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Third Annual Report

of the

United States Shipping Board

FOR THE YEAR ENDED
JUNE 30, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

THE UNITED STATES SHIPPING BOARD.

EDWARD N. HURLEY, of Illinois, *Chairman.*
RAYMOND B. STEVENS, of New Hampshire, *Vice Chairman.*
JOHN A. DONALD, of New York, *Commissioner.*
HENRY M. ROBINSON, of California, *Commissioner.*
..... Vacancy, *Commissioner.*
JOHN J. FLAHERTY, *Assistant Secretary.*

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I. UNITED STATES SHIPPING BOARD.

WASHINGTON, D. C., *December 1, 1919.*

TO THE CONGRESS:

We have the honor to submit herewith the Third Annual Report of the United States Shipping Board covering the fiscal year ended on June 30, 1919. The report embraces accounts of the various activities of the Board and the Emergency Fleet Corporation under the provisions of the Shipping Act of 1916, as well as under subsequent acts.

SUMMARY OF ACTIVITIES.

During the year ended on June 30, 1919, the efforts of the Shipping Board were divided between the problems of ship production and ship operation. The signing of the armistice on November 11 caused sudden changes, and, in many matters, complete reversals of policy and methods.

Before the Armistice.

In the operating field, the work of the first four months centered upon securing maximum results from the vessels not actually employed for Army and Navy account in primary military service; upon securing additional tonnage for this fleet through negotiations with friendly foreign shipowners, through reconditioning old vessels, through adapting Lake vessels for salt water cruising, and otherwise; and upon supervising the conditions and terms under which all American commercial cargoes were lifted.

In the construction field, the work of the first four months was a continuous effort to meet the world war demand for speed. With the support of the fundamental industries, there was built up in less than one year a great steel fabricating and assembling organization.

After the Armistice.

Immediately after the signing of the armistice, and throughout the remaining seven and one-half months of the fiscal year, construction activities were curtailed as rapidly as the physical condition of the building program and the financial interests of the Government permitted. Suspension of contracts was ordered, and a careful examination of the status of each suspended contract made. In practically every case in which a contract could be cancelled at less cost to the Government than the difference between the cost to

complete and the probable market value at time of completion, cancellation was made.

There have been a few exceptions to this rule for making cancellations, but only where necessary. The ramifications of the shipbuilding organization were very complex. In no case did the direct responsibility of the Government extend back into industry beyond the rolling mill or the boiler or engine factory. Nevertheless, the sharp curtailment of the large building program necessarily caused serious derangements in many overlapping stages of production, and vitally affected many industries.

The ship-operating activities of the last eight months of the fiscal year have brought up for solution many problems, which are described in detail elsewhere in this report. The early release of requistioned tonnage was considered necessary, in order to assist American industries to reorganize on a peace basis and to establish or reestablish themselves in the markets of the world. The process was begun in January as soon as the Army and the Navy began releasing tonnage to the Shipping Board. However, a sudden and unlooked-for demand upon the Shipping Board to supply shipping aggregating almost 2,000,000 deadweight tons for European civilian relief duty not only practically stopped the release of tonnage to American commerce from February to May, but in many instances caused the retention for a few more voyages of vessels already released.

In the interim, the Board was able to use with more leeway such tonnage as had been confined to the war material and essential commercial trades during the war. Many of these vessels had been making voyages to parts of the world where ships flying the American flag were almost never seen, and with which American industries never had enjoyed direct reciprocal trade relations. As soon as the embargoes on American exports were removed, American ships were able to supply many long-unfilled wants at these ports with American goods. In return they brought back to this country valuable raw materials, some of which had not been seen in this country since the early days of the war, and most of which had always been bought and shipped through foreign intermediaries.

New Work and Plans.

During May and June, the last two months of the period covered by this report, the requirements of the European civilian relief so relaxed that the Board was able to release and recover enough tonnage to meet the country's more urgent commercial needs,and to bring about a condition approaching stability in ocean freight rates.

The Shipping Board has established regular sailings of American flag ships in 41 trade routes. Most of these trade routes are in the trans-Atlantic, South American, and other more important trades,

but some of them are in parts of the world where American flag ships have not been accustomed to trade for more than a generation. To reinforce these trade routes, and to help insure their permanency, considerable work is being done in the way of establishing American bunkering stations and in setting up agencies to handle American vessels and their cargoes in foreign ports.

