of Shipping Board vessels. Exercised control over all vessels in distress and arranging relief.

(e) Control of supercargoes.

(f) Established and supervised foreign agencies. Checked allocation of vessels in order that vessels would be assigned to employment and trades for which they were best suited.

#### Vessel Personnel.

One of the primary functions of the Operating Department was the maintenance of discipline aboard ships through corrective steps to prevent recurrence of past misconduct on the part of officers and crews. Misconduct, consisting chiefly of insobriety, inefficiency, and various forms of fraud occurred and was investigated during the year to such an extent that a total of 1,359 licensed officers and stewards were placed on the deferred employment list, of which number 274 were reinstated, leaving 1,085 whose conduct was so undesirable that their services would not be acceptable on board Shipping Board vessels. The following summary shows the action taken according to the ratings of officers involved:

Rating.	Number deferred.	Number reinstated.	Total of list June 30.
Masters.....	248	68	180
Mates.....	206	55	151
Chief engineers.....	229	55	174
Assistant engineers.....	326	43	283
Chief stewards.....	350	33	297
Grand total.....	1,359	274	1,085

The majority of the Shipping Board vessels offer splendid accommodations to both officers and crews. In addition to this, the very best of food was provided. Congress enacted legislation placing seafaring men on an equal basis with those of industrial organizations, to the extent of regulating their time on duty, and unless the safety of the vessel required in no case was a man compelled to work in excess of eight hours per day without being compensated by extra remuneration. A marine force was maintained at all American ports and at principal foreign ports, to assist in the maintenance of crew efficiency. An inspection of all Shipping Board vessels was made upon arrival at port, and immediate steps taken to correct unsatisfactory conditions. Experienced construction and repair men were employed and every care was taken to see that all vessels were kept in a seaworthy condition.

#### Seamen's Claims.

Adjustment of claims of seamen for reimbursement on account of (a) wages accrued and unpaid, (b) personal injury, maintenance and cure, (c) loss of personal effects through marine disasters, were under the jurisdiction of the department. All such claims were handled by the Law Division prior to February 1, 1920; subsequently by the

Contract Bureau of the Division of Operations to December 8, 1920, and since the latter date by the department. The policy with respect to wage claims was to adjust them through the several districts; with respect to personal injury claims, to make an adjustment through the Insurance Division, and the United States Employees Compensation Commission; and with respect to claims for loss of personal effects, to arrive at a proper adjustment figure by thorough investigation, weeding out ill-founded claims, etc. At the end of the fiscal year claims in the last mentioned class aggregating \$39,571.74 were presented to the Operating Department. Adjustment figures were fixed at a total of \$12,674.55, but no actual reimbursements were made. If payments are made in accordance with the adjustment figures, a total saving of about 68 per cent will have been effected.

#### **Bunkering.**

Fuel is the largest single item in the cost of ship operation, with the possible exception of repairs. It constitutes about 40 per cent of the operating expense of a cargo vessel. The price of fuel during the fiscal year, both coal and oil, not only kept pace with increases in other operating expenses, but proportionately exceeded most other items, and the difficulties of obtaining sufficient supplies were enormous. Careful investigations enabled the department to determine upon certain strategical points on the various trade routes, where it was believed fuel supplies should be maintained. In this study all the conditions met in actual practice were considered, such as types of vessels in the particular trade, steaming radii, port facilities, distances from source of fuel supplies, geographical location as regards proximity to acceptable sailing routes, nationality of port, etc. After the determination of the strategical points, the next step worked out was the number of vessels that would require fuel at each point, and approximately the kind and quantity each would require, and in this way the yearly requirements of fuel at the point selected were determined.

On account of the many widely-scattered and well-equipped bunkering stations and natural sources of supply through the world, it was not necessary to adhere so closely to a few definite ports, except, of course, in emergencies created by labor troubles, unfair discrimination, etc., but rather to watch closely the supplies and demands of a certain zone.

Since 80 per cent of the Board's cargo vessels burn oil, it was not deemed advisable to depend entirely on privately owned bunker stations, and stations were established at Bizerta, Brest, Rio de Janeiro, St. Thomas, Iquique, Honolulu, Manila, Shanghai, Ponte del Gada, Bermuda, and the Panama Canal.

It was planned to add to this list of fuel stations the ports of Colombo; Sydney, Australia; Pago Pago, Samoa; Durban and a station for the west coast of Africa, probably St. Vincent.



Coal bunker stations were also maintained at Horta, Fayal, Rio de Janeiro, and Buenos Aires by local handling arrangements and shipment of supplies in free space of cargo liners in the respective trades.

#### **Supervising Section.**

In supervising the handling and dispatch of vessels, a system was adopted whereby the managing agent and supercargo furnished a daily loading report of each vessel. These reports were intended to show in detail the work of the cargo for the day preceding the report. If the cargo had been loading slowly, the supercargo instituted an immediate investigation. If the delay in loading was due to slow arrival of the cargo, the matter was taken up with the Traffic Department to determine the cause and an effort was made to expedite shipments. In this way much was accomplished in reducing loading delays and placing the responsibility for the cause. In addition a daily delay bulletin was furnished the Director of Operations of the activities of all vessels in each district that were delayed in domestic ports more than 24 hours.

Upon the arrival in a United States port, vessels were inspected by the Marine Department as to the condition of the hull, decks, etc. A careful inspection was made of the crew's quarters to insure maintenance in first-class condition. Where laxity, mismanagement, or lack of interest on the part of the managing agent was indicated, or where the cost of the upkeep of the vessel appeared excessive, proper action was taken immediately.

#### **Supercargo Section.**

This section was vested with the supervision and general control over the supercargoes employed aboard Shipping Board vessels. Following introduction the policy that supercargoes were to be employed on those vessels going to ports where no Shipping Board agency was established, a gradual reduction in the personnel occurred. In effecting the reduction of the supercargo personnel, those retained were selected for their fitness and possibility for absorption into the land organization, and as such constituted a valuable unit to draw upon for material to fill important positions in the organization both at home and abroad.

One of the definite results of the opportunity for trading opened by the Shipping Board by the institution of the supercargo corps was the induction into the service of the Board, as well as with outside steamship companies, of men with a preliminary education in things pertaining to shipping and an interest in the development of the American merchant marine. Important positions in the organization were filled by men who had their initial experience as supercargoes. This was especially true of the foreign agency organizations. Under the jurisdiction of the London organization there were at the end of the fiscal year from 25 to 30 supercargoes who were

contributing to the Americanization of the different port agencies. Representatives at Horta, Fayal, Bizerta, and assistants at Rio de Janeiro, Yokohama, and other points, were ex-supercargoes.

**Vessel Distress.**

The activities of the Vessel Distress Section in meeting all emergencies arising from vessels in distress were diligently continued, resulting in a large saving in salvage bills and needless diversion of vessels and their cargoes. Close liaison with the Coast Guard and Navy Department operated to reduce to a minimum confusion and conflict.

**Radio Section.**

On May 19, 1919, the first steps were taken to organize a Radio Department in the Division of Operations. Prior to that time all radio work for the Shipping Board was handled by the Navy Department, which department had furnished radio operators for all Board ships and had purchased, installed, and kept in repair all radio apparatus on Board vessels.

For various reasons it became desirable for the Board to take over control of its radio service. With this end in view, an officer thoroughly familiar with the Navy's radio service was detailed to the Shipping Board as head of the Radio Department. The Radio Department was later abolished and the Radio Section of the Operating Department was established.

During the year the Board operated its radio service entirely independent of other Government departments except that the Navy Department furnished radio apparatus from its surplus stocks for all ships under construction.

The personnel of the Radio Section on June 30, 1921, was approximately 33, 8 of this number stationed in Washington, and the remainder in the various districts. In each district there was a radio supervisor, with one or more inspectors and the necessary clerical force. Radio operators in the employ of managing agents appointed by the Division of Operations numbered approximately 700. When Navy radio operators were removed from all Shipping Board vessels difficulty was experienced in obtaining civilian operators to replace them. Some ships were allowed to sail without operators: but later an adequate supply was obtained.

The Radio Section supervised the maintenance and operation of the wireless equipment on all ships, handled the accounting in connection with the transmission of messages, furnished radio operators, secured the licenses required by law, etc. In addition the Radio Section had jurisdiction over all matters in connection with the submarine signal apparatus installed on the steel ships to detect the sound of submarine bells during foggy weather.

The revenue from wireless messages was small as compared with the cost of the service. The great value of the radio equipment, however, was in the saving that was made by diverting ships from one port to another while still far at sea when local conditions, such as strikes, etc., rendered diversion advisable, and in the indispensable aid to vessels in distress. Not a single vessel out of a fleet of more than a thousand was lost without a trace after the contracts with the commercial companies were signed and the equipment thoroughly overhauled. During the winter months several hundred vessels were in distress at one time or another, and assistance was dispatched to each in reply to distress calls sent out by radio.

#### **Special Investigations.**

*Voyage calculations.*—Voyage calculations were made on the estimated operating expenses of various types of vessels for proposed trades.

*Port data.*—A complete and comprehensive compilation was prepared and kept current on port conditions and facilities of all the sea ports of the world, which contained valuable information, such as depth of water, harbor regulations, port charges, cargo-handling facilities, and other conditions existing at various ports, valuable in considering the allocation of vessels to determine whether or not the port in question can amply accommodate such vessel.

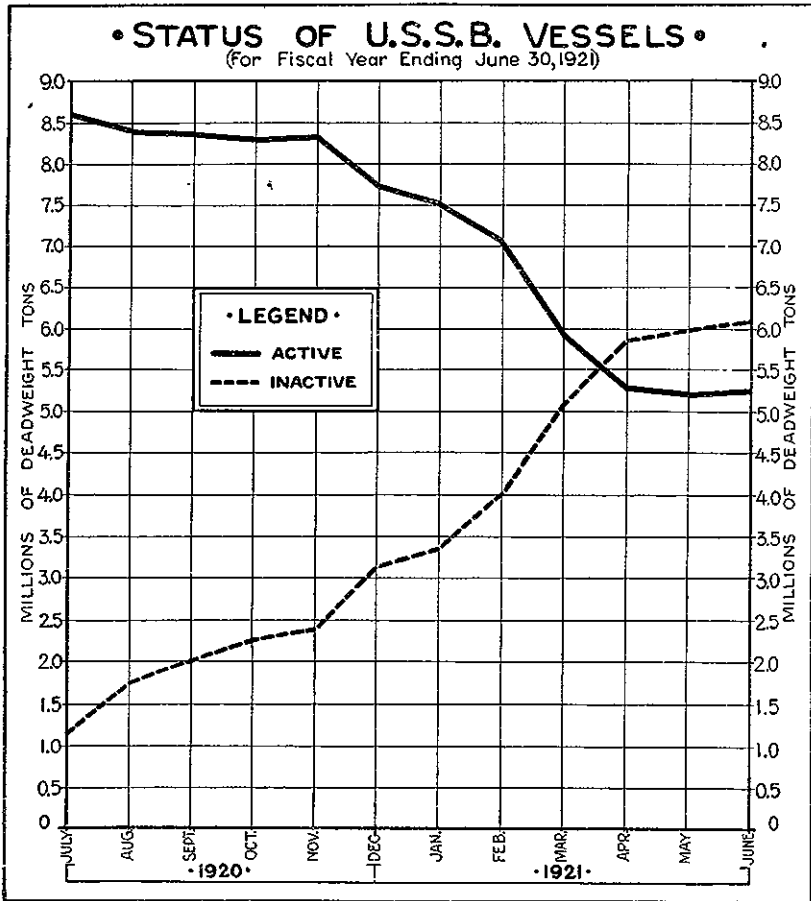
*Stowage of cargo.*—A study was made of the subject of proper stowage and handling of cargo and information was circularized to managing agents and district officers for their guidance. This service proved of importance in securing minimum insurance rates as well as increasing the confidence of shippers.

*Ballast.*—A tabulation was prepared showing the ballast requirements, summer and winter, water and dry ballast, of the various types of steamers engaged in trans-Atlantic trade.

*Redocumentation of Lake vessels.*—At the request of the Secretary of Commerce, vessels documented on the Great Lakes were reassigned home ports. There were approximately 400 vessels which were built and documented in Great Lakes ports but later placed in ocean service. This situation erroneously indicated a much greater tonnage upon the Lakes than was actually engaged in Great Lakes trade. The redocumentation of these vessels was carried out as rapidly as the vessels returned to their new home port, when new registers were issued.

*Laid-up steel fleet.*—The office of Custodian of the laid-up steel fleet was established October 6, 1920. At that time there were 7 steel vessels laid up at New London and 14 laid up in the James River opposite Camp Eustis, but with many more in prospect for

lay up due to decreasing cargo offerings. Plans were accordingly made for laying up a few ships in each district so as to be readily available for possible business, with the bulk of the ships to be laid up in the James River where climatic conditions were favorable and the cost of maintenance could be reduced to a minimum through



proper grouping of the ships, which would permit of the least possible number of caretakers.

#### Wood Vessel Section.

The wooden vessels of the Board were probably the first to be affected by the decline in the freight market which occurred during the earlier part of the year 1920, the general depression resulted in the laying up of this class of ships before conditions had materially affected the steel tonnage.

Comparative statement of number, type, dead-weight, and percentage of total fleet tied up from June 30, 1920, to June 30, 1921.

Month.	Cargo.		Cargo and passenger.		Tankers.		Refrigerators.		Colliers.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
1920.										
July 31	119	435,468	4	32,502						
Aug. 31	180	672,786	4	32,502						
Sept. 30	238	949,470	6	60,167					2	7,720
Oct. 31	278	1,136,714	6	45,012			2	11,758		
Nov. 30	370	1,621,306	9	70,112			2	11,753		
Dec. 31	465	2,142,386	8	65,962			4	26,201	1	5,486
1921.										
Jan. 31	575	2,766,741	10	83,472			4	26,204	2	9,346
Feb. 28	705	3,674,402	8	65,262	7	58,938	3	17,834	2	9,346
Mar. 31	840	4,597,774	8	65,602	30	255,192	2	11,738	3	13,206
Apr. 30	918	5,136,495	10	79,791	45	383,723	3	20,128	3	13,206
May 31	921	5,136,966	9	79,621	46	404,148	5	34,497	2	7,720
June 30	913	4,920,130	12	91,794	50	442,562	9	62,860	3	13,206

Month.	Tugs.		Barges.		Total.		Percentage of total fleet.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
1920.								
July 31			31		154	467,970	9.16	4.79
Aug. 31			27		211	703,288	12.58	6.98
Sept. 30			24		270	1,017,637	15.86	9.78
Oct. 31			26		312	1,243,484	18.11	11.77
Nov. 30			25		406	1,703,476	23.35	15.86
Dec. 31			26		504	2,240,038	28.82	20.62
1921.								
Jan. 31			24		615	2,885,763	35.49	26.59
Feb. 28			23		748	3,823,782	42.37	34.66
Mar. 31			26		909	4,943,892	51.33	41.65
Apr. 30			29		1,008	5,653,313	56.72	50.75
May 31			29	3	1,015	5,668,352	56.99	50.68
June 30			29	4	1,020	5,537,752	56.51	48.64

TANK STEAMER DEPARTMENT.

On July 1, 1920, there were in operation under the jurisdiction of this department 63 tank steamers totaling 586,190 dead-weight tons; three of this number with a dead-weight tonnage of 32,750 tons were manned and operated by the Navy. On the same date the Board was building or had contracted for 35 tank steamers of a total dead-weight tonnage aggregating 326,175 tons. The Board had also under construction two steel tank steamers of 22,750 dead-weight tons for the Navy Department and which vessels since their delivery by the builders have been operated exclusively in Navy service. Thus, on July 1, 1921, the Shipping Board had under its control a tank-steamer fleet of 100 vessels totaling 935,115 dead-weight tons.

Of the 60 vessels in operation under the direct jurisdiction of the Board on July 1, 1920, 24 were chartered for private commercial business purposes and the balance of the fleet was considered as operating for Government account.

The peak of tank-steamer rates was reached in September, 1920, when time charters were made for one year at \$15 per dead-weight ton per month and single voyages from United States Gulf ports to the Hamburg-Rotterdam Range were being performed at 340s. Charters were also made for long periods for service between Mexico and New York at \$2.40 per barrel, and for service between Mexico and New Orleans at \$1.25 per barrel.

Throughout the period of the high freight rates the Board maintained rates based on a \$6.50 time charter basis, and in so doing, materially reduced the spot earning capacity of the tankers. On account of the low tanker rates maintained, the cargo boats profited in getting bunkers at a price considerably under the market.

In the early part of November, 1920, tanker tonnage became more abundant and rates accordingly began to decrease. In January, 1921, the department had a total of 78 tank steamers in operation under its jurisdiction, which represented the largest single fleet of tank vessels ever owned and controlled by a single organization.

Because of the general business depression and the laying up of Board cargo vessels (thereby decreasing the demand for fuel oil) and the decreasing demand for tank tonnage for the exportation of petroleum products, it was found necessary in February, 1921, to lay up at a United States Gulf port the first idle tank steamer. On June 30, 1921, the Board had 38 tankers in operation, 5 tankers in Navy service (manned and operated by them), 51 tankers laid up idle, and 6 tankers still to be delivered. Of the 38 steamers in operation 8 were engaged in strictly commercial service and 30 were being utilized in transporting oil for oil companies having Board contracts, or in carrying oil to foreign fuel stations.

The following is a recapitulation of the financial earnings of the Board's tank steamers for the period covered by this report:

## RECAPITULATION.

	Tank steamers.	Voyages.
Charter executed with oil companies holding Board contracts.....	75	326
Voyages performed.....		248
Time charters executed.....	10	106
Charters executed with private oil companies.....	61	165
Total.....	146	845
Barrels oil cargoes carried.....	46, 552, 732	
Tons creosote carried.....	42, 232	
Gallons molasses carried.....	18, 780, 394	
Tons general cargo carried.....	10, 194	
Revenue earned.....		\$44, 535, 078. 05
Disbursements by operators.....	\$14, 848, 505. 31	
Disbursements for all repairs.....	3, 595, 923. 22	
		18, 444, 428. 53
Net amount earned available for fixed charges.....		26, 090, 649. 52

**CONTRACT BUREAU.**

The Contract Bureau had the general jurisdiction usually associated with the functions of the chartering department of a commercial steamship business which embraced all time and bare boat chartering together with full authority in matters handled by the Demurrage, Off-Hire and Savings Section, Reviewing Section, Inventory Section and Operations Sales Section, as hereinafter set forth. Functioning as liaison between the Division of Operations and the General Comptroller, this bureau supplied the Comptroller with certified copies of all charters, contracts, certificates of all deliveries and redeliveries, and evidence of the rights and obligations under all charters, contracts, and agreements upon which was initiated appropriate financial adjustments.

**Demurrage and Off-hire Section.**

The activities of this section, during the past 12 months were principally of a threefold nature; demurrage and dispatch, off hire and savings, as provided for in clause No. 22 of the time form requisition charter.

**Steamer Demurrage and Dispatch.**

The functions of this section, relative to demurrage and dispatch money, were of a dual nature. The section acted in an advisory capacity with respect to all questions pertaining to demurrage and dispatch submitted by managing agents, charterers, the General Comptroller, the district directors, and others primarily concerned. In its advisory capacity, managing agents, charterers, etc., were instructed as to the proper interpretations of charter parties, contracts of affreightment, or agreements, bills of lading, etc., and advised the correct methods of computing demurrage and dispatch money. As a distributing center of information pertaining to demurrage and dispatch, through the activities of this section the rights of the Government as a shipowner were protected. Operators received instructions upon matters relating to charter party interpretation which, considering the previous misapprehension of these matters, undoubtedly had salutary effect upon their future activities as operators of Shipping Board tonnage, or otherwise.

Claims for demurrage or dispatch money, as to which operators were unsuccessful in effecting settlement, were referred to this bureau. Examination was made of each claim and action taken, in accordance with the legal liability of the parties concerned. Efforts on the part of this section resulted in the actual collection, during the past fiscal year, of demurrage aggregating \$1,282,465.75, and instructions relative to dispatch money greatly reduced the amount of dispatch paid by the Board. Valid claims for demurrage for which payment was

refused, were referred to the Law Division with recommendation that suit be instituted to recover. Claims so referred, during the year, amounted to \$1,425,789.78.

As a corollary of its activities relative to demurrage, this section was engaged in computing the measure of damages for the detention of steamers under canceled charter parties. Failure to fulfill contracts resulted in considerable loss to the Board and some difficulty was experienced in determining the actual damages sustained.

This section, through its reports of loading and discharging executed by masters of vessels operating under trip charters, contracts of affreightment, or agreement, maintained a supervisory check over demurrage accrued or dispatch money claimed, and thereby took the initiative in collecting demurrage and obtaining refunds of dispatch.

*Offhire.*—Collection or credit on account of offhire of vessels under time or bareboat charter was secured in an approximate amount of \$850,000; and claims for offhire on Shipping Board vessels were passed upon involving \$1,350,000 in charter hire.

*Savings due under clause No. 22 of time form requisition charter.*—Practically all claims of the Board involving savings in crews' expenses and subsistence or return of insurance premiums were closed out during the year.

#### **Inventory Section.**

Inventories were obtained covering transactions of all vessels delivered and redelivered under bareboat charter. The amount and value of consumable stores were adjusted and determined and the General Comptroller advised of the collection or disbursement to be made. This required careful check of all inventories received covering transactions of this nature, for the purpose of determining whether the equipment left aboard at time of redelivery was equivalent to the equipment aboard at time of delivery.

Complete inventories were taken on all vessels sold and delivered to purchasers except those sold "as is." The correct amount of consumable stores was determined and the Comptroller advised of the amount of the billing and furnished with supporting papers. Various disputes emanating from purchasers were acted upon and settled.

The sale of approximately 90 vessels being canceled, it became necessary in each case to treat the inventory accounts substantially the same as a vessel under bareboat charter. In such cases value of consumable stores aboard at redelivery was credited to the purchasers and the shortages or overages in expendable equipment determined in order that defaulting purchasers could be charged or credited.



Considerable progress was made in the settlement of inventory accounts of vessels requisitioned and chartered during the war. These consisted of four classes—requisitioned, foreign chartered, seized Dutch, and substitute tonnage.

There remained on June 30, 1921, unsettled only 80 vessels chartered during the war, 60 per cent of which were under negotiation for settlement.

Settlements were made as follows:

*Foreign chartered.*—Five vessels in the total amount of \$31,165 in favor of owners and one vessel in the total amount of \$6,000 in favor of the Board.

*Substitute tonnage.*—Five vessels in the total amount of \$10,186.48 in favor of the owners and one vessel in the total amount of \$4,770.87 in favor of the Board.

*Seized Dutch.*—Seventeen vessels in the total amount of \$168,360.36 in favor of the owners.

*Requisitioned vessels.*—Thirteen vessels in the total amount of \$32,632.95 in favor of the owners, and 13 vessels in the total amount of \$74,480.85 in favor of the Board. Accounting was waived on 20 vessels as the only basis for settlement since complete inventories were never taken.

#### **Reviewing Section.**

The Reviewing Section was charged with the duty of furnishing the General Comptroller with documentary evidence of the contractual relations of the Board with managers and/or operators, voyage, time and bareboat charters, operation agreements, delivery and redelivery certificates, and survey reports, upon which to initiate financial adjustments. Supervision was maintained over the signing of the new agency agreement adopted by the Board in November, 1920, as well as subsequent addendum adopted by the Board.

There remained in the service of the Board only one foreign chartered vessel on July 1, 1920, which was redelivered by the Board at New York on February 25, 1921.

Outstanding matters between the Board and American owners of vessels requisitioned during the War and foreign chartered vessels were to a large extent practically all settled during the year, such as disputed dates of delivery, dead-weight of vessels, etc.

During the year 7 steel vessels of approximately 42,920 dead-weight tons, 3 mine sweepers of approximately 2,161 gross tons, and 5 wooden steamers of approximately 19,000 dead-weight tons, were chartered on bareboat basis, and 1 steel steamer of 4,310 tons was chartered on time basis.

Investigation of speed of requisitioned vessels disclosed that six vessels were incapable of making the speed represented by the own-

ers, with a resulting credit to the Board of approximately \$150,000. Representations of owners of the speed of 65 of their vessels were verified.

Dead-weights claimed by owners of approximately 100 requisitioned vessels were checked and reduced by approximately 11,000 dead-weight tons, resulting in considerable credit to the Board.

#### **Operations Sales Section.**

This section as liaison between the Ship Sales Division and all departments of the Division of Operations made arrangements for delivery to purchasers of all vessels, tugs, and barges sold. The failure of a great many purchasers to complete their contract necessitated the Division of Operations taking over the vessels purchased in different ports of the world. This required close liaison with the Ship Sales Division and Law Division in order to fully protect the Board's interests as well as to handle these matters in the most expeditious manner.

In view of the decrease in freight rates, recommendation was made for the reduction of the bonds held by the Board protecting it against operators defaulting. It was also recommended that the basis of determining the size of the bonds be based on the dead-weight tonnage instead of the number of vessels. The following schedule was accordingly adopted:

Up to 50,000 dead-weight tons, bond of.....	\$100,000
From 50,000 to 150,000 dead-weight tons, bond of.....	250,000
From 150,000 to 250,000 dead-weight tons, bond of.....	500,000
Over 250,000 dead-weight tons, bond of.....	750,000

Close contact was maintained with the standing committee on managing agency agreement and the Board in connection with the interpretations made of the various operating agreements adopted by the Board, and considerable attention was given to these matters with a view of closing out all past unsettled matters.

A schedule covering fees and commission to be allowed under the new agency was adopted by the Board on February 19, 1921, for the purpose of definitely determining the fees which the Board would have to pay to foreign agents for the work of handling the vessels in foreign and dependency ports.

#### **CENTRAL RECORDS AND INFORMATION BUREAU.**

During the fiscal year there was developed within the Division of Operations a system of comprehensive records relating to the foreign commerce of the United States. These records contained details of all vessel movements in and out of the United States ports in foreign trade, together with names of foreign ports of origin or destination and similar details regarding cargoes carried, and the commodities

of which they consisted. Vessel ratings were recorded in dead-weight tons and cargo and commodity quantities were stated in cargo tons. These methods were adopted as being of greater value to shipping interests than ratings by gross or net tons and money values of cargoes. Cargo statements based on actual tonnage permit definite surveys and comparisons of shipping operations, which were impracticable in statements based on money values because of fluctuation in values.

It is believed that the continued development of these records and the promulgation of the important information contained therein will be of great value to the development and maintenance of the American merchant marine.

**DEPARTMENT OF PIERS AND WHARVES.**

On September 1, 1920, the Department of Piers and Wharves was created as a unit of the New York office of the Division of Operations, for the purpose of supervising and controlling the charges at that port for pier accommodations and to cooperate with and assist Shipping Board operators in the procurement of suitable pier accommodations.

Through agreement with Shipping Board agents who own or lease piers and through negotiations with others controlling similar properties, the aggregate and average daily charges against Shipping Board vessels were materially reduced. The following table, showing vessels on the "active list" berthed at piers in New York at various dates, indicates the improvement which was effected:

Date.	Number of ships.	Approximate total daily charges.	Approximate daily average per ship.	Approximate annual report.
Oct. 4, 1920.....	79	\$15,350	\$191.00	\$5,602,750
Nov. 11, 1920.....	72	13,775	191.00	5,027,875
Jan. 17, 1921.....	60	9,900	165.00	3,613,500
June 22, 1921.....	49	6,451	131.65	2,354,615
June 25, 1921.....	51	7,095	139.10	2,589,675
June 28, 1921.....	45	6,278	139.50	2,291,470

The current figures show an average reduction of \$55 per ship per day as against the charges prevailing in 1920. On the basis of 50 vessels on the "active list" this means a daily saving of \$2,750, or at the rate of approximately \$1,000,000 annually. With an increase in the activities of Shipping Board vessels, this figure should be increased.

The manager of piers and wharves handled, under the jurisdiction of the district director of operation, all matters pertaining to the operation of Government-owned piers turned over to the Ship-

ping Board by the War Department. These were Piers 2 and 3, Hoboken (ex-German line piers), which were delivered to the Shipping Board under the provisions of the Merchant Marine Act, as modified by Executive order of the President dated November 5, 1920; and Pier 3, Army base, South Brooklyn, which was turned over to the Shipping Board under permit dated April 19, 1921.

Pier 2, Hoboken, was leased to the Cosmopolitan Shipping Co. at \$15,000 per month, and was operated on a commercial basis by that company for the accommodation of Shipping Board vessels assigned to it.

Pier 3, was operated by the Munson Steamship Line for the accommodation of Shipping Board vessels in the South American service. The pier was carried on a rental basis of \$16,725 per month, the rental and other expenses being prorated monthly against vessels on the basis of actual cost.

Pier 3, Army base, was operated directly by the Shipping Board for the accommodation of vessels assigned to companies that did not themselves control piers. Charges were based on the net tonnage of the vessel, and while these charges were less than the general level prevailing in the port the pier showed an annual revenue of about \$250,000, or a return of 10 per cent on an approximate valuation of \$2,500,000. When the cost of hiring other space for the accommodations of vessels which will now be berthed at Pier 3 is considered, the direct value of this pier to the Shipping Board is about \$360,000 per year.

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## PART IV

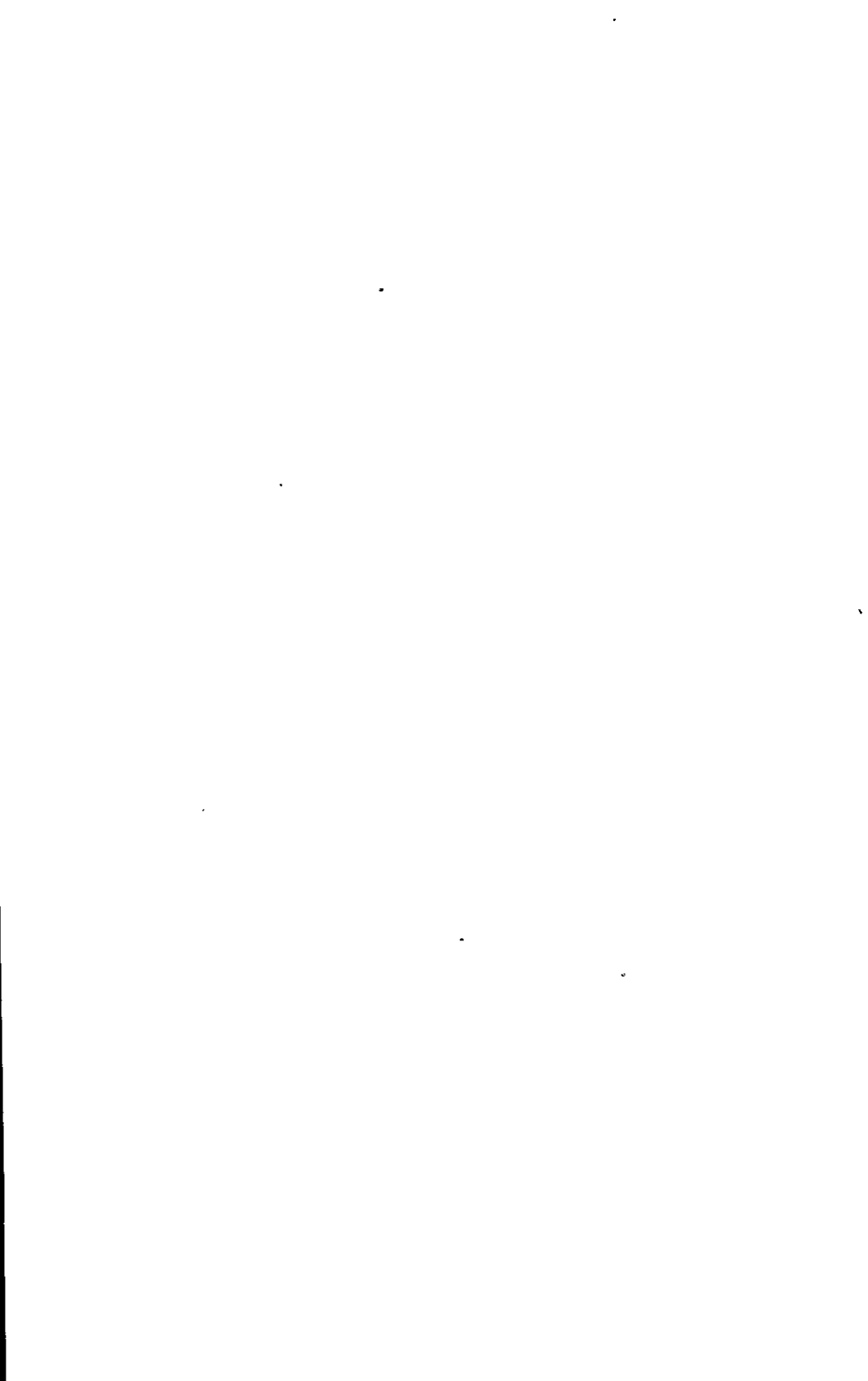
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### UNITED STATES SHIPPING BOARD EMERGENCY FLEET CORPORATION

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#### MISCELLANEOUS SECTION

CONSTRUCTION CLAIMS BOARD  
DIVISION OF TRANSPORTATION AND HOUSING OPERATIONS  
DIVISION OF SUPPLY AND SALES  
REPORT OF GENERAL COMPTROLLER  
REPORT OF THE TREASURER



#### **IV. UNITED STATES SHIPPING BOARD EMERGENCY FLEET CORPORATION, MISCELLANEOUS SECTION.**

This section of the report includes the reports of the Construction Claims Board, the Division of Transportation and Housing Operations, Division of Supply and Sales, the reports of the General Comptroller and Treasurer. These divisions and departments reported directly to the President of the Corporation during the period covered by this report.

##### **CONSTRUCTION CLAIMS BOARD.**

The Construction Claims Board was created February 1, 1920, to succeed the General Cancellations, Claims and Contracts Board. The function of the latter board was essentially that of a board of review, whereas the Construction Claims Board was given jurisdiction over the negotiation and settlement of claims submitted to it.

The board continued to act as a board of review, but the entire machinery established for the investigation and negotiation of claims was placed directly under its control. In order to concentrate the line of authority, the Construction Claims Board was placed under the jurisdiction of the President of the Emergency Fleet Corporation.

Six district adjusters were appointed to take over the organizations and duties of the former District Cancellations, Claims and Contracts Board, as well as the work formerly carried on by the Cancellations Section of the Division of Supply and Sales, so that the district adjusters' jurisdiction extended to claims arising out of the suspension and cancellation of all purchase orders and contracts of the Emergency Fleet Corporation and those of its prime contractors. The district adjusters were responsible to the Construction Claims Board for the progress of all cancellation work in their respective districts.

On November 18, 1920, the power of the Construction Claims Board to settle and adjust claims was terminated and its activities were confined to the examination of claims and presentation to the board of trustees of the Emergency Fleet Corporation the findings of fact and recommendations for settlement.

As created February 1, 1920, the Construction Claims Board consisted of a chairman and two members. Its personnel was subsequently increased to four members October 23, 1920.

On July 7, 1920, the Requisition Claims Committee was abolished and the functions and records of that committee were transferred

to the Construction Claims Board. The Wage Reimbursement Committee was also abolished, and the unfinished work connected with the settlement of wage claims was transferred to the jurisdiction of the Construction Claims Board. Under date of March 3, 1921, a Wage Reimbursement Committee was re-created but the Construction Claims Board retained jurisdiction over the settlement of wage reimbursement claims.

