

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) 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) Out 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 in excess of 20 knots, unitized cargo handling and partial automation of operation.

(11) The 87th Congress should repeal the extension of the replacement life of vessels beyond their designed 20-year life. This practice accelerates the cost of maintenance and repair, and frequently overcomes the apparent savings and capital costs.

(12) Above all, this Administration must recognize the necessity for an adequate American flag merchant fleet on a soundly planned long-range basis which will minimize the cost of ever recurrent industry crises, and maximize the productivity and initiative of our skilled labor force and management; and, be it further

*Resolved*, That the Maryland Representatives and Senators in the United States Congress use their good offices to propose the necessary legislation to implement this program; and be it further

WHEREAS, THIS INDUSTRY IS PRESENTLY DEPRESSED, AND IN NEED OF ADDITIONAL NEW CONSTRUCTION AS WELL AS SHIP REPAIR WORK; NOW, THEREFORE, BE IT

RESOLVED, THAT THE MARYLAND REPRESENTATIVES