As stated above, the report herewith submitted covers the activities of the United States Shipping Board and subsidiary organizations for the fiscal year ending June 30, 1919. No events occurring after that date have been taken into account. Owing to the fact, however, that the membership of the Board has been changed since June 30, by the resignations of former Chairman Hurley and Commissioner Robinson and the appointment of the present Chairman to succeed Mr. Hurley, no Commissioner having been appointed to succeed Mr. Robinson, this introduction and letter of transmittal is signed by the present Chairman and Members of the Board.

Respectfully,

JOHN BARTON PAYNE, *Chairman.*
R. B. STEVENS, *Vice Chairman.*
JOHN A. DONALD, *Commissioner.*
T. A. SCOTT, *Commissioner.*

ORGANIZATION.

The members of the Board at the time of the Second Annual Report, December 1, 1918, were Mr. Edward N. Hurley, Chairman, Mr. Raymond B. Stevens, Mr. John A. Donald, Mr. Bainbridge Colby, and Mr. Charles R. Page.

During the fiscal year ended June 30, 1919, two Commissioners resigned, Messrs. Bainbridge Colby (Mar. 4, 1919), and Charles R. Page (May 15, 1919). Mr. Henry M. Robinson, of California, was appointed ad interim on June 13, 1919, vice Mr. Charles R. Page.

The period of readjustment after the signing of the armistice necessitated some changes in the administrative organization providing for assignments, sales of ships, and of surplus ship construction material, and the reduction and consolidation of the field service.

FUNCTIONS OF THE SHIPPING BOARD.

The United States Shipping Board served as the agency through which the problems of shipping control were handled, and the war powers of the United States in the field of water transportation were administered. It regulated all the shipping of the country; repaired the seized German ships; recruited and trained officers and seamen for merchant vessels; supervised the chartering of all ships (foreign and domestic) from American ports; developed port facilities; handled large problems of labor control; and operated, directly or through private shipping agencies, a vast merchant marine.

The Board acted in close cooperation with the Allied Maritime Transport Council in London, and with the War Industries Board, War Trade Board, War Labor Policies Board, and the Exports Control Committee.

The problem of conserving tonnage and providing for the effective utilization of available shipping facilities was handled by the Shipping Control Committee in New York.

The inspection and repair of vessels, and in part the transference of vessels from the Great Lakes to the ocean, was performed by the Board of Survey and Consulting Engineers and the Construction and Repair Department of the Division of Operations.

Among the important activities of the Board during the past year were the employment of tonnage for the return of troops, and for European relief service; the return of neutral and requisitioned

tonnage; payment of just compensation for requisitioned vessels; negotiations with the War and Navy Departments for reimbursement for vessels used by these departments, and the sale of ships.

EUROPEAN MISSION, AND THE PARIS OFFICE.

At the request of the President, for peace conference purposes, an office was established in Paris by the Chairman, personally, in December, 1918. Part of this organization was taken from the American section of the Allied Maritime Transport Council, which functioned in London throughout the war. The Paris office gathered most of its data from the Washington office and the London office of the American section of the Allied Maritime Transport Council, which was directly under the orders of the State Department.

One of the problems considered during the European mission was that of a survey of the world shipping in connection with the food situation. A conference was held in London between representatives of the Shipping Board and the American Food Administration. Shipping problems were discussed and a food program outlined.

The Vice Chairman of the Shipping Board, with other representatives of the United States, presented the views of this country at the Brussels conference relating to supplying food to the Germans, taking over of German ships, and the revictualing of Europe. The Shipping Board representative also acted on the reparation commission, and the subcommittee on navigation.

The Shipping Board organization in Paris also worked in close relation with the office of the Chief of Naval Operations of the United States Navy.

EMPLOYMENT OF TONNAGE FOR THE MOVEMENT OF TROOPS AND FOR EUROPEAN RELIEF SERVICE.

One of the accomplishments of America's participation in the World War was the movement of 2,000,000 troops overseas, with the elaborate supply of munitions, material, and food necessary for maintaining these troops at a high point of efficiency.

In all its efforts for the acquisition and the creation of new tonnage, the Board's uppermost thought was the needs of the Army. German vessels were taken over by the Board, and the huge task of repairing and putting them into Army service was quickly done; Dutch ships in our ports were acquired; many neutral vessels were chartered from Norway, Sweden, and Denmark; Japanese steamers were acquired in considerable number by purchase; all American steamers available for the Nation's use were requisitioned; Lake ships were reconstructed and brought to the seaboard, and a very extensive shipbuilding program was launched.