A detailed statement of claims acted upon is shown herewith:

Nature of claims.	Settled.	With- drawn and void.	Active.	Total.
(A) Prime ship contractors.....	156	48	186	390
(B) Emergency Fleet Corporat on purchase orders and contracts, and subcontractors.....	4,519	1,651	438	6,638
(C) Miscellaneous.....	141	16	83	241
Total.....	4,846	1,716	707	7,269

Manner of settlement.	Number of claims.
With cost.....	2 063
Without cost.....	1 703
Reinstated.....	532
Disallowed.....	488
Total.....	4,846

Under this classification claims shown as withdrawn and void represent claims that were entered on the district's record as such and subsequently withdrawn by the claimant, or cases which upon investigation by the office of the district adjuster proved not to possess any basis for a claim. Claims settled "without cost" represent those which the office of the district adjuster has been able to effect a settlement with the claimant without any payment to the contractor. Any settlement of a claim by reinstatement resulted from the withdrawal or annulment of the cancellation order thus restoring or reinstating the canceled purchase order or contract to its status prior to cancellation. Such reinstatements were made only when the completion of an order for subsequent sale or use was more economical than its cancellation or where the material and equipment covered by the order could be used by the Emergency Fleet Corporation for replacement purposes.

#### DIVISION OF TRANSPORTATION AND HOUSING OPERATIONS.

The Division of Transportation and Housing Operations had supervision over the transportation facilities and housing projects which were acquired pursuant to the act entitled "An act to authorize and empower the United States Shipping Board Emergency Fleet Corporation to purchase, lease, requisition, or otherwise acquire, and



to sell or otherwise dispose of, improved or unimproved land, houses, buildings, and for other purposes," approved March 1, 1918, and for which the Congress appropriated \$75,000,000 for housing and \$20,000,000 for transportation facilities (sundry civil appropriation act approved July 1, 1918).

The activities of the division during the fiscal year, included the supervisory management of such of these properties as were unsold, and the approval of all expenditures of funds used to complete housing projects, as well as the proper disposition of all income from rentals. Appraisals were made of different projects and many negotiations conducted in an effort to dispose of the Board's housing projects.

At the beginning of the year the Corporation held record title to the following projects:

*Harriman Townsite, Bristol, Pa.*—Three hundred and twenty houses, 1 hotel, 22 dormitories, 278 apartments, 18 stores, 1 school, 1 hospital, 1 fire house, 1 heating plant, and other miscellaneous buildings.

*Chestership Hotel, Chester, Pa.*—One hotel.

*Essington Dormitories, Essington, Pa.*—Three dormitories, 1 cafeteria, 1 power house; and owned the five housing projects listed hereafter on which it held mortgages and which it acquired by assignment to it of the capital stock:

*Groton Park Real Estate Co., Groton, Conn.*—Ninety-two new houses, 3 old houses remodeled, 4 dormitories, 1 cafeteria, 1 store, 3 boarding houses, 1 power house.

*Fairview Realty Co., Camden, N. J.*—One thousand five hundred and seventy-nine houses, 59 apartments, 13 stores, 1 hotel, 1 gymnasium, and other miscellaneous buildings.

*Chester Emergency Housing Corporation (Buckman Village), Chester, Pa.*—Two hundred and seventy-eight houses, 106 apartments, 5 stores, 1 boarding house, 1 old mansion house.

*Federal Home Building Co., Lorain, Ohio.*—Two hundred and thirty-one new houses, 1 old house remodeled, 8 apartments, 8 stores.

*Wyandotte Home Co., Wyandotte, Mich.*—Seventy-eight new houses 1 old house remodeled.

During the fiscal year the Board also acquired two additional housing projects on which it held mortgages, by obtaining control of the capital stock of the following realty companies:

*South Jacksonville Realty Corporation, South Jacksonville, Fla.*—One hundred and fifty-eight houses, 2 stores.

*Liberty Land Co., Wilmington, Del.*—Five hundred and three houses, 8 apartments, 5 stores.

Since construction was completed the following sales were consummated:

*By Housing Division:*

Elmwood, Philadelphia, Pa.....	\$7,049,050.00
St. Helena, Md.....	430,000.00
Dundalk, Md. (houses).....	2,311,300.00
Manitowoc, Wis. (including amounts received to apply on cost of municipal improvements).....	411,032.06
Port Jefferson, N. Y.....	75,000.00
	\$10,276,382.06

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*By Supply and Sales Division:*

Jacksonville, Fla.....	\$350,000.00	
Hog Island dormitories.....	111,495.51	
		\$461,495.51
		<u>10,737,877.57</u>

The percentage of occupancy of the properties under the control of this division as at the end of the fiscal year was as follows:

Houses.....	Per cent.
Apartment.....	89.42
Stores.....	73.86
	<u>82.08</u>
Total percentage of occupancy.....	81.78

In accordance with the terms of various ordinances, resolutions or agreements, amounts as follows were returnable by municipalities and public utility companies in installment payments to be spread over varying periods within 10 years:

*Municipalities:*

Wilmington.....	\$161,983.44	
Camden.....	200,250.00	
Lorain.....	35,108.52	
Bath.....	125,000.00	
Portsmouth.....	121,700.00	
Chester.....	128,863.72	
Manitowoc.....	7,500.00	
Wyandotte.....	19,879.52	
South Jacksonville.....	100,000.00	
Groton (borough).....	25,000.00	
Groton (town).....	25,000.00	
Warwick County, Va.....	40,000.00	
Philadelphia.....	352,603.43	
		<u>\$1,342,883.63</u>

*Public utility companies:*

Wilmington.....	55,420.84	
Gloucester.....	59,871.42	
Camden.....	201,914.17	
Lorain.....	15,829.23	
St. Helena.....	25,580.08	
Dundalk.....	71,339.56	
Hilton.....	88,564.36	
Portsmouth.....	17,837.69	
Chester (Sun).....	62,000.00	
Chester (Buckman).....	30,900.24	
Manitowoc.....	10,000.00	
South Philadelphia.....	12,794.30	
South Jacksonville.....	26,113.21	
		<u>678,165.10</u>
		<u>2,021,048.73</u>

**General Summary of all Housing Projects Remaining Unsold.**

**PROJECTS OF WHICH THE EMERGENCY FLEET CORPORATION OWNS STOCK OF REALTY COMPANIES.**

*Fairview, Camden, N. J.*—One thousand five hundred and seventy-nine houses, 59 apartments, 13 stores, 1 hotel, 1 gymnasium, and other miscellaneous buildings.

*Buckman Village, Chester, Pa.*—Two hundred and seventy-eight houses, 106 apartments, 5 stores, 1 boarding house, 1 old mansion house.

*Lorain, Ohio.*—Two hundred and thirty-one new houses, 1 old house remodeled, 8 apartments, 8 stores.

*Union Park Gardens, Wilmington, Del.*—Five hundred and three houses, 8 apartments, 5 stores.

*Fletcher Park, South Jacksonville, Fla.*—One hundred and fifty-eight houses, 2 stores.

*Wyandotte, Mich.*—Seventy-eight new houses, 1 old house remodeled.

*Groton, Conn.*—Ninety-two new houses, 3 old houses remodeled, 4 dormitories, 1 cafeteria, 1 store, 3 boarding houses, 1 power house.

**PROJECTS WHERE THERE IS NO REALTY COMPANY TITLE VESTED IN EMERGENCY FLEET CORPORATION.**

*Harriman, Bristol, Pa.*—Three hundred and twenty houses, 1 hotel, 22 dormitories, 278 apartments, 18 stores, 1 school, 1 hospital, 1 fire house, 1 heating plant, and other miscellaneous buildings.

*Essington Dormitories, Essington, Pa.*—Three dormitories, 1 cafeteria, 1 power house.

*Chestership Hotel, Chester, Pa.*—One hotel.

**PROJECTS ON WHICH MORTGAGES ARE HELD.**

*Hilton Village, Newport News, Va.*—Four hundred and seventy-three houses, 6 stores.

*Atlantic Heights, Portsmouth, N. H.*—Two hundred and seventy-six new houses, 2 old houses remodeled, 9 dormitories, 5 stores.

*Washington Avenue Apartments, Newport News, Va.*—Three hundred and thirty apartments, 8 stores.

*Sun Village and Sun Hill, Chester, Pa.*—Seven hundred and twelve houses, 56 apartments, 20 stores.

*Bath, Me.*—One hundred and nine houses, 4 dormitories.

*Brooklawn, Gloucester, N. J.*—Four hundred and forty-eight houses, 9 stores, 1 apartment, assembly hall, fire house.

*South Philadelphia Houses, Essington, Pa.*—Two hundred houses, 5 stores.

*Vancouver, Wash.*—Twenty cottages, 1 hotel.

*Newburgh, N. Y.*—One hundred and twenty-seven houses, 70 apartments, 2 stores.

*Clyde, Calif.*—One hundred and three houses, 1 hotel.

**Transportation.**

When the construction incident to the passenger transportation program was one-half or more completed, it became apparent that the \$20,000,000 appropriated was more than would be required and \$8,000,000 was returned to the Treasury Department.

Of the \$12,000,000 which remained, it was estimated on June 30, 1920, that \$9,662,865.55 would be expended after deducting such amounts as might be recovered from the sale of surplus material.

This figure did not contemplate the sale of a number of street cars and certain electrical apparatus which became surplus and were sold during the last fiscal year, nor did it contemplate the sale, for \$55,000 cash, of all of the facilities provided under the contract with the Duluth Street Railway Co.

As a result it may be stated that the Emergency Fleet Corporation held title at the end of the fiscal year to construction work and equipment for which it paid approximately \$8,981,000, of which \$4,066,000 was for street cars alone and that was expected that of this \$8,981,000 not less than \$5,400,000 would be recovered under agreements with 19 different public-utility corporations.

Practically all of the passenger transportation contracts were with railway utility companies and while the financial condition of nearly all utilities of this class were at a low ebb during the past year, conditions were believed to be improving and it was expected that those having contracts would meet their obligations.

Details of housing contracts and expenditures are contained in the Appendix, Part IV.

#### DIVISION OF SUPPLY AND SALES.

The activities of the Division of Supply and Sales for the past fiscal year were: The determination of what shipbuilding materials purchased and contracted for the war program would not be required because of the contraction of that program by the Construction Division, or by the Division of Operations to replace defective equipment on the fleet in operation; the warehousing and field custody of vessel and plant construction materials, as they came under the jurisdiction of the division; the purchase of materials which by legal agreement with vessel-construction contractors the Corporation was required to furnish; the inventory and appraisal of all materials of the Corporation, and the inventory of property in which the Corporation had an investment interest; and the sale of those materials when determined as surplus or salvage. The division carried on the purchasing of the Corporation except the purchases made by the managing agents under their agreements and over which purchases the division exercised supervisory control, and excepting also the purchase of office materials and supplies. The division was also charged with the operation of the board's bunkering stations and the maintenance of stocks thereat.

The organization was as follows:

Inventory and Appraisal Section:

Purchasing Department—

Fuel Section.

Ship Supplies Section.

Traffic Section.

## Inventory and Appraisal Section—Continued.

## Liquidating Department—

Material Section.

Sales Section.

Stores Department.

## District offices—

Eastern district with headquarters at Hog Island, Pa.

Northeastern district with headquarters at New York City.

Western district with headquarters at Portland, Oreg.

Southern district with headquarters at New Orleans, La.

In addition to the above, the following district offices were maintained for purchasing and storekeeping activities only: Boston, Baltimore, Savannah, and Norfolk.

**Appraisals.**

Prior to April, 1921, all appraisal work was done in the districts under the supervisory control of the staff assistant in charge of appraisals in the home office. It consisted of making detailed, itemized valuations of all classes of material and equipment belonging to the Board located either in shipyards or warehouses. In addition, complete appraisal reports were made of various manufacturing projects scattered throughout the country where ship construction equipment was partially completed at the time the contracts were suspended or canceled.

On April 1, 1921, these appraisal activities were centralized in the home office and the following changes effected:

(1) For accounting purposes only, an arbitrary percentage of the original cost of the material, based on past experience, was taken and used as a figure at which the Division of Supply and Sales would be charged on the books of the Corporation for such surplus property or material.

(2) A valuation board with a personnel of expert mechanical, electrical, and civil engineers was organized in the home office, whose function was to furnish to the division current values of material to be used in connection with sales. This procedure gave the division first-hand information of market prices, obviating the necessity of relying on appraisals possibly obsolete.

*Mortgage propositions.*—In March, 1920, to the Appraisal Section was assigned the investigation of the assets behind the loans made by the Corporation to contractors for plant-extension purposes. The status of this mortgage investigation work was as follows at the end of the fiscal year:

Northeastern district, 30 per cent complete.

Southern district, complete.

Eastern district, complete.

Western district, not started.

**Inventories.**

*Plant and property.*—During the year inventories were taken at the Merchants Shipbuilding Corporation, Bristol, Pa.; the New York Shipbuilding Corporation, Camden, N. J.; and the American International Shipbuilding Corporation, Hog Island, Pa., which were among the largest plants owned by the Corporation or in which the Corporation had an investment.

**Sales.**

During the fiscal year total sales were \$15,000,000. Owing to a decided slump in the market sales fell off considerably after February 1, 1921, and it became apparent that, owing to the depressed market, few sales would be made thereafter. It was therefore determined to centralize material from outlying points, getting it in shape for sale as soon as market conditions improved.

In March, 1921, sales by private negotiation in the districts were discontinued and the policy adopted of making all sales through the home office after proposals were received in response to advertisements.

**Warehouses.**

All material from outlying points was being concentrated in warehouses at accessible points, where it would be more readily available for sale or reissue. The following concentration warehouses were on June 30, 1921, maintained for this purpose:

Wilson Point, Conn.	St. Johns, Portland, Ore.	Hog Island, Pa.
Alameda, Calif.	Tacoma, Wash.	Beaumont, Tex.
New Orleans, La.	Corliss, Wis.	Erie, Pa.

**Purchasing.**

The present Purchasing Department was organized on April 16, 1920, affecting a consolidation of the activities of the former Supply and Sales Division with those of the Supply Section of the Division of Operations.

The direct purchases handled by the department amounted to approximately \$50,000,000 per annum and in addition the degree of supervision exercised over purchases made by managing agents was being constantly increased both by the extension of the contract system and by cooperating with the managing agents in the procurement of supplies from outside sources and from the Corporations stocks and those of Government agencies.

To insure the obtaining of food supplies of acceptable quality the department added a small number of inspectors to the force at some of the principal ports.

There were in operation at the end of the fiscal year, fuel-oil bunkering stations at 15 foreign ports and two coal bunkering stations at foreign ports.

Domestic requirements of fuel oil were taken care of 100 per cent by existing contracts; the erection of a reserve storage station for fuel oil at Norfolk with a capacity of 1,000,000 barrels was authorized.

At all important domestic ports with the exception of Boston and Philadelphia the Board dispensed with inspection of fuel oil by private companies for its account and installed its own personnel at much lower cost.

During the year the department obtained control over the purchase of bunker coal by managing agents at the important domestic ports and required approval by its local representative before placing orders.

#### REPORT OF THE GENERAL COMPTROLLER.

The report of the General Comptroller covers a period from the date of the inception of the Shipping Board to June 30, 1921, and is the result of a compilation of the accounts as they stood on the Comptroller's books at June 30, 1921.

A few remarks relating to some of the items which are incorporated in the Appendix, Part IV, are in order.

**General Cash and Cash Funds, Exhibit A (Item 1), Amounting to \$34,047,304.54 (Schedule 1).**

Of this item \$11,928,379.46 is committed to a specific class of activities, leaving \$22,118,925.08 to carry on current transactions of all units of the organization.

**Accounts Receivable, Exhibit A (Item 2), \$234,320,401.41 (Schedule 2).**

Of this item \$54,342,753.59 is represented by contracts covering sales of vessels. This item, unless amply secured from a debtor able to pay from resources other than ships purchased, may be valued on the same basis as a ship. This being so, there will more than likely be a very considerable shrinkage in the value of these receivable items. Maturities of contracts covering sales of vessels extend over a period ranging from 1 to 13 years.

The amount due from foreign Governments is \$28,424,841.13, of which the larger part is owed by France and Great Britain. It is hoped that during the fiscal year 1922 arrangements can be made whereby these accounts will be settled.

The amount due from departments of the United States Government is \$18,313,172.42, of which the larger part is owed by the Food Administration and Navy Departments. The Food Administration, being more or less extinct, the likelihood of settlement of this item is remote. There are also included in this item \$816,193.36 which is owed by relief organizations.

The larger part of the balance of the accounts receivable item, i. e., \$132,363,440.91, will be collected through the medium of settlement

of claims against the United States Shipping Board Emergency Fleet Corporation.

With the foregoing in mind, the amount of cash which will be realized from accounts receivable during the fiscal year 1922 is negligible in comparison with the total amount of the account. Furthermore, certain restrictions which appropriation laws have placed on the monies received from sales have a tendency to reduce the cash realization which would be available to the Corporation.

**Notes Receivable, Exhibit A (Item 3), \$78,252,239.98 (Schedule 2A).**

The larger part of this item, namely, \$67,290,902.47, represents notes receivable secured as a result of vessels that were sold. A similar condition exists in connection with these items as the one referred to in accounts receivable; that is to say, the indebtedness can not be of any greater value than the value of ships, unless such indebtedness is amply secured or due from a debtor able to pay from resources other than ships purchased. This being so, there will necessarily be considerable shrinkage. Maturities of these notes range over a period of from 1 to 10 years.

The greater part of the balance, namely, \$10,928,257.43, is due from shipbuilders.

In view of the foregoing, the amount of cash to be realized from notes during the fiscal year 1922 is negligible in comparison with the total amount of item 3.

**Advances, Exhibit A (Item 4), \$31,116,276.23 (Schedule 3).**

Of this item, \$19,086,155.02 is represented by advances made to ship contractors. That is to say, they represent, in a measure, payments on contracts for construction of ships. There has been \$11,530,121.21 in advances made to purchasers of vessels, some of whom have gone into the hands of receivers.

Very little in the way of cash will be realized from these items.

**Investments, Exhibit A (Item 5), \$84,655,663.72 (Schedule 4).**

The larger part of this item is represented by mortgages secured as a result of expenditures on housing projects of realty companies and ship-construction contracts, also mortgages received as a result of housing projects sold.

The balance of this item consists of United States Liberty bonds amounting to \$15,150.00, and other investments amounting to \$4,484,658.21 of which the larger part is represented by moneys due from the Republic of Poland.

**Materials, Supplies, Ships Sold, etc., Exhibit A (Item 6), \$102,860,374.22 (Schedule 5).**

A large part of this item represents material for use in connection with vessel construction and repairs. Also, appraised values which have been set on surplus and salvage materials that are to be



sold. Otherwise, this item represents actual expenditures. It is to be noted that this is book and not in all cases a physical inventory value.

**Purchases, Construction, and Reconditioning Expenses—Owned Vessels, Available and in Process, Exhibit A (Item 7), \$2,403,660,511.96 (Schedule 6).**

This item represents expenditures which have been made and distributed to vessels which are available for sale or operation or in the process of construction. There were 1,807 vessels available for sale or operation, which does not include surplus hulls that were partially constructed. Such surplus hulls are included in item 6. There were 24 vessels in the process of construction.

At the present time financial and business conditions preclude the possibility of making an estimate of values that would be generally acceptable. At such time as the financial and business conditions together with other matters relating thereto will permit, an attempt to place values on vessels can be made.

**Plants, Property and Equipment, Fuel Oil Stations, Real Estate and Buildings, Furniture and Fixtures, Mechanical Office Equipment, Automobiles and Launches, Exhibit A (Item 8), \$83,808,037.47 (Schedule 7).**

Generally, this item represents expenditures made on this class of assets, though in some cases appraisal values have been placed thereon. Thus, the item as a whole may be said to represent book and not in all cases, physical inventory values.

**Construction of, Improvements to, etc., Housing Projects, and Transportation Facilities, Exhibit A (Item 9), \$17,878,708.87 (Schedule 8).**

This item is about equally divided between expenditures in connection with the construction of or improvement to housing projects, and transportation facilities, and generally represents book rather than physical inventory values.

**Current Liabilities (Items 10, 11, 12, 13, and 14), \$123,993,879.11.**

This item represents acknowledged liabilities of the United States Shipping Board Emergency Fleet Corporation. There are claims relating to the construction program and other payable items amounting to many millions of dollars, but they are not included for the reason that their presentation amount is not always an indication as to their final settlement amount.

Some of the amounts shown in these items will be paid through the medium of settlement of account due the United States Shipping Board Emergency Fleet Corporation. There are other items, such as unclaimed wages, deposits on sales, charter hire, etc., that to a certain extent, represent custodian receipts. That is to say, the final status as to the disposition of these items has not been determined,

and until such time as said status is known they continue as a liability of the organization.

**Capital Liabilities (Items 15 and 16), \$2,504,000.**

This represents mortgages that applied at time the United States Shipping Board Emergency Fleet Corporation acquired the properties.

**Appropriations (Item 17), \$3,310,170,576.98.**

This item represents total amount of cash received from congressional appropriations and presidential allotments.

**Reserves (Item 18), \$1,014,254,257.45.**

This item consists of bookkeeping entries and may be said to represent no actual values or indebtedness. Briefly, they consist of depreciation, maintenance, insurance, and miscellaneous items. The larger part of these reserves consists of depreciation maintenance and insurance, which relate to the operation of vessels and are proper charges thereto. That is to say, that in commercial shipping organizations they would represent expenses. In order that there may be no confusion resulting therefrom reference is here made to item 19 of the consolidated balance sheet, "amounting to \$1,380,323,195.14. Generally the amount of reserve is represented therein, and if no reserve existed the "Net outcome of all transactions by classes of activities from inception to June 30, 1921," would be reduced, in so far as there are elements of the reserves contained therein. That is to say, the net outcome item would be reduced by the amount of such reserve elements.

**Net Outcome of All Transactions by Classes of Activities from Inception to June 30, 1921 (Item 19), \$1,380,323,195.14.**

Keeping in mind the thought conveyed under the heading of reserves (see item 18) and applying said reserves to item 19, the net outcome would then amount to \$366,068,937.69.

The details of this net outcome by classes of activities are shown in Exhibit "B," Appendix:

For the fiscal year ended June 30, 1921, the net outcome item amounted to \$513,366,139.19. Therefore, the increase in net outcome for the fiscal year ended June 30, 1921, amounts to \$866,957,055.95.

It is to be noted that the increase does not necessarily mean the result of transactions occurring within the fiscal year ending June 30, 1921, for the reason that many transactions passed through the records during the fiscal year 1921, though such transactions applied to other fiscal years.

#### **General.**

Briefly, the General Comptroller's organization's efforts were confined during the year to obtaining information from various sources,

to the end that as far as possible all transactions would be shown in the books, including those records maintained by the managing agents. In this work, there has, of course, been encountered many difficulties because of the large territory which the financial transactions cover. Reorganizations and consolidations, together with the necessary reductions in personnel consistent with the carrying on of the work, have always been to the forefront.

With the great volume of detail work necessitated in the operating activities, trained personnel is essential. Because of the uncertainty of the life of the Corporation, the labor overturn has been considerable and will probably continue so. Therefore, the training of men to do particular work required has been greater than it would have been in the ordinary commercial organization whose life was stable.

Auditors were sent to the different units in the field for the purpose of clarifying the accounts of various private industries, who, through contractual relations, were associated with the activities of the United States Shipping Board Emergency Fleet Corporation. This is likewise true in the case of private organizations acting as managing agents for the operation of vessels belonging to the United States Shipping Board. Efforts are being exerted to bring the accounts of the construction unit to a close at the earliest date possible. It should be readily understood that the completion of a construction program does not necessarily mean the completion of the accounting therefor. Thus, after the actual construction program is finished, there will still be many matters of a financial nature to be attended to.

During the fiscal year accounting instructions were issued to all managing agents which tend toward uniformity in accounting procedure. Separate books of accounts were installed in the offices of such managing agents, and such books are the property of the United States Shipping Board Emergency Fleet Corporation. The installation of these separate books was found necessary in the interests of the Corporation, because records maintained by managing agents were found to be in a deplorable condition. In order to properly start this procedure it required that accountants of the Corporation assist the managing agents in this work.

Reconciliation of managing agents' accounts was another large activity which it was found necessary to carry on. The reason being that the Fleet Corporation would show one sum as representing the controlling account balance between it and the managing agents, but the managing agents would show a different sum. The task of completing this reconciliation is a large and important one, and must be accomplished before final settlement can be had with managing agents.

During the past year the auditing of accounts was changed so that the larger part of it was done in the main office of the managing

agent. This procedure brought about a very marked improvement. Moreover, it tended toward closer cooperation between managing agents and the United States Shipping Board Emergency Fleet Corporation.

One of the greatest single achievements of the year was the progress made in the general office of the United States Shipping Board Emergency Fleet Corporation whereby accountings for voyages were recorded in the books. Another one of the accomplishments of the organization during the year was the establishment whereby estimates of the different units of the organization were prepared and used in connection with congressional requirements. Also these estimates were used in the preparation of reports for the Director of the Bureau of The Budget as well as in the inter-departmental quarterly budget statement and semimonthly financial statement.

Another accomplishment was the establishment of a plan whereby a thorough check of all documents, such as bonds, mortgages, insurance policies, has been made and proper records thereof obtained. Complete audits of operating accounts of some of the realty companies were completed. The United States Shipping Board Emergency Fleet Corporation has become the owner of the capital stock of seven realty companies and one transportation company, and methods were installed in those companies which enable the Corporation to have financial and accounting supervision. Similar methods were installed in realty companies which were not owned outright by the Corporation, but in which an interest was held.

#### REPORT OF THE TREASURER.

The activities of the Treasurer's organization during the fiscal year consisted in the main of efforts to collect the "Receivable" items on the Corporation's books. Efforts were also directed toward obtaining reports reflecting information as to "cash income" and "cash outgo." These resulted in this data being shown in such a way that the sources of revenue and the purposes of disbursements are developed to reflect the movement of cash from a cash standpoint rather than the reflection of these transactions as an accounting feature. With the great volume of detailed work required in this connection, the results obtained were not as satisfactory as desired, however, as a result of these activities it is believed that in the future reports may be had covering the "cash income" and "cash outgo" in such detailed form as is consistent with good business practice.

Reorganization and consolidations wherever possible, together with a reduction in personnel consistent with efficient carrying on of the work received the maximum amount of attention. The decrease in the activities of the Construction Division facilitated the closing of

many of the field disbursing offices, or a consolidation of such offices with those of the Division of Operations, in either instance an increase in the efficiency of the organization with a decrease in personnel being the result.

The trend of "cash outgo" over "cash income" is shown below:

Unit.	Excess of cash outgo over cash income.	Cash income.	Cash outgo.
United States Shipping Board.....	\$10,618,229.97	\$17,525,382.56	\$6,907,152.59
Construction Division.....	20,324,524.32	1,199,984,902.84	220,309,427.16
Operating Division.....	73,077,070.43	2,386,099,616.61	401,177,236.94
Recruiting Service.....	1,349,106.79	347,524.14	1,696,630.93
Transportation and Housing.....	3,714,065.92	4,177,994.85	463,928.93
Total.....	82,419,005.65	*608,135,420.90	690,554,426.55

<sup>1</sup> Includes collection of War Department item amounting to \$47,782,564.60 and appropriations amounting to \$105,467,435.40.

<sup>2</sup> Includes collection of War Department item amounting to \$58,034,035.95.

<sup>3</sup> Includes \$57,672,185.82 receipts from sales of capital assets, which added to appropriations (\$105,467,435.40) and War Department collections (\$105,816,600.55), makes a total of \$268,956,221.77, derived from sources other than commercial operations of ships.

A monthly comparison of excess of "cash outgo" over "cash income" (excluding recoveries from the War Department), and the average per month is shown below:

I. United States Shipping Board Emergency Fleet Corporation:

(a) Excess of cash outgo over cash income—

1. Division of Construction—

(a) July, 1920.....	\$2,508,161.67
(b) September, 1920.....	14,412,586.64
(c) October, 1920.....	12,076,631.02
(d) November, 1920.....	17,121,629.34
(e) December, 1920.....	9,333,002.99
(f) January, 1921.....	10,995,977.91
(g) February, 1921.....	8,205,766.52
(h) March, 1921.....	4,867,461.21
(i) April, 1921.....	8,538,334.40
(j) May, 1921.....	4,902,800.77

(k) Total excess of cash outgo over cash income ..... \$92,942,361.47

deduct—

(l) Excess of cash income—

1. August, 1920.....	\$2,318,989.63
2. June, 1921.....	22,516,282.92

3. Total excess of cash income over cash outgo ..... 24,835,272.55

(m) Net total excess of cash outgo over cash income, Construction Division..... 68,107,088.92

2. Division of Operations—

(a) July, 1920.....	\$5,789,404.88
(b) August, 1920.....	6,423,675.29
(c) September, 1920.....	12,403,445.00

## 1. United States Shipping Board Emergency Fleet Corporation—Continued.

## (a) Excess of cash outgo over cash income—Continued.

## 2. Division of Operations—Continued.

(d) October, 1920.....	\$11,379,700.84
(e) November, 1920.....	7,380,801.30
(f) December, 1920.....	11,387,906.90
(g) January, 1921.....	13,170,755.87
(h) February, 1921.....	15,823,574.86
(i) March, 1921.....	16,124,580.26
(j) April, 1921.....	14,989,978.87
(k) May, 1921.....	6,523,675.04
(l) June, 1921.....	11,714,207.27

(m) Total excess of cash outgo over cash  
income, Division of Operations.....\$133,111,706.38

## 3. Recruiting Service—

(a) July, 1920.....	\$265,666.60
(b) August, 1920.....	215,553.48
(c) September, 1920.....	211,768.83
(d) October, 1920.....	205,214.13
(e) November, 1920.....	143,352.66
(f) December, 1920.....	109,966.57
(g) January, 1921.....	65,251.62
(h) February, 1921.....	37,364.81
(i) March, 1921.....	5,293.82
(j) April, 1921.....	14,903.92
(k) May, 1921.....	29,382.43
(l) June, 1921.....	45,387.92

(m) Total excess of cash outgo over cash  
income, Recruiting Service..... 1,349,106.79

4. Total excess of cash outgo over cash income..... 202,567,902.09  
Deduct—

(b) Excess of cash income over cash outgo—  
1. Division of Transportation and Housing—

(a) July, 1920.....	\$377,596.31
(b) August, 1920.....	232,293.96
(c) September, 1920.....	732,045.28
(d) October, 1920.....	129,325.70
(e) November, 1920.....	181,525.95
(f) December, 1920.....	294,091.32
(g) January, 1921.....	94,893.10
(h) February, 1921.....	379,320.95
(i) March, 1921.....	435,822.53
(j) April, 1921.....	87,322.22
(k) May, 1921.....	377,449.12
(l) June, 1921.....	392,379.48

(m) Total excess of cash income over cash  
outgo, Division of Transportation and  
Housing..... 3,714,065.92

(c) Net excess of cash outgo over cash income..... 198,853,836.17

2. United States Shipping Board:

(a) Excess of cash income over cash outgo—

1. July, 1920 .....	\$2, 038, 844. 84
2. August, 1920 .....	1, 551, 307. 47
3. September, 1920.....	3, 523, 263. 36
4. October, 1920 .....	2, 631, 173. 27
5. November, 1920.....	615, 842. 96
6. December, 1920 .....	1, 480, 219. 25
7. February, 1921.....	235, 472. 29
8. March, 1921 .....	509, 684. 03
9. April, 1921 .....	1, 121, 048. 70

10. Total excess of cash income over cash outgo— \$13, 706, 856. 17  
Deduct—

(b) Excess of cash outgo over cash income—

1. January, 1921 .....	1, 025, 517. 41
2. May, 1921 .....	1, 915, 014. 43
3. June, 1921 .....	148, 094. 36

4. Total excess of cash outgo over cash income. . . 3, 088, 626. 20

(c) Net excess of cash income over cash outgo..... 10, 618, 229. 97

3. Total net excess of cash outgo over cash income..... 188, 235, 606. 20

4. Monthly average of net cash outgo:

(a) United States Shipping Board Emergency Fleet Corporation—

1. Division of Construction.....	\$5, 675, 590. 74
2. Division of Operations.....	11, 092, 642. 19
3. Recruiting Service.....	112, 425. 57
4. Total.....	16, 880, 658. 50

Deduct—

5. Division of Transportation and Housing..... 309, 505. 49

6. Net cash outgo United States Shipping Board Emergency Fleet Corporation..... 16, 571, 153. 01

Deduct—

(b) Net cash income United States Shipping Board..... 884, 852. 49

(c) Total net cash outgo monthly average..... 15, 686, 300. 52

Remarks relative to the "Cash balance as of July 1, 1920," namely, \$116,466,310.19 (Appendix, Part IV, Exhibit D, Item No. 1), are pertinent. This sum includes the moneys in the hands of managing agents as at the close of the fiscal year 1920 amounting to approximately \$20,000,000, whereas on the statements embodied in the fourth annual report the moneys in the hands of managing agents were not included in the cash balance.





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PART I.—UNITED STATES SHIPPING BOARD.

TABLE I (a).—Names and compensation of employees of the United States Shipping Board in service for some period within the year ending June 30, 1921, who have resigned prior to that date.

