

JOINT RESOLUTIONS

WHEREAS, This industry will MAY collapse within two years if the new PROPER AUTHORITIES Administration in Washington does DO not immediately embark upon a program to bolster this industry; now, therefore, be it

Resolved, That the following emergency program be recommended to the new Administration for adoption:

(1) A portion of the reserve fleet required for national defense purposes should be put in ready condition and this work should be placed in private ship repair yards.

(2) The Navy Department should give sufficient repair work to private repair yards to keep them in operation.

(3) The completion dates of work presently in our shipyards should be accelerated, to provide immediate employment to halt impending layoffs.

(4) The replacement of our present merchant fleet WHEREVER NECESSARY should be undertaken at the A rate of sixty ships per year, SUFFICIENT to insure retention of the facilities and labor personnel required for the protection of this country in the event of even a limited emergency.

(5) The Government of the United States should set up a major maritime research center to insure that U.S. shipyards shall have the benefit of technological advice and consultation, which almost every other country in the world provides to its nationals, and which we lack. The program for research should receive strong and immediate support so that its findings may be used to maximum advantage in the replacement of our present merchant marine.

(6) CONSIDERATION SHOULD BE GIVEN TO Transportation of all Government-aid cargoes should be on American-flag ships, because of the failure of previous administrations to implement the 50-50 cargo preference law, and the necessity of conserving our dollar balances.

(7) Our coastwise and intercoastal shipping, the backbone of our country in case of a national emergency, should be strengthened. The American-flag tramp fleet should be restored, whether by means of Government cargo, trade-in for newer and more efficient vessels in the reserve fleet at low interest rates with longer years to pay, or some other form of Government subsidization which will enable this fleet to stay in business.

(8) A policy should be adopted in the interests of constructing the most advanced-design vessels in American yards to keep the technology of American shipyard workers at a peak, and construction for the Government commercially practical prototype vessels of advanced design as a means of determining the feasibility of new developments.

(9) A second nuclear power propelled merchant vessel should be constructed after development of new improved nuclear propulsion machinery.

(10) The group of six cargo vessels called for by the Walrus Report recommendations, should be constructed, incorporating speeds