On November 1, 1918, the total tonnage in active service, controlled by the United States Shipping Board, amounted to 1,196 vessels of 6,540,205 deadweight tons. This included requisitioned tonnage, time chartered neutral, and seized German vessels. Of this total, 598 vessels of 4,269,838 deadweight tons were in the direct service of the Army and Navy. These carried troops and supplies to European ports. This was the situation at the signing of the armistice on November 11, 1918.

Immediately after the signing of the armistice the shipping problems of the Board were reversed. There were heavy demands for the return of troops and for European relief service. The Government entered on a food program to relieve the stricken countries of Europe and to prevent, if possible, by the rapid supply of foodstuffs, a deplorable economic and social condition which threatened to overwhelm those countries. This food-relief movement began in February, 1919. It reached its peak in May, 1919, at which time 264 vessels of nearly 2,000,000 deadweight tons were engaged in this movement.

TRANSFER OF AMERICAN VESSELS TO FOREIGN REGISTRY.

Section 9 of the Shipping Act of 1916, provides that when the United States is at war or during any national emergency, the existence of which is declared by proclamation of the President, it shall be unlawful, without first obtaining the approval of the Board, to sell, mortgage, or lease any vessel documented under the laws of the United States or to transfer any such vessel to a foreign registry or flag.

During the first few months of Shipping Board supervision a number of transfers of American vessels to foreign registries were authorized under circumstances clearly indicating that such transfers were not inconsistent with national interests. But on June 4, 1918, it was decided to permit no American vessels of more than 100 tons gross registry to pass to any foreign flag, although it later became desirable to withhold the application of this rule in a few exceptional cases.

On December 12, 1918, it was decided to authorize the sale of wooden vessels then under construction in American shipyards to foreign-owned American corporations and to foreigners without restriction, excepting to enemy ownership, and the transfer of all such documented tonnage to foreign-owned American corporations, providing such transfers were not inconsistent with national interests; also the sale of all documented wooden vessels to foreigners with privilege to transfer to buyer's flag in exceptional cases only, after carefully considering each case on its merits. Owing to constantly

changing conditions this policy was gradually modified until wooden vessels were permitted to pass to foreign registries unless there appeared to be some good reason why the transfers should not be approved.

This marked relaxation of policy did not apply to the transfer of American iron or steel tonnage to foreign flags, as the uncertainty of the international situation generally, the duty of the United States to provide proper transportation facilities for the return of American soldiers from overseas, and its moral obligation to carry food to the starving peoples of Europe made it manifestly unwise to part with the control of such desirable shipping. However, the Shipping Board did permit the transfer of a few old steel and iron vessels of Lake-type construction which were obviously of no value to the American merchant marine. But the Board has scrupulously avoided giving its consent to the transfer of American iron and steel vessels to any foreign registries unless it clearly appeared, from the peculiar circumstances involved in each case, that its approval was particularly desirable from the standpoint of the Government as well as the individual.

Numerous applications for the transfer of American fishing vessels to foreign registries were approved after a careful inquiry disclosed that such transfers would not be detrimental to the American fishing industry.

From June 30, 1918, to July 1, 1919, the Board authorized the transfer of the following vessels:

Number.	Gross tonnage.
253 wooden vessels	205,641.43
34 steel vessels	47,203
12 iron vessels	14,652.9
Total 299 vessels	267,497.33

TRANSFERS FROM ONE AMERICAN CITIZEN TO ANOTHER.

The control over the transfer of American vessels from Americans to Americans was entirely relinquished on December 3, 1918, as it was evident that the conditions making the exercise of such control desirable had passed.

CONSTRUCTION OF SHIPS IN AMERICAN YARDS FOR FOREIGN ACCOUNT.

Direct legislative authorization for control over construction for foreign account was conferred on the Board by the Act of July 18, 1918, amending the Shipping Act, which provided that when the United States is at war or when a national emergency has been proclaimed by the President, it shall be unlawful, without first obtaining the approval of the Shipping Board, to enter into any contract,

agreement, or understanding to construct a vessel within the United States for or to be delivered to any person not a citizen of the United States without expressly stipulating that such construction shall not begin until after the war or the emergency proclaimed by the President has ended. Prior to the signing of the armistice the Board enforced this legislation. Subsequent to November 11, 1918, the Board altered its requirements so as to permit unlimited construction of wooden tonnage for American or foreign account and steel tonnage for American account.