Name.	Designation.	Legal residence.	Rate per annum.
Alexander, W. R.	Attorney.	Missouri.	\$3,900
Barnes, Albert.	Laborer.	Washington, D. C.	840
Barrett, Loretta B.	Stenographer.	Missouri.	1,680
Balb, Nellie D.	Senior typist.	Mississippi.	1,560
Beck, John A.	Assistant counsel.	Washington, D. C.	5,000
Bourke, Joseph A.	Elevator operator.	do.	840
Brockenridge, Maurice.	Clerk.	do.	840
Brooks, John T.	Laborer.	do.	1,440
Brown, Percy.	do.	do.	840
Carter, Joseph.	do.	do.	840
Castonquay, Walter B.	Senior clerk.	Connecticut.	3,600
Coe, Mildred E.	Senior typist.	Washington, D. C.	1,200
Conger, Frederic.	Attorney.	New York.	4,200
Cook, John E.	Elevator operator.	Washington, D. C.	840
Cooper, Mrs. R. W.	Chief telephone operator.	do.	1,560
Davis, Mrs. Mary E.	Charwoman.	do.	420
Diggs, David E.	Elevator operator.	do.	840
Donald, John A.	Commissioner.	New York.	7,500
Drew, Janet M.	Stenographer.	Wisconsin.	1,200
Dutch, Charles F.	General solicitor.	Washington, D. C.	10,000
Ellis, Thomas A.	Laborer.	do.	840
Feller, Ruth N.	Stenographer.	Indiana.	1,480
Fitch, William R.	Attorney.	Washington, D. C.	3,900
Gehan, G. Winston.	Elevator operator.	do.	840
Gibson, Leon S.	Senior clerk.	Maryland.	2,160
Gillen, Martin J.	Special expert.	Wisconsin.	7,500
Godfrey, Thomas.	Watchman.	Washington, D. C.	900
Goff, Guy D.	General counsel.	West Virginia.	10,000
Goldberg, Morris.	Clerk.	Washington, D. C.	1,320
Graham, William H.	Laborer.	do.	840
Gray, Charles B.	Senior clerk.	Pennsylvania.	1,980
Green, James.	Laborer.	Maryland.	840
Green, William.	Elevator operator.	Washington, D. C.	840
Hadley, Mabel E.	Senior typist.	Ohio.	1,200
Harris, Lillian.	Telephone operator.	Washington, D. C.	1,050
Hay, Malcolm.	Chief clerk.	Virginia.	5,600
Hitner, Mrs. Lizzie.	Charwoman.	Washington, D. C.	420
Homiller, Thomas C.	Messenger.	Maryland.	840
Irons, Abbie S.	Stenographer.	West Virginia.	1,800
Jarvis, Margaret.	Secretary to general solicitor.	Wisconsin.	1,980
Johnson, Sarah.	Charwoman.	Washington, D. C.	420
Jones, Mrs. Jennie J.	do.	do.	420
Latshaw, Mary.	Typist.	Pennsylvania.	1,100
Laue, Herman.	Examiner.	Washington, D. C.	3,600
Lawson, Edward C.	Watchman.	do.	900
Lightfoot, Frederick.	Laborer.	do.	840
McKenney, Walter.	do.	do.	840
Mackey, George.	do.	do.	840
Magruder, Calvert.	Attorney.	Maryland.	3,900
Massey, Jerry C.	do.	Oklahoma.	3,000
Mays, Albert M.	Laborer.	Washington, D. C.	780
Mechem, Allen E.	Clerk.	California.	1,800
Montv, Willis E.	Attorney.	Vermont.	3,600
Morrill, Roy H.	Clerk to commissioner.	Massachusetts.	3,200
Nottingham, W. W.	Assistant counsel.	Washington, D. C.	4,500
Panton, Fred B.	Laborer.	do.	840
Peddinghaus, Helen K.	Senior typist.	Ohio.	1,200
Randolph, Floyd G.	Elevator operator.	Washington, D. C.	840
Rausch, Harry W.	Assistant chief of division.	Illinois.	2,400
Roberts, Sadie.	Confidential clerk.	Washington, D. C.	2,400
Robison, Serena.	Charwoman.	do.	420
Ryland, Constance M.	Clerk.	Maryland.	1,440
Schwartz, Morris S.	Tariff clerk.	North Carolina.	1,800
Scott, Geta.	Laborer.	Washington, D. C.	840
Shanahan, Bernice.	Stenographer.	Pennsylvania.	1,440
Shank, Rhea C.	Clerk.	Washington, D. C.	1,440
Shaw, George P.	Assistant examiner.	California.	2,400
Skelly, James C.	Stenographer.	New York.	1,680

TABLE I (a).—Names and compensation of employees of the United States Shipping Board in service for some period within the year ending June 30, 1921, who have resigned prior to that date—Continued.

Name.	Designation.	Legal residence.	Rate per annum.
Stephoe, Clarence C.	Elevator operator	Washington, D. C.	\$840
Taft, Edward S.	Watchman	Maryland	900
Thompson, Sallie S.	Stenographer	Virginia	1,320
Tolliver, Edward	Laborer	Washington, D. C.	840
Tolliver, Randolph	do.	do.	840
Walker, Claire	Stenographer	Florida	1,320
Ware, Lena M.	Charwoman	Washington, D. C.	420
Wasney, Mrs. Ada L.	Senior typist	do.	1,320
Wentworth, Marchant	Messenger	do.	600
Wheeler, Mrs. Essie	Matron	do.	600
Wilkins, Mrs. Marian	Telephone operator	do.	1,080
Wood, Erskine	Admiralty counsel	Oregon	10,000
Woodson, Clifton	Elevator operator	Washington, D. C.	840

TABLE I (b).—Names and compensation of employees of the United States Shipping Board in service on June 30, 1921.

Name.	Designation.	Legal residence.	Rate per annum.
Amende, Adolph	Senior clerk	Alabama	\$2,700
Arthur, C. O.	Examiner	Indiana	2,040
Bailey, Richard H., jr.	Special assistant to chairman	Washington, D. C.	6,000
Baird, Mrs. Emma S.	Clerk	Wisconsin	1,560
Barker, Wallace	Senior stenographer	New Jersey	1,440
Barnes, Edward J.	Assistant clerk	Washington, D. C.	960
Bean, Mrs. Lelia R.	Stenographer	do.	1,440
Bennett, Alfred H., jr.	Mimeograph operator	New York	1,200
Benson, W. S.	Commissioner	Georgia	12,000
Blackman, Elsie M.	Senior typist	New Jersey	1,320
Boyd, Robert L.	Laborer	Washington, D. C.	1,360
Bretzer, Marian R.	Senior stenographer	New York	1,360
Bretzer, Valentine G.	Chief, files division	do.	2,700
Brinton, Jasper Y.	General solicitor	Pennsylvania	8,500
Brooks, Robert	Laborer	Washington, D. C.	840
Brown, Ruth	Library assistant	Tennessee	1,440
Browne, Edith V.	Senior typist	Washington, D. C.	1,320
Burdine, Adelia J.	Clerk	do.	1,560
Caine, Robert B.	Clerk to commissioner	Alabama	2,400
Callaghan, Anne	Stenographer	Ohio	1,440
Carragher, Mabel J.	Clerk	Massachusetts	1,200
Carter, Benjamin	Laborer	Washington, D. C.	340
Carter, Walker F.	Watchman	do.	900
Chamberlain, George E.	Commissioner	Oregon	12,000
Chapman, Mrs. Leticia B.	Clerk	Washington, D. C.	1,440
Cissell, Katherine A.	Senior typist	do.	1,440
Cisna, Robert A.	File clerk	Colorado	1,200
Cook, Harry E.	Typewriter repairman	New York	1,440
Cross, Mrs. Naomi G.	Senior stenographer	Washington, D. C.	1,440
Cross, Svdney C.	Senior clerk	Virginia	2,400
Curry, Blanche M.	Stenographer	Washington, D. C.	1,440
Davis, Albert D.	Cabinetmaker	Virginia	1,980
Davis, Laura M.	Stenographer	Washington, D. C.	1,680
Dawson, Mrs. Maude S.	Clerk	Nebraska	1,560
Dean, Robert A.	Special expert	Massachusetts	10,000
Deckleman, Thomas H.	Chief file clerk	Maryland	1,560
De Neale, Eleanor C.	Stenographer	New York	1,320
Dew, Ernest M.	Senior clerk	Maryland	2,400
Dowden, George E.	File clerk	New Jersey	1,440
Eskridge, Daniel W.	Head porter	Washington, D. C.	1,200
Fantroy, Henry	Laborer	do.	340
Flaherty, John J.	Secretary	New York	5,000
Flanner, Caroline Durand	Senior clerk	Washington, D. C.	2,160
Flinn, Frederick H.	do.	New Jersey	2,400
Fowler, M. L.	Purchasing agent	South Carolina	2,040
Gellinger, F.	Chief of division	West Virginia	2,700
Hallman, Vance V., jr.	Tariff clerk	North Carolina	1,680
Hancock, Edna	Stenographer	Washington, D. C.	1,680
Hauke, Killa M.	Librarian	do.	1,800
Hill, Marion	Clerk	do.	1,560
Hipple, Nettie J.	Senior stenographer	Pennsylvania	1,800
Hollingsworth, Josephine B.	Assistant librarian	California	1,560

## 234 FIFTH ANNUAL REPORT UNITED STATES SHIPPING BOARD.

TABLE I (b).—Names and compensation of employees of the United States Shipping Board in service on June 30, 1921—Continued.

Name.	Designation.	Legal residence.	Rate per annum.
Hopkins, Edgar	Laborer	Washington, D. C.	
Howell, Charles H.	Accountant	do.	\$840
Hunt, Corral H.	Attorney	Ohio	2,400
Hyman, Gertrude	Senior typist	Washington, D. C.	3,500
Ilyzer, Edward M.	Special counsel	do.	1,320
Jackson, James	Porter	do.	10,000
James, J. Pierson	Assistant secretary	Virginia	960
Johnson, Harold S.	Senior typist	California	4,200
Kelly, James B. G.	Clerk	New York	1,320
Kerwin, Walter J.	Examiner	Virginia	1,640
King, Olive V.	Senior typist	Massachusetts	2,400
Kromer, Carl P.	Examiner	Washington, D. C.	1,440
Lasker, Albet D.	Chairman	Virginia	3,000
LeBulle, Leon A.	Clerk	Illinois	12,000
LeFevre, Robert	Assistant purchasing agent	South Carolina	1,680
Levey, Norman A.	Messenger	Ohio	2,400
Lissner, Meyer	Commissioner	Washington, D. C.	840
Little, Bonnie I.	Library assistant	California	12,000
Lovejoy, Annie DeS.	Clerk	Minnesota	1,440
Lyons, Hubert	Messenger	Washington, D. C.	1,800
McIntosh, Samuel W.	Clerk to commissioner	do.	840
McQueen, Sarah L.	Senior clerk	Illinois	2,400
Malliotte, Bessie C.	Clerk	Maryland	2,160
Mangburn, Henry E.	Commerce attorney	Washington, D. C.	1,600
Manns, Julius	Laborer	Oregon	4,000
Mathut, James H.	Chief draftsman	Washington, D. C.	840
Maxwell, Lloyd W.	Special expert	Maryland	1,800
Nicolson, John	Director, field information	New York	2,640
Noll, Ruth C.	Stenographer	do.	1
O'Connell, Charles	Printing clerk	Michigan	1,560
O'Connor, T. V.	Commissioner	Kentucky	2,400
O'Connor, William M.	Clerk to commissioner	New York	12,000
O'Laughlin, John Callan	Special expert	do.	2,400
Otterback, George E.	Watchman	do.	6,000
Penn, Lottie	Senior typist	Washington, D. C.	900
Pfeiffer, William C.	do.	Maryland	1,440
Pierce, Maurice J.	Chief clerk	Washington, D. C.	1,440
Plummer, Edward C.	Commissioner	Tennessee	3,000
Quinn, Fred A.	Senior clerk	Maine	12,000
Ranck, Lee E.	Clerk	Pennsylvania	2,160
Randall, William	Laborer	do.	1,600
Reckert, John G.	Clerk	Washington, D. C.	840
Rhoderick, Joseph H.	do.	do.	1,980
Roberts, Lloyd R.	Senior clerk	do.	1,440
Rogers, Elmer E.	Examiner	Iowa	2,400
Schlager, Paula J.	Stenographer	Florida	2,400
Schleenger, Elmer	General counsel	Wisconsin	1,800
Sharpton, James B.	Senior stenographer	Illinois	10,000
Sheets, Mrs. Bessie	Senior typist	South Carolina	1,560
Simonds, Ruth M.	Stenographer	Washington, D. C.	1,320
Skidmore, E. J.	Appointment clerk	New Hampshire	1,440
Smothers, Robert L.	Assistant clerk	Michigan	3,000
Snider, Glen R.	Admiralty counsel	Washington, D. C.	960
Spahn, Mace C.	Senior typist	Wisconsin	7,500
Spencer, Gail	Stenographer	Washington, D. C.	1,440
Swain, Christine	Senior stenographer	Indiana	1,440
Talbot, M. Bernoico	Typist	New York	1,440
Thompson, Frederick I.	Commissioner	Washington, D. C.	1,200
Triplett, Gertrude B.	Telephone operator	Alabama	12,000
Trudgian, Landon W.	Secretary to the secretary	Washington, D. C.	1,080
Underwood, Francis T.	Clerk to commissioner	do.	1,800
Van Dyke, Susan N.	Clerk	Pennsylvania	2,400
Verdi, Joseph J., jr.	Typewriter mechanic	Washington, D. C.	1,560
Von Toerne, Emma	Stenographer	do.	1,800
Wagner, Lillian	do.	Wisconsin	1,800
Wagner, Mrs. May	Senior typist	Minnesota	1,440
Walker, Eva A.	Library assistant	Washington, D. C.	1,320
Webster, Mrs. Alma L.	Senior typist	Nevada	1,560
Weist, William D., jr.	Clerk	Washington, D. C.	1,320
Wells, George F.	Assistant counsel	Ohio	1,680
Wilkerson, Wanner L.	Watchman	Washington, D. C.	5,000
Wingquist, Raymond V.	Examiner	Virginia	1,200
Wolfe, Bertha E.	Senior typist	Illinois	3,300
Woods, William W.	Assistant disbursing officer	Washington, D. C.	1,560
Woodward, Virginia E.	Typist	Massachusetts	3,000
		Maryland	1,200

1 Per month.

PART II.—DIVISION OF CONSTRUCTION AND REPAIRS.

TABLE 1.—Steel shipyards which have completed ship construction for Emergency Fleet Corporation, June 30, 1921.

Builder and location.	Program.				Canceled.			
	Requisitioned.		Contract.		Requisitioned		Contract.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
Seattle Construction and Dry Dock Co., Seattle, Wash.	5	40,500						
Tampa Shipbuilding & Engineering Co., Tampa, Fla.	2	7,000						
Staten Island Shipbuilding Co., Port Richmond, N. Y.	5	17,500						
Albina Engineering & Machine Works (Inc.), Portland, Oreg.	6	21,800	13	48,100			2	7,400
American Shipbuilding Co., Buffalo, N. Y.				9	34,400			
American Shipbuilding Co., Superior, Wis.	4	12,400	18	70,800				
American Shipbuilding Co., Cleveland, Ohio.	4	12,400	25	97,150				
Downey Shipbuilding Co., Richmond Boro, N. Y.			10	75,000				
Skinner & Eddy (yard No. 1), Seattle, Wash.	8	70,600	50	464,000			12	115,200
Whitney Bros., Superior, Wis.			10	( <sup>1</sup> )				
Bethlehem Shipbuilding Corporation, Quincy, Mass.	9	97,850	6	54,600				
Skinner & Eddy (yard No. 2), Seattle, Wash.			32	302,000			13	124,800
Seattle Northern Pacific Shipbuilding Co., Seattle, Wash.			10	94,000				
Texas Steamship Co., Bath, Me.	13	120,300			5	43,300		
Columbia River Shipbuilding Corporation, Portland, Oreg.	4	35,200	28	246,400			2	17,600
Federal Shipbuilding Co., Kearny, N. J.			30	288,000				
Great Lakes Engineering Works, Ecorse, Mich.	21	84,900	38	153,650	1	13,000		
Ames Shipbuilding & Dry Dock Co., Seattle, Wash.	13	113,900	14	123,200			2	17,600
Great Lakes Engineering Works, Ash-tabula, Ohio.	10	31,100	16	64,450				
Sun Shipbuilding Co., Chester, Pa.	16	179,600	12	124,800	2	20,200	8	84,800
American Shipbuilding Co., Lorain, Ohio.	13	66,380	42	167,300	4	38,480		
American Shipbuilding Co., Detroit, Mich.	12	39,200	59	234,450				
Northwest Engineering Works, Green Bay, Wis.			17	( <sup>1</sup> )			9	( <sup>1</sup> )
American Shipbuilding Co., Chicago, Ill.	5	15,700	23	89,700	1	3,300		
Johnson Iron Works (Ltd.), New Orleans, La.			6	( <sup>1</sup> )				
McDougall-Duluth Co., Duluth, Minn.	9	28,300	25	95,750				
J. F. Duthie & Co., Seattle, Wash.	12	105,600	15	182,000			3	26,400
Merrill-Stevens Shipbuilding Corporation, Jacksonville, Fla.	1	6,000	21	119,300			17	95,300
Submarine Boat Corporation, Newark, N. J.			150	761,250			32	162,400
Toledo Shipbuilding Co., Toledo, Ohio.	10	29,300	24	92,800			3	12,150
Standard Shipbuilding Corporation, Shooters Island, N. Y.	13	91,900	10	74,330				
Globe Shipbuilding Co., Superior, Wis.	4	14,000	16	61,500			1	4,050
Bethlehem Shipbuilding Corporation, Elizabethport, N. J.	3	11,800	32	10,200			10	( <sup>1</sup> )
Alabama Dry Dock & Shipbuilding Co., Mobile, Ala.			2	15,000				
Todd Dry Dock & Construction Corporation, Tacoma, Wash.	7	52,500	34	253,000			14	105,000
Pusey & Jones Co., Wilmington, Del.	14	58,400						
Manitowoc Shipbuilding Co., Manitowoc, Wis.	13	45,000	27	103,500			5	20,250
G. M. Standifer Construction Corporation, Vancouver, Wash.			20	188,750			5	47,000

<sup>1</sup> No tonnage given on tugs.

<sup>2</sup> Ten of these vessels, totaling 75,000 dead-weight tons, were constructed on contract No. 13 CS, executed by the Emergency Fleet Corporation with the Seattle Construction & Dry Dock Co., June 5, 1917.

TABLE 1.—Steel shipyards which have completed ship construction for Emergency Fleet Corporation. June 30, 1921—Continued.

Builder and location.	Program.				Canceled.			
	Requisitioned.		Contract.		Requisitioned.		Contract.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
Southwestern Shipbuilding Co., San Pedro, Calif.			23	202,400			5	44,000
Nashville Bridge Co., Nashville, Tenn.			8	14,400			1	7,200
Pusey & Jones Co., Gloucester, N. J.	31	254,500			11	60,000		
Union Construction Co., Oakland, Calif.			10	94,000				
Pensacola Shipbuilding Co., Pensacola, Fla.			16	144,000			6	51,000
Providence Engineering Corporation, City Island, N. Y.			10	(1)				
Mobile Shipbuilding Co., Mobile, Ala.			24	120,000			16	80,000
Western P. & S. Co., San Francisco, Calif.			22	193,600			4	35,200
Atlantic Corporation, Portsmouth, N. H.			10	88,000				
Geo. A. Fuller Co., Wilmington, N. C.			12	115,200			1	38,400
Merchant Shipbuilding Corporation, Chester, Pa.	28	230,179	7	61,075			7	61,075
Groton Iron Works, Groton, Conn.			12	109,200			3	28,200
Long Beach Shipbuilding Co., Long Beach, Calif.	2	6,000	16	126,800			4	35,200
Newburgh Shipyards (Inc.), Newburgh, N. Y.			15	105,000				(1)
Bethlehem Shipbuilding Corporation, Wilmington, Del.	12	70,110	14	92,700	2	9,000		
American International Shipbuilding Corporation, Hog Island, Pa.			180	1,385,000			58	464,000
Hanlon Dry Dock & Shipbuilding Co., Oakland, Calif.	2	11,000	12	64,200			3	16,050
Merchant Shipbuilding Corporation, Bristol, Pa.			60	540,000			20	180,000
Saginaw Shipbuilding Co., Saginaw, Mich.			24	90,600			6	24,300
Newport News Shipbuilding & Dry Dock Co., Newport News, Va.	9	87,910	12	143,000			2	26,000
Oscar Daniels Co., Tampa, Fla.			10	95,000				
Pacific Coast Shipbuilding Co., Suisun Bay, Calif.			10	94,000				
Northwest Steel Co., Portland, Oreg.	15	132,000	33	312,800			9	52,800
Mullut & Williams Shipbuilding Co., New Orleans, La.			8	76,800				
The Wm. Cramp & Sons Ship and Engine Building Co., Philadelphia, Pa.	9	62,097	4	40,000				
JAPANESE CONTRACTORS.								
Asano, Tsurumi, Japan			2	25,200				
Mitsubishi, Nagasaki, Japan			2	16,720				
Yokohama, Yokohama, Japan			3	18,900				
Kawasaki, Kobe, Japan			5	45,000				
Ishikawajima, Tokyo, Japan			2	10,000				
Uchida, Kanagawa, Japan			2	16,720				
Osaka, Osaka, Japan			4	40,000				
Mitsui Bussan, Uno, Okayama, Japan			2	18,000				
Harima, Miei, Japan			2	15,500				
Nitta, Osaka, Japan			1	5,500				
Fujinagata, Osaka, Japan			1	6,300				
Uruga, Uruga, Japan			4	25,450				
Total	344	2,289,226	1,426	9,196,045	26	187,280	289	1,986,375

<sup>1</sup>No tonnage given on tugs.



TABLE 1.—Steel shipyards which have completed ship construction for Emergency Fleet Corporation, June 30, 1921—Continued.

Builder and location.	Delivered.				Total delivered, requisitioned and contract.		Date of last delivery.
	Requisitioned.		Contract.				
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	
Seattle Construction & Dry Dock Co., Seattle, Wash.	5	40,500			5	40,500	June 27, 1918
Tampa Shipbuilding & Engineering Co., Tampa, Fla.	2	7,000			2	7,000	Mar. 3, 1919
Staten Island Shipbuilding Co., Port Richmond, N. Y.	5	17,500			5	17,500	June 17, 1919
Albina Engineering & Machine Works (Inc.), Portland, Oreg.	6	21,800	11	40,700	17	62,500	Aug. 19, 1919
American Shipbuilding Co., Buffalo, N. Y.			9	34,400	9	34,400	Sept. 27, 1919
American Shipbuilding Co., Superior, Wis.	4	12,400	18	70,800	22	83,200	Oct. 17, 1919
American Shipbuilding Co., Cleveland, Ohio.	4	12,400	25	97,150	29	109,550	Nov. 19, 1919
Downey Shipbuilding Co., Richmond Borough, N. Y.			10	75,000	10	75,000	Nov. 26, 1919
Skinner & Eddy (yard No. 1), Seattle, Wash.	8	70,600	38	318,800	46	419,400	Dec. 9, 1919
Whitney Bros., Superior, Wis.			10	(1)	10	(1)	Dec. 10, 1919
Bethlehem Shipbuilding Corporation, Quincy, Mass.	9	97,850	6	54,800	15	152,650	Dec. 22, 1919
Skinner & Eddy (yard No. 2), Seattle, Wash.			19	177,800	19	177,800	Dec. 24, 1919
Seattle North Pacific Shipbuilding Co., Seattle, Wash.			10	94,000	10	94,000	Dec. 30, 1919
Texas Steamship Co., Bath, Mo.	8	77,000			8	77,000	Jan. 1, 1920
Columbia River Shipbuilding Corporation, Portland, Oreg.	4	35,200	26	228,800	30	264,000	Jan. 5, 1920
Federal Shipbuilding Co., Kearny, N. J.			30	288,000	30	288,000	Jan. 8, 1920
Great Lakes Engineering Works, Ecorse, Mich.	20	71,900	38	153,650	58	225,550	Mar. 8, 1920
Ames Shipbuilding & Dry Dock Co., Seattle, Wash.	13	113,900	12	105,600	25	219,500	Mar. 15, 1920
Great Lakes Engineering Works, Ashtabula, Ohio.	10	34,400	16	64,450	26	98,850	Mar. 16, 1920
Sun Shipbuilding Co., Chester, Pa.	14	159,400	4	40,000	18	199,400	Mar. 22, 1920
American Shipbuilding Co., Lorain, Ohio.	9	27,900	42	167,300	51	195,200	Apr. 15, 1920
American Shipbuilding Co., Detroit, Mich.	12	33,200	59	234,150	71	273,650	Apr. 17, 1920
Northwest Engineering Works, Green Bay, Wis.			8	(1)	8	(1)	Apr. 22, 1920
American Shipbuilding Co., Chicago, Ill.	4	12,400	23	89,700	27	102,100	Apr. 30, 1920
Johnson Iron Works (Ltd.), New Orleans, La.			6	(1)	6	(1)	May 1, 1920
McDougall-Duluth Co., Duluth, Minn.	9	28,300	25	95,750	31	124,050	May 8, 1920
J. F. Duthie & Co., Seattle, Wash.	12	105,600	12	105,600	24	211,200	May 24, 1920
Merrill-Stevens Shipbuilding Corporation, Jacksonville, Fla.	1	6,000	1	24,000	5	30,000	May 29, 1920
Submarine Boat Corporation, Newark, N. J.			118	598,850	118	598,850	June 11, 1920
Toledo Shipbuilding Co., Toledo, Ohio.	10	29,300	21	80,650	31	109,950	June 19, 1920
Standard Shipbuilding Corporation, Shooters Island, N. Y.	13	94,900	10	74,330	23	169,230	June 25, 1920
Globe Shipbuilding Co., Superior, Wis.	4	14,000	15	57,150	19	71,150	June 29, 1920
Bethlehem Shipbuilding Corporation, Elizabethport, N. J.	3	11,800	22	10,200	25	22,000	Do.
Alabama Dry Dock & Shipbuilding Co., Mobile, Ala.			2	15,000	2	15,000	July 10, 1920
Todd Dry Dock & Construction Corporation, Tacoma, Wash.	7	52,500	20	150,000	27	202,500	July 22, 1920
Pusey & Jones Co., Wilmington, Del.	14	58,400			14	58,400	July 30, 1920
Manitowoc Shipbuilding Co., Manitowoc, Wis.	13	45,900	22	83,250	35	129,150	Aug. 10, 1920
G. M. Standifer Construction Corporation, Vancouver, Wash.			15	141,750	15	141,750	Aug. 23, 1920
Southern Shipbuilding Co., San Pedro, Calif.			18	158,400	18	158,400	Do.
Nashville Bridge Co., Nashville, Tenn.			4	7,200	4	7,200	Sept. 13, 1920

1 No tonnage given on tugs.

TABLE 1.—Steel shipyards which have completed ship construction for Emergency Fleet Corporation, June 30, 1921—Continued.

Builder and location.	Delivered.				Total delivered, requisitioned and contract.		Date of last delivery.
	Requisitioned.		Contract.		Number.	Dead-weight tons.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.			
Pusey & Jones Co., Gloucester, N. J.	20	191,500			20	191,500	Sept. 29, 1920
Union Construction Co., Oakland Calif.			10	91,000	10	91,000	Oct. 1, 1920
Pensacola Shipbuilding Co., Pensacola, Fla.			10	90,000	10	90,000	Oct. 15, 1920
Providence Engineering Corporation, City Island, N. Y.			10	(1)	10	(1)	Do.
Mobil Shipbuilding Co., Mobile, Ala.			8	10,000	8	40,000	Oct. 23, 1920
Western P. & S. Co., San Francisco, Calif.			18	158,400	18	158,400	Oct. 26, 1920
Atlantic Corporation, Portsmouth, N. H.			10	88,000	10	88,000	Oct. 28, 1920
Geo. A. Fuller Co., Wilmington, N. C.			8	76,800	8	76,800	Nov. 10, 1920
Merchant Shipbuilding Corporation, Chester, Pa.	28	250,179			28	250,179	Dec. 3, 1920
Groton Iron Works, Groton, Conn.			9	81,000	9	81,000	Dec. 13, 1920
Long Beach Shipbuilding Co., Long Beach, Calif.	2	6,000	12	91,600	14	97,600	Dec. 18, 1920
Newburgh Shipyards (Inc.), Newburgh, N. Y.			12	108,000	12	108,000	Dec. 21, 1920
Bohlehem Shipbuilding Corporation, Wilmington, Del.	10	61,110	14	92,700	24	153,810	Dec. 31, 1920
American International Shipbuilding Corporation, Hog Island, Pa.			122	921,000	122	921,000	Jan. 29, 1921
Hendon Dry Dock & Shipbuilding Co., Oakland, Calif.	2	11,000	9	18,150	11	59,150	Feb. 5, 1921
Merchant Shipbuilding Corporation, Bristol, Pa.			40	300,000	40	300,000	Feb. 28, 1921
Saginaw Shipbuilding Co., Saginaw, Mich.			18	66,300	18	66,300	Apr. 21, 1921
Newport News Shipbuilding & Dry Dock Co., Newport News, Va.	9	87,910	10	117,000	19	204,910	May 12, 1921
Oscar Daniels Co., Tampa, Fla.			10	95,000	10	95,000	May 31, 1921
Pacific Coast Shipbuilding Co., Suisun Bay, Calif.			10	94,000	10	94,000	June 7, 1921
Northwest Steel Co., Portland, Oreg.	15	132,000	27	260,000	42	392,000	June 10, 1921
Poullitt & Williams Shipbuilding Co., New Orleans, La.			8	76,800	8	76,800	June 14, 1921
The Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.	91	62,097	4	40,000	13	102,097	June 23, 1921
JAPANESE CONTRACTORS.							
Asano, Tsurumi, Japan			2	25,200	2	25,200	Feb. 14, 1920
Mitsubishi, Nagasaki, Japan			2	16,720	2	16,720	Mar. 19, 1920
Yokohama, Yokohama, Japan			3	18,900	3	18,900	Apr. 16, 1920
Kawasaki, Kobe, Japan			5	45,000	5	45,000	Apr. 23, 1920
Isukawajima, Tokio, Japan			2	10,000	2	10,000	May 1, 1920
Uchida, Kanagawa, Japan			2	16,720	2	16,720	May 13, 1920
Osaka, Osaka, Japan			4	40,000	4	40,000	May 26, 1920
Mitsui Bussan, Uno, Okavama, Japan			2	18,000	2	18,000	July 16, 1920
Harima, Aioi, Japan			2	15,500	2	15,500	July 28, 1920
Nitta, Osaka, Japan			1	5,500	1	5,500	Aug. 6, 1920
Fujimigata, Osaka, Japan			1	6,300	1	6,300	Aug. 9, 1920
Uruga, Uraga, Japan			4	25,450	4	25,450	Oct. 2, 1920
Total	318	2,101,046	1,137	7,209,670	1,455	9,311,616	

1 No tonnage given on tugs.

TABLE II.—Ships delivered by years, arranged according to class in the various districts.

Class and year.	North Atlantic district.		Delaware River district.		Agency yards. <sup>1</sup>		Middle Atlantic district.		Gulf district.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
1917.										
Requisitioned steel.....	4	37,910	4	40,280			6	46,530		
1918.										
Requisitioned steel.....	22	157,610	50	365,806			19	155,530		
Contract steel.....	5	45,300			3	20,075	3	25,000		
Contract wood.....	17	59,500							17	61,900
Contract composite.....									6	21,000
Total deliveries, 1918.....	44	262,440	50	365,806	3	20,075	22	180,530	23	82,900
1919.										
Requisitioned steel.....	12	103,500	40	356,200			3	19,600	3	13,000
Contract steel.....	91	576,898	11	89,725	171	1,101,525	25	233,525	11	66,000
Contract wood.....	71	238,100					28	59,600	90	320,850
Contract composite.....									12	42,000
Contract concrete.....	1	3,500					1	3,500	1	3,000
Total deliveries, 1919.....	178	921,998	51	445,925	171	1,101,525	57	316,225	117	444,850
1920.										
Requisitioned steel.....			20	175,570						
Contract steel.....	23	156,932	15	133,900	99	698,250	28	274,675	33	205,400
Contract wood.....	19	(?)					7	10,000	17	44,350
Contract concrete.....							1	3,500	2	15,000
Total deliveries, 1920.....	42	156,932	35	309,470	99	698,250	36	288,175	52	264,750
1921.										
Requisitioned steel.....			2	21,900						
Contract steel.....			5	65,000	7	60,600	8	88,600	8	76,600
Contract wood.....							1	(?)		
Contract concrete.....									2	15,000
Deliveries Jan. 1 to June 30, 1921.....			7	86,900	7	60,000	9	88,600	10	91,600
Grand total.....	268	1,379,280	147	1,248,331	280	1,879,850	130	920,060	202	884,100

<sup>1</sup> January to June 30.

<sup>2</sup> No tonnage for tugs.

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TABLE II.—Ships delivered by years, arranged according to class in the various districts—Continued.

Class and year.	Pacific district.		Oregon district.		Great Lakes district.		Japan and China.		Total.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
1917.										
Requisitioned steel.....	9	85,275			27	95,220			50	305,215
1918.										
Requisitioned steel.....	84	712,925			72	231,980			247	1,623,881
Contract steel.....	61	527,600			89	322,850			161	940,825
Contract wood.....	53	197,700	31	118,500	1	2,500			119	410,100
Contract composite.....									6	21,000
Total deliveries, 1918.....	198	1,438,225	31	118,500	162	557,330			533	3,025,806
1919.										
Requisitioned steel.....	7	68,400							65	560,760
Contract steel.....	181	1,582,300			199	745,650			692	4,415,223
Contract wood.....	119	447,450	76	290,500	21	( <sup>1</sup> )	3	19,600	908	1,356,500
Contract composite.....									12	42,000
Contract concrete.....									3	10,000
Total deliveries, 1919.....	307	2,098,150	76	290,500	220	745,650	3	19,600	1,180	6,384,123
1920.										
Requisitioned steel.....									20	175,570
Contract steel.....	101	908,750			60	222,750	27	223,690	386	2,824,317
Contract wood.....			9	34,300	9	( <sup>1</sup> )			61	85,650
Contract concrete.....	3	22,500							6	41,000
Total deliveries, 1920.....	104	931,250	9	34,300	69	222,750	27	223,690	473	3,129,567
1921.										
Requisitioned steel.....									2	21,900
Contract steel.....	15	156,250			1	4,050	2	20,000	46	470,500
Contract wood.....									1	( <sup>1</sup> )
Contract concrete.....	1	7,500							3	22,500
Deliveries, Jan. 1 to June 30, 1921.....	16	163,750			1	4,050	2	20,000	52	514,900
Grand total.....	634	4,716,650	116	443,300	479	1,625,000	32	263,290	2,288	13,359,911

<sup>1</sup> No tonnage for tugs.

TABLE III.—Summary of deliveries arranged according to the States in which shipyards are located.

	Maine.		New Hampshire.		Massachusetts.		Connecticut.		New York.		New Jersey.		Pennsylvania.		Delaware.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
<b>REQUISITIONED STEEL.</b>																
Cargo.....	4	39,000							15	90,500	30	269,400	28	260,179	20	88,400
Tanker.....	4	38,000							3	21,900	12	100,320	12	117,000	4	36,110
Refrigerator.....																
Transport.....																
Passenger and cargo.....											2	10,680	2	23,200		
Total.....	8	77,000			9	97,850			18	112,400	44	380,370	51	471,676	24	119,510
<b>CONTRACT STEEL.</b>																
Cargo.....																
Tanker.....																
Refrigerator.....																
Transport.....																
Passenger and cargo.....																
Ocean tugs.....																
Harbor tugs.....																
Barge.....																
Total.....	10	88,000	6	54,600	9	81,000	9	81,000	51	291,730	179	1,012,975	170	1,361,000	14	62,700
<b>CONTRACT WOOD.</b>																
Cargo.....																
Tanker.....	11	38,500														
Barge.....																
Finished hull.....	10	26,000														
Converted barge.....	8	30,800														
Sailing vessel hulls.....	5	18,750														
Ocean tugs.....																
Harbor tugs.....																
Total.....	29	95,300	15	54,450	6	2,500	15	55,800	24	26,200	13	35,350	8	28,000	1	( <sup>1</sup> )

<sup>1</sup> No tonnage given on tugs.

TABLE III.—Summary of deliveries arranged according to the States in which shipyards are located—Continued.