The Board recognized the advantages of lifting all restrictions, and on June 14, 1919, a letter was sent by Chairman Hurley to all shipyards in the United States advising that upon presentation of all contracts for the construction of steel ships for foreign account approval for such construction would be granted.

REPORT OF LAW DEPARTMENT.

The Law Department advises the Board and its various divisions on legal matters. It handles the current legal work arising out of the various activities of the Board and of the Division of Operations of the Emergency Fleet Corporation.

Among the important matters with which the Law Department has been concerned in the past year are the following: The determination of just compensation for vessels the title to which was requisitioned by the Shipping Board, or which were lost while in its use; examination of title papers covering vessels requisitioned; adjustment of numerous problems growing out of the requisition of the use of vessels and their redelivery to owners; the acquisition of German and Austrian tonnage; the determination of just compensation for vessels requisitioned while under construction, including an important settlement with Norwegian claimants, and various reconveyances or sales to American claimants; the commercial relations of the Board with the Army and Navy as to vessels turned over to them by the Board; arrangements with foreign countries, including Japan, Uruguay, and Peru, for securing tonnage; complex and voluminous problems arising out of the use of Dutch vessels, the disposition of their cargoes, and the redelivery of the vessels; examination of ocean freight and charter rates; questions with the Railroad Administration in connection with coastwise vessels taken over by it; the drafting of proposed legislation; and the sale of vessels owned or controlled by the Board.

The Common-Law Division of the Law Department advises as to general administrative problems, proposed legislation and relations

with Congress, sales and transfers of vessels, just compensation for requisitioned vessels, and nonmaritime claims and contracts.

The Admiralty Division advises as to maritime contracts and claims, ships' title papers, and the like. As admiralty counsel for the Emergency Fleet Corporation, it advises as to charter parties, bills of lading, and other operating contracts, and as to salvage, general average, collisions, cargo claims, and other maritime problems. With the return of the fleet to commercial service, now extending to all parts of the world, and the growth of the fleet, the work of the Admiralty Division has greatly increased. Litigation, which has multiplied rapidly since the decision of the Supreme Court in the *Lake Monroe* case, holding Shipping Board vessels in commercial service subject to libel under section 9 of the Shipping Act, is handled through, and with the excellent cooperation of the Department of Justice.

RETURN OF REQUISITIONED TONNAGE.

To understand the general policy of the Board in the release of requisitioned tonnage it is well to review briefly the general principles that were agreed upon (Second Annual Report, p. 34): That the United States, though not strictly speaking a "charterer," should assume in practice that relation toward the vessel requisitioned; that the owner should, in general, be allowed to operate the vessel for the United States; that the expense of operation should be apportioned between the Shipping Board and the owner in a manner similar to that prevailing, in normal times, between owner and charterer; that the Shipping Board should assume the risk of marine peril losses except under bare boat charter; that at the option of the Shipping Board the vessel might be entirely taken over and operated by the United States without the aid of the owner and the Shipping Board might again return the vessel to the owner for operation; that the period of service should be for such time as the Shipping Board might determine, but should not extend beyond the first arrival of the vessel in an American port six months after peace, unless required for governmental purposes; and that the Shipping Board should reserve the right to terminate the agreement on five days' notice.

The problem of the release of the requisitioned tonnage has been most difficult. Following the general principle stated in the Second Annual Report, the Board on January 6, 1919, adopted the policy of releasing privately owned American vessels not over 4,000 tons deadweight capacity, with the exception of vessels required for military and relief service. The operating and managing agreements which

applied to the vessels were canceled and terminated, although the Board reserved the right to requisition anew.

These vessels, after their redelivery to the owners, were still subject to the control of rates, and approval of trades, through such agencies as the Board had established. The release became effective as to vessels uncommitted for cargo after the expiration of the five days' notice. In the case of uncommitted vessels then in the United States ports, the release became effective on arrival in a United States port and the discharge of cargoes. As to vessels committed for outward cargoes, releases did not become effective until the Director of Operations had made satisfactory arrangements regarding redelivery and cancellation of charter parties and performance of xisting commitments. In accordance with these duties, instructions regarding the redelivery of American requisitioned tonnage were issued in each case as rapidly as possible. On June 30, 1919, 457 vessels of a total deadweight tonnage of 2,665,000 had been redelivered.

SUBSTITUTE TONNAGE.

Along with the general policy of the release of requisitioned tonnage the Board agreed to assign substitute tonnage for the ships retained for Army, Navy, or relief purposes, the substitute ships to remain in the service of the charterers until the requisitioned ships were released. Special arrangements were made in case the substituted ship was returned. The Board did not undertake to supply substitutes unless it had spare tonnage, which could be so utilized without detriment to the Board's other interests.

Some owners were inclined to demand the substitute vessels on the Government time charter form instead of bare boat form of charter. To eliminate difficulties the Board adopted a resolution, stating that in so far as circumstances would permit, it would charter to American shipowners whose vessels were still under requisition substitute tonnage equivalent in amount and character to the vessels requisitioned, this substitute tonnage to be chartered to the owners at requisition rates under forms of charter similar to those under which the requisitioned vessels were being operated. Also, the deductions of hire for any loss of time resulting from difficulties in hull, machinery, or equipment of any chartered vessel would be allowed on bare boat charters.

RETURN OF CHARTERED NEUTRAL TONNAGE.

During the year 1918 negotiations were carried on through diplomatic channels with the cooperation of representatives of the Shipping Board on the War Trade Board, as a result of which various

agreements were concluded for the acquisition of ships from neutral countries. In these agreements the United States governmental authorities agreed to license for export necessary food supplies and other commodities for the use of those neutral nations in exchange for their agreeing to charter to the Shipping Board all the tonnage which they could spare from their own immediate needs. A number of chartering agreements were made with Sweden, Norway, and Denmark. By these agreements the United States secured from Norway about 614,000 deadweight tons of steamers and approximately 275,000 deadweight tons of sailing vessels. From Sweden the United States obtained 100,000 deadweight tons of sailing vessels and an equal amount of steamers for use outside the war zone. The arrangement with Denmark provided for the retention by that country of a stated amount of tonnage to take care of transporting the necessary food supplies and other commodities. Out of the surplus Danish tonnage above this amount the United States secured 265,000 deadweight tons of steamers.

After the cessation of hostilities and the signing of the peace treaty a number of sailing ship agreements came to an end and the Shipping Board immediately began negotiations for the return of this tonnage.

In January, 1919, the Board made known that it was ready to negotiate with shipowners for the release of all neutral vessels under requisition by the War Department, or if it was desired, to assign charters to the neutral Governments. After taking care of the American requirements for tonnage the actual negotiations were started for the redelivery of Danish, Norwegian, Swedish, and other tonnage under charter to the Board prior to the expiration of the charter period. By taking advantage of various elements it was possible to redeliver some of this tonnage at a great saving to the Government, and in no case was a bonus offered for the cancellation of any of these contracts. By June 30, 22 Danish and 5 Swedish steamers had been redelivered in European ports.

Thirty-four Norwegian, 50 Danish, and 12 Swedish steamers had been redelivered in United States ports by June 30, on several of which the contracts were canceled by mutual consent without any obligation on the part of the Board.

There remained on June 30, 1919, of which about 40 per cent is expected to be delivered at European ports—8 Swedish vessels, 23 Norwegian vessels, 13 Danish vessels, and 25 Dutch vessels, making a total of 69 steamers still under charter to the Board.

RETURN OF DUTCH TONNAGE.

The acquisition of Dutch tonnage is referred to in detail in the Second Annual Report (pp. 47–48). In January, 1919, the Shipping Board advised the owners of Dutch commandeered tonnage that it was then prepared to redeliver such tonnage. Under the terms of the seizure the Board was obligated to redeliver this tonnage at the ports of seizure. Such a procedure involved unlimited complications, as the vessels had been taken over at 15 different ports. The Board immediately started negotiations to ascertain the wishes of the owners regarding redelivery ports. These negotiations at first were unsuccessful and very little progress was made. Finally it was decided to redeliver all steamers of less than 4,000 tons in United States ports, and according to this policy notices were sent to the shipowners. In March, 1919, representatives of three steamship companies owning 13 steamers met representatives of the Shipping Board and agreed to accept redelivery of all their steamers at Dutch ports on the condition that the Board would furnish free of cost to the owners sufficient coal to enable each steamer to return to a United States port. The Board accepted this proposition mainly for two reasons—first, sufficient ships were not then available without this tonnage to carry out the food program, and under the agreement the Board had the use of these steamers until they were in a position for redelivery. Second, no more satisfactory conditions could be obtained, and considering the original demands of the owners or the seizure agreement requiring these steamers to be returned to the United States in ballast for redelivery, a saving of at least $40,000 on each ship was made. This proposition being agreed upon, 17 Dutch steamers had been redelivered in the United States by June 30, 1919, and 36 redelivered in Dutch ports.