	Maine.		New Hampshire.		Massachusetts.		Connecticut.		New York.		New Jersey.		Pennsylvania.		Delaware.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
<b>CONTRACT CONCRETE.</b>																
Cargo.....																
Tankers.....																
Total.....									1	3,500						
Grand total.....	37	172,300	25	142,450	21	154,950	24	136,800	93	433,830	236	1,428,695	229	1,860,676	39	212,210
<b>REQUISITIONED STEEL.</b>																
Cargo.....	11	76,300	5	35,460												
Tanker.....	3	16,250	4	52,450												
Refrigerator.....	6	41,100														
Transport.....																
Passenger and cargo.....																
Total.....	19	133,750	9	87,910					3	13,000						
<b>CONTRACT STEEL.</b>																
Cargo.....	12	100,000	9	84,600												
Tanker.....	23	217,400	8	91,000												
Refrigerator.....																
Transport.....																
Passenger and cargo.....	2	26,000	2	26,000												
Ocean tugs.....																
									24	209,000	8	40,000			8	76,800

Harbor tugs.....											2		15,000				6		
Barge.....	37	343,400	201,600	8	76,800		24	209,000	10		55,000						14	76,800	
CONTRACT WOOD.																			
Total.....		343,400	201,600	8	76,800		24	209,000	10		55,000						14	76,800	
Cargo.....	2	7,000																	
Tanker.....	7	17,500																	
Barge.....	2	7,700																	
Finished hull.....	2	7,500																	
Converted barge.....	2	7,500		2	7,700												35,000	21,000	
Sailing vessel hull.....	2	7,500	10,650	3	11,550		3	7,300	2	7,000	10	7,000	35,000	6	21,000	7,000	3	7,500	
Ocean tugs.....	5	(1)																	
Harbor tugs.....	9	(1)																	
Total.....	27	39,700	22,200	2	7,700		11	31,800	26	75,300	2	7,000	12	42,700	14	47,750			
CONTRACT COMPOSITE.																			
Total.....																			
Cargo.....																			
Tanker.....																			
Cargo.....																			
Tanker.....																			
Total.....																			
Grand total.....	88	546,830	341,710	12	91,500		18	455,800	59	326,400	20	98,000	12	42,700	30	131,550			

1 No tonnage given on tugs.

TABLE III.—Summary of deliveries arranged according to the States in which shipyards are located—Continued.

	Tennessee.		Texas.		California.		Oregon.		Washington.		Wisconsin.		Michigan.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
<b>REQUISITIONED STEEL.</b>														
Cargo.....					20	180,900	25	189,000	42	354,100	21	71,400	32	111,100
Tanker.....					10	113,600			3	27,000				
Refrigerator.....														
Transport.....														
Passenger and cargo.....														
Total.....					30	294,500	25	189,000	45	381,100	21	71,400	32	111,100
<b>CONTRACT STEEL.</b>														
Cargo.....					134	1,188,250	57	445,500	129	1,124,570	55	211,300	115	454,400
Tanker.....					25	251,000	7	84,000						
Refrigerator.....					8	75,200								
Transport.....					1	11,500								
Passenger and cargo.....														
Ocean tugs.....														
Harbor tugs.....														
Barge.....	4	7,200												
Total.....	4	7,200	134	1,321,950	64	529,500	126	1,124,570	73	211,500	115	454,400		
<b>CONTRACT WOOD.</b>														
Cargo.....			25	100,700	15	46,300	98	371,500	85	313,150	1	2,500		
Tanker.....			1	4,700										
Barge.....			2	5,000										
Finished hull.....			14	53,900										
Converted barge.....			15	54,250	5	19,370	16	62,500	38	150,350				
Sailing-vessel hulls.....			2	4,000	1	22,200	2	8,300						
Ocean tugs.....														
Harbor tugs.....														
Total.....			59	222,550	20	109,970	125	477,100	124	501,500	20	2,500	2	(1)
<b>CONTRACT COMPOSITE.</b>														
Cargo.....														
<b>CONTRACT CONCRETE.</b>														
Cargo.....														
Tankers.....														
Total.....														
Grand total.....	4	7,200	59	222,550	241	1,954,400	211	1,195,650	305	2,011,000	123	285,400	149	565,500



	Ohio.		Illinois.		Minnesota.		Japan.		China.		Total.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
<b>REQUISITIONED STEEL.</b>												
Cargo.....	33	104,000	4	12,400	9	28,300					309	2,000,080
Tanker.....											33	519,030
Refrigerator.....											11	80,200
Transport.....											9	71,975
Passenger and cargo.....											2	9,972
Total.....	33	104,000	4	12,400	9	28,300					384	2,687,266
<b>CONTRACT STEEL.</b>												
Cargo.....	104	409,550	23	89,700	25	95,750	30	243,290	2	20,000	1,113	7,506,095
Tanker.....											79	785,000
Refrigerator.....											8	72,200
Transport.....											13	137,800
Passenger and cargo.....											12	107,000
Ocean tugs.....											6	( )
Harbor tugs.....											8	( )
Barge.....											6	22,200
Total.....	104	409,550	23	89,700	25	95,750	30	243,290	2	20,000	1,235	8,650,895
<b>CONTRACT WOOD.</b>												
Cargo.....											304	1,121,350
Tanker.....											1	4,700
Barge.....											28	71,000
Finished hull.....											115	447,700
Converted barge.....											56	206,000
Sailing-vessel hulls.....											10	34,500
Ocean tugs.....											13	( )
Harbor tugs.....											62	( )
Total.....											589	1,885,250
<b>CONTRACT COMPOSITE.</b>												
Cargo.....											18	63,000
<b>CONTRACT CONCRETE.</b>												
Cargo.....											4	13,500
Tankers.....											3	60,000
Total.....											12	73,500
Grand total.....	137	516,550	27	102,100	34	124,050	30	243,290	2	20,000	2,288	13,359,911

1 No tonnage given on tugs.

TABLE IV.—Summary of cancellations by types, by districts.

	North Atlantic district.		Submarine Boat Corporation.		American International Shipbuilding Corporation.		Merchant Shipbuilding Corporation.		Delaware River district.		Middle Atlantic district.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
REQUISITIONED STEEL.												
Cargo.....												
Tanker.....	5	43,300							13	70,600	1	7,400
Passenger and cargo.....									2	20,200		
Ore carrier.....									2	9,000		
Total.....	5	43,300							17	99,800	7	75,660
CONTRACT STEEL.												
Cargo.....	7	48,200	32	162,400			20	180,000	7	61,075	13	108,600
Tanker.....									8	84,800	8	73,800
Transport.....					58	464,000					2	26,000
Passenger and cargo.....											3	39,000
Ocean tugs.....	86	(*)										
Total.....	43	48,200	32	162,400	58	464,000	20	180,000	15	145,875	26	247,400
CONTRACT WOOD.												
Cargo.....	22	77,000									23	80,500
Barge.....	43	112,800									9	22,500
Coal barge.....	3	11,250										
Ocean tug.....	8	(*)									15	(*)
Harbor tug.....	13	(*)									9	(*)
Total.....	90	200,750									56	103,000
CONCRETE.												
Cargo.....											1	3,500
Tanker.....											6	45,000
Total.....											7	48,500
Grand total.....	138	292,250	32	162,400	58	464,000	20	180,000	32	245,875	96	474,960

	Southern district.		South Pacific district.		North Pacific district.		Oregon district.		Great Lakes district.		Total.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
REQUISITIONED STEEL.												
Cargo.....			5	57,300			6	52,800				
Tanker.....												
Passenger and cargo.....												
Ore carrier.....												
Total.....			5	57,300			6	52,800			7	58,180
CONTRACT STEEL.												
Cargo.....	59	419,500	32	292,650			67	584,200			15	60,750
Tanker.....	10	75,000	2	30,000								
Transport.....			20	200,000								
Passenger and cargo.....												
Barge.....	10	27,000										
Ocean tug.....												
Total.....	79	521,500	55	572,650			67	584,200			37	60,750
CONTRACT WOOD.												
Cargo.....	97	379,100	10	35,000			27	102,100			38	144,000
Barge.....	59	155,500	2	7,000			2	7,000				
Finished hull.....	3	11,550					1	4,300				
Coal barge.....							5	24,850				
Ocean tug.....	5	(*)					7	(*)				
Harbor tug.....	6	(*)										
Total.....	170	546,150	17	35,000			35	138,050			38	144,000
COMPOSITE.												
Cargo.....	32	112,000										
CONCRETE.												
Cargo.....	1	7,500	1	7,500								
Tanker.....	11	82,500	11	82,500								
Total.....	12	90,000	12	90,000								
Grand total.....	283	1,269,650	89	754,950	108	775,050	38	144,000	66	118,939	970	4,881,405

\* Twelve of these vessels, having a dead-weight tonnage of 110,900, were changed from requisitioned to contract. \* No tonnage assigned to tugs.

TABLE V.—Summary of cancellations arranged according to the States in which shipyards are located.

	Maine.		New Hampshire.		Massachusetts.		Rhode Island.		Connecticut.		New York.		New Jersey.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
REVISIONED STEEL.														
Cargo.....														
Tanker.....	5	43,300											13	70,600
Passenger and cargo.....														
Ore carrier.....														
Total.....	5	43,300											13	70,600
CONTRACT STEEL.														
Cargo.....														
Tanker.....									3	23,200				
Transport.....											4	20,000	32	162,400
Passenger and cargo.....														
Barge.....														
Ocean tug.....											24	(1)	12	(1)
Total.....									3	23,200	28	20,000	44	162,400
CONTRACT WOOD.														
Cargo.....	4	14,000												
Barge.....	22	55,000												
Finished hull.....								3	7,500				5	17,500
Coal barge.....													13	32,500
Ocean tug.....														
Harbor tug.....	2	(1)			7	(1)							2	(1)
Total.....	28	69,000	3	10,500	7	(1)	3	7,500	11	39,250	29	50,000	7	17,500
COMPOSITE.														
Cargo.....														
CONCRETE.														
Cargo.....														
Tanker.....														
Total.....														
Grand total.....	33	112,300	3	10,500	7	(1)	3	7,500	14	67,450	57	70,000	64	250,500

	Pennsylvania.		Delaware.		Maryland.		Virginia.		North Carolina.		South Carolina.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
REQUISITIONED STEEL.												
Cargo.....												
Tanker.....					1	7,400						
Passenger and cargo.....	2	20,200	2	9,000	0	68,260						
Ore carrier.....												
Total.....	2	20,200	2	9,000	7	75,660						
CONTRACT STEEL.												
Cargo.....												
Tanker.....	27	241,075			3	22,200			6	48,000	4	38,400
Transport.....	8	84,800			8	75,800						
Passenger and cargo.....	58	464,000			3	33,000			2	26,000		
Barge.....												
Ocean tug.....												
Total.....	93	789,875			14	135,000			8	74,000	4	38,400
CONTRACT WOOD.												
Cargo.....												
Barge.....	2	7,000			8	28,000			13	45,500	2	7,000
Finished hull.....					5	12,500			2	5,000		
Coal barge.....												
Ocean tug.....												
Harbor tug.....					16	(1)						
Total.....	2	7,000	4	5,000	35	40,500			15	50,500	2	7,000
COMPOSITE.												
Cargo.....												
CONCRETE.												
Cargo.....												
Tanker.....									1	3,500		
Total.....									1	3,500		
Grand total.....	97	817,075	6	14,000	56	251,160			24	128,000	12	90,400

1 No tonnage assigned to tugs.

120,000

16

38,400

4

48,000

2

26,000

8

74,000

16

38,400

120,000

10,000

4

7,000

4

10,000

4

10,000

4

10,000



	California.		Oregon.		Washington.		Wisconsin.		Michigan.		Ohio.		Total.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
<b>REQUISITIONED STEEL.</b>														
Cargo.....	5	57,300		52,800			1	3,400	1	13,000	4	34,800	31	238,300
Tanker.....											1	6,880	8	70,480
Passenger and cargo.....													2	9,000
Ore carrier.....													6	68,280
Total.....	5	57,300	6	52,800			1	3,400	1	13,000	5	41,780	47	387,040
<b>CONTRACT STEEL.</b>														
Cargo.....	32	282,650	10	77,800	57	506,400	6	24,300	6	24,300	3	12,150	232	1,907,375
Tanker.....	3	30,000											29	263,600
Transport.....	20	260,000											80	750,000
Passenger and cargo.....													3	39,000
Barge.....													10	27,000
Ocean tug.....							9	( <sup>1</sup> )	10	( <sup>1</sup> )	3	( <sup>1</sup> )	58	( <sup>1</sup> )
Total.....	55	572,650	10	77,800	57	506,400	15	24,300	16	24,300	6	12,150	432	2,968,975
<b>CONTRACT WOOD.</b>														
Cargo.....	8	28,000	34	124,000	33	129,100							217	817,700
Barge.....					2	7,000							113	297,500
Finished hull.....					1	4,300							4	15,850
Coal barge.....					5	24,680							8	36,900
Ocean tug.....	7	( <sup>1</sup> )			3	( <sup>1</sup> )			9	( <sup>1</sup> )			48	( <sup>1</sup> )
Harbor tug.....					7	( <sup>1</sup> )			3	( <sup>1</sup> )			38	( <sup>1</sup> )
Total.....	15	28,000	34	124,000	41	165,080	10	( <sup>1</sup> )	12	( <sup>1</sup> )			428	1,166,950
<b>COMPOSITE</b>														
Cargo.....													32	112,000
<b>CONCRETE.</b>														
Cargo.....	1	7,600											3	18,500
Tanker.....	11	82,800											28	210,000
Total.....	12	90,400											31	228,500
Grand total.....	87	747,950	50	254,600	98	671,450	26	27,700	29	37,300	11	63,930	970	4,881,465

<sup>1</sup> 12 of these vessels, having a dead-weight tonnage of 110,900, were changed from Requisitioned to Contract.

<sup>1</sup> No tonnage assigned to tugs.

TABLE VI.—Active program, by class of construction.

Class.	Number.	Dead-weight tons.	Class.	Number.	Dead-weight tons.
Requisitioned (steel):			Contract (wood):		
Cargo.....	300	1,929,739	Cargo (wood).....	304	1,213,350
Tanker.....	53	519,030	Cargo (composite).....	18	63,000
Refrigerator.....	11	86,200	Finished hull (wood).....	115	447,700
Transport.....	9	71,975	Sailing vessel.....	10	34,500
Collier.....	9	70,350	Barge (converted).....	56	206,000
Passenger and cargo.....	2	9,972	Barge.....	28	71,000
Total.....	384	2,687,266	Tug (ocean).....	13	
Contract (steel):			Tug (harbor).....	62	
Cargo (United States).....	1,086	7,296,205	Tanker.....	1	4,700
Cargo (Japan).....	30	243,230	Total.....	607	1,948,250
Cargo (China).....	4	40,000	Contract (concrete):		
Tanker.....	73	713,000	Cargo.....	4	13,500
Tanker (Navy).....	12	131,000	Tanker.....	8	60,000
Refrigerator.....	8	75,200	Total.....	12	73,500
Transport.....	13	107,800	Grand total.....	2,312	13,636,711
Passenger and cargo.....	23	299,000			
Barge.....	6	22,200			
Tug (ocean).....	46				
Tug (harbor).....	8				
Total.....	1,309	8,927,695			

TABLE VII.—Active program, by type of ship.

Type.	Number.	Dead-weight tons.	Type.	Number.	Dead-weight tons.
Cargo:			Refrigerator:		
Requisitioned (steel).....	300	1,929,739	Requisitioned (steel).....	11	86,200
Contract (steel).....	1,120	7,579,495	Contract (steel).....	8	75,200
Contract (wood).....	304	1,121,350	Total.....	19	161,400
Contract (composite).....	18	63,000	Collier:		
Contract (concrete).....	4	13,500	Requisitioned (steel).....	9	70,350
Total.....	1,746	10,707,084	Barge:		
Finished hull cargo:			Contract (steel).....	6	22,200
Contract (wood).....	115	447,700	Contract (wood).....	28	71,000
Tanker:			Converted.....	56	206,000
Requisitioned (steel).....	53	519,030	Total.....	90	299,200
Contract (steel).....	85	844,000	Sailing vessel:		
Contract (concrete).....	8	60,000	Contract (wood).....	10	34,500
Contract (wood).....	1	4,700	Ocean tug:		
Total.....	147	1,427,730	Contract (steel).....	46	
Passenger and cargo:			Contract (wood).....	13	
Requisitioned (steel).....	2	9,972	Total.....	59	
Contract (steel).....	23	299,000	Harbor tug:		
Total.....	25	308,972	Contract (steel).....	8	
Transport:			Contract (wood).....	62	
Requisitioned (steel).....	9	71,975	Total.....	70	
Contract (steel).....	13	107,800	Grand total.....	2,312	13,636,711
Total.....	22	179,775			



TABLE VIII.—Status of ship construction program—active steel ships—assigned tonnage.

	10,000 and over.		9,000 to 9,999.		8,000 to 8,999.		7,000 to 7,999.		6,000 to 6,999.		5,000 to 5,999.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
<b>SHIPS DELIVERED.</b>												
Cargo.....	55	640,475	261	2,437,450	259	2,275,260	188	1,405,049	22	136,350	155	791,200
Tanker.....	38	949,720	21	1,917,800	4	33,010	13	94,300	4	24,000	1	5,000
Trampusor.....	4	33,300	1	9,500	12	96,000	3	21,900	5	31,000	3	15,975
Refrigerator.....	4	33,300	8	75,200								
Passenger and cargo.....	12	156,000					2	15,000				
Barge.....												
Ocean tug.....												
Harbor tug.....												
Total.....	162	1,828,795	291	2,713,950	275	2,404,270	206	1,536,249	31	191,350	159	812,175
<b>SHIPS UNDER CONSTRUCTION.</b>												
Cargo.....	6	64,000										
Tanker.....	6	60,400	1	9,400								
Passenger and cargo.....	11	143,000										
Total.....	23	267,400	1	9,400								
Grand total.....	185	2,066,195	292	2,723,350	275	2,404,270	206	1,536,249	31	191,350	159	812,175

TABLE VIII.---Status of ship construction program---active steel ships---designed tonnage---Continued.

	4,000 to 4,999.		2,000 to 3,999.		1,800 to 2,999.		Tugs.		Total.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
SHIPS DELIVERED.										
Cargo.....										
Tanker.....	251	1,085,100	221	786,000					1,422	9,506,184
Transport.....	1	4,800			10	29,300			132	1,302,680
Refrigerator.....	2	9,000							22	179,775
Passenger and cargo.....									19	161,400
Barge.....	2	9,972			4	7,200			14	165,972
Ocean tug.....									46	22,200
Harbor tug.....									8	( <sup>1</sup> )
Total.....	256	1,058,872	221	786,000	14	36,500	54	( <sup>1</sup> )	1,669	11,838,161
SHIPS UNDER CONSTRUCTION.										
Cargo.....										
Tankers.....										
Passenger and cargo.....									7	78,400
Total.....									6	60,400
Grand total.....	256	1,058,872	221	786,000	14	36,500	54	( <sup>1</sup> )	11	148,800
1 No tonnage for tugs.										

TABLE IX.—Data on marine railway and dry-dock contracts.  
MARINE RAILWAYS.

Contract No.	Name of contractor.	Location.	Date of contract.	Contract date of completion.	Present estimated date of completion.	Size.	Type.	Per cent completed to June 30, 1921.	Remarks.
M. R. 1.	Henderson Shipbuilding Co.	Mobile, Ala.	Mar. 25, 1918	Aug. 22, 1918	In operation Nov. 7, 1918.	2,500-ton.	Crandall Engineering Co.	100	
M. R. 2.	Newcomb Lifeboat Co.	Hampton, Va.	Mar. 26, 1918	July 4, 1918	Contract canceled Oct. 2, 1918.	..do.	..do.	100	
M. R. 3.	Crownshield Shipbuilding Co.	South Somerset, Mass.	Apr. 9, 1918	Aug. 9, 1918	In operation Nov. 28, 1918.	..do.	..do.	100	
M. R. 4.	Besumont Shipbuilding & Dry Dock Co.	Beaumont, Tex.	Mar. 30, 1918	Aug. 1, 1918	..do.	..do.	..do.	100	
M. R. 5.	Cumberland Shipbuilding Co.	Portland, Me.	Apr. 16, 1918	Aug. 16, 1918	In operation Nov. 22, 1918.	..do.	..do.	100	
M. R. 6.	Tampa Dock Co.	Tampa, Fla.	Apr. 17, 1918	July 26, 1918	In operation May 19, 1919.	..do.	..do.	100	
M. R. 7.	Federal Marine Railway	Savannah, Ga.	Mar. 23, 1918	July 23, 1918	In operation Dec. 19, 1919.	..do.	..do.	54	
M. R. 8.	Merrill-Stevens Shipbuilding Corporation.	Jacksonville, Fla.	.....	.....	Work suspended.	..do.	..do.	100	
M. R. 9.	.....	Alameda, Calif.	May 22, 1918	{Sept. 22, 1918 31, 1919.	{In operation Dec. 31, 1919.	..do.	..do.	100	
M. R. 10.	Barnes & Tibbetts	.....	.....	July 20, 1918	In operation Sept. 18, 1918.	4,000-ton.	..do.	100	
M. R. 12.	American Dredging Co.	Camden, N. J.	Aug. 7, 1918	.....	In operation Sept. 13, 1919.	2,000-ton.	..do.	100	Emergency Fleet Corporation has no financial interest in this contract.
M. R. 13.	Puget Sound Marine Railway Co.	Tacoma, Wash.	Dec. 17, 1918	May 17, 1919	Contract suspended.	3,200-ton.	..do.	.....	
M. R. 14.	Lord Dry Dock Corporation.	Providence, R. I.	Dec. 6, 1918	June 6, 1919	In operation Jan. 7, 1920.	..do.	..do.	100	
M. R. 15.	Astoria Marine Iron Works.	Astoria, Oreg.	Feb. 1, 1919	Aug. 15, 1919	Contract canceled.	4,000-ton.	..do.	15	
M. R. 16.	Southern Shipyard Corporation.	Newport News, Va.	Apr. 21, 1919	Oct. 18, 1919	In operation Sept. 1, 1920.	3,000-ton.	..do.	100	This contract replaces contract No. 2 with Newcomb Lifeboat Co., the capacity of the railway being increased to 3,000 tons.

<sup>1</sup> Contract provides for repair plant constructed at borrower's own cost.  
<sup>2</sup> Contract provides for repair plant constructed with Emergency Fleet Corporation financial assistance.

TABLE IX.—Data on marine railway and dry-dock contracts—Continued.

DRY DOCKS.

Contract No.	Name of contractor.	Location.	Date of contract.	Contract date of completion.	Present estimated date of completion.	Size.	Type.	Per cent completed to June 30, 1921.	Remarks.
D. D. 1.	Alabama Docks Co.	Mobile, Ala.	Aug. 2, 1919	.....	In operation Oct. 31, 1919.	10,000-ton.	W. T. Donally	100	
D. D. 3.	Bethlehem Shipbuilding Corporation (Ltd.).	Sparrows Point, Md.	Jan. 15, 1918	Sept. 15, 1918	In operation Mar. 31, 1919.	20,000-ton.	.....do.	100	
D. D. 4.	Jahnecke Dry Dock & Repair Co.	New Orleans, La.	Jan. 31, 1918	Dec. 4, 1918	In operation Apr. 13, 1920.	8,000-ton.	Crandall Engineering Co.	100	This dock was constructed by the Beaumont Shipbuilding & Dry Dock Co., Beaumont, Tex., and sold to the Jahnecke Shipbuilding & Dry Dock Co.
D. D. 5.	Galveston Dry Dock & Construction Co.	Galveston, Tex.	Mar. 9, 1919	Apr. 4, 1919	In operation Jan. 7, 1920.	10,000-ton.	W. T. Doney	200	
D. D. 7.	Jahnecke Dry Dock & Repair Co.	New Orleans, La.	Mar. 5, 1919	.....	In operation Feb. 15, 1920.	.....do.	.....do.	100	
D. D. 8.	Merrill-Stevens Shipbuilding Corp.	Jacksonville, Fla.	.....	.....	Work suspended.	6,000-ton.	Crandall Engineering Co.	94	The contract with the Jacksonville Dry Dock & Ship Repair Co. was canceled and the plant sold to the Merrill-Stevens Shipbuilding Co., who will complete dry dock with their own funds.
D. D. 9.	Savannah Dry Dock & Repair Co.	Savannah, Ga.	June 18, 1918	Nov. 18, 1918	Completed Oct. 7, 1919.	8,000-ton.	.....do.	100	The mortgage on this dry dock has been liquidated and the Fleet Corporation has no further financial interest in this property.
D. D. 10.	Geo. Leary Construction Co.	United States Navy Yard, Norfolk, Va.	Aug. 27, 1918	Oct. 31, 1919	In operation Apr. 5, 1920.	Twin graving docks.	Barclay, Parsons & Klapp.	100	Ownership of these docks passed to United States Navy upon completion. Emergency Fleet Corporation receive no financial return on this contract.

D.D. 11 <sup>1</sup>	Bruce Dry Dock Co.....	Pensacola, Fla. ....	Apr. 9, 1919	May 23, 1920	In operation June 17, 1920.	5,000-ton.	Crandall Engineering Co.	100
D.D. 14 <sup>1</sup>	Ramberg Dry Dock & Repair Co.	Brooklyn, N. Y. ....	May 22, 1919	June 14, 1920	July 10, 1921.....	6,000-ton.	Contractor's design.	99

Emergency Fleet Corporation advances total cost of dock up to \$800,000 and holds title. Contractor to purchase dock at actual cost plus 6 per cent interest. Contractor to construct repair plant with own funds.

EMERGENCY FLEET CORPORATION DRY DOCK PONTOON CONTRACTS.<sup>2</sup>

D. D. P. 1	Atlantic Gulf & Pacific.....	New York.....	May 22, 1919	Jan. 24, 1921	.....	142,000-ton pontoons.	Emergency Fleet Corporation yards and docks.	100	Form of contract, lump sum plus extras. Emergency Fleet Corporation furnishes material.
D.D.P. 2.	W. H. Gahagan (Inc.).....	do.....	do.....	Nov. 9, 1920	.....	52,000-ton pontoons.	do.....	100	Do.
D.D.P. 3.	Kingston Shipbuilding Co.....	Kingston, N. Y. ....	do.....	July 27, 1920	.....	82,000-ton pontoons.	do.....	100	Do.
D.D.P. 4.	Narragansett Shipbuilding Co.....	Tiverton, R. I. ....	do.....	Sept. 10, 1920	.....	do.....	do.....	85	Do.
D.D.P. 5.	Kingston Shipbuilding Co.....	Kingston, N. Y. ....	do.....	Nov. 23, 1920	.....	52,000-ton pontoons.	do.....	85	Do.

<sup>1</sup> Contract provides for repair plant constructed at borrower's own cost.  
<sup>2</sup> Contract provides for repair plant constructed with Emergency Fleet Corporation financial assistance.  
<sup>3</sup> Eight 10,500-ton dry docks are being constructed; total estimated cost, \$6,800,000. Pontoons being built under contracts. Contracts for machinery installation are being let as pontoons are ready.

TABLE X.—*Yards in which major interest, owned by the Emergency Fleet Corporation, has been disposed of or transferred to the jurisdiction of the Division of Supply and Sales, June 30, 1921.*

North Atlantic district:

- L. H. Shattuck (Inc.), Portsmouth, N. H.
- Cumberland Shipbuilding Co. (installation plant), Portland, Me.
- Housatonic Shipbuilding Co., Stratford, Conn.
- Taylor Shipbuilding Corporation, Cornwells, Pa.
- Foundation Co., Kearny, N. J.
- Bayles Shipyard, Port Jefferson, Long Island, N. Y.
- Submarine Boat Corporation, Newark Bay, N. J.

Delaware River district:

- American International Shipbuilding Corporation, Hog Island, Pa.
- Merchants Shipbuilding Corporation, Bristol, Pa.

Middle Atlantic district:

- Carolina Shipbuilding Corporation, Wilmington, N. C.
- Liberty Shipbuilding Co., Wilmington, N. C.
- Maryland Shipbuilding Co., Sollers Point, Md.
- North Carolina Shipbuilding Corporation, Morehead City, N. C.
- Missouri Valley Bridge & Iron Co., Quantico, Va.
- C. H. Tenney & Co., Hampton, Va.
- Henry Smith & Sons Co., Baltimore, Md.
- Richmond Boiler Plant, Richmond, Va.

Gulf district:

- Terry Shipbuilding Corporation, Savannah, Ga.
- National Shipbuilding & Dry Dock Co., Savannah, Ga.
- American Shipbuilding Co., Brunswick, Ga.
- Merrill-Stevens Shipbuilding Co., Jacksonville, Fla.
- Fred T. Ley & Co., Mobile, Ala.
- Jahncke Shipbuilding Co., Madisonville, La.
- J. M. Murdoch, Jacksonville, Fla.
- Midland Bridge Co., Houston, Tex.
- Union Bridge & Construction Co., Morgan City, La.
- American Shipbuilding Co., Beaufort, S. C.
- A. Bentley & Sons Co., Jacksonville, Fla.
- Liberty Shipbuilding Co., Brunswick, Ga.
- Dierks-Blodgett Shipbuilding Co., Pascagoula, Miss.
- Gulf Coast Transportation Co., New Orleans, La.
- Alabama Dry Dock & Shipbuilding Co., Mobile, Ala.
- Tampa Dock Co., Tampa, Fla.

Pacific district:

- Liberty Plant, Alameda, Calif.
- Grant Smith-Porter Ship Co., Aberdeen, Wash.
- Sanderson & Porter, Raymond, Wash.
- Columbia River Shipbuilding Corporation, Portland, Oreg.
- Pacific Marine & Construction Co., San Diego, Calif.
- San Francisco Shipbuilding Co., San Francisco, Calif.
- Seattle Construction & Dry Dock Co., Seattle, Wash.
- Todd Dry Dock & Construction Co., Tacoma, Wash.

Oregon district:

- Grant Smith-Porter Ship Co., St. Johns, Portland, Oreg.

PART III.—Division of Operations.

TABLE I.—Managers and/or operators of Shipping Board vessels, with number and dead-weight tonnage of vessels, from July 1, 1920, to June 30, 1921.

	1920											
	July.		August.		September.		October.		November.		December.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
American Fuel Oil & Transportation Co.	1	7,500	2	17,485	2	17,485	2	17,488	2	17,485	2	17,485
American Line	20	192,691	16	147,841	15	187,671	11	98,324	11	98,324	11	98,324
American Shipping Corporation	20	110,848	24	136,965	22	128,023	21	124,751	21	124,751	18	116,550
American Metal Transportation Co.	1	13,731	2	13,731	2	13,731	2	13,731	2	13,731	2	13,731
American Merchant Mariners (Inc.)	1	3,075	2	14,092	2	14,092	2	14,092	2	14,092	2	14,092
Atlantic Transport Co.	9	88,657	7	70,025	7	70,025	7	70,025	7	70,025	7	70,025
Atlantic Trading Co.	14	56,967	7	28,025	7	28,025	7	28,025	7	28,025	7	28,025
Atlantic Oceanic Co.	1	45,254	5	45,254	4	29,822	4	29,822	4	29,822	4	29,822
Atlantic & Pacific Steamship Co.	1	2,876	1	2,876	1	2,876	1	2,876	1	2,876	1	2,876
Atlantic Fruit Co.	5	48,296	7	65,423	7	65,423	5	45,339	4	38,963	2	18,880
Atlantic Gulf & Pacific Steamship Corporation of Baltimore.	1	7,892	2	19,860	2	19,860	2	19,860	2	19,860	16	91,500
Baltimore Steamship Corporation	1	53,002	1	2,875	1	2,875	1	2,875	1	2,875	9	78,140
Baltimore & Carolina Steamship Co.	12	63,887	15	83,181	19	108,986	20	114,354	19	112,531	16	91,500
Baltimore Oceanic Steamship Co.	1	333,872	33	313,745	34	314,240	35	363,235	38	350,940	37	344,180
Baltimore Trans-Atlantic Steamship Corporation	36	77,823	11	97,870	12	107,133	13	116,135	14	124,868	14	124,868
Barber Steamship Lines	8	54,204	9	67,754	10	76,389	10	76,389	10	76,389	9	72,234
Black Diamond Steamship Co.	2	11,826	2	8,100	1	8,100	2	8,310	2	8,310	2	8,310
Blake, W. A., & Co.	3	8,526	2	8,100	1	4,050	2	4,050	2	4,050	2	4,050
Blue Star Navigation Co.	2	158,133	20	158,133	25	142,688	25	142,688	22	140,272	22	146,013
Brooks Steamship Corporation	23	3,293	2	6,586	2	6,586	2	6,586	2	6,586	2	6,586
Bull, A. H., & Co.	15	70,652	4	27,414	4	27,414	4	27,414	5	36,170	6	48,988
Bull Insular Steamship Co.	15	70,652	4	27,414	4	27,414	4	27,414	5	36,170	6	48,988
Callaghan, A. H., & Co.	1	7,825	1	7,825	1	7,825	1	7,825	2	12,900	2	12,900
Campbell, A. R., & Co.	4	34,939	4	15,675	4	15,675	3	11,695	4	8,100	4	8,100
Caribbean Steamship Line	4	34,939	4	15,675	4	15,675	3	11,695	4	8,100	4	8,100
Carolina Co.	5	46,048	24	105,189	21	91,874	13	57,420	12	52,920	11	48,920
Cincinnati Navigation Co.	12	36,427	7	28,068	6	24,480	6	24,480	7	28,685	7	28,685
Clyde Steamship Co.	10	82,841	10	87,320	9	83,400	9	83,400	3	45,200	5	45,200
Coastwise Transportation Co.	12	130,002	8	177,447	7	191,987	6	202,087	22	212,187	23	220,787
Columbis Pacific Shipping Co.	13	186,209	22	186,209	22	186,109	21	177,674	22	182,779	21	177,674
Columbian Shipping Co.	22	186,209	22	186,209	22	186,109	21	177,674	22	182,779	21	177,674
Cosmopolitan Shipping Co.	22	186,209	22	186,209	22	186,109	21	177,674	22	182,779	21	177,674

TABLE I.—Managers and/or operators of Shipping Board vessels, with number and dead-weight tonnage of vessels, from July 1, 1920, to June 30, 1921—Continued.

July.		August.		September.		October.		November.		December.	
Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
1	4,185	5	17,059	5	17,059	3	11,175				
5	17,059	6	37,110	4	25,962	6	42,787	6	42,787	6	42,787
6	56,570										
1	9,588										
8	50,256	8	50,256	8	50,256	8	49,040	7	41,435	6	32,655
11	27,433	8	26,150	8	36,150	8	36,150	7	32,025	2	14,075
1	8,700	2	20,075	1	9,766	5	44,651	2	16,779	2	16,779
2	7,553	7	62,870								
13	77,531	11	67,992	11	67,992	12	73,992	16	92,277	15	87,070
12	61,189	12	61,189	12	61,189	11	67,169	9	49,213	10	45,233
5	45,200	5	45,200	5	45,233	6	53,543	6	49,513	6	45,233
9	50,972	9	50,550	9	50,550	9	50,550	8	49,738	8	45,239
4	35,724	5	43,475	5	43,475	7	63,357	7	63,357	7	60,745
1	4,155	1	4,145	1	4,155	1	6,155	1	6,155	1	66,857
1	9,410	4	32,812	3	24,402	3	24,402	3	24,402	3	24,402
1	7,500	1	7,500	1	7,500	1	7,500	1	7,500	1	6,115
19	162,212	18	154,749	10	75,023	10	75,216	6	44,371	6	44,371
8	48,707	12	70,341	7	42,560	7	42,560	9	52,522	9	52,522
8	47,085	8	41,839	9	52,170	9	53,748	2	14,003	3	19,202
19	83,790	7	140,168	8	30,209	8	18,059	2	14,003	3	19,202
8	50,820	8	47,376	9	57,670	10	63,735	10	61,035	10	61,035
		1	12,249								
		3	12,160	3	12,160	3	12,160	3	12,160	3	12,160
1	4,080	3	13,906	3	14,006	3	14,006	3	10,339	3	10,339
6	28,574	8	13,461	3	8,763	3	8,763	2	5,075	2	4,941
7	27,207	8	12,451	2	8,763	2	8,763	1	5,075	1	4,941
14	118,853	20	174,428	20	174,428	20	174,428	21	182,950	21	182,950
1	8,145	2	8,195	2	8,195	1	4,050	2	8,100	2	8,100
2	8,330	2	8,330	2	8,330	2	8,330	2	8,330	2	8,100
		2	15,000	2	15,000	2	15,000	2	15,000	2	15,000
17	119,908	16	115,468	16	115,754	16	111,078	14	99,203	15	103,533
8	29,548	6	22,435	6	22,435	6	22,435	8	22,210	8	22,210
12	56,813	6	45,309	6	38,033	5	29,243	3	15,932	6	40,745
6	20,909	6	20,909	3	9,685						
2	19,860										
17	123,374	18	132,174	19	135,641	19	136,811	20	140,861	20	140,861





TABLE I.—Managers and/or operators of Shipping Board vessels, with number and dead-weight tonnage of vessels, from July 1, 1920, to June 30, 1921.—Continued.

	1920											
	July.		August.		September.		October.		November.		December.	
	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.	Num-ber.	Dead-weight tons.
Richard, C. B. & Co.	5	26,225	8	39,581	7	34,325	7	31,500	5	20,465	5	20,425
Richmond & New York Steamship Co.	2	4,805	2	4,805	2	4,805	2	5,805	1	5,805	1	2,980
Ripley, Denzil & Co.	10	18,850	4	37,984	2	45,039	12	58,487	12	58,487	10	50,415
Rosers & Webb	4	83,896	4	17,363	2	22,819	5	27,961	5	27,961	6	36,717
Roosevelt Steamship Co.	8	38,692	7	34,914	6	31,210	6	31,249	3	19,923	3	19,923
Seaboard & Gulf Steamship Co.	8	40,820	8	40,820	8	41,085	6	41,085	8	41,085	8	41,085
Sawyer Steamship Co.	10	85,944	11	95,354	11	95,354	11	95,354	11	95,354	11	95,354
Satoyevich, S. & Co.	7	62,234	7	62,234	7	62,091	6	52,463	5	40,283	5	40,283
Sugbee, Humphrey & Co.	1	5,075	1	5,075	2	8,663	2	8,663	2	8,663	2	8,663
Smith & Terry (Inc.)	15	66,072	15	67,584	16	67,575	16	68,603	2	8,663	2	8,663
South Atlantic Maritime Corporation.	7	25,575	7	25,575	7	25,575	10	22,311	13	63,614	14	61,822
Southern Steamship Co.	2	15,980	1	8,422	1	8,422	1	28,155	4	13,655	1	3,325
Spice, W. F. & Co.	3	86,784	3	86,784	15	79,204	15	79,204	17	87,043	17	87,043
Sprengle, C. H. & Son.	4	27,605	2	27,605	2	10,180	3	30,100	3	30,100	2	20,100
Standard Oil Co. of California.	3	30,100	3	30,100	3	30,100	3	30,100	3	30,100	3	30,100
Standard Oil Co. of New Jersey.	1	10,387	1	10,387	1	10,387	1	10,387	1	10,387	1	10,387
Standard Oil Co. of New York.	1	8,514	1	8,514	2	15,929	2	15,929	2	15,929	1	7,368
Standard Steamship Co.	4	26,833	4	26,833	4	26,833	4	26,833	1	2,268	1	2,268
States Marine & Commercial Co.	4	14,307	3	14,307	3	14,307	3	14,307	3	14,307	3	14,307
States Marine Co. of Baltimore.	3	32,167	3	32,167	3	32,167	3	32,167	3	32,167	3	32,167
States Steamship Corporation.	9	32,167	9	32,167	8	58,592	8	58,592	8	58,592	8	58,592
Steele, J. H. W. & Co.	30	267,652	29	264,084	29	263,886	29	263,886	30	270,272	30	272,272
Strachan Shipping Co.	19	162,780	19	162,780	18	151,925	16	134,461	16	134,461	16	134,461
Struthers & Dixon.	27	250,947	24	230,505	26	248,439	25	226,533	24	226,533	22	206,647
Sudden & Christenson.	8	69,456	8	69,456	8	69,479	9	78,479	10	89,600	10	89,600
Susquehanna Steamship Co.	3	19,338	3	19,338	2	14,142	2	14,142	2	14,142	2	14,142
Swayne & Hoyt.	4	32,600	4	32,600	4	31,785	4	31,785	5	33,232	4	33,232
Tampa Inter-Ocean Steamship Co.	7	49,465	6	45,595	6	45,595	6	45,595	6	45,595	6	45,595
Terminal Shipping Co.	3	42,787	3	42,787	3	24,785	3	24,785	2	15,130	3	15,130
Texas Co.	4	33,907	4	33,907	3	26,907	3	26,907	3	26,907	3	26,907
Texas Oil Co.	2	15,000	2	15,000	2	15,000	2	15,000	2	15,000	2	15,000
Texas Transport & Terminal Co.	21	132,439	17	123,224	16	123,224	15	115,685	15	115,685	14	106,993
Thorndyke, Treanholme & Co.	6	53,282	6	53,282	6	53,282	6	53,282	6	53,282	6	53,282
Tracy, M. H. & Co.	23	122,351	11	78,510	9	78,083	9	70,903	10	74,953	10	74,953

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Tracy Steamship Co.	4	16,620	4	16,620	4	16,620	4	16,620	4	16,620	8	62,612
Tropical Steamship Co.	4	26,767	4	26,767	4	26,767	4	26,767	4	26,767	3	12,465
Trosdale, Plant & LaFonia	5	111,904	19	21,563	7	35,503	7	35,503	8	43,776	8	45,776
United American Lines	19	62,447	18	57,052	18	57,052	17	56,632	19	52,556	19	152,555
United Fruit Co.	10	40,090	10	40,090	9	36,726	9	36,726	9	36,726	5	20,987
United Steamship Co.	1	9,248	15	135,488	15	135,488	14	121,988	14	121,988	14	121,988
United Trans. Co.	15	133,792	7	50,497	7	50,497	6	41,893	6	41,893	6	41,893
United States & Australasia Steamship Co.	7	68,570	9	96,710	9	96,710	9	104,478	11	123,150	11	123,150
United States & Brazil Steamship Co.	6	109,200	12	103,227	10	91,054	7	66,200	8	74,600	8	74,600
United States Mail Steamship Co. (Inc.)	12	109,200	12	103,227	10	91,054	7	66,200	8	74,600	8	74,600
United States Transport Co.	3	24,628	3	24,628	3	24,628	3	24,628	3	24,628	1	5,204
Vaccaro Bros.	3	24,628	3	24,628	3	24,628	3	24,628	3	24,628	1	5,204
Vacuum Oil Co.	3	24,628	3	24,628	3	24,628	3	24,628	3	24,628	1	5,204
Van Heynigan Brokerage Co.	3	17,165	2	9,254	2	9,254	2	9,254	1	3,701	20	242,207
Walker & Daly	21	191,616	22	201,616	23	211,917	24	222,217	25	233,711	26	242,207
Warren Transportation Co.	8	31,644	8	31,644	8	31,644	8	31,644	5	19,293	4	31,650
Waterhouse, Frank & Co.	9	80,254	7	72,754	7	63,354	7	63,354	4	54,039	7	57,384
Waterman Steamship Co.	6	47,788	6	47,788	6	47,788	5	39,974	7	39,974	7	39,974
Wells, Geo. H., & Co.	1	9,600	7	39,605	8	47,105	6	38,813	6	38,813	6	38,813
Wessel, Duval & Co.	8	43,760	17	59,442	17	59,442	4	13,636	4	13,636	4	13,636
West India Steamship Co.	16	58,392	17	59,442	2	10,801	1	6,636	1	6,636	1	6,636
Western Steamship Co.	1	6,636	2	10,801	1	6,636	1	6,636	1	6,636	1	6,636
Whitney, J. F., & Co.	5	29,689	2	18,462	2	18,462	2	18,462	2	18,462	1	9,707
Wissel, W. R., & Co.	10	44,570	2	13,630	2	13,630	2	13,630	2	13,630	2	15,650
Wilkins & Bleh.	1	3,588	3	3,588	3	3,588	2	3,000	2	3,000	2	20,000
Williams Steamship Co.	1	10,000	12	20,000	12	20,000	12	20,000	2	20,000	2	20,000
Williams, Diamond & Co.	16	138,306	15	129,256	13	127,955	14	128,553	12	112,136	12	112,136
Williamson & Raney	9	75,618	19	67,572	9	67,572	8	67,187	9	72,292	9	72,292
Winchester, J. H., & Co.	13	75,618	13	67,572	11	66,522	11	66,522	11	66,522	11	66,522
Windward Island Line	8	32,840	8	32,840	9	36,880	9	36,880	8	32,840	8	32,840
Wynnan Steamship Co.	9	65,401	6	44,286	5	36,761	5	36,761	5	36,761	5	36,761
Total	1,540	9,866,628	1,440	9,599,385	1,394	9,414,552	1,369	9,428,946	1,284	9,058,831	1,182	8,463,990









TABLE II.—Shipping lines (showing nationality of companies) running out of United States ports to foreign countries.

KEY TO NATIONALITY ABBREVIATIONS.

Am.....American (U. S.).	Du.....Dutch.
Br.....British.	Scand.....Scandinavian.
Sw.....Swedish.	Sp.....Spanish.
Norw.....Norwegian.	Gr.....Greek.
Dan.....Danish.	Br. and Col.....British and Colombian.
Jap.....Japanese.	Brazil.....Brazilian.
Ru.....Russian.	For.....Foreign.
Peru.....Peruvian.	Swiss.....Switzerland.
Fr.....French.	Hond.....Honduras.
It.....Italian.	
Belg.....Belgium.	

NEW YORK.

NEW YORK TO UNITED KINGDOM.

American Line..... Am.	Furness Line..... Br.
Anchor Line..... Br.	International Mercantile Corporation..... Am.
Jas. Arkell & Co.....	Lamport & Holt Line..... Br.
Barber Line..... Am.	Norton, Lilly & Co..... Am.
Booth Line..... Br.	Seager Steamship Co..... Am.
Bristol City Line..... Br.	Frank Waterhouse & Co... Am.
Commercial European Line. ( <sup>1</sup> )	White Star Line..... Br.
Convoy Steamship Co..... Br.	Williams Steamship Co... Am.
Cosmopolitan Shipping Co.. Am.	J. H. Winchester & Co.... Am.
Cunard Line..... Br.	G. H. Wells Steamship Co. Am.
Ellerman's Wilson Line.... Br.	

NEW YORK TO FRANCE.

American Line..... Am.	Lloyd Royal Belge..... Belg.
American Star Line (Inc.).. Am.	Luckenbach Steamship Cor- poration..... Am.
Anglo-French Line..... ( <sup>1</sup> )	C. D. Mallory & Co..... Am.
Barber Line..... Am.	Moore & McCormack Co... Am.
Compagnie Transatlantique Générale..... Fr.	Norton, Lilly & Co..... Am.
Cosmopolitan Shipping Co.. Am.	C. B. Richard & Co..... Am.
Fabre Line..... Fr.	Roosevelt Steamship Co... Am.
France & Canada Steam- ship Line..... Am.	States Marine & Commer- cial Co..... Am.
French-American Line..... Am.	Terminal Shipping Co..... Am.
French Line..... Fr.	Three Star Line..... Fr.
Foreign Transport & Mer- cantile Corporation..... Am. <sup>2</sup>	United Transportation Co. Am.
Furness, Withy & Co..... Br.	White Star Line..... Br.
Green Star Line..... Am.	Williams Steamship Co... Am.
Kerr Steamship Co. (Inc.).. Am.	Xbarra Line..... Sp.

<sup>1</sup> Nationality unknown.

<sup>2</sup> Nationality uncertain.



NEW YORK TO ITALY.

American Line.....	Am.	Pierce Line.....	It.
Anchor Line.....	Br.	Phelps Bros. & Co.....	Am.
A. H. Bull & Co.....	Am.	C. B. Richard & Co.....	Am.
Cunard Line.....	Br.	Società Nazionale di Navi-	
French-American Line.....	Am.	gazione.....	It.
Funch, Edey & Co.....	Br.	South Atlantic Steamship	
Furness, Withy & Co.....	Br.	Co.....	Am. <sup>2</sup>
Green Star Line.....	Am.	States Marine & Commer-	
Italian-American Soc. Mar.		cial Co.....	Am.
Trade (Inc.).....	It. <sup>2</sup>	Three Star Line.....	Fr.
Kerr Steamship Co. (Inc.)..	Am.	Transatlantic Italian Line..	It.
Lloyd Sabauda.....	It.	Oriental Navigation Co.....	Am.
Luckenbach Line.....	Am.	Transatlantica Italiana.....	It.
McDonnell & Truda.....	Am.	White Star Line.....	Br.
Moore & McCormack Co.....	Am.	Williams Steamship Co.....	Am.
Norton, Lilly & Co.....	Am.		

NEW YORK TO GERMANY.

American Line.....	Am.	Kerr Steamship Co.....	Am.
Barber Line.....	Am.	Luckenbach Steamship Co..	Am.
Cunard Line.....	Br.	Moore & McCormack Co....	Am.
France & Canada Steamship		C. B. Richard & Co.....	Am.
Corporation.....	Am.	United American Line.....	Am.
International Maritime Cor-		United States Mail Steam-	
poration.....	Am.	ship Co.....	Am.
International Mercantile		White Star Dominion Line..	Br.
Marine.....	Am.		

NEW YORK TO HOLLAND.

American Line.....	Am.	Funch, Edey & Co.....	Br.
Barber Steamship Line.....	Am.	Holland-American Line....	Du.
Cunard Line.....	Br.	Kerr Steamship Co. (Inc.)..	Am.
Ellerman's Phoenix Line... Br.		Luckenbach Steamship Co..	Am.
French Line.....	Fr.	Moore & McCormack Co....	Am.

NEW YORK TO BELGIUM.

Anchor Line.....	Br.	Lloyd Royal Belge.....	Belg.
Cunard Line.....	Br.	Moore & McCormack Co....	Am.
Ellerman's Phoenix Line... Br.		United American Lines....	Am.
Isthmian Steamship Lines.. Am.		United States Mail Steam-	
Kerr Steamship Co.....	Am.	ship Co.....	Am.

NEW YORK TO POLAND.

Cunard Line.....	Br.	Polish American Navigation	
France & Canada Steamship		Corporation.....	Am.
Co.....	Am.	C. B. Richard & Co.....	Am.
French Line.....	Fr.	Seager Steamship Co.....	Am.
Kerr Steamship Co.....	Am.		

<sup>2</sup> Nationality uncertain.

## NEW YORK TO DENMARK.

Isbrandtsen-Moller Co., agent----- (1)	Seager Steamship Co----- Am.
Kerr Steamship Co----- Am.	C. B. Richard & Co----- Am.
Moore & McCormack Co--- Am.	United American Lines---- Am.
Scandinavian - American Line----- Scand.	

## NEW YORK TO SWEDEN.

American Line----- Am.	Seager Steamship Co----- Am.
Norway-American Line---- Norw.	Susquehanna Steamship Co. Am.
Moore & McCormack----- Am.	Swedish-American Trans- portation Co----- Sw. <sup>2</sup>
C. B. Richard & Co----- Am.	United American Lines---- Am.
Scandinavian - American Line----- Scand.	

## NEW YORK TO NORWAY.

Isbrandtsen-Moller Co---- (1)	Seager Steamship Co----- Am.
Moore & McCormack----- Am.	Scandinavian American Line----- Scand.
Norway-American Line--- Norw.	S. O. Stray & Co----- Norw.
United American Lines--- Am.	

## NEW YORK TO SPAIN.

Compania Transmediter- ranea ----- Sp.	Norton, Lily & Co----- Am.
Cunard Line ----- Br.	Oriental Navigation Co--- Am.
Jas. W. Elwell & Co----- Am.	C. B. Richard & Co----- Am.
Fabre Line----- Fr.	Spanish Royal Mail Line-- Sp.
Garcia & Diaz----- Sp.	Ward Line (N. Y. & C. M. S. S. Co----- Am.
Kerr Steamship Co----- Am.	White Star Line----- Br.
Ybarra Line----- Sp.	

## NEW YORK TO PORTUGAL.

Garcia & Diaz----- Sp.	Transportes Maritimos Do Estado----- For.
G. M. Luiz Steamship Co--- Sp. <sup>1</sup>	
Norton, Lilly & Co----- Am.	

## NEW YORK TO RUSSIA.

Furness, Withy & Co----- Br.	Russian American Line---- Ru.
International Maritime Corporation----- Am.	

## NEW YORK TO FINLAND.

Com. Baltic Line----- (1)	Seager Steamship Co----- Am.
International Maritime Corporation----- Am.	Swedish American Trans. Co----- Sw. <sup>2</sup>
Kerr Steamship Co----- Am.	United American Lines---- Am.

<sup>1</sup> Nationality unknown.<sup>2</sup> Nationality uncertain.

NEW YORK TO GREECE.

American Star Line (Inc.)_ Am.	National Steam Navigation
A. H. Bull & Co_----- Am.	Co. of Greece (N. Galanos & Co.)_----- Gr.
Cunard Line_----- Br.	Norton, Lilly & Co_----- Am.
Furness-Prince Line_----- Br.	Oriental Navigation Co_--- Am.
Green Star Line_----- Am.	Phelps Bros. & Co_----- Am.
N. Galanos & Co_----- Gr.	E. A. Stavroudis_----- Am. <sup>2</sup>
Mediterranean Mail Steamship Co_----- (1)	Stephanidas, Benas & Co. For.
Three Star Line_----- Fr.	

NEW YORK TO BLACK SEA.

American Line_----- Am.	Phelps Bros. & Co_----- Am.
A. H. Bull & Co_----- Am.	Furness, Withy & Co_----- Br.
Export Steamship Corporation_----- Am.	Norton, Lilly & Co_----- Am.
	Oriental Navigation Co_--- Am.

NEW YORK TO TURKEY.

A. H. Bull & Co_----- Am.	Oriental Navigation Co_--- Am.
Cunard-Anchor Line_----- Br.	Phelps Bros. & Co_----- Am.
Furness, Withy & Co_----- Br.	United American Lines_--- Am.
Norton, Lilly & Co_----- Am.	Stephanidas, Benas & Co_--- For.

NEW YORK TO SWITZERLAND.

Union Suisse de Trans. Maritimes----Swiss.

NEW YORK TO CENTRAL AMERICA.

American & Cuban Line_--- Am.	Roderick & Rumsey_----- (1)
Caribbean Steamship Co_--- Br. & Col.	Sanderson & Son_----- (1)
Norton, Lilly & Co_----- Am.	South American Steamship Co_----- Am. <sup>2</sup>
Pacific Mail Steamship Corporation_----- Am.	United Fruit Co_----- Am.
Panama Railroad Steamship Co_----- Am.	Ward Line (N. Y. & C. M. S. S. Co.)_----- Am.

NEW YORK TO SOUTH AMERICA.

American & Rio Plata Line_ (1)	International Freighting Corporation_----- Am.
Barber Line_----- Am.	Isbrandtsen-Moller Co_----- (1)
Booth Line_----- Br.	Isthmian Lines_----- Am.
Caribbean Steamship Co_--- Br. & Col.	Kerr Steamship Co_----- Am.
Clyde Steamship Co_----- Am.	P. Kleppe & Co. (Inc.)_--- Norw.
James W. Elwell & Co_----- Am.	Lamport & Holt Line_----- Br.
France & Canada Steamship Corporation Line_----- Am.	Lloyd Brazillero_----- Brazil.
Funch, Edye & Co. (Inc.) Line_----- Br.	Moore & McCormack_----- Am.
Furness, Withy & Co_----- Br.	Munson Steamship Line_--- Am.
Grace Line_----- Am.	N. Y. & Argentine Steamship Co_----- Am.
Houston Line_----- Br.	N. Y. & C. M. Steamship Co_ Am.
Houlder, Weir & Boyd (Inc.) Line_----- Br.	N. Y. & S. A. Line_----- Am.
	North & South Line_----- Norw.

<sup>1</sup> Nationality unknown.

<sup>2</sup> Nationality uncertain.

Norton, Lilly & Co.....	Am.
Pacific Steam Navigation Co.....	Br.
Panama Railroad Steamship Line.....	Am.
Peruvian Steamship Co.....	Peru.
Sanderson & Son.....	( <sup>1</sup> )
South Atlantic Maritime Corp.....	Am.
States Marine & Commer- cial Co.....	Am.

Tropical Steamship Co.....	Am.
United Fruit Co.....	Am.
United States & Brazil Steamship Co.....	Am.
Ward Line (N. Y. & C. M. S. S. Co.).....	Am.
West Coast Line (Wessel- Duval).....	Am.
West India Steamship Co.....	Am.
Wilhelmsen Steamship Line.....	Norw.
William Steamship Co.....	Am.

NEW YORK TO WEST INDIES.

American & Cuban Line....	Am.
Atlantic Fruit Co.....	Am.
A. H. Bull & Co.....	Am.
Caribbean Steamship Co....	Br. & Col.
Clyde Santo Domingo Line....	Am.
Columbus Steamship Co.....	Am.
Congress Coal & Trans. Co....	Am.
Five Continent Steamship Co.....	Am.
Furness, Withy & Co.....	Br.
Linton Steamship Line.....	Br.
Moore & McCormack Co.....	Am.
Munson Steamship Line.....	Am.
New York & Cuba Mail Steamship Co.....	Am.
New York & Porto Rico Steamship Co.....	Am.

Norton, Lilly & Co.....	Am.
Panama Railroad Steam- ship Line.....	Am.
Quebec Steamship Co.....	Br.
Red "D" Line.....	Am.
Royal Dutch W. I. Mail.....	Du.
Seaboard & Gulf Steamship Co.....	Am.
Spanish Royal Mail Line....	Sp.
Transmarine Corporation....	Sw.
Trinidad Shipping & Trad- ing Co.....	Br.
United Fruit Co.....	Am.
Ward Line.....	Am.
West India Steamship Co....	Am.

NEW YORK TO AFRICA.

American & Indian Line....	Br.
Barber Line.....	Am.
A. H. Bull & Co.....	Am.
Elder, Dempster Line.....	Br.
Funch, Edey & Co. (Inc.) Line.....	Br.
Furness, Withy & Co.....	Br.
Houston Line.....	Br.

Luckenbach Steamship Co....	Am.
Moore & McCormack.....	Am.
Norton, Lilly & Co.....	Am.
Prince Line.....	Br.
Three Star Line.....	Fr.
United American Lines.....	Am.
United States & Australia Line.....	Am.

NEW YORK TO DUTCH EAST INDIES, CHINA, JAPAN, PHILIPPINES, AND HAWAII.

American & Oriental Line....	Br.
Antilles Steamship & Light- erage Corporation.....	( <sup>1</sup> )
Barber Line.....	Am.
China Mutual Steam Navi- gation Co.....	Br.
Funch, Edey & Co.....	Br.
Furness, Withy & Co.....	Br.
Green Star Line.....	Am.
Holland-American Line.....	Du.
Houlder, Weir & Boyd (Inc.).....	Br.

W. R. Grace & Co.....	Am.
Isthmian Steamship Lines....	Am.
Kerr Steamship Co.....	Am.
Luckenbach Line.....	Am.
Moore & McCormack.....	Am.
Nippon Yusen Kaisha.....	Jap.
Norton, Lilly & Co.....	Am.
Ocean Steamship Co. (Chi- na Mutual Steam Nav.)....	Br.
Osaka Shosen Kaisha.....	Jap.
United American Lines.....	Am.

<sup>1</sup>: Nationality unknown.

NEW YORK TO INDIA.

Funch, Edye & Co..... Br.	Kerr Steamship Line..... Am.
Grace Line..... Am.	Norton, Lilly & Co..... Am.
Nippon Yusen Kaisha..... Jap.	

NEW YORK TO AUSTRALIA AND NEW ZEALAND.

Commonwealth & Dominion Line..... Br.	Luckenbach Line..... Am.
Cunard Line..... Br.	Norton, Lilly & Co..... Am.
Funch, Edye & Co..... Br.	United States & Australia Steamship Co..... Am.
William Steamship Co..... Am.	

NEW YORK TO CANADA.

Dominion Line..... Br.	Red Cross Line..... (1)
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NEW YORK TO EGYPT.

Barber Lines..... Am.	Norton, Lilly & Co..... Am.
Furness, Withy & Co..... Br.	Sanderson & Son..... (1)
Kerr Steamship Co..... Am.	United American Lines..... Am.

NEW YORK TO ICELAND.

Bennett, Hvoslef & Co..... (1)

PHILADELPHIA.

PHILADELPHIA TO UNITED KINGDOM.

American Line..... Am.	Manchester Liners (Ltd.)... Br.
Atlantic Transport Line.... Am.	Moore & McCormack Co. ... Am.
Cunard Line..... Br.	Philadelphia - Manchester Line..... Br. <sup>2</sup>
Earn Line Steamship Co. ... Am.	Philadelphia Transatlantic Line (Furness, Withy)... Br.
Furness, Withy & Co. .... Br.	Raporel Line..... Am.
International Mercantile Marine..... Am.	

PHILADELPHIA TO FRANCE.

Brooks Steamship Corpora- tion..... Am.	France & Canada Steam- ship Co. .... Am.
(Megee, Steer & Co.)..... Am. <sup>2</sup>	Green Star Line..... Am.
Bordeaux Line (W. F. Ha- gar Co.)..... (1)	International Freight Cor- poration..... Am.
Clyde Steamship Co. .... Am.	Kerr Steamship Co. .... Am.
Elwell Lines..... Am.	Mallory Steamship Co. ... Am.

PHILADELPHIA TO HOLLAND AND BELGIUM.

American Line..... Am.	Harriss, Magill & Co. .... Am.
Brooks Steamship Corpora- tion..... Am.	Holland America Line.... Du.
(Megee, Steer & Co.)..... Am. <sup>2</sup>	Kerr Steamship Co. .... Am.
A. D. Cummins & Co..... Am.	Lloyd Royal Belge..... Belg.
Cunard Line..... Br.	Luckenbach Steamship Co.. Am.
Dale-Universal Line (Chas. Kurz)..... Am. <sup>2</sup>	

<sup>1</sup> Nationality unknown.

<sup>2</sup> Nationality uncertain.

## PHILADELPHIA TO GERMANY.

American Line..... Am.	Kerr Steamship Co. .... Am.
A. D. Cummins & Co..... Am.	United American Lines.... Am.

## PHILADELPHIA TO ITALY.

Green Star Line..... Am.	Raporel Steamship Line... Am.
(Chas. Kurz)..... Am.	Societa Nazionale Naviga-
La Veloce Line..... It.	zione..... It.
United States Transport Co. Am.	
Navigazione General Itali-	
ana ..... It.	

## PHILADELPHIA TO SPAIN.

F. D. Dimmick & Co. .... Am. <sup>2</sup>	Kerr Steamship Co. .... Am.
Elwell Lines..... Am.	Sota and Aznar..... Sp.
United States Transport Co. Am.	

## PHILADELPHIA TO SCANDINAVIA.

Blue Star Line..... Br. <sup>2</sup>	Scandinavian American Line Scand.
Brooks Steamship Corpora-	Senger Steamship Co. (W. J.
tion ..... Am.	Grandfield Co.)..... Am.
(Megee, Steer & Co.)..... Am.	Swedish-American Line &
Chas. T. Megee Co. .... Am.	Transportation Co. (J. A.
Moore & McCormack Co. -- Am.	McCarthy) ..... Sw.
Norway Mexico Gulf Line. Norw.	

## PHILADELPHIA TO POLAND.

Brooks Steamship Corp.... Am.	(Chas. Kurz & Co.)..... Am.
(Megee, Steer & Co.)..... Am. <sup>2</sup>	Polish-American Navigation
Kerr Steamship Co..... Am.	Corporation ..... Am.
Chas. T. Megee Co..... Am.	

## PHILADELPHIA TO BLACK SEA.

American-Levant (Cunard	Independent Steamship Line
Line)..... Br.	(E. J. Lavino & Co.).... Am.
Green Star Line (Chas.	
Kurz) ..... Am.	

## PHILADELPHIA TO GREECE.

Cunard Line ..... Br.	United States Transport Co. Am.
Green Star Line (Chas.	
Kurz) ..... Am.	

## PHILADELPHIA TO MEDITERRANEAN PORTS.

Cunard Line..... Br.	Chas. Kurz & Co..... Am.
Independent Steamship Line	
(E. J. Lavino & Co.).... Am.	

<sup>1</sup> Nationality unknown.<sup>2</sup> Nationality uncertain.

PHILADELPHIA TO WEST INDIES.

United Fruit Co.....	Am.	Five Continent Steamship	
Earn Line.....	Am.	Co.....	Am.
United Fruit Co.....	Am.	Munson Line.....	Am.

PHILADELPHIA TO CENTRAL AMERICA.

United Fruit Co..... Am.

PHILADELPHIA TO SOUTH AMERICA.

France & Canada Steamship		Moore & McCormack Co....	Am.
Co.....	Am.	Munson Line.....	Am.
International Freight Cor-			
poration .....	Am.		

PHILADELPHIA TO ASIATIC PORTS.

American-Indian Line (Gal-		International Freight Cor-	
ley, Davis & Co.).....	Br.	poration .....	Am.
Bombay - American Line		Lavino Shipping Co.....	( <sup>1</sup> )
(Galley, Davis).....	( <sup>1</sup> )		

PHILADELPHIA TO AFRICA.

Elder, Dempster & Co.....	Br.	France & Canada Steamship	
South African Line (Galley,		Corporation .....	Am.
Davis & Co.).....	( <sup>1</sup> )		

PHILADELPHIA TO CUBA.

A. D. Cummins & Co..... Am.

BALTIMORE.

BALTIMORE TO UNITED KINGDOM.

American Line (American		Furness, Withy & Co.....	Br.
Transport Co.).....	Am.	Head-Long Line (Atlantic	
Baltimore Steamship Co....	Am.	Transport Co.).....	Br.
Wm. A. Blake & Co.....	Am.	Johnson Line (Furness	
Cunard Line.....	Br.	Withy) .....	Br.
Donaldson Line (R. Rainsay)		Manchester Liners (Fur-	
.....	Br.	ness, Withy).....	Br.
Export Transport Co. (Ori-		Robert Ramsay Co.....	Am.
ole Line).....	Am.		

BALTIMORE TO FRANCE.

Baltimore Oceanic Steam-		Elwell Lines (Baltimore	
ship Co.....	Am.	Steamship Co.).....	Am.
Wm. A. Blake & Co.....	Am.	Terminal Shipping Co.....	Am.
Texas Transport & Terminal			
Co.....	Br.		

<sup>1</sup> Nationality unknown.

## BALTIMORE TO GERMANY.

American Line (Atlantic Transport)-----	Am.	Kerr Steamship Co. (W. F. Spice & Co.)-----	Am.
French Line-----	Fr.	United American Line (A. Schumacher)-----	Am.

## BALTIMORE TO HOLLAND.

Black Diamond Steamship Co.-----	Am.	(Furness, Withy & Co.)----	Br.
Holland-American Line-----	Du.	Export Transport Co. (Orinole Line)-----	Am.

## BALTIMORE TO BELGIUM.

Export Transport Co.-----	Am.	Black Diamond Steamship Co.-----	Am.
Red Star Line-----	Belg.		

## BALTIMORE TO SCANDINAVIA.

American Line-----	Am.	States Marine Corporation..	Am.
Kerr Steamship Co. (W. F. Spice)-----	Am.	Swedish - American - Mexico Line (Furness-Withy)-----	Sw.
Scandinavian-American Line (Robert Ramsay & Co.)---	Scand.	United American Line (A. Schumacher & Co.)-----	Am.
Standard Steamship Co.-----	Am.		

## BALTIMORE TO POLAND.

Scandinavian American Line (R. Ramsay Co.)-----	Scand.	Swedish - American - Mexico Line (Furness, Withy & Co.)-----	Sw.
States Marine Corporation..	Am.		

## BALTIMORE TO SPAIN.

Baltimore Oceanic Steamship Co.-----	Am.	Elwell Lines (Baltimore Steamship Co.)-----	Am.
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## BALTIMORE TO ITALY.

Baltimore Oceanic Steamship Co.-----	Am.	Lloyd-Sabaudo Line (Furness-Withy)-----	It.
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## BALTIMORE TO GREECE.

Baltimore Oceanic Steamship Co.-----	Am.	Soc. Triestina di Navigazione (Terminal Shipping Co.)-----	It. <sup>2</sup>
Cunard Line-----	Br.		

## BALTIMORE TO BLACK SEA PORTS.

Baltimore Oceanic Steamship Co.----- Am.

## BALTIMORE TO MEDITERRANEAN PORTS.

Baltimore Oceanic Steamship Co.-----	Am.	Cunard Line-----	Br.
		Elwell Line-----	Am.

<sup>2</sup> Nationality uncertain.



BALTIMORE TO WEST INDIES.

Acme Operating Corporation ----- Am.	Baltimore & Jamaica Trading Co. ----- (1)
Atlantic Fruit Co. ----- Am.	Munson Line ----- Am.
Baltimore Steamship Co. --- Am.	United Fruit Co. ----- Am.

BALTIMORE TO SOUTH AMERICA.

Grace, W. R., & Co. ----- Am.	New York & Argentine Steamship Co. (W. R. Wiest & Co.) ----- Am.
Green Star Line ----- Am.	Terminal Shipping Co. ----- Am.
Pacific Steam Navigation Co. ----- Br.	

BALTIMORE TO CENTRAL AMERICA.

Pacific Mail Steamship Co. ----- Am.

BALTIMORE TO ORIENT.

American & Indian Line (M. B. Carlin & Co.) --- Br.	Kerr Steamship Co. (W. F. Spice & Co.) ----- Am.
Green Star Line ----- Am.	Pacific Mail Steamship Co. Am.

BALTIMORE TO ANTIPODES.

Green Star Line ----- Am.

BALTIMORE TO EGYPT.

Baltimore Oceanic Steamship Co. ----- Am.	Cunard Line ----- Br.
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BALTIMORE TO AFRICA.

Baltimore Oceanic Steamship Co. ----- Am.

BALTIMORE TO DENMARK.

International Maritime Corporation ----- Am.	Scandinavian - American Line (R. Ramsay Co.) --- Scand.
Standard Steamship Co. --- Am.	States Marine Corporation. Am.

BALTIMORE TO ICELAND.

Scandinavian-American Line (R. Ramsay Co.) ----- Scand.

BOSTON.

BOSTON TO UNITED KINGDOM.

American Line ----- Am.	Patterson, Wyld, Line, brokers ----- Br. <sup>2</sup>
Anchor Line ----- Br.	Roberts & Webb ----- Am.
Atlantic Transport Line --- Am.	White Star Line ----- Br.
Cunard Line ----- Br.	Warren Line ----- Am.
Ellerman's Wilson Line --- Br.	G. H. Wells Steamship Co. (Patterson-Wyld) ----- Am.
Furness Withy & Co. ----- Br.	
Leyland Line ----- Br.	

<sup>1</sup> Nationality unknown.

<sup>2</sup> Nationality uncertain.

BOSTON TO FRANCE.

France & Canada Steamship Corporation..... Am.

BOSTON TO GERMANY.

C. H. Sprague & Son..... Am.		American Line..... Am.
United American Lines..... Am.		

BOSTON TO HOLLAND.

Holland-America Line..... Du.

BOSTON TO BELGIUM.

France & Canada Steamship Co..... Am.		Red Star Line..... Belg.

BOSTON TO SCANDINAVIA.

Scandinavian - American Line..... Scand.		C. H. Sprague & Son..... Am.

BOSTON TO ITALY.

White Star Line..... Br.

BOSTON TO MEDITERRANEAN PORTS.

Rogers & Webb..... Am.		C. H. Sprague & Son..... Am.

BOSTON TO BLACK SEA.

C. H. Sprague & Son..... Am.

BOSTON TO SOUTH AMERICA.

John S. Emery & Co. (Inc.)- Am.

BOSTON TO CENTRAL AMERICA.

United Fruit Co..... Am.

BOSTON TO HABANA.

United Fruit Co..... Am.

BOSTON TO ASIATIC PORTS.

Barber & Co..... Am.

BOSTON TO CANADA.

Eastern Steamship Lines.. Am.		Novia Scotia Steamship Co.. Br.

PROVIDENCE, R. I.

PROVIDENCE TO FRANCE, PORTUGAL, AND AZORES.

Jas. W. Elwell & Co..... Am.		(Fabre Line)..... Fr.

NEW LONDON, CONN.

NEW LONDON TO EUROPEAN PORTS.

General Navigation Co.----- Am.

NEW LONDON TO SOUTH AMERICA AND CUBA.

General Navigation Co.----- Am.

PORTLAND, ME.

PORTLAND, ME., TO UNITED KINGDOM.

Anchor-Donaldson Line..... Br.	Cunard Line..... Br.
Chase Leavitt & Co., bro- kers..... (1)	Thomson Line..... Br. <sup>2</sup>
	White Star Dominion Line. Br.

PORTLAND, ME., TO FRANCE.

Thomson Line (when cargoes are offered)----- Br.<sup>2</sup>

PORTLAND, ME., TO BELGIUM AND GERMANY.

Rogers & Webb..... Am.

NORFOLK.

NORFOLK TO UNITED KINGDOM.

American Line..... Am.	Furness, Withy & Co. (C. H. Freeman) ..... Br.
Anchor-Donaldson Line.... Br.	Globe Line (John D. Leitch)..... Am.
Anglo-Saxon Petroleum (oil) (John Bros.)..... Br.	Harriss-Magill Co. (Dixie Lines)..... Am.
Atlantic Transport Co. (I. M. M.)..... Am.	Hasler & Co..... Am.
Wm. A. Blake & Co..... Am.	Norfolk Transatlantic Steamship Co..... (1)
Donaldson Line (J. E. Har- per)..... Br.	United States Shipping Co. Am.
France & Canada Steamship Co..... Am.	

NORFOLK TO HOLLAND AND BELGIUM.

Furness, Withy & Co..... Br.	Holland-American Line.... Du.
Green Star Line..... Am.	Norfolk Transatlantic Steamship Co..... (1)
Robert Hasler Co..... Am.	
United States Shipping Co. Am.	
Harriss-Magill Co. (Dixie Lines)..... Am.	

NORFOLK TO ITALY.

Harriss, Magill & Co..... Am.	National Shipping Co..... Am.
Italian Line (Carroll).... It.	Societe Generale Transports Fr.
Baltimore-Oceanic Steam- ship Co..... Am.	

<sup>1</sup> Nationality unknown.

<sup>2</sup> Nationality uncertain.

NORFOLK TO FRANCE.

Harriss, Magill & Co. (Dixie Lines) ----- Am.	Societe Generale Transports Fr.
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NORFOLK TO ORIENT.

Green Star Line ----- Am.	Saswaki & Co. (Harriss-Magill) ----- (1)
Oriental Line (Harriss-Magill) ----- Am.	Robert Dollar Steamship Co. Am.

NORFOLK TO WEST INDIES.

Baltimore Steamship Co. --- Am.	Merchants & Miners (Harriss-Magill) ----- Am.
Booth Steamship Co. ----- Br.	Munson Line ----- Am.
Clyde Coastwise & West Indies Lines ----- Am.	Norfolk Transatlantic Steamship Co. ----- (1)
Harriss-Magill (Dixie Lines) Am.	United Fruit Co. ----- Am.
Inglesby - Petterson Co., brokers ----- Am.	West Indies Steamship Co. Am.

NORFOLK TO SOUTH AMERICA.

Barber Line ----- Am.	New England Coal & Coke Co. ----- Am.
Booth Steamship Co. ----- Br.	Norton, Lilly & Co. ----- Am.
Caribbean Steamship Co. --- Br. & Col.	South American Steamship Line (West Virginia Coal Co.) ----- Am.
Callaghan-Atkinson & Co. --- Am.	
Globe Line ----- Am.	
Lampport & Holt Line. ----- Br.	
Luckenbach Steamship Co. --- Am.	

NORFOLK TO SCANDINAVIA.

Norfolk Trans - Atlantic Steamship Co. ----- (1)	Scandinavian - American Line ----- Scand.
Standard Steamship Co. (Hasler) ----- Am.	

NORFOLK TO MEDITERRANEAN PORTS.

Italian Line (Carroll) ----- It.	Norton, Lilly & Co. ----- Am.
National Steam Navigation Co. of Greece ----- Gr.	

NORFOLK TO GERMANY.

Affleck & Co. ----- (1)	Harriss, Magill (Dixie Lines) ----- Am.
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NORFOLK TO CENTRAL AMERICA.

Anglo - Sax. Pet. (Oil) (Johns Bros.) ----- Br.	Panama Railroad Steamship Co. (Collier Service) Am.
Norwegian Mex. Line ----- Nor. <sup>2</sup>	

NORFOLK TO SPAIN.

Sierra Line ----- (1)	Jose Taya & Co. ----- Sp.
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<sup>1</sup> Nationality unknown.

NEWPORT NEWS.

NEWPORT NEWS TO INDIA.

Norton, Lilly & Co. ----- Am.

NEWPORT NEWS TO FRANCE.

Dixie Lines ----- Am.

NEWPORT NEWS TO UNITED KINGDOM.

Anchor Donaldson Line... Br.	Dixie Lines ----- Am.
Blake Lines ----- Am.	Furness, Withy & Co. .... Br.
International Mercantile	
Marine ----- Am.	

NEWPORT NEWS TO HOLLAND.

Holland-America Line ----- Du.

NEWPORT NEWS TO WEST INDIES.

Norfolk Trans-Atlantic  
Steamship Co. ----- (1)

NEWPORT NEWS TO SOUTH AMERICA.

Moore & McCormick ----- Am.	Oriental Navigation Co. .... Am.
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WILMINGTON, N. C.

WILMINGTON TO SOUTH AMERICA.

South Atlantic Maritime  
Corporation ----- Am.

WILMINGTON TO WEST INDIES.

South Atlantic Maritime  
Corporation ----- Am.

WILMINGTON TO UNITED KINGDOM.

Alex. Sprunt & Son ----- Am.

SAVANNAH.

SAVANNAH TO UNITED KINGDOM.

Harriss-Magill & Co. (Dixie Lines) ----- Am.	Universal Steamship Co. .... Am. <sup>2</sup>
Henry Manninga Co. .... For.	Williamson & Rauers ----- Am.
Strachan Shipping Co. .... Am.	The Atlantic & Gulf Ship- ping Co. ----- Am.
Trosdale, Plant & La Fonta Am.	

SAVANNAH TO FRANCE.

Harriss-Magill & Co. (Dixie Lines) ----- Am.	Henry Manninga Co. .... For.
Strachan Shipping Co. .... Am.	Williamson & Rauers ----- Am.
	Trosdale, Plant & La Fonta Am.

<sup>1</sup> Nationality unknown.

<sup>2</sup> Nationality uncertain.

SAVANNAH TO SPAIN.

Trosdale, Plant & La Fonta	Am.		The Atlantic & Gulf Ship-	
			ping Co.....	Am.

SAVANNAH TO MEDITERRANEAN PORTS.

Compania Transmediterranea.....	Sp.		Trosdale, Plant & La Fonta	Am.
Strachan Line.....	Am.		Williamson & Rauers.....	Am.
Henry Manninga Co.....	For.		The Atlantic & Gulf Ship-	
			ping Co.....	Am.

SAVANNAH TO HOLLAND AND BELGIUM.

Antwerp Line.....	For.		Henry Manninga Co.....	For.
Burg Line.....	For.		Strachan Shipping Co.....	Am.
Harriss-Magill (Dixie Line)	Am.		The Atlantic & Gulf Ship-	
Holland-American Line.....	Du.		ping Co.....	Am.

SAVANNAH TO GERMANY.

Kerr Steamship Co.....	Am.		Henry Manninga Co.....	For.
Harriss-Magill (Dixie Line)	Am.		Strachan Shipping Co.....	Am.
The Atlantic & Gulf Ship-				
ping Co.....	Am.			

SAVANNAH TO ORIENT.

Atlanta-Gulf Far East Line	( <sup>1</sup> )		Harriss-Magill & Co.....	Am.
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SAVANNAH TO SOUTH AMERICA.

South Atlantic Maritime Corporation..... Am.

SAVANNAH TO WEST INDIES.

South Atlantic Maritime Corporation.....	Am.		Tropical Fruit Co.....	Am.
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BRUNSWICK, GA.

BRUNSWICK TO UNITED KINGDOM.

Harrison Line.....	Br.		Strachan Shipping Co.....	Am.
Leyland Line (Strachan)---	Br.		Universal Steamship Co.....	Am.

BRUNSWICK TO EUROPEAN PORTS.

Strachan Shipping Co..... Am.

BRUNSWICK TO SOUTH AMERICA.

South Atlantic Maritime Corporation (Strachan) Am.

BRUNSWICK TO WEST INDIES.

South Atlantic Maritime Corporation..... Am.

<sup>1</sup> Nationality unknown.

CHARLESTON, S. C.

CHARLESTON TO EUROPEAN PORTS.

Carolina Co..... Am.	International Freighting	
Charleston Shipping Co.... Am.	Corporation..... Am.	
Hasler & Co..... Am.		

CHARLESTON TO SOUTH AMERICA.

Carolina Co..... Am.	South Atlantic Maritime	
Charleston Shipping Co.... Am.	Corporation..... Am.	
Luckenbach Steamship Co. Am.		
Charleston Agencies Co. (W. R. Grace & Co.)..... Am.		

CHARLESTON TO WEST INDIES.

Cuban-Atlantic Transport	South Atlantic Maritime	
Co..... Am.	Corporation..... Am.	
Clinchfield Navigation Co.. Am.	Carolina Co..... Am.	

CHARLESTON TO ORIENT.

American-Hawaiian Steam-  
ship Co..... Am.

KEY WEST.

KEY WEST TO CUBA.

Peninsular - Occidental	Towler Steamship Co.....	( <sup>1</sup> )
Steamship Co..... Am.		
Florida East Coast Lines.. Am.		

JACKSONVILLE.

JACKSONVILLE TO CUBA.

American Shipping Corpo- ration..... Am.	Jacksonville-Havana Line..	( <sup>1</sup> )
Florida East Coast Lines	Miami Steamship Co..... Am.	
(Flagler Lines) via Key	South Atlantic Maritime	
West..... Am.	Corporation..... Am.	
	Strachan Shipping Co..... Am.	

JACKSONVILLE TO SOUTH AMERICA.

American Shipping Corpo- ration..... Am.	South Atlantic Maritime	
Strachan Shipping Co..... Am.	Corporation..... Am.	

JACKSONVILLE TO PORTO RICO.

American Shipping Corpo-  
ration..... Am.

JACKSONVILLE TO GERMANY.

Strachan Shipping Corpora-  
tion..... Am.

<sup>1</sup> Nationality unknown.

JACKSONVILLE TO BELGIUM.

American Shipping Corporation ----- Am.

JACKSONVILLE TO UNITED KINGDOM.

American Shipping Corporation ----- Am.		Strachan Shipping Co.----- Am.
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JACKSONVILLE TO ORIENT.

American Shipping Corporation ----- Am.

JACKSONVILLE TO NASSAU, B. I.

Miami Steamship Co.----- Am.

MOBILE.

MOBILE TO SOUTH AMERICA.

Munson (River Plata) Line_ Am.		Windward Island Steamship
Waterman Steamship Corporation ----- Am.		Co.----- Am.

MOBILE TO CENTRAL AMERICA.

United Fruit Co.----- Am.		Windward Island Steamship
		Co.----- Am.

MOBILE TO WEST INDIES.

Munson Steamship Co.----- Am.		Windward Island Steamship
United Fruit Co.----- Am.		Co.----- Am.
West India Steamship Co.--- Am.		

MOBILE TO FAR EAST.

Isthmian Lines ----- Am.		Panama-Far East Line----- Br. <sup>2</sup>
Norton, Lilly & Co.----- Am.		

MOBILE TO EUROPEAN PORTS.

Dixie Lines ----- Am.		Isthmian Lines (Norton, Lilly & Co.) ----- Br.
Page & Jones ----- Am.		Upton Steamship Co ----- Am.
Waterman Steamship Corporation ----- Am.		Mobile Lines (Inc.) ----- Am.
Van Heynigen Brokerage Co.----- Br.		

MOBILE TO MEXICO.

Windward Island Steamship Co.----- Am.

MOBILE TO PACIFIC COAST.

Page & Jones ----- Am.

<sup>2</sup> Nationality uncertain.



MOBILE TO AFRICA.

A. H. Bull & Co----- Am.

PENSACOLA.

PENSACOLA TO UNITED KINGDOM.

Leyland Line----- Br.	Pensacola Shipping Co---- Am.
John A. Merritt & Co----- Am.	

PENSACOLA TO FRANCE.

John A. Merritt & Co----- Am.

PENSACOLA TO BELGIUM, HOLLAND.

John A. Merritt & Co----- Am.

PENSACOLA TO SOUTH AMERICA.

Fred Gilmore & Co----- (1)	Pacat Steamship Corpora- tion----- Am.
Munson & Co----- Am.	
	John A. Merritt & Co----- Am.

PENSACOLA TO PORTUGAL.

Pensacola Maritime Corp-- Am.

PENSACOLA TO CUBA.

Pillette, Green & Co----- (1)

PENSACOLA TO WEST AFRICA.

Fred. Fillmore & Co----- (1)	A. H. Bull & Co----- Am.
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PENSACOLA TO SPAIN.

Pensacola Maritime Cor-  
poration----- Am.

GULFPORT.

GULFPORT TO MEXICO.

Gulfport Fruit & Steamship  
Co----- (1)

GULFPORT TO GERMANY.

Waterman Steamship Cor-  
poration----- Am.

GULFPORT TO CUBA.

Gulfport-Cuban Line----- (1)

GULFPORT TO UNITED KINGDOM.

Waterman Steamship Cor-  
poration----- Am.

<sup>1</sup> Nationality unknown.

## GULFPORT GENERAL AGENTS.

J. W. Somerville Co..... Am.	Gulfport Ship Agency..... (1)
Simpson Bros. & Gordon.... (1)	Henry Piaggio..... Am. <sup>2</sup>
A. O. Thompson..... (1)	

## NEW ORLEANS.

## NEW ORLEANS TO UNITED KINGDOM.

Allen & Friedrichs..... Am.	A. K. Miller..... Am.
Elder-Dempster Line..... Br.	Mississippi Shipping Co.... Am.
Harrison Line..... Br.	Trosdale, Plant & La Fonta. Am.
Head Line..... Br.	Royal Holland Lloyd..... Du.
International Mercantile	Steele Steamship Line..... Am.
Marine..... Am.	Texas Transport & Terminal
Leyland Line..... Br.	Co..... Br.
Lykes Bros..... Am.	Warriner M. & R..... Br. <sup>2</sup>
Manchester Line..... Br.	

## NEW ORLEANS TO FRANCE.

Allen & Friedrichs..... Am.	South Atlantic Steamship
French-American Line..... Am.	Co..... Am. <sup>2</sup>
Kerr Steamship Co..... Am.	Steele Steamship Line..... Am.
Leyland Line..... Br.	Texas Transport & Terminal
Norton, Lilly & Co..... Am.	Co..... Br.
Polish-American Navigation	Transports Maritimes..... For.
Corporation..... Am.	Trosdale, Plant & La Fonta. Am.
Royal Holland Lloyd..... Du.	

## NEW ORLEANS TO GERMANY.

W. H. Cowley..... (1)	Kerr Steamship Co..... Am.
J. H. W. Steele Co..... Am.	

## NEW ORLEANS TO PORTUGAL.

Cosmopolitan Shipping Co.  
(A. F. Miller)..... Am.

## NEW ORLEANS TO POLAND.

Polish-American Navigation  
Corporation..... Am.

## NEW ORLEANS TO SPAIN.

Compania Transmediterra-	Pinillos Line..... Sp.
nea..... Sp.	Trosdale, Plant & La Fonta. Am.
Kerr Steamship Co..... Am.	Paya Line..... Sp.
A. K. Miller..... Am.	Royal Holland Lloyd..... Du.
Norton, Lilly & Co..... Am.	

<sup>1</sup> Nationality unknown.<sup>2</sup> Nationality uncertain.

NEW ORLEANS TO HOLLAND.

Allen & Friedrichs -----	Am.	Trosdale, Plant & La Fonta_	Am.
Holland-American Line-----	Du.	Texas Transport & Terminal	
Lykes Bros-----	Am.	Co-----	Br.
A. K. Miller-----	Am.		
Royal Holland Lloyd (J. H.			
W. Steele Co.)-----	Du.		

NEW ORLEANS TO MEDITERRANEAN PORTS.

Compania Transmediterra-		United States Navigation	
nea-----	Sp.	Co-----	Am.
Kerr Steamship Co-----	Am.	Trosdale, Plant & La Fonta_	Am.
Norton, Lilly & Co-----	Am.		

NEW ORLEANS TO BELGIUM.

Allen & Friedrichs-----	Am.	Leyland Line-----	Br.
Kerr Steamship Co-----	Am.	Lloyd Royal Belgian-----	Belg.
Lampport & Holt-----	Br.	Trosdale, Plant & LaFonta_	Am.

NEW ORLEANS TO SCANDINAVIA.

Mississippi Shipping Co-----	Am.	Swedish America Mexico	
Norway-Mexico Gulf Line_	Norw.	Line-----	Sw.
Polish-American Navigation		Standard Steamship Co-----	Am.
Corporation-----	Am.	Transatlantic Steamship Co.	Sw.
Scandinavian - A m e r i c a n		Trosdale, Plant & LaFonta_	Am.
Line-----	Scand.		

NEW ORLEANS TO ITALY.

Churchill Line-----	Br.	Norton, Lilly & Co-----	Am.
W. H. Cowley-----	( <sup>1</sup> )	Trosdale, Plant & LaFonta_	Am.
Ente Transporto Cotoni-----	It.	Società Nazionale di Navi-	
Kerr Steamship Co-----	Am.	gazione-----	It.
A. K. Miller & Co-----	Am.		

NEW ORLEANS TO CENTRAL AMERICA.

Bluefields Fruit & Steam-		Norton, Lilly & Co-----	Am.
ship Co-----	Am.	Otis Manufacturing Co-----	Am. <sup>2</sup>
Cuyamel Fruit Co-----	Hond.	Pacific-Caribbean-Gulf Line_	Am.
Gulf Navigation Co-----	Am.	Southeastern N a v i g a t i o n	
Independent Line (Vaccaro		Line-----	( <sup>2</sup> )
Bros.)-----	Am.	United Steamship Co-----	Am.
Kerr Steamship Line-----	Am.	Vaccaro Bros-----	Am.
Mexican Fruit Steamship		Ward Line-----	Am.
Co-----	Am.	Wolvin Line-----	Am.
New York & Cuba Mail			
Steamship Co-----	Am.		

<sup>1</sup> Nationality unknown.

<sup>2</sup> Nationality uncertain.

NEW ORLEANS TO MEXICO.

Beninato F. & Steamship Co. It.	Segari Line.....	Am. <sup>2</sup>
Compania Naviera Mexicana.....	Royal Holland Lloyd.....	Du.
For.	Union Fruit Co.....	Am. <sup>2</sup>
Gulf Navigation Co.....	United Steamship Co.....	Am.
Mexican Fruit & Steamship Co.....	Vaccaro Bros.....	Am.
Am.	Ward Line.....	Am.
Pacific-Caribbean-Gulf Line.....	Wolvin Line.....	Am.

NEW ORLEANS TO SOUTH AMERICA.

Aluminum Line.....	Am. <sup>2</sup>	New Orleans & South America Steamship Co.....	Am.
United Steamship Co.....	Am.	Norton, Lilly & Co.....	Am.
Cuyamel Fruit Co.....	Hond.	Pacific-Caribbean-Gulf Line (J. H. W. Steele Co.).....	Am.
Hodge Shipping Co.....	Br.	United Steamship Co.....	Am.
Isthmian Lines.....	Am.	United Fruit Co.....	Am.
Lamport & Holt Line.....	Br.	Ward Line.....	Am.
Lykes Bros.....	Am.		
Lloyd Brasileiro.....	Brazil.		
Mississippi Shipping Co.....	Am.		

NEW ORLEANS TO WEST INDIES.

Acme Operating Corporation.....	Am.	New Orleans & South American Steamship Co.....	Am.
United Steamship Co.....	Am.	Porto Rico Line.....	Am.
Bluefield Fruit & Steamship Co.....	Am.	Southern Pacific Steamship Co. (Morgan Line).....	Am.
Gulf Navigation Co.....	Am.	United Steamship Co.....	Am.
Lykes Bros.....	Am.	United Fruit Co.....	Am.
Ward Line.....			

NEW ORLEANS TO ORIENT.

Green Star Line.....	Am.	J. H. W. Steel Co.....	Am.
Kerr Steamship Co.....	Am.	Toyo Kisen Kaisha.....	Jap.
A. K. Miller.....	Am.	Transoceanic Co.....	Am.
Nippon Yusen Kaisha.....	Jap.	Texas Transport & Terminal Co.....	Br.
Norton, Lilly & Co.....	Am.		
Osaka Shosen Kaisha.....	Jap.		

NEW ORLEANS TO AFRICA.

Transports Maritimes.....	For.	A. H. Bull & Co.....	Am.
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GALVESTON.

GALVESTON TO UNITED KINGDOM.

Columbia Transport Co.....	Am. <sup>2</sup>	Larrinaga Line.....	Br.
Harriss, Magill & Co. (Dixie Lines).....	Am.	Leyland Line.....	Br.
Harrison Line.....	Br.	Lykes Bros.....	Am.
Head Line.....	Br.	Steele Steamship Co.....	Am.
Kerr Steamship Co.....	Br.	Texas European Line.....	Am.
		S. Sgitcovich & Co.....	Am.

<sup>2</sup> Nationality uncertain.

GALVESTON TO MEXICO.

Kerr Steamship Lines..... Am.	Mexican Petroleum Co..... Am.
Munson Steamship Co..... Am.	National Oil Transport Co. Am.
Ward Line..... Am.	Chas. Martin & Co..... (1)
Mexico Navigation Co..... (1)	Hawley & Letzerich..... (1)
Morgan Line..... Am.	Pierce Navigation Co..... It.*
Gulf Refining Co..... Am.	United Steamship Co..... Am.

GALVESTON TO FAR EAST.

Atlantic Gulf-Far East Line (1)	Harriss-Magill & Co..... Am.
Osaka Shosen Kaisha..... Jap.	

PORT ARTHUR.

PORT ARTHUR TO UNITED KINGDOM.

Leyland Line..... Br.	Kerr Steamship Co..... Am.
Norton, Lilly Co..... Am.	
Port Arthur Transatlantic Line..... Br.2	

HOUSTON.

HOUSTON TO UNITED KINGDOM.

Harrison Steamship Line.. Br.	Houston Liverpool Line
Galena Signal Oil Co..... Am.	(Daniel Ripley)..... Br.
Leyland Line..... Br.	Larrinaga Line..... Br.

HOUSTON TO MEXICO.

Gulf Export & Transport Co. (Bowie Line)..... Am.	Humble Pipe Line Co..... Am.
Gulf Pipe Line Co..... (1)	Sinclair Navigation Co..... Am.
Houston-Tampico Steamship Line..... (1)	Various oil carriers.

HOUSTON TO WEST INDIES.

Tex-Cuban Molasses Co.... (1)
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HOUSTON TO SOUTH AMERICA.

Texas Chemical Co..... (1)
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TEXAS CITY.

TEXAS CITY TO CUBA.

Ward Line..... Am.
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TEXAS CITY TO MEXICO.

Pierce Nav. Co..... It.2	Ward Line..... Am.
Kerr Steamship Co..... Am.	

1 Nationality unknown.

2 Nationality uncertain.

GALVESTON TO FRANCE.

Compagnie Generale Transatlantique.....	Fr.	Gulf Havre Line.....	( <sup>1</sup> )
Castle Line.....	Br.	Larrinaga Line.....	Br.
Elder-Dempster.....	Br.	Lykes Bros.....	Am.
French-American Line.....	Am.	S. Sgitcovich & Co.....	Am.
French Line.....	Fr.	Steele Lines.....	Am.
Texas Transport & Terminal Co.....	Br.		

GALVESTON TO BELGIUM AND HOLLAND.

Castle Line.....	Br.	Lloyd Royal Belge.....	Belg.
Harriss, Magill & Co.....	Am.	Daniel Ripley.....	Am.

GALVESTON TO ITALY.

A. R. Campbell & Co.....	Am.	Texas Transport & Terminal Co.....	Br.
Texas European Line.....	( <sup>1</sup> )	C. Nicolini (Italian Line).....	It. <sup>2</sup>
Società Nazionale di Navigazione.....	It.		

GALVESTON TO SPAIN.

Compania Transmediterranea.....	Sp.	Lykes Bros.....	Am.
Gulf Barcelona Line.....	( <sup>1</sup> )	Texas European Line.....	Am.

GALVESTON TO GERMANY.

Lykes Bros.....	Am.	Wilkins & Biehl.....	Am.
Texas Transport & Terminal Co.....	Br.	Royal Mail Steam Packet Co. (Wm. Parr & Co.).....	Br.

GALVESTON TO SCANDINAVIA.

Harriss, Magill & Co.....	Am.	Swedish American Mexico Line.....	Sw.
Lykes Bros.....	Am.		
Norway-Mexico Gulf Line.....	Norw.		

GALVESTON TO SOUTH AMERICA.

Caravel Steamship Lines.....	( <sup>1</sup> )	United Steamship Co.....	Am.
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GALVESTON TO CENTRAL AMERICA.

United Fruit Co.....	Am.	United Steamship Co.....	Am.
Ward Line.....	Am.		

GALVESTON TO WEST INDIES.

Lykes Steamship Line.....	Am.	United Fruit Co.....	Am.
Munson Steamship Co.....	Am.	A. H. Bull & Co.....	Am.
Pinlon Line.....	Sp.	Ward Line.....	Am.

<sup>1</sup> Nationality unknown.

<sup>2</sup> Nationality uncertain.

TEXAS CITY TO BELGIUM.

Steele Steamship Lines----- Am.

TEXAS CITY TO FRANCE AND GERMANY.

Steele Steamship Line----- Am.	Harriss - Magill (Dixie Lines)----- Am.
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TEXAS CITY TO UNITED KINGDOM.

Harriss - Magill (Dixie Line)----- Am.	S. Sgitcovich & Co----- Am.
Leyland Line----- Br.	Steele Lines----- Am.

BEAUMONT, TEX.

BEAUMONT TO MEXICO.

Gulf Export & Transport Co. (Bowie Line)----- Am.	Lykes Bros----- Am.
	Standard Oil Co----- Am.

BEAUMONT TO UNITED KINGDOM AND EUROPE.

Kerr Lines----- Am.	Various oil carriers.
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LOS ANGELES.

LOS ANGELES TO SOUTH AMERICA.

General Steamship Co----- Am.	Swayne & Hoyt----- Am.
Pacific Motorship Co----- Am.	Toyo Kisen Kaisha----- Jap.
Rolph Mail Steamship Co-- ( <sup>1</sup> )	Pacific Mail----- Am.
W. R. Grace & Co----- Am.	

LOS ANGELES TO MEXICO AND CENTRAL AMERICA.

Albers Bros. Steamship Co. Am. <sup>2</sup>	Pacific Mail Steamship Co. Am.
Atlas Steamship Co----- Am.	Pacific Steamship Co. (Ad- miral Line)----- Am.
California & Mexico Steam- ship Co----- Am.	Pan American Line----- ( <sup>1</sup> )
Davenport Steamship Co-- ( <sup>1</sup> )	Rolph Mail Steamship Co-- ( <sup>1</sup> )
W. R. Grace & Co----- Am.	Swayne & Hoyt----- Am.
Osaka Shosen Kaisha----- Jap.	Toyo Kisen Kaisha----- Jap.

LOS ANGELES TO ORIENT.

Los Angeles-Pacific Naviga- tion Co----- Am.	Pacific Mail Steamship Co. Am.
Osaka Shosen Kaisha----- Jap.	Toyo Kisen Kaisha----- Jap.

LOS ANGELES TO AUSTRALIA.

General Steamship Corpo-  
ration----- Am.

<sup>1</sup> Nationality unknown.

<sup>2</sup> Nationality uncertain.

## LOS ANGELES TO EUROPEAN PORTS.

European Pacific Line..... (¹)	Isthmian Lines..... Am.
Harrison Direct Line (Bal- four, Guthrie & Co.).... Br.	Pacific Mail Steamship Co. Am.
Holland American Line.... Du.	Société Générale de Trans- port Maritimes à Vapeur. Fr.
Johnson Line (M. F. Mc- Laurin)..... For.	Royal Mail Steam Packet Navigation Co..... Br.

## LOS ANGELES TO SCANDINAVIA.

Holland American Line.... Du.	Norway Pacific Line..... (¹)
Johnson Line (M. F. Mc- Laurin)..... For.	

## SAN DIEGO, CALIF.

## SAN DIEGO TO MEXICO.

Calmax Navigation Co..... (¹)	Pacific Steamship Co. (Ad- miral Line)..... Am.
Lower California Freight- ing Co..... (¹)	Vancouver-San Diego Navi- gation Co..... (¹)

## SAN DIEGO TO THE ORIENT.

Toyo Kisen Kaisha Co.... Jap.

## SAN PEDRO, CALIF.

## SAN PEDRO TO ORIENT.

Toyo Kisen Kaisha..... Jap.	Los Angeles & Pacific Steam- ship Co..... Am.
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## SAN PEDRO TO SOUTH AMERICA.

Toyo Kisen Kaisha..... Jap.

## SAN PEDRO TO CENTRAL AMERICA.

Pacific Mail Steamship Co.. Am.

## SAN FRANCISCO.

## SAN FRANCISCO TO SOUTH AND CENTRAL AMERICA AND MEXICO.

Atlas Steamship Co..... Am.	Isthmian Lines..... Am.
California & Mexico Steam- ship Co..... Am.	Pacific Motorship Co..... Am.
Davenport Steamship Co.... (¹)	Pacific Mail Steamship Co.... Am.
General Steamship Co..... Am.	Pacific Steamship Co. (Ad- miral Line)..... Am.
W. R. Grace & Co. (Mer- chants' Line)..... Am.	Pan-American Line..... (¹)
Stark Steamship Co..... (¹)	Swayne & Hoyt..... Am.
	Toyo Kisen-Kaisha..... Jap.

¹ Nationality unknown.



SEATTLE TO CENTRAL AND SOUTH AMERICA AND WEST INDIES.

General Steamship Co..... Am.	Swayne & Hoyt..... Am.
A. M. Gillespie (Inc.)..... Am.	Thorndyke-Trenholme Co.... Am.
W. R. Grace & Co..... Am.	Hind, Rolph & Co..... Am. <sup>2</sup>
Isthmian Lines..... Am.	Universal Shipping & Trad-
Pacific Steamship Co. (Ad-	ing Co..... Am.
miral Line)..... Am.	Pacific Motorship Co..... Am. <sup>2</sup>

SEATTLE TO AFRICA.

General Steamship Co..... Am.

SEATTLE TO UNITED KINGDOM AND EUROPE.

Dodwell & Co..... (1)	Royal Mail Steam Packet
Frank Waterhouse & Co... Am.	Co..... Br.
Harrison Direct Line..... Br.	W. R. Grace & Co..... Br.
Isthmian Lines..... Am.	Pacific Steamship Co. (Ad-
Norton, Lilly & Co..... Am.	miral Line)..... Br.
W. C. Dodson & Co..... (1)	Thorndyke-Trenholme Co.
	(Inc.)..... Am.

SEATTLE TO OCEANIC.

Canadian Pacific Steamship	Pacific Steamship Co. (Ad-
Co..... Br.	miral Line)..... Am.

SEATTLE TO ANTIPODES.

General Steamship Corporation... Am.

PORTLAND, OREG.

PORTLAND TO ORIENT.

Columbia Pacific Shipping	The Curtis Line..... (1)
Co..... Am.	Toyo Kisen Kaisha..... Jap.
Pacific Steamship Co. (Ad-	
miral Line)..... Am.	

PORTLAND TO EUROPEAN PORTS.

European-Pacific Line (Co-	Societe Gen. Transports
lumbia-Pacific Shipping	Maritimes a Vapeur..... Fr.
Co.)..... (1)	Holland-American Line.... Du.
Isthmian Lines..... Am.	

PORTLAND TO SOUTH AMERICA.

General Steamship Corpo-	Toyo Kisen Kaisha..... Jap.
ration..... Am.	

PORTLAND TO NEW ZEALAND.

General Steamship Corporation... Am.

<sup>1</sup> Nationality unknown.

<sup>2</sup> Nationality uncertain.

SAN FRANCISCO TO WEST INDIES.

Pacific Mail Steamship Co... Am.		Swayne & Hoyt ----- Am.
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SAN FRANCISCO TO ASIATIC PORTS.

China Mail Steamship Co... Am.		Osaka Shosen Kaisha----- Jap.
East Asiatic Co. (Ltd.).... Dan.		Pacific Mail Steamship Co... Am.
Java-China-Japan Line.... Du.		Robert Dollar Co..... Am.
Java Pacific Line..... Du.		Struthers & Dixon (Inc.)... Am.
Nederland Royal Mail (Rot- terdam Lloyd)..... Du. <sup>2</sup>		Toyo Kisen Kaisha ----- Jap.
		Frank Waterhouse & Co..... Am.

SAN FRANCISCO TO HAWAII AND PHILIPPINES.

Robert Dollar Lines ----- Am.		Royal Netherlands Mail & Rotterdam Lloyd..... Du. <sup>2</sup>
Matson Navigation Co..... Am.		Struthers & Dixon..... Am.
Oceanic Steamship Co..... Br.		Toyo Kisen Kaisha..... Jap.
Pacific Mail Steamship Co... Am.		

SAN FRANCISCO TO AUSTRALIA AND NEW ZEALAND.

General Steamship Co..... Am.		Union Steamship Co. of New Zealand..... Br.
Oceanic Steamship Co..... Br.		

SAN FRANCISCO TO SCANDINAVIA.

East Asiatic Co..... Dan.		Norway Pacific Line..... (1)
Johnson Line..... For.		W. R. Grace & Co..... Am.

SAN FRANCISCO TO UNITED KINGDOM.

Blue Funnel Line (Dod- well)..... Br.		Holland American Line.... Du.
Harrison Direct Line (Bal- four, Guthrie)..... Br.		Isthmian Lines..... Am.
		Frank Waterhouse & Co... Am.
		Williams, Dimond & Co.... Am.

SAN FRANCISCO TO MEDITERRANEAN PORTS.

Norton, Lilly & Co..... Am.		Pacific Mail Steamship Co... Am.
Robert Dollar Co..... Am.		

SEATTLE.

SEATTLE TO CHINA, JAPAN, AND ASIATIC PORTS.

Canadian Pacific Steam- ship Co..... Br.		Frank Waterhouse & Co... Am.
Dodwell & Co..... (1)		Mitsui Bussau Kaisha----- Jap.
Dollar Steamship Co..... Am.		Nippon Yusen Kaisha----- Jap.
A. M. Gillespie (Inc.).... Am.		Osaka Shosen Kaisha----- Jap.
James Griffiths & Sons... Br.		Pacific Steamship Co. (Ad- miral Line)..... Am.
Universal Shipping & Trad- ing Co..... Am.		Struthers & Dixon..... Am.
General Steamship Corpo- ration..... Am.		Suzuki & Co..... Jap.
		Thorndyke & Trenholme... Am.

<sup>1</sup> Nationality unknown.

<sup>2</sup> Nationality uncertain.

MONTREAL TO FRANCE.

Canada Steamship Lines... Br.		Compagnie Gen. Trans..... Fr. & Br.
Canadian Government Merchant Marine..... Br.		France & Canada Steamship Co..... Am.
Canadienne Trans. Ligne... For.		Marine Navigation Co. of Canada..... Br.

MONTREAL TO BELGIUM.

Canadian - Pacific Ocean Services ..... Br.		Furness, Withy & Co..... Br.
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MONTREAL TO GERMANY.

Dominion Line..... Br.		Robert Reford Co. (Ltd.).. Br.*
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MONTREAL TO SCANDINAVIA.

Norwegian-American Line Norw.		Canadian - Pacific Ocean Services ..... Br.
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MONTREAL TO ROUMANIA.

Furness Line..... Br.

MONTREAL TO SOUTH AMERICA.

Canadian Government Line.. Br.		McLean Kennedy (Ltd.) (Head Line)..... Br.
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MONTREAL TO WEST INDIES.

Canadian Government Line.. Br.

MONTREAL TO ANTIPODES.

New Zealand Shipping Co... Br.

MONTREAL TO AFRICA.

Elder-Dempster Line..... Br.

HALIFAX.

HALIFAX TO UNITED KINGDOM.

Canadian Government Merchant Marine..... Br.		Furness, Withy & Co..... Br.
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HALIFAX TO WEST INDIES.

Royal Mail Steam Packet Co..... Br.

HALIFAX TO SOUTH AMERICA.

Marine Navigation Co. of Canada..... Br.

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\* Nationality uncertain.

TACOMA, WASH.

TACOMA TO ORIENT.

North China Line.....	Am.	Frank Waterhouse Co.....	Am.
Struthers & Dixon.....	Am.	Pacific Steamship Co.....	Am.
Nippon Yusen Kaisha.....	Jap.	Mitsui Line.....	Jap.
Osaka Shosen Kaisha.....	Jap.	Blue Funnel Line.....	Br.
Java Pacific Line.....	Du.	Curtis Line.....	( <sup>1</sup> )

TACOMA TO UNITED KINGDOM.

Green Star Line.....	Am.	Blue Funnel Line.....	Br.
Holland-American Line.....	Du.	Royal Mail Steam Packet	
European Pacific Line.....	( <sup>1</sup> )	Co.....	Br.
Harriss Line.....	Br.	Johnson Line.....	For.
Isthmian Line.....	Am.		

TACOMA TO SCANDINAVIA.

Norway-Pacific Steamship		Johnson Line.....	For.
Co.....	Norw.		

TACOMA TO SOUTH AMERICA.

General Steamship Corpora-		Pacific Motorship Co.....	Am.
tion.....	Am.	Pacific Argentine Brazil	
Grace Line.....	Am.	Line.....	( <sup>1</sup> )

TACOMA TO MEDITERRANEAN PORTS.

Société Gen. de Transports  
Maritimes à Vapeur---- Fr.

TACOMA TO AUSTRALIA.

General Steamship Corpo-		Atlas Steamship Co.....	Am.
ration.....	Am.	Curtis Line.....	( <sup>1</sup> )

TACOMA TO MEXICO AND CENTRAL AMERICA.

Pan American Line.....	( <sup>1</sup> )	Providencia Steamship Line..	( <sup>1</sup> )
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TACOMA TO HAWAIIAN PORTS.

Matson Navigation Co..... Am.

MONTREAL.

MONTREAL TO UNITED KINGDOM.

Anchor-Donaldson Line.....	Br.	Dominion Line.....	Br.
Canadian - Pacific Ocean		Manchester Line.....	Br.
Services.....	Br.	McLean, Kennedy (Ltd.)	
Canadian Steamship Lines..	Br.	(Head Line).....	Br.
Canadian Government Line..	Br.	Robert Reford Co. (Ltd.)..	Br. <sup>2</sup>
Cunard Line.....	Br.	Thomson Line.....	Br. <sup>2</sup>
Furness, Withy & Co.....	Br.	White Star-Dominion.....	Br.

<sup>1</sup> Nationality unknown.

<sup>2</sup> Nationality uncertain.

VANCOUVER, BRITISH COLUMBIA.

VANCOUVER TO INDIA.

Canadian Government Merchant Marine (Ltd.)----- Br.	Canadian Robert Dollar Co. Br. <sup>2</sup>
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VANCOUVER TO ORIENT.

Blue Funnel Line (Dodwell & Co.)----- Br.	Dixon & Struthers----- Am.
Canadian Robert Dollar Co. Br. <sup>2</sup>	Nippon Yusen Kaisha----- Jap.
Canadian Pacific Ocean Services----- Br.	Osaka Shosen Kaisha----- Jap.
Canadian Government Merchant Marine (Ltd.)---- Br.	Pacific Steamship Co. (Admiral Line)----- Am.
	Frank Waterhouse & Co.--- Am.

VANCOUVER TO ANTIPODES.

Canadian Australian R. M. Line----- Br.	Canadian Government Merchant Marine----- Br.
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VANCOUVER TO UNITED KINGDOM.

Blue Funnel Line (Dodwell)----- Br.	Royal Mail Steam Packet Co.----- Br.
J. Coughlan & Sons (Ltd.)- (1)	European Pacific----- (1)
Holland-America Line----- Du.	Societe Generale de Transports Marine----- Fr.
Harrison Direct Line----- Br.	Danish East Asiatic----- Dan.
Isthmian Lines----- Am.	
Johnson Line of Sweden--- Sw.	

VANCOUVER TO MEDITERRANEAN PORTS.

Société Generale de Transports Marine----- Fr.
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VANCOUVER TO AFRICA.

Balfour, Guthrie & Co.--- Br. <sup>2</sup>
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VANCOUVER TO WEST INDIES.

Société Generale de Trans- porte----- Fr.
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VANCOUVER TO SOUTH AMERICA.

General Steamship Corporation----- Am.	Pacific Motorship Co.----- Am.
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<sup>1</sup> Nationality unknown.

<sup>2</sup> Nationality uncertain.

PART IV.—MISCELLANEOUS SECTION.

TABLE I.—Contracts entered into by Emergency Fleet Corporation for providing street railway facilities for transportation of shipyard employees.

Contract No.	Contract drawn with—	Description of work.	Amount authorized in contract.	Revised total estimated expenditures.	Estimated amount to be returned to Government.	Estimated net loss to Government.
1	Lewiston, Augusta & Waterville Street Ry., Bath, Me.	Install 13,000-volt transmission line and alter track. Purchase 6 passenger cars and 1 snowplow.	\$71,500.00 90,000.00 170,500.00	\$137,117.91	\$108,062.50	\$29,055.41
2	National Engineering Corporation (Harry A. Wood), Boston, Mass.	Wooden auto roadway (Portsmouth, N. H.).	3,343.00	3,194.19		3,194.19
3	Receiver Bay State Street Ry., Boston, Mass.	Purchase substitution equipment. Rehabilitate 26 passenger cars.	32,000.00 25,135.14 57,135.14	67,000.14	34,743.25	12,256.89
4	Metropolitan Park Commission, Boston, Mass.	Widening Neponset River Bridge.	62,236.00	33,462.74		53,462.74
5	Richmond Light & R. R. Co., New Brighton, Staten Island, N. Y.	Purchase 20 passenger cars. Improve power facilities.	260,000.00 346,400.00			
6	Public Service Ry., Newark, N. J.	Install track connections. Install railway feeder.	605,430.00 10,391.00 28,985.00 39,586.00	557,300.49 10,592.41 15,597.24 26,189.65	440,700.00	116,060.49
7	Southern Penn Traction Co.	Purchase 22 passenger cars. Rehabilitate 14 miles of track. Construct 6 miles of single track and roadway along Chester Pike, between Darby and Eddystone. Install additional equipment in Palsom substation.	319,000.00 88,412.70 733,000.00 39,000.00 1,240,412.70	319,634.60 89,919.55 935,674.92 46,000.00 1,391,229.37	239,725.95 89,919.85 300,000.00 36,000.00 665,645.80	79,908.65 635,674.92 10,000.00 725,583.57
9	Public Service Ry., Newark, N. J.	Install electrical apparatus in Camden power house and substations; erect transmission line and feeder; construct 2 terminal loops and purchase 33 passenger cars. Extend track to Yorkship Village.	1,240,730.00	960,000.00	710,000.00	250,000.00
10	Do.		260,000.00	238,373.13	217,000.00	21,373.13
11	United Railways & Electric Co. of Baltimore, Md.	Extend track to Sparrows Point. Purchase 50 passenger cars.	145,472.25 822,510.00 967,982.25			241,489.82

12	Newport News & Hampton Ry., Gas & Electric Co., Hampton, Va.	Install 3.8 miles of track. Purchase 10 passenger cars.	175,000.00 125,000.00 300,000.00	318,555.74	289,000.00	79,555.74
13	Tidewater Power Co., Wilmington, N. C.	Purchase 8 second-hand passenger cars. Install track and overhead. Install additional power facilities.	28,500.00 150,000.00 200,000.00 378,500.00	369,345.04	283,000.00	86,345.04
14	Chatham County (Russell estate), Savannah, Ga.	Purchase of right of way.	4,415.46	4,415.46		4,415.46
15	Mobile Light & Ry. Co., Mobile, Ala.	Purchase 9 cars and extend track.	7,500.00	9,000.00		9,000.00
16	Chas. Swank et al., Beaumont, Tex.	Purchase ferry equipment.	3,250.00	3,250.00	2,000.00	1,250.00
17	Duluth Street Ry., Duluth, Minn.	Purchase of 6 passenger cars, 1 snowplow, and substation equipment.	81,058.67	81,058.67	55,000.00	26,058.67
18	New York Central R. R., Ashtabula, Ohio.	Sidewalk along bridge.	6,000.00	185.16		185.16
19	City of Tacoma, Wash.	Purchase 10 second-hand cars. Construction of track and loading station.	74,100.00 158,200.00 232,400.00	232,398.40	202,229.21	30,169.19
20	Portland Ry., Light & Power Co., Portland, Oreg.	Purchase 25 passenger cars. Construct 3 track loops.	150,000.00 21,000.00 171,000.00	150,329.80	120,006.73	30,323.07
21	San Francisco-Oakland Terminal Co., Oakland, Calif.	Construction of track.	9,675.00	9,675.00	9,675.00	
22	San Diego Electric Ry., San Diego, Calif.	Purchase 51 cars. Install 1 mile of single track.	465,600.00 57,000.00 522,600.00	6,817.49 46,388.65 2,161,668.52	46,388.65 1,400,000.00	6,817.49 761,668.52
23	Philadelphia Rapid Transit Co.	Purchase 100 cars, install track and power equipment and terminal.	2,271,668.52	2,161,668.52	1,400,000.00	761,668.52
24	Philadelphia Rys. Co., Philadelphia, Pa.	Purchase 30 cars, install track and power equipment.	898,098.70	1,014,000.00	298,000.00	716,000.00
25	Public Service Ry. Co., Newark, N. J.	Purchase 18 cars and extend track.	837,344.33	667,966.01	282,487.00	405,489.01
		Total.	10,345,340.77	9,400,962.38	5,794,143.14	3,606,898.24

1 No deductions made for material sold.

TABLE II.—Dormitories and cafeterias constructed or planned for the Emergency Fleet Corporation.

	Men to be housed.	Men to be fed.	Cost of equipment.
Hog Island.....	2,000	2,000	\$204,729.97
Essington.....	600	600	34,750.97
St. Helena.....	1,050	1,848	85,968.22
Chester boarding house.....	144	144	11,223.06
Chester hotel and cafeteria.....	315	2,000	48,430.65
Port Jefferson (dormitories only).....	214	250	15,630.25
Groton (cafeteria only).....			5,667.35
Portsmouth, N. H.....	400	400	28,000.00
Bath, Me.....	148	148	1,942.79

TABLE III.—Details of housing contracts and expenditures.

[Submitted in compliance with an act of Congress entitled "An act to authorize and empower the United States Shipping Board Emergency Fleet Corporation to purchase, lease, requisition, or otherwise acquire, and to sell or otherwise dispose of improved or unimproved land, houses, buildings, and for other purposes," approved Mar. 1, 1918.]

LIST OF PERSONS OR CORPORATIONS WITH WHOM UNITED STATES SHIPPING BOARD EMERGENCY FLEET CORPORATION HAS MADE CONTRACTS FOR HOUSING PROJECTS, WITH PARTICULARS AS TO EXPENDITURES, ETC.

HOG ISLAND.

Dormitories, Ninety-fourth and Tincum Streets:

American International Shipbuilding Co.—

Land.....	\$103,897.55
William Crawford (construction contract).....fee..	30,000.00
W. G. Cornell & Co. (heating).....do.....	10,000.00
Owen Brainard (architect and engineer).....do.....	12,000.00
Albert Pick & Co. (furnishings).....lump sum..	82,600.00

953 houses, Sixty-first and Sixty-seventh Streets and Elmwood Avenue, Philadelphia, Pa.:

414 houses, H. P. Schneider—

Land.....	153,941.43
H. P. Schneider (construction contract).....lump sum..	1,167,780.33

539 houses, Moss, Taylor & Crawford—

Land.....	176,813.34
Moss, Taylor & Crawford (construction contract).....	lump sum.. 1,256,287.18

600 houses, Seventieth Street and Elmwood Avenue, Philadelphia, Pa.:

Land.....	267,149.26
H. P. Schneider (construction contract).....lump sum..	1,885,000.00

Public utilities for all the above projects.....

	352,602.43
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(This amount has been loaned to the city of Philadelphia.)

HILTON VILLAGE.

Newport News Shipbuilding & Dry Dock Co., Newport, News, Va.:

Land purchased by realty company.

Mellon-Stuart Co. (construction contract).....fee.. 48,491.60

Blumenthal Kahn Electrical Co. (electric wiring and fixtures).....lump sum.. 15,930.00

Field Barker & Underwood (paving, etc.)<sup>1</sup>.....unit prices.. 112,121.00

Loan to the Newport News Light & Water Co. for water, etc..... 67,130.00

Loan to Newport News & Hampton Railway, Gas & Electric Co. (electric service)..... 21,434.86

<sup>1</sup> These contracts were made to complete work originally included in general construction contracts but subsequently eliminated therefrom.



CAMDEN, N. J.

(Yorkship, First Haller, Morgan Village, Fairview extension.)

New York Shipbuilding Co. (land purchased by realty company) :	
Tidewater Building Co. (construction contract)-----fee---	\$112,000.00
Miles-Tighe Co. (engineering contract, Yorkship)-----do---	42,500.00
F. Sabin Co. (heating)-----lump sum---	232,126.30
C. A. Kuehnle (painting)-----do---	176,030.00
J. N. Knight Co. (plumbing, ranges, etc.)-----do---	620,634.30
Schneider Sheet Metal Works (metal and sheet-metal work) lump sum-----	178,063.00
L. K. Comstock (electric wiring and fixtures)-----lump sum---	99,470.00
E. D. Litchfield (architect)-----fee---	27,000.00
I. Hicks & Son (planting)-----lump sum---	50,000.00
Hugh Nawn Contracting Co. (street improvements)-----do---	478,817.86
Lockwood, Greene & Co. (engineers, Fairview)-----fee---	13,000.00
Mark Haller (construction contract, First Haller)-----lump sum---	284,402.50
Mark Haller (construction contract, Morgan Village)-----do---	304,540.00
Fieser, Pencz & Co. (stair work) <sup>1</sup> -----do---	52,410.75
Robert Graves Co. (decorating) <sup>1</sup> -----do---	40,241.75
Loans to city of Camden and to privately owned gas and electric companies for all public utilities for the above four projects, total.	516,151.31

SPARROWS POINT, MD.

Bethlehem Shipbuilding Co., near Baltimore, Md.:	
St. Helena—	
Land-----	33,750.88
Consolidated Engineering Co. (construction contract) fee---	32,726.00
Riggs, Distler & Stringer (plumbing, heating, and elec- tricity)-----fee---	10,000.00
Dundalk—	
Land purchased by realty company.	
Consolidated Engineering Co. (construction contract) fee---	45,774.00
H. E. Crook Co. (plumbing, heating, wiring, ranges, etc.)-----fee---	17,500.00
Gladfelter & Chambers (construction store building), lump sum <sup>1</sup> -----	73,721.25
J. W. De Witt (papering and painting) <sup>1</sup> -----lump sum---	19,223.00
Loans to the Consolidated Gas, Electric Light & Power Co. for gas and electricity (includes St. Helena)-----	96,919.63
Loans to the Dundalk Co. for sewers and water (includes St. Helena)-----	149,833.78

PORTSMOUTH, N. H.

Atlantic Corporation:	
Land purchased by realty company.	
National Engineering Corporation (construction contract) fee---	40,500.00
Kilham & Hopkins (architects)-----do---	10,000.00
Eastern Power & Heating Co. (plumbing, heating, etc.), lump sum-----	208,608.45
Loan to city of Portsmouth for public utilities, paving, water, sew- erage, etc-----	121,700.00
Loan to privately owned electric company-----	17,837.69

NEWPORT NEWS, VA.

Newport News Shipbuilding & Dry Dock Co. (apartments) (land purchased by realty company) :	
James Stewart Co. (construction contract)-----fee---	32,000.00
United Electric Construction Co. (wiring)-----lump sum---	25,912.96
John Laura Co. (roofing)-----do---	10,500.00

<sup>1</sup>These contracts were made to complete work originally included in general con-  
struction contracts but subsequently eliminated therefrom.

Newport News Shipbuilding & Dry Dock Co.—Continued.

Wells Architectural Iron Co. (ironwork)-----	lump sum--	\$61,353.00
Reliance Fireproof Door Co. (fireproof doors)-----	do----	10,892.00
Morris L. Ackers (painting)-----	do----	39,565.85
G. W. Binks (plastering)-----	do----	19,265.00
Henry Struble Cut Stone Co. (cut stone)-----	do----	15,550.00

CHESTER, PA.

Sun Shipbuilding Co.:

Sun Village and Sun Hill (land purchased by realty company)—		
Price & Johnston (construction contract)-----	fee--	82,200.00
Rhodes Bros. (plumbing and ranges) <sup>1</sup> -----	unit prices--	186,992.20
Haney White Co. (millwork and stair material)-----	do----	35,758.12
Sabine & Co. (heating) <sup>1</sup> -----	do----	132,266.00
Nicholson Electric Co. (electric wiring) <sup>1</sup> -----	do----	25,560.66
Horn & Brennan (light fixtures) <sup>1</sup> -----	do----	14,986.95
Stewart Iron Works Co. (fences) <sup>1</sup> -----	do----	22,000.00
S. C. Trego (plastering and stucco work) <sup>1</sup> -----	do----	55,547.00
American Paving Co. (street paving)-----	do----	140,008.48

Chester Shipbuilding Co.:

Buckman Village (land purchased by realty company)—		
McArthur Bros. (construction contract)-----	fee--	58,000.00
Brumbaugh, Simon & Bassett (architects) (including Chester Hotel)-----	fee--	10,000.00
Walter Purks & Mellon (plumbing, heating, and ranges) (including Chester Hotel)-----	labor only--	11,000.00
O. H. Bauer (interior decorating and calcimining) (including Chester Hotel)-----	lump sum--	28,277.00
Chester Hotel—		
McArthur Bros. (construction contract)-----	fee--	18,000.00
J. S. Thorn Co. (skylights and vents)-----	lump sum--	10,895.00
William A. Wafer (marblework)-----	do----	11,100.00
Levering & Garrigues (structural steel, etc.)-----	do----	36,855.00
Chester Shipbuilding Co. (excavations, etc.)-----	do----	10,827.40
Chester Shipbuilding Co. (boilers)-----	do----	10,000.00
Chester Shipbuilding Co. (installation of steam pipe line)-----	lump sum--	16,274.13

Loan to city of Chester for public utilities, as per agreement-----		123,863.72
Loan to privately owned gas company-----		92,900.24

LORAIN, OHIO.

American Shipbuilding Co. (land purchased by realty company):

Moreno Burkham (construction contract)-----	fee--	35,000.00
Koblitz Plumbing & Heating Co. (plumbing and heating), lump sum-----		95,550.14
A. S. Hecker Co. (street improvements) <sup>1</sup> -----	lump sum--	52,980.00
H. Miller (planting and seeding) <sup>1</sup> -----	do----	18,500.00

Loan to city of Lorain for public utilities and street improvements-----		72,848.52
Loan to Lorain County Electric Co. (electric installation)-----		15,829.23

BATH, ME.

Texas Steamship Co.:

L. P. Soule & Son Co. (construction contract)-----	fee--	28,000.00
Litchfield & Prest (outfall sewer) <sup>1</sup> -----	unit prices--	26,755.53
Small & Ingalls (street improvements) <sup>1</sup> -----	do----	51,906.50
F. A. Rumery Co. (construction contract, school) <sup>1</sup> -----	do----	36,613.30

Loan to city of Bath for public utilities and street improvements-----		125,000.00
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<sup>1</sup> These contracts were made to complete work originally included in general construction contracts but subsequently eliminated therefrom.

UNION PARK GARDENS, WILMINGTON, DEL.

Bethlehem Shipbuilding Co. and Pusey & Jones (land purchased by realty company):		
Lynch Construction Co. (construction contract)-----	fee--	\$80,000.00
Ballinger & Perrot (architects and engineers)-----	do--	10,000.00
B. D. Wright (painting and decorating) <sup>1</sup> -----	unit prices--	29,234.00
Shapiro & Aronson (light fixtures) <sup>1</sup> -----	do--	13,610.60
Union Paving Co. (street improvements) <sup>1</sup> -----	do--	234,427.76
Loan to Wilmington & Philadelphia Traction Co. (electric installation)-----		16,610.71
Loan to Wilmington & Philadelphia Traction Co. (paving street car tracks)-----		8,022.54
Loan to Wilmington Gas Co. (gas installation)-----		30,787.79
Loan to city of Wilmington for public utilities-----		161,983.44

BRISTOL, PA.

Merchants Shipbuilding Co.:		
Land-----		192,278.07
Stewart A. Jellett Co. (heating)-----	lump sum--	179,021.00
Wells & Newton (plumbing)-----	do--	47,700.00
Gent Construction Co. (electric wiring and fixtures)-----	do--	21,363.00
Fred T. Ley (general contractor)-----	fee--	106,247.87
William Gordon (mechanical contractor)-----	do--	35,459.42

GLOUCESTER, N. J.

Pusey & Jones (land purchased by realty company):		
McArthur Bros. (construction contract)-----	fee--	80,000.00
Bissell & Sinkler (architects)-----	do--	10,000.00
W. A. Guenther (decorating) <sup>1</sup> -----	lump sum--	16,830.00
Stewart Iron Works Co. (fences) <sup>1</sup> -----	unit prices--	22,000.00
Arthur McMullen Co. (street improvements) <sup>1</sup> -----		139,358.20
Loan to Public Service Gas Co. (gas installation)-----		49,520.00
Loan to Public Service Electric Co. (electric installation)-----		36,846.45

ESSINGTON, PA.

Westinghouse Electric & Manufacturing Co.:		
Dormitories (land purchased by realty company)---		
William Crawford (construction contract)-----	fee--	20,000.00
Houses (land purchased by realty company)---		
William Crawford (construction contract)-----	fee--	30,825.00
D. A. MacGregor & Bro. (decorating) <sup>1</sup> -----	lump sum--	12,550.00
Loan to Springfield Water Co., for water supply and distribution--		12,794.30
(This loan includes both projects.)		

JACKSONVILLE, FLA.

Merrill-Stevens Shipbuilding Co. (land purchased by realty company):		
W. P. Richardson & Co. (construction contract)-----	fee--	25,000.00
H. L. Lee (electric wiring and light fixtures)-----	lump sum--	11,987.80
Hooker & Lightbody (plumbing)-----	do--	48,964.70
Loan to city of South Jacksonville for public utilities, street improvements, etc-----		100,000.00
Loan through South Jacksonville Realty Co. to gas company for gas extension-----		26,113.21
Loan to Duval County, Fla., for road construction-----		15,031.49

PORT JEFFERSON, LONG ISLAND.

Bayles Shipyard (Inc.) (land purchased by Bayles Shipyard (Inc.):		
Mark Tredennick Co. (construction contract)-----	fee--	12,000.00
Public utilities and improvements will be borne by the appropriation for the project. Electric installation will be furnished by the electric company at no cost to the project.		

<sup>1</sup>These contracts were made to complete work originally included in general con-

WYANDOTTE, MICH.

Detroit Shipbuilding Co. (land purchased by realty company):  
 Loan to city of Wyandotte for public utilities, street improvements, etc.----- \$19, 879. 53

MANITOWOC, WIS.

Manitowoc Shipbuilding Co. (land purchased by realty company):  
 Walter W. Oeflein (Inc.) (construction contract)-----fee-- 18, 128. 57  
 Manger & McGucken (street improvements)<sup>1</sup>-----unit prices-- 45, 514. 45  
 Gray Robinson Construction Co. (utilities)<sup>1</sup>-----do----- 17, 854. 64  
 Loan to city of Manitowoc for public utilities, street improvements, etc., including electric extension----- 47, 128. 43  
 Loan to Manitowoc Gas Co. for gas installation----- 10, 000. 00

GROTON, CONN.

Groton Iron Works (land purchased by realty company):  
 National Engineering Co. (construction contract)-----fee-- 22, 500. 00  
 G. A. Wells (street improvements)<sup>1</sup>-----lump sum-- 12, 277. 40  
 Loan to borough of Groton for public utilities, street improvements, including electric extension----- 25, 000. 00  
 Loan to town of Groton for public utilities, street improvements, including electric extension----- 25, 000. 00

NEWBURGH, N. Y.

Newburgh Shipyards (land purchased by realty company):  
 T. C. Desmond Co. (construction contract)-----fee-- 12, 000. 00  
 Harper & Guilfoil (street and house walks)<sup>1</sup>-----unit prices-- 11, 600. 00

TABLE IV.—Schedule of housing projects, including character of housing and number of men housed.

Shipyards.	Location.	Individual houses.		Apartments.		Dormitories.		Hotels.		Total number of men accommodated.
		Number.	Men accommodated.	Number.	Men accommodated.	Number.	Men accommodated.	Number.	Men accommodated.	
American International Shipbuilding Corporation (4 projects).	Hog Island, Philadelphia, Pa.	1,989	3,978	.....	.....	<sup>2</sup> 16	2,042	.....	.....	6,020
Newport News Shipbuilding & Dry Dock Co. (2 projects).	Newport News, Va.	473	946	330	421	.....	.....	.....	.....	1,367
New York Shipbuilding Co. (4 projects). <sup>3</sup>	Camden, N. J. ....	1,578	3,156	4 59	118	.....	.....	1	38	3,312
Bethlehem Shipbuilding Corporation (Sparrows Point Plant).	(St. Helena, Md.) <sup>5</sup> ..	6 296	1,348	.....	.....	.....	.....	.....	.....	2,948
Atlantic Corporation.....	(Dundalk, Md.) <sup>6</sup> ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
	(Portsmouth, N. H.)	278	556	.....	.....	9	409	.....	.....	965

<sup>1</sup> 510 houses sold to individuals; balance en masse to syndicate.  
<sup>2</sup> Dormitories certified to Supply and Sales Division and sold.  
<sup>3</sup> Capital stock of realty company taken over by Emergency Fleet Corporation Feb. 20, 1920.  
<sup>4</sup> Underneath the apartments are 6 stores on Collings Road and three in Morgan Village.  
<sup>5</sup> Sold as a whole.  
<sup>6</sup> Convertible.  
<sup>7</sup> Boarding houses.  
<sup>8</sup> Capital stock of realty company taken over by Emergency Fleet Corporation Jan. 15, 1920, and entire project sold to individual purchasers.

<sup>1</sup> These contracts were made to complete work originally included in general construction contracts but subsequently eliminated therefrom.

TABLE IV.—Schedule of housing projects, etc.—Continued.

Shipyard.	Location.	Individual houses.		Apartments.		Dormitories.		Hotels.		Total number of men accommodated.
		Number.	Men accommodated.	Number.	Men accommodated.	Number.	Men accommodated.	Number.	Men accommodated.	
Sun Shipbuilding Co. (2 projects)	Chester, Pa. ....	712	1,442	56	112					1,554
Chester Shipbuilding Co. (2 projects) <sup>9</sup>	do. ....	278	556	106	168			10	1	292
American Shipbuilding Co. <sup>11</sup>	Lorain, Ohio .....	7	152	8	16					480
Texas Steamship Co.	Bath, Me. ....	232	464			4	72			290
Bathlehem Shipbuilding Co. and Pusey & Jones. <sup>12</sup>	Wilmington, Del. ....	109	218	7	14					1,020
Merchants Shipbuilding Corporation.	Bristol, Pa. ....	503	1,006							3,778
Pusey & Jones. <sup>14</sup>	Gloucester, N. J. ....	320	640	212	388	56	2,300	1	450	3,778
Westinghouse Electric & Manufacturing Co. (2 projects).	Houses, Essington, Pa. ....	447	894	1	2					896
	Dormitories, Essington, Pa. <sup>15</sup>	200	400							400
Merrill-Stevens Shipbuilding Co.	Jacksonville, Fla. <sup>17</sup>					2	614			641
Bayles Shipyard (Inc.)	Port Jefferson, Long Island.	156	316			1	18	27		316
G. M. Standifer Construction Co.	Vancouver, Wash.	14	28			1	206			224
Terry Shipbuilding Co.	Savannah, Ga. ....	19	40					1	500	540
Traylor Shipbuilding Co.	Cornwell Heights, Pa.	(20)								300
Detroit Shipbuilding Co. <sup>11</sup>	Wyandotte, Mich.	21	79							158
Manitowoc Shipbuilding Co. <sup>21</sup>	Manitowoc, Wis. ....	100	200			1	300			500
Groton Iron Works <sup>22</sup>	Groton, Conn. ....	24	92			4	204			433
	Newburgh Shipyards <sup>23</sup>	7	3							433
Pacific Coast Shipbuilding Co.	Newburgh, N. Y. ....	127	254	70	120					374
Missouri Valley Bridge & Iron Co. <sup>24</sup>	Clyde, Calif. ....	103	206					1	150	356
	Quantico, Va. ....	7	12							24
Total (houses) .....		8,644	18,862	849	1,359	94	6,174	5	1,430	28,064
Total (boarding houses) .....		6	239							

<sup>9</sup> Capital stock of realty company taken over by Emergency Fleet Corporation May 25, 1920.  
<sup>10</sup> Hotel owned by Emergency Fleet Corporation.  
<sup>11</sup> Capital stock of realty company taken over by Emergency Fleet Corporation June 17, 1920.  
<sup>12</sup> Capital stock of realty company taken over by Emergency Fleet Corporation Feb. 28, 1921.  
<sup>13</sup> These are bachelor quarters and boarding houses.  
<sup>14</sup> Negotiations begun with officials of shipbuilding company in re transfer of capital stock of realty company to Emergency Fleet Corporation.  
<sup>15</sup> Owned by Emergency Fleet Corporation.  
<sup>16</sup> Women.  
<sup>17</sup> Capital stock of realty company taken over by Emergency Fleet Corporation Sept. 13, 1920. Projects sold to M. A. O'Byrne and Morris H. Bernstein under terms of executory contract dated Nov. 11, 1920.  
<sup>18</sup> Sold as a whole in conjunction with sale of Bayles Shipyard (Inc.) to New York Harbor & Dry Dock Co., Mar. 31, 1920.  
<sup>19</sup> Cottages.  
<sup>20</sup> Abandoned.  
<sup>21</sup> One old house included.  
<sup>22</sup> Project sold as a whole to Manitowoc Shipbuilding Co., June 19, 1920.  
<sup>23</sup> Capital stock of realty company taken over by Emergency Fleet Corporation, Sept. 13, 1919.  
<sup>24</sup> Of the 92 houses, 42 were constructed by the Emergency Fleet Corporation, and 50 houses and 2 boarding houses were under construction by the Groton Iron Works, 12 of which and 1 boarding house were completed by the Emergency Fleet Corporation, the balance having been completed by the Groton Iron Works. There are also 1 cafeteria and 1 boiler house.  
<sup>25</sup> Negotiations begun with officials of shipbuilding company re purchase.  
<sup>26</sup> Entire project sold as a whole to United States Marine Corps in conjunction with sale of shipyard by Supply and Sales Division.  
<sup>27</sup> Cottages.

Total number of persons housed in above projects: Houses, 43,459; apartments, 4,245; dormitories, 6,174; hotels, 1,430; total number, 55,308.

TABLE V.—Security held by Emergency Fleet Corporation for payment of sums expended on account of contracts for provision of transportation facilities.

Contract drawn with—	Date.	Revised estimated equity.	Security.	Amount.
	1918.			
Lewiston, Augusta & Waterville Street Ry., Bath, Me.	July 15	\$68,974	Title to all new material purchased at cost of. First mortgage refunding 5 per cent bonds of par value.	\$68,974 60,000
Receiver, Bay State Street Ry., Boston, Mass.	June '26	67,000	Title to all new material purchased at first cost of. Receivers' certificates of face value of amount advanced.	67,000
Richmond Light & R. R. Co., New Brighton, Staten Island.	Aug. 28	530,000	Title to all new material purchased, first cost of a lien on railroad company's earnings, consisting of one-tenth of cost power furnished the shipyards during the war, and one-half of cost power furnished after the war.	557,360
Public Service Ry., Newark, N. J. (work at Kearney, N. J.).	{Aug. 12 July 31}	26,189	{Franchise, consents, etc., and title to work at first cost of. Title to street cars of contract cost.	26,189 319,634
Southern Pennsylvania Traction Co., Philadelphia, Pa.	{Dec. 3 Sept. 4}	{319,634 89,919}	{First mortgage bonds of Wilmington & Philadelphia Traction Co., at 75 per cent of their par value, to the net amount of. Full title to track of cost of.	89,919 935,674
Do..... Public Service Ry., Newark, N. J. (work at Camden, N. J.).	Apr. 18	935,674 960,000	Title to power apparatus, trackage, and street cars at first cost of, also bond executed by public service corporation guaranteeing performance of contract.	960,000
Public Service Ry., Newark, N. J. (Yorkship Village track).	July 11	238,373	Title to track construction at first cost of.	238,373
United Rys. & Electric Co., Baltimore, Md.	July 10	947,489	Title to street cars and track and franchises, consents, etc., at first cost of.	961,489
Newport News & Hampton Ry., Gas & Electric Co., Hampton, Va.	May 21	318,555	Title to street cars, franchises, consents, etc., and title to track at first cost of.	318,555
			Title to power apparatus purchased at estimated first cost of. Franchises, consents, etc.	200,000
Tidewater Power Co., Wilmington, N. C.	Aug. 28	335,000	First mortgage 6 per cent bonds at par value of amount of 85 per cent of amount advanced for track and overhead and at estimated first cost of. A lien on the power company's earnings, consisting of the profit on the power delivered to the shipyard.	150,000
			Title to cars, track, and all other facilities provided at first cost of. Bonds of the municipal street car line, guaranteed as to principal and interest by the city of Tacoma to the face value of.	232,398 232,400
City of Tacoma, Tacoma, Wash....	Sept. 11	232,398	All rights, franchises, etc., necessary to construction and operation.	
Portland Ry., Light & Power Co., Portland, Oreg.	July 13	120,006	Title to street cars and trackage provided at first cost of all rights, franchises, etc., necessary to construction and operation.	150,329
San Francisco-Oakland Terminal Co.	Aug. 16	9,675	Note of the Emergency Transportation Co. guaranteed by the San Francisco-Oakland Terminal Co. as to principal. Interest stock of the Emergency Transportation Co. of par value.	9,675
San Diego Electric Ry. Co.....	Sept. 10	46,884	Title to trackage and property.....	46,884
Philadelphia Rapid Transit Co., Philadelphia, Pa.	Mar. 20	2,161,655	Title to trolley cars, track, and overhead and additional power equipment provided at first cost of.	2,161,655
Philadelphia Rys. Co., Philadelphia, Pa.		885,580	.....do.....	1,014,000
Public Service Ry. Co., Newark, N. J.	Mar. 7	687,995	Title to trolley cars and track and overhead provided at first cost of.	687,995
Total.....		8,981,000		

TABLE VI.—*Loans made by the Emergency Fleet Corporation to utility companies in connection with housing projects.*

Wilmington:	
Gas	\$30,787.79
Electricity	16,610.71
Paving street-car tracks	8,022.54
Gloucester:	
Gas	49,520.00
Electricity	36,846.45
Camden:	
Gas	159,209.25
Electricity	81,202.06
Lorain: Electricity	15,829.23
St. Helena:	
Gas and electric installation	25,580.08
Water and sewer facilities (including Dundalk) already repaid	149,833.78
Dundalk: Gas, electricity	71,339.56
Hilton Village:	
Water	67,130.00
Electricity	21,434.36
Portsmouth: Electricity	17,837.69
Chester: Gas	92,900.24
Jacksonville: Gas	26,113.21
Manitowoc: Gas	10,000.00
Essington: Water	12,794.30

TABLE VII.—*List of municipalities which have been furnished facilities in connection with housing projects of the Emergency Fleet Corporation, with their approximate commitments for refunds.*

Wilmington, Del	\$161,983.44
Camden, N. J	273,250.00
Lorain, Ohio (\$37,500 already repaid)	72,848.52
Bath, Me. (including \$25,000 for school)	125,000.00
Portsmouth, N. H.	121,700.00
Chester, Pa	128,863.72
Manitowoc, Wis. (\$39,628.43 already repaid)	47,128.43
Wyandotte, Mich	19,879.52
South Jacksonville, Fla	100,000.00
Duval County, Fla. (for road construction; already repaid)	15,031.49
Borough of Groton, Conn. (including \$2,000 for school site; \$2,000 already repaid)	27,000.00
Town of Groton, Conn	25,000.00
Warwick County, Va. (school at Hilton Village; already repaid)	40,000.00
City of Philadelphia, Pa	352,602.43

TABLE VIII.—Statement of total net disbursements for construction of housing developments up to June 30, 1921.

Company.	Location.	Amount.
Atlantic Corporation.....	Portsmouth, N. H.....	\$2,298,831.42
Newport News Shipbuilding & Dry Dock Co.....	Newport News, Va. (2 projects).....	5,261,026.26
New York Shipbuilding Co.....	Camden, N. J.. (4 projects).....	11,605,199.60
Pusey & Jones.....	Gloucester, N. J.....	3,479,771.48
Bethlehem Shipbuilding Co.....	Wilmington, Del.....	5,189,616.09
Pusey & Jones.....	Sparrows Point, Md. (2 projects).....	5,401,423.06
Bethlehem Shipbuilding Corporation.....	Bath, Me.....	1,449,968.99
Texas Steamship Co.....	Chester, Pa. (2 projects).....	4,140,332.94
Chester Shipbuilding Co.....	Chester, Pa.....	6,915,523.27
Merchants Shipbuilding Corporation.....	Bristol, Pa.....	7,905,938.44
American International Shipbuilding Corporation.....	Philadelphia, Pa. (4 projects).....	4,988,447.25
Sun Shipbuilding Co.....	Chester, Pa. (2 projects).....	385,319.26
G. M. Standifer Construction Co.....	Vancouver, Wash.....	268,397.81
Bayles Shipyard (Inc.).....	Port Jefferson, Long Island.....	1,871,490.31
American Shipbuilding Co.....	Lorain, Ohio.....	968,301.52
Merrill-Stevens Shipbuilding Co.....	Jacksonville, Fla.....	2,050,132.99
Westinghouse Electric & Manufacturing Co.....	Essington, Pa. (2 projects).....	(1)
Terry Shipbuilding Co.....	Savannah, Ga.....	508,715.81
Detroit Shipbuilding Co.....	Wyandotte, Mich.....	8,800.00
Traylor Shipbuilding Co.....	Cornwell Heights, Pa.....	679,838.34
Manitowoc Shipbuilding Co.....	Manitowoc, Wis.....	530,689.37
Pacific Coast Shipbuilding Co.....	Clyde, Calif.....	955,895.35
Groton Iron Works.....	Groton, Conn.....	1,411,372.26
Newburgh Shipyards.....	Newburgh, N. Y.....	(2)
Missouri Valley Bridge & Iron Co.....	Quantico, Va.....	
Total.....		68,275,034.82

<sup>1</sup> Cancellation settlement made with the Terry Shipbuilding Co. by payment of \$18,024.64.  
<sup>2</sup> The cost of this project paid through Ship Construction Division.



EXHIBIT A.—Consolidated balance sheet as at June 30, 1921.

ASSETS.		LIABILITIES, ETC.	
CURRENT ASSETS.		CURRENT LIABILITIES.	
Item No.	Item No.		
1. General cash and cash fund (schedule No. 1).....	\$34,047,304.54	10. Vouchers payable:	
2. Accounts receivable (schedule No. 2).....	234,320,401.41	(a) Audited.....	\$48,335,583.9
3. Notes receivable (schedule No. 2-A).....	78,252,239.98	(b) Unaudited.....	19,674,631.92
4. Advances (schedule No. 3).....	31,116,276.23		\$68,010,215.41
5. Investments (schedule No. 4).....	84,655,663.72	11. Accounts payable.....	1,223,377.61
6. Materials, supplies, ship stores, etc. (schedule No. 5).....	102,800,374.22	12. Charter hire payable:	
Total current assets.....	\$565,252,260.10	(a) American	765,488.35
		Foreign Gov-	
		ernments..	
		(b) American	42,129,883.02
		vessel own-	
		ers.....	42,895,371.37
		13. Unclaimed wages.....	1,083,489.10
		14. Deposits on sales,	
		charter, hire, etc.....	10,771,425.62
		Total current liabilities.....	\$123,993,879.11
		CAPITAL LIABILITIES.	
		15. Mortgages payable.....	4,000.00
		16. First mortgage bonds on shipbuilding plants.....	2,500,000.00
		Total capital liabilities.....	2,504,000.00
		17. Appropriations (schedule No. 9).....	\$126,497,879.11
		18. Reserves (schedule No. 10).....	3,310,170,576.88
			1,014,264,257.45
		19. Net outcome of all transactions by classes of activities from inception to June 30, 1921 (Exhibit B).....	4,450,922,713.54
		Total.....	1,380,322,195.14
			3,070,599,518.40

**EXHIBIT B.—Summary statement to show net outcome of all transactions by classes of activities from inception to June 30, 1921.**  
SUMMARY.

	Total.	Classes of activities.					Other activities.
		Operation of vessels.	Construction of vessels.	Sale of vessels.	Housing projects.	United States Shipping Board.	
Revenues from operations, sales, etc. (sec. 1).....	\$1,838,213,548.43	\$1,461,458,904.27	\$50,382,646.64	\$298,354,966.43	\$17,840,824.00	\$7,968,954.02	\$3,308,063.07
Less expenses, etc. (sec. 2).....	3,218,536,743.57	2,250,354,700.45	489,900,261.49	329,790,996.15	16,945,877.26	9,866,661.87	122,480,246.35
Net outcome of all transactions (to exhibit A).....	1,380,323,195.14	788,925,796.18	439,577,614.85	31,436,039.72	795,746.74	1,997,307.85	119,182,183.28

SECTION 1.

Item.	Total.	Classes of activities.					Other activities.
		Operations of vessels.	Construction of vessels.	Sale of vessels.	Housing projects.	United States Shipping Board.	
Revenues from operations, sales, etc.							
Voyage revenue.....	\$1,455,402,659.90	\$1,455,402,659.90					
(1) Owned.....	317,902.07	317,902.07					
(2) Seized.....	61,868.40	61,868.40					
Total sale of vessels.....	1,094,128.30	1,094,128.30					
Shipping coal, etc.....	19,437,079.28		\$8,769,688.68	\$3,465,396.82	\$5,297,365.48		
Slop chest earnings.....	212,251.49						
Interest.....	943,974.37						
Discounts.....	6,863,412.73						
Foreign exchange.....	5,432,204.95		691,065.93	831,753.68	50,000.00	\$2,714,570.75	
Other revenues.....					2,174,141.88		\$3,308,063.07
(1) Owned.....							
(2) Seized.....							
Total sale of vessels.....	298,907,429.54			274,017,093.54			
Sale of wireless.....	150,396.39			19,890,336.00			
Sale of houses.....	9,742,794.83			150,396.39	9,742,794.83		
Sale of cargoes of Dutch vessels.....	4,645,718.79					4,645,718.79	
Other sales.....	41,045,734.64		40,921,892.03		75,821.81	8,094.48	
Total.....	1,838,213,548.43	1,461,458,904.27	50,382,646.64	298,354,966.43	17,840,824.00	7,368,354.02	3,308,063.07

SECTION 2.

A	Voyage expense.....	\$2, 146, 888, 612.02	\$15, 632, 031.27	\$133, 263.50	\$1, 419, 250.19	\$3, 075, 938.14	
B	General expense.....	57, 072, 642.76	36, 317, 339.69				
C	Lay-up of vessels' expense.....	4, 967, 870.29					
D	Recruiting service.....	14, 667, 483.78					
E	Construction changes—Delay in delivery.....	54, 048, 553.62					
F	Commissions.....	397, 904.50					
G	Interest.....	337, 170.77					
H	Cash discount.....	15, 084, 082.55					
I	Cost of houses sold.....	33, 350, 241.87					
J	Cost of other sales.....	224, 215, 541.41					
K	Shrinkage and losses due to appraisal.....	18, 402, 703.28					
L	Contract cancellation, machinery, etc.....	18, 268, 090.37					
M	Losses due to war-time conditions.....	47, 884.93					
N	Losses due to fire, theft, damage, and shortage.....						
O	Gratuities to other United States Government departments.....	58, 824, 689.89					\$56, 824, 689.89
P	Loss on sale of Liberty bonds.....	167, 671.04					161, 671.04
Q	Cost of stores on board vessels at time of sale.....	105, 082.97					
R	Expenditures on vessels no longer in possession of United States Shipping Board.....	2, 429, 723.73					2, 429, 723.73
S	Construction, etc., charges undistributed to specific vessels <sup>1</sup> .....	166, 756, 915.46					
T	Cost of vessels lost: Prior to operations.....		166, 756, 915.46				
	In service of Army and Navy.....						
	Not insured.....						
	Insured.....						
	Total cost of vessels lost.....						
U	Cost of vessels sold, released, or reconveyed: Owned.....	51, 262, 572.10					
	Requisitioned.....						
	Seized.....						
	Total cost of vessels sold, released, or reconveyed.....						
V	Cost of surplus hulls sold.....	327, 955, 264.61					
W	Payments to former owners—Vessels lost in United States Shipping Board service.....	1, 526, 269.67					
X	Vessel contract cancellation.....	14, 241, 333.32					
Y	Other accidents and losses.....	25, 358, 805.12					
Z	Appropriation moneys given to War Department under Executive order.....	46, 498, 897.00					
	Total.....	3, 860, 000.00					
		3, 218, 593, 743.57					
		2, 250, 394, 700.45					
		489, 960, 281.49					
		329, 790, 996.15					
		10, 544, 877.26					
		9, 365, 661.87					
		122, 490, 246.35					

<sup>1</sup> Includes salaries, expenses, depreciation on furniture and fixtures, etc.

<sup>2</sup> Includes \$9,850,646.96 of June 30, 1921, unrecorded charges.

1, 811, 003.95  
2, 221, 417.16  
1, 690, 815.29  
45, 530, 335.70

SCHEDULE 1.—Statement of general cash and cash funds as at June 30, 1921.

General cash:

(a) In United States Treasury-----	\$18,274,332.42
(b) In banks -----	268,398.47
(c) In transit -----	3,576,194.19

Total general cash----- \$22,118,925.08

Cash funds:

(d) Imprest -----	824,017.61
(e) Insurance -----	2,072,487.95
(f) Working -----	323,560.43
(g) Recruiting service-----	61,407.71
(h) Treasurer's revolving-----	236,213.40
(i) In escrow for restrictions against ves- sels -----	526,261.17
(j) Trust, for ship construction-----	100.00
(k) Special -----	918,193.99
(l) Operating agents -----	6,966,137.20

Total cash funds----- 11,928,379.46

Total general cash and cash funds  
(to Exhibit A)----- 34,047,304.54

SCHEDULE 2.—Statement of accounts receivable as at June 30, 1921.

Item.	Debtor.	Charged to debtor.			Distribution of charges to debtors.			
		Billed.	Unbilled.	Total.	Due and collectible during fiscal year ending June 30, 1922.	Due and collectible subsequent to fiscal year ending June 30, 1922.	Total collectible.	Total not collectible.
A	Foreign Government:							
	(1) Czechoslovakia.....	\$1,796,797.26	\$28,223.99	\$1,793,021.25	\$1,793,021.25		\$1,793,021.25	
	(2) Denmark.....	297.44		297.44	297.44		297.44	
	(3) France.....	11,406,064.41	277,697.00	11,683,761.41	11,683,761.41		11,683,761.41	
	(4) Great Britain.....	12,690,132.26	9,334.18	12,699,466.44	12,699,466.44		12,699,466.44	
	(5) Holland.....		300.00	300.00	300.00		300.00	
	(6) Italy.....	1,482,174.97	447,805.94	1,929,980.91	1,929,980.91		1,929,980.91	
	(7) Norway.....	119.50		119.50	119.50		119.50	
	(8) Peruvia.....	16.17		16.17	16.17		16.17	
	(9) Russia.....		46,460.02	46,460.02	46,460.02		46,460.02	
	(10) Siam.....	25,607.34		25,607.34	25,607.34		25,607.34	
	(11) Sweden.....	40.00	117.49	157.49	157.49		157.49	
	(12) Poland.....	1,995.76		1,995.76	1,995.76		1,995.76	
	(13) Switzerland.....	162,613.39	57,936.87	220,550.26	220,550.26		220,550.26	
	(14) Uruguay.....	83,067.14		83,067.14	83,067.14		83,067.14	
	(15) Total foreign Governments.....	27,618,915.64	865,925.49	28,484,841.13	28,484,841.13		28,484,841.13	
B	United States Government departments:							
	(1) Bureau of Internal Revenue.....	1,254.90	18,441.82	19,696.72	19,696.72		19,696.72	
	(2) Federal Board of Vocational Education.....	26,982.65		26,982.65	26,982.65		26,982.65	
	(3) Food Administration.....	7,849,128.04	411,080.02	8,260,208.06	8,260,208.06		8,260,208.06	
	(4) Navy.....	8,196,834.45	211,213.65	8,408,048.10	8,408,048.10		8,408,048.10	
	(5) Pacific Coast Petroleum W. L. Committee.....	137,500.20		137,500.20	137,500.20		137,500.20	
	(6) War Department.....	334,080.14	34,661.60	418,721.74	418,721.74		418,721.74	
	(7) Railroad Administration.....	895,634.43	2,356.80	897,991.23	897,991.23		897,991.23	
	(8) State.....	40,231.48	2,433.93	42,665.41	42,665.41		42,665.41	
	(9) Treasury.....	696.99	228.00	924.99	924.99		924.99	
	(10) Panama Canal.....	82,018.68		82,018.68	82,018.68		82,018.68	
	(11) Public Health Service.....	13,509.29		13,509.29	13,509.29		13,509.29	
	(12) Other departments.....	4,514.40	2,440.95	6,955.35	6,955.35		6,955.35	
	(13) Total United States Government departments.....	17,682,365.65	680,806.77	18,313,172.42	18,313,172.42		18,313,172.42	



SCHEDULE 2A.—Statement of notes receivable as at June 30, 1921.

Item.	Debtor.	Charged to debtor.			Distribution of charges to debtor.			
		Billed.	Unbilled.	Total.	During fiscal year ending June 30, 1922.	Due and collectible subsequent to fiscal year ending June 30, 1922.	Total collectible.	Total not collectible.
A	Foreign Governments:							
	(1) Total foreign Governments.....							
B	Other debtors:							
	(1) Vessel purchasers.....	\$57,290,902.47		\$57,290,902.47	\$25,413,388.53	\$36,831,514.64	\$82,044,902.17	\$5,245,999.30
	(2) Other individuals, firms and corporations (notes).....	10,928,257.43		10,928,257.43	10,159,386.75	768,870.68	10,928,257.43	
	(3) Other individuals, firms and corporations (certificates of indebtedness).....	33,080.08		33,080.08		33,080.08	33,080.08	
	(4) Total other debtors.....	78,252,239.98		78,252,239.98	35,572,775.28	37,433,465.40	73,006,240.68	5,245,999.30
C	Total notes receivable (to Exhibit A).....	78,252,239.98		78,252,239.98	35,572,775.28	37,433,465.40	73,006,240.68	5,245,999.30

SCHEDULE 3.—Statement of advances as at June 30, 1921.

Item.		
A. Advances to contractors	-----	\$19, 086, 155. 02
B. Advances on account of vessels in hands of purchasers and receivers:		
1. Secured	-----	\$3, 249, 000. 00
2. Unsecured	-----	8, 281, 121. 21
		11, 530, 121. 21
C. Advances to American Marine Insurance Syndicate	-----	500, 000. 00
		<u>31, 116, 276. 23</u>

SCHEDULE 4.—Statement of investments as at June 30, 1921.

Item.		
A. Mortgages:		
(1) Mortgages of realty companies	-----	\$47, 374, 735. 16
(2) Mortgage loans	-----	26, 254, 889. 23
(3) Other mortgages receivable	-----	6, 526, 231. 12
		80, 155, 855. 51
Total mortgages	-----	15, 150. 00
B. United States Liberty bonds	-----	4, 484, 658. 21
C. Other investments	-----	
		<u>84, 655, 663. 72</u>

SCHEDULE 5.—Statement of materials, supplies, ship stores, etc., as at June 30, 1921.

Item.		
A. Inventories and current property	-----	\$33, 347, 669. 81
B. Machinery construction:		
(1) Under construction	-----	6, 069, 587. 89
C. Supply and sales:		
Property and materials, etc	-----	82, 226, 564. 39
		121, 643, 822. 09
Total and materials, etc	-----	
D. Less suspense:		
(1) Certified materials	-----	18, 783, 447. 87
		<u>102, 860, 374. 22</u>

SCHEDULE 6.—Statement of purchases, construction and reconditioning expenditures on owned vessels, available, and in process as at June 30, 1921.

Item.		
A. Purchased vessels:		
Austrian vessels	-----	\$489, 138. 10
Japanese vessels	-----	30, 648, 463. 04
		\$31, 137, 601. 14
Total purchased vessels	-----	1, 079, 003. 70
B. Requisitioned lake and other vessels afloat	-----	
C. Requisitioned on ways and completed by Emergency Fleet Corporation	-----	374, 594, 134. 49
D. Contracted for by Emergency Fleet Corporation:		
(1) Steel vessels	-----	\$1, 738, 220, 092. 79
(2) Wood and composite vessels	-----	218, 511, 654. 03
(3) Concrete vessels	-----	17, 579, 459. 95
(4) Tugs and barges	-----	16, 880, 443. 97
		1, 991, 191, 650. 74
Total contracted for by Emergency Fleet Corporation	-----	5, 658, 121. 89
E. Seized German and Austrian vessels	-----	
		<u>2, 403, 660, 511. 96</u>

Total purchase, construction and reconditioning expenditures on owned vessels available and in process (to Exhibit A)-----



SCHEDULE 7.—*Statement of plants, property, and equipment, fuel-oil stations, real estate and buildings, furniture, fixtures, mechanical office equipment, automobiles, launches, etc., as at June 30, 1921.*

Item.

A. Plants, property, and equipment:	
Property (includes real estate, buildings, railroad and floating equipment, shipways) and equipment (includes office furniture and fixtures, automobile trucks, etc., launches, restaurant and equipment)-----	\$78,999,482.61
B. Fuel-oil stations-----	707,186.71
C. Real estate and buildings-----	2,000,000.00
<hr/>	
Total real estate and buildings-----	\$81,706,669.32
D. Furniture, fixtures, mechanical office equipment, automobiles, launches, etc.:	
(1) Furniture, fixtures, mechanical office equipment, etc. (includes automobile account of Division of Construction)-----	2,051,027.90
(2) Automobiles and launches (does not include Division of Construction)-----	50,840.25
<hr/>	
Total furniture, fixtures, mechanical office equipment, automobiles, etc-----	2,101,868.15
<hr/>	
Total plants, property, and equipment, fuel-oil stations, real estate and buildings, furniture, fixtures, mechanical office equipment, automobiles, launches, etc. (to Exhibit A)---	88,808,087.47

SCHEDULE 8.—*Statement of construction of, improvements to, etc., expenditures on housing projects and transportation facilities, as at June 30, 1921.*

Item.

A. Housing projects:	
(1) Housing projects owned, cost of construction-----	\$8,849,216.52
(2) Undistributed account, includes income, unclaimed wages, sale of houses, inventories, etc-----	15,529.26
<hr/>	
B. Transportation facilities-----	\$8,864,745.78
<hr/>	
Total construction of, improvements to, etc., expenditures on housing projects and transportation facilities (to Exhibit A)-----	9,013,963.09
<hr/>	
Total construction of, improvements to, etc., expenditures on housing projects and transportation facilities (to Exhibit A)-----	17,878,708.87

SCHEDULE 9.—Statement of appropriations, allotments, and unexpended balances thereof less transfers therefrom to show net amount received from appropriations and allotments as at June 30, 1921.

Item.	Appropriated.	Unexpended appropriation balance.	Net received.
<b>A Appropriations:</b>			
(1) Permanent fund.....	\$50,000,000.00		\$50,000,000.00
(2) Emergency shipping fund.....	3,240,053,000.00	\$6,956,798.30	3,233,096,201.70
(3) Increase of compensation.....	4,633.71		4,633.71
(4) Salaries and expenses, 1917 (net).....	74,404.67		74,404.67
(5) Salaries and expenses, 1918.....	355,743.99		355,743.99
(6) Salaries and expenses, 1919.....	828,849.14		828,849.14
(7) Salaries and expenses, 1920.....	772,986.00	307,344.60	465,641.40
(8) Salaries and expenses, 1921.....	446,133.33	89,349.51	356,783.82
Appropriation total.....	3,292,535,750.84	7,353,492.41	3,285,182,258.43
	Allotted.	Unexpended allotment balances.	Net received.
<b>B Allotments:</b>			
(1) National security and defense, 1918 (net).....	\$23,040,445.68		\$23,040,445.68
(2) National security and defense, 1919.....	1,947,872.87		1,947,872.87
Allotment total.....	24,988,318.55		24,988,318.55
Total receipts from appropriations and allotments (to Exhibit A).....			3,310,170,576.98

SCHEDULE 10.—Statement of reserves as at June 30, 1921.

Reserved for—		
Item A. Depreciation—		
(1) Vessels.....	\$406,564,417.52	
(2) Plants, property and equipment.....	4,399,276.14	
(3) Furniture, fixtures, mechanical office equipment, etc.....	246,333.20	
(4) Automobiles and launches.....	17,646.51	
Total reserve for depreciation.....		\$411,227,673.37
Item B. Maintenance.....		301,787,247.62
Item C. Insurance—		
(1) Marine, etc.....	229,849,208.22	
(2) Other insurance.....	18,928,377.69	
Total reserve for insurance.....		248,777,585.91
Item D. Other reserves—		
(1) Awards to former owners of requisitioned hulls.....	11,309,962.77	
(2) Other accidents.....	25,853,155.69	
(3) For War Department accounts received for property, vessels, etc.....	5,580,659.27	
(4) Reserve for recoveries from War Department unallocated to specific expenditures.....	868,027.34	
(5) Reserve for charter revenue unearned.....	288,573.40	
(6) Reserve for coal and fuel-oil costs.....	8,561,372.08	
Total other reserves.....		52,461,750.55
Total reserves (to Exhibit "A").....		1,014,254,257.45

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EXHIBIT C.—Statement of position of unexpended cash balances and unexpended emergency shipping fund appropriation balance as at June 30, 1920, and June 30, 1921.

Item.	Balance June 30, 1920.	Balance June 30, 1921
1. Unexpended balance emergency shipping fund appropriation, United States Treasury.....	\$62, 372, 449. 19	\$6, 956, 798. 30
2. Disbursing officer United States Shipping Board:		
(a) United States Treasury.....	201, 565. 08	.....
(b) Special deposit cash.....	3, 581, 979. 00	399, 746. 41
(c) Salaries and expense appropriation.....	23, 212. 39	42, 174. 76
(d) National security and defense.....	16, 928. 73	.....
(e) Total disbursing officer's cash balance.....	<u>3, 823, 691. 20</u>	<u>441, 921. 17</u>
3. United States Shipping Board Emergency Fleet Corporation:		
A. Construction Division—		
(1) United States Treasury, home office account.....	7, 866, 268. 33	8, 026, 253. 46
(2) United States Treasury, District office account.....	22, 265, 666. 23	869, 604. 14
(2a) United States Treasury, insurance department.....	.....	2, 072, 487. 95
(3) Cash in transit.....	7, 831, 892. 58	2, 850, 193. 27
(4) Imprest funds.....	15, 421, 586. 26	686, 903. 16
(5) Working funds.....	381, 343. 30	65, 779. 51
(6) Controlled cash.....	333, 788. 39	100. 00
(7) Cash in escrow.....	.....	2, 699. 19
(8) Total construction cash balance.....	<u>54, 100, 545. 00</u>	<u>14, 576, 020. 68</u>
B. Division of Operations—		
(1) United States Treasury, home office account.....	16, 176, 528. 22	7, 645, 884. 69
(2) United States Treasury, home office req. account.....	12, 030, 379. 85	.....
(3) United States Treasury, district office accounts.....	4, 683, 060. 78	821, 742. 20
(4) Cash in transit.....	1, 572, 592. 89	741, 000. 92
(5) Operators trust fund.....	20, 242, 403. 21	6, 951, 137. 20
(6) Treasurer's revolving fund.....	878, 242. 04	103, 213. 40
(7) Bank of Montreal.....	627, 335. 21	240, 888. 42
(a) Home office account.....	\$604, 389. 74	\$220, 239. 26
(b) Boston account.....	.....	13, 713. 76
(c) Cleveland account.....	22, 945. 47	1, 935. 40
(8) Cash in escrow (Peru Government).....	.....	900, 000. 00
(9) Philippine National Bank.....	143, 092. 41	.....
(10) Riggs National Bank.....	.....	5, 234. 05
(11) Disbursing officers' fund.....	175, 702. 51	254, 065. 92
(12) Stipulation fund.....	639, 177. 12	521, 027. 12
(13) Building imprest fund (45 Broadway).....	.....	15, 494. 80
(14) Agents in foreign offices.....	.....	135, 000. 00
(15) London agency.....	.....	88, 028. 35
(16) Total Division of Operations cash balances.....	<u>57, 168, 512. 24</u>	<u>18, 420, 717. 07</u>
C. Recruiting service—		
(1) Total recruiting service cash balances.....	741, 628. 53	61, 407. 71
D. Transportation and housing—		
(1) United States Treasury.....	550, 315. 49	469, 928. 76
(2) Imprest fund.....	81, 117. 73	76, 596. 15
(3) Working fund.....	500. 00	515. 00
(4) Petty cash fund.....	.....	200. 00
(5) Total transportation and housing cash balance.....	<u>631, 933. 22</u>	<u>547, 237. 91</u>
Total cash balance in United States Treasury, imprest working funds, etc.....	<u>116, 466, 310. 19</u>	<u>34, 047, 304. 54</u>
Total available cash emergency shipping fund.....	<u>179, 338, 759. 38</u>	<u>41, 004, 102. 84</u>

EXHIBIT D.—Statement of cash receipts and disbursements showing their arbitrary application to appropriations and allotments for fiscal year beginning July 1, 1920, ending June 30, 1921.

Item.	Total.	Salaries and expense appropriations.	National security and defense allotment.	Emergency shipping fund appropriation.
1. Cash balance as at July 1, 1920.....	\$116,466,310.19	\$23,218.39	\$16,928.73	\$116,426,163.07
2. Receipts:				
(a) Disbursing officer, United States Shipping Board (schedule 1-A).....	17,525,382.56	457,367.15	.....	17,068,015.41
United States Shipping Board Emergency Fleet Corporation—				
(b) Construction Division (schedule 1-B).....	199,984,902.84	.....	.....	199,984,902.84
(c) Division of Operations (schedule 1-C).....	386,099,616.51	.....	.....	386,099,616.51
(d) Recruiting service (schedule 1-D).....	347,524.14	.....	.....	347,524.14
(e) Transportation and housing (schedule 1-E).....	4,177,994.85	.....	.....	4,177,994.85
3. Total receipts for fiscal year ending June 30, 1921 (schedule 1—Summary).....	608,135,420.90	457,367.15	.....	607,678,053.75
4. Total cash balance (as at June 30, 1920) and receipts for fiscal year ending June 30, 1921.....	724,601,731.09	480,585.54	16,928.73	724,104,216.82
5. Disbursements:				
(a) Disbursing officer, United States Shipping Board (schedule 2-A).....	6,907,152.59	438,410.78	16,928.73	6,451,813.08
United States Shipping Board Emergency Fleet Corporation—				
(b) Construction Division (schedule 2-B).....	220,309,427.16	.....	.....	220,309,427.16
(c) Division of Operations (schedule 2-C).....	461,177,286.94	.....	.....	461,177,286.94
(d) Recruiting service (schedule 2-D).....	1,696,630.93	.....	.....	1,696,630.93
(e) Transportation and housing (schedule 2-E).....	463,928.93	.....	.....	463,928.93
6. Total disbursements for fiscal year ending June 30, 1921 (schedule 2—Summary).....	690,554,426.55	438,410.78	16,928.73	690,099,087.04
7. Cash balance as at June 30, 1921.....	34,047,304.54	42,174.76	.....	34,005,129.78
8. Total cash balance (as at June 30, 1921) and disbursements for fiscal year ending June 30, 1921.....	724,601,731.09	480,585.54	16,928.73	724,104,216.82

SCHEDULE 1.—Summary statement of cash receipts for fiscal year beginning July 1, 1920, ending June 30, 1921.

Item.	Class of receipts.	Total.	United States Shipping Board disbursing officer, Schedule A (Exhibit D-2A).	Construction Division, Schedule B (Exhibit D-2B).	Division of Operations, Schedule C (Exhibit D-2C).	Recruiting service, Schedule D (Exhibit C-2D).	Transportation and housing, Schedule E (Exhibit C-2E).
A	From appropriations.....	\$105,872,435.40	\$405,000.00	\$105,467,435.40			
B	Operations.....	355,070,813.00			\$354,254,628.51	\$48,890.07	\$767,294.42
C	Interest.....	4,025,396.02		1,479,324.54	984,375.85	1,725.05	1,559,970.58
D	Discount.....	8,807.53		1,174.69	5,608.81	2,024.03	
E	Sales.....	57,672,185.82	17,023,998.48	31,020,812.76	8,447,943.17	150,116.08	1,029,315.33
F	Insurance.....	2,897,813.23		2,397,839.24	497,934.50		2,039.49
G	General expense refunds.....	841,399.84	55,747.25	540,593.60	243,973.53	186.81	898.65
H	Miscellaneous.....	81,746,570.06	40,636.83	59,077,722.61	21,665,152.14	144,582.10	818,476.38
I	Grand total receipts, fiscal year ending June 30, 1921.....	608,135,420.90	17,525,382.56	199,984,902.34	386,070,616.51	347,524.14	1,177,994.85

SCHEDULE 2.—Summary statement of cash disbursements for fiscal year beginning July 1, 1921, ending June 30, 1921.

Item.	Class of disbursements.	Total.	United States Shipping Board disbursing officer, Schedule A (Exhibit D-5A).	Construction Division, Schedule B (Exhibit D-5B).	Division of Operations, Schedule C (Exhibit D-5C).	Recruiting service, Schedule D (Exhibit D-5D).	Transportation and housing, Schedule E (Exhibit D-5E).
A	General expense.....	\$24,705,217.01	\$382,417.15	\$12,351,812.56	\$11,719,169.90	\$124,419.49	\$127,397.91
B	Operating expense.....	385,869,953.22			384,185,193.08	1,667,863.36	116,894.78
C	Other expense.....	9,800,893.80	20,701.26	9,715,794.93	42,459.36		21,938.25
D	Ships.....	159,807,574.56	140,871.82	159,666,702.74			
E	Miscellaneous.....	110,370,737.96	6,363,162.36	38,573,116.93	65,230,467.60	4,343.03	197,697.99
F	Grand total disbursement, fiscal year ending June 30, 1921.....	690,554,426.55	6,907,152.59	220,309,427.16	461,177,286.94	1,696,630.93	463,928.93



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