Under the terms of the President's Proclamation of March 20, 1918, taking over the Dutch vessels, the Shipping Board was directed to make to the owners thereof full compensation, in accordance with the principles of international law. By the "Terms of employment of Dutch vessels" it was provided that—

> If the vessel shall be lost, the United States will forthwith pay the owner the value of the vessel, estimated according to a schedule of values which will be communicated to the owner hereafter; or at the option of the owner, to be exercised within 30 days of the date at which the schedule of values has been communicated to him, will deliver to the owner as soon as possible after the termination of the present war a vessel of substantially similar tonnage, type, class, and value, and of substantially no greater age (any deficiency or excess in value to be adjusted by a cash payment), paying interest, in the meanwhile, from the date of loss at the rate of 6 per cent per annum on the value of the lost vessel.

After prolonged negotiations between representatives of the Shipping Board, the State Department, the British Government, the Dutch Government, and the Dutch shipowners, a scale of values acceptable to all parties concerned was finally agreed upon for the purpose of determining a rate of compensation to be awarded in the event of loss. This scale allowed 75 pounds per gross ton, or, on the option of the shipowners 50 pounds per deadweight ton, for vessels up to 10 years of age; 60 pounds per gross ton or 40 pounds per deadweight ton for vessels up to 30 years of age; and 50 pounds 10 shillings per gross ton or 35 pounds per deadweight ton for vessels over 30 years of age. The United States and the British Governments made in addition a liberal alternate for replacing any lost tonnage, paying interest at 10 per cent from the date of loss to the date of replacement. All of the Dutch shipowners elected money compensation, as provided in the agreed scale of values and the payments in each case have been made according to this agreement.

REPORT OF THE CHARTERING COMMITTEE AND CHARTERING EXECUTIVE.

The functional powers of the Chartering Committee and the Chartering Executive are given in the Second Annual Report (pp. 68–71).

The Chartering Committee was appointed on September 29, 1917, and continued to function until March 1, 1919. The work of the committee was continued under a Chartering Executive, who also acted as Tank Steamer Executive.

The first noted change in the work of the Chartering Committee occurred at the time the armistice was signed. After that date there were no neutral vessels chartered by the committee for long periods, as the tonnage already chartered was ample to cover the urgent war needs.

One of the duties of this committee and the Chartering Executive was the approval of charters for all ships touching United States ports. During the war period there were many restrictions and conditions in force which had to be closely observed before approval was given.

REGULATION OF CHARTER RATES.

During the war the question of control of tonnage and of rates was an important factor. The natural trend of the freight market since the signing of the armistice has rendered the control over rates less essential from the viewpoint of preventing them from becoming exorbitant. If anything, the situation has been reversed and the difficulty which the Chartering Executive and the various depart-

ments of the Shipping Board are now facing is to endeavor to maintain a satisfactory rate, rather than to enforce further reductions in rates.

In view of the heavy committance and tonnage which the Government has been obligated to enter into during the war and which is now under the control of the Board, it is obviously requisite that freight rates should be kept upon a paying level, as otherwise this vast tonnage would face the serious situation of having to operate at rock-bottom rates under operating costs, in many instances, quadruple the cost before and during the early part of the war.

The Chartering Committee and Chartering Executive have from time to time in conjunction with the Division of Operations determined upon certain rates as "fixed rates," i. e., rates which were to be maintained and not exceeded, the idea being to create a stable condition in freights and obviate undue fluctuations. The fixed rates were in force only in the West Indies trade and South American trade. In all other trades there was a maximum rate in effect, and in all cases the maximum rate was of such a nature that it was high enough so that no fixtures were made to the maximum rate in effect. "Fixed rates" apply to the West Indies trade. Upon the removal of the rate control in this trade, outside fixtures will probably be made at rates lower than those quoted by the Shipping Board.

The trans-Atlantic market has been extremely active so far as movements of coal are concerned. The rates are holding at about the same as those the Shipping Board are quoting, although in a few cases they have ranged from $0.50 to $1 more. Charter fixture in this trade outside the coal have been very few up to the present time.

DIVISION OF REGULATION.

The Division of Regulation shortly after the armistice was signed began to exercise its functions more fully than it had during the war period. The work of the division is essentially the regulation of rates and practices of water carriers in peace times and is properly divisible into four parts, namely, formal dockets, informal dockets, tariffs, and contracts and conferences, each of which will be separately considered.

Cases on the formal docket embrace complaints submitted by shippers and other persons against carriers subject to the Board under authority of section 22 of the Shipping Act of 1916. During the entire period the Board has been regulating the activities of water carriers only six formal complaints have been filed.

Article 24 of the Rules of Practice in Proceedings under the shipping act provides that any letter or written memorandum other than formal complaints in which a violation of the act is alleged, will be

regarded as an informal complaint and that the Board, through correspondence and informal conferences, will attempt to adjust the matter complained of. During the past year 63 of such informal complaints were filed.

Common carriers by water in interstate commerce operating on the high seas or the Great Lakes on regular routes from port to port are required by section 18 of the shipping act to file with the Board and keep open to public inspection in the form and manner prescribed by the Board their maximum rates, fares, and charges, and are prohibited from demanding, charging, or collecting rates in excess of those so published except with the approval of the Board and after 10 days' notice unless the Board for good cause shown waives such notice. A file of these tariff publications is maintained by this division and kept open to the public at all times. The Shipping Act does not impose upon carriers engaged in foreign trade the duty of filing tariffs with the Board.

The Board has issued tentative tariff regulations which have been used by carriers as a general guide in publishing their tariffs, but there is now before the Board a draft of permanent tariff regulations which will probably be promulgated at an early date.

The tariff files in the office of the division now contain 1,150 freight tariffs and 1,175 supplements thereto, and 282 passenger tariffs and 133 supplements thereto.

Carriers and other persons, such as forwarders, amenable to the jurisdiction of the Board are required by the provisions of section 15 of the Shipping Act to file copies or complete memoranda of all contracts, agreements, and understandings in respect to rates, traffic, pooling of equipment, or any other working arrangement.

The contracts and agreements above mentioned fall into two classes—the so-called steamship conferences, which are understandings among combinations of groups of steamship lines as to policies affecting operations, traffic, ports, etc.; and in the past also involved the maintenance of systems of deferred rebates which are now prohibited by law. These steamship conferences are supplemented by what are called conference agreements, these latter instruments being contracts or agreements between parties subject to the original conference and based on that conference. It does not necessarily follow, however, that all of the parties to the conference are parties to the conference agreement. The other class of contracts includes those between carriers subject to the Board outside of the conferences on the one hand and carriers and other persons subject to the act—such as persons furnishing wharf and terminal facilities in connection with a common carrier by water—on the other hand. These contracts cover a variety of matters from the furnishing of wharfage

to the allotment of ports. In order to facilitate the work of the office, concurrences in carrier's contracts and conferences already on file have been accepted in lieu of copies of the documents themselves. A complete file of these conferences and contracts is maintained.

RELATIONS WITH THE RAILROAD ADMINISTRATION.

The Board through its Division of Operations maintains close contact with the United States Railroad Administration, it being fully recognized on both sides that in the interest of American foreign trade the fullest possible cooperation between ocean and rail transportation facilities is essential.

A committee composed of the Assistant Director of Traffic of the Railroad Administration and the Assistant Director of Operations of the Emergency Fleet Corporation has been appointed to handle the many questions involving the relations between shipping and the railroads, the following being among the important subjects which have had consideration:

(*a*) Through export bills of lading.

(*b*) Export and import rail rates.

(*c*) Allocation of Shipping Board tonnage to relieve temporary congestion at certain ports.

(*d*) Joint consideration of traffic available to support regular sailings from United States ports.

(*e*) Assignment of Shipping Board vessels for railway operation.

(*f*) Wage questions involving railway floating equipment and Shipping Board vessels.

It is the earnest desire of the Board to have the closest possible unity between rail and ocean carriers, so that American shippers may have a continuous transportation system for world-wide foreign trade, whereby goods can be shipped from a point in the United States to any place in the world as conveniently and with as little obstruction as to one of our own cities.

RELATIONS WITH THE ARMY AND NAVY AS TO VESSELS USED BY THOSE DEPARTMENTS.

Under the authority of various acts of Congress from time to time vessels have been requisitioned by the Board, and later turned over to the War and Navy Departments, generally upon a bare-boat basis. In certain cases the titles to vessels particularly desired were requisitioned by the Board, at the express request of the department needing the same, and turned over directly to such department. A large number of the vessels, the use of which was requisitioned by the Board, have been allocated for use by the War and Navy Departments. The number of Shipping Board vessels and the amount of

tonnage allocated to the Army and Navy, and redelivered by them, during the fiscal year ending June 30, 1919, is as follows:

	Aggregate deadweight tonnage.
Number of vessels allocated, 265	1,713,542
Number of vessels redelivered, 168	1,008,172
Number of vessels sunk, 10	45,599
Number of vessels remaining with Army and Navy, 87	659,771

The Shipping Board in these matters has cooperated with the other departments in every possible way. During the war no express written agreement was ever executed between the Shipping Board and the War and Navy Departments, but the oral understanding was, that as to vessels under requisition charters, those departments assumed all risks and liabilities imposed by such charters upon the United States Shipping Board; and as to vessels owned by the Shipping Board, the War and Navy Departments assumed all war and marine risks and the usual obligations of a charterer, except that for the appropriation year 1918–19 the Board is not permitted to make a charge (a profit) for the use of its vessels.

Near the close of hostilities, namely, in October, 1918, the Shipping Board requisitioned the title to a number of tugs upon the express request of the War Department. Upon the signing of the armistice, in November, the War Department ceased to need all these vessels. Some of them were turned back to the former owners; those which could not be so returned have been paid for by the Shipping Board.

DIVISION OF INSURANCE.

On October 9, 1918, the Division of Insurance was created to take the place of the Advisory Insurance Committee. This was done because of the growing importance of the insurance work and because it was considered necessary to have a division authorized to make salvage and wrecking contracts, so that no time might be lost in arranging for assistance to proceed to endangered vessels.

The marine and war-risk premium rates are fixed by the Director of Insurance and in general follow the commercial market. Since the signing of the armistice, on November 11, 1918, the war-risk rates have been greatly reduced, and since May 1, 1919, the only war-risk insurance which has been carried has been on trans-Atlantic voyages.

The nature of the duties performed by the division has changed considerably, owing to the fact that very few vessels are being chartered and a large number of those under charter have been released to their owners. Another reason for the change is the very rapid growth of the fleet owned by the Shipping Board and the consequent necessity for handling the losses. These duties are concerned only with vessels in operation and not with hulls under construction.

On January 26, 1918, the Shipping Board allotted $10,000,000 to the insurance fund to be used in settling claims, but so far the premiums have been sufficient to take care of losses and it has been unnecessary to draw upon this appropriation. On February 20, 1919, this allotment was withdrawn.

LEGISLATION DURING THE FISCAL YEAR AFFECTING THE SHIPPING BOARD.

In addition to various appropriation bills providing the funds with which the Shipping Board and Emergency Fleet Corporation carry on their work, there have been some important laws passed by Congress during the fiscal year which affect the work of the Board. Among the more important are the following:

1. Amendment to the War Risk Insurance Act, approved July 11, 1918, extends protection to vessels of foreign registry operated for the Shipping Board, when such protection is otherwise unavailable except at unreasonable terms. By this amendment the Bureau of War Risk Insurance is authorized to insure vessels of foreign friendly flags when such vessels are chartered or operated by the United States Shipping Board or its agent, or chartered by an American citizen.

Such insurance is authorized only when the United States Shipping Board or its agent operates the vessel, or the charters are, by the terms of the charter party or contract with the vessel owners, required to assume the war risk or provide insurance protecting the vessel owners against war risk during the term of the charter.

2. An Act, approved July 15, 1918, amends the Act of September 7, 1916, creating the United States Shipping Board. This Act increases the control of the Shipping Board over the transfer of American vessels (including those under construction) to foreign registry or to foreign control. It also extends such control to shipyards, dry docks, shipbuilding or ship-repairing plants, and to facilities and interests therein.

3. An Act, approved July 18, 1918, confers upon the President, or the agent designated by him, authority to prescribe charter rates and freight rates and to requisition vessels, and other powers. The Act is a war measure and the powers granted expire when the treaty of peace is proclaimed between the United States and Germany, unless, on account of tonnage shortage, the President, by proclamation, extends the provisions of the Act for a period not exceeding nine months.

The Act gives the President power to require charters of American vessels, their terms, rates, or provisions to be approved by him. This control was previously exercised by the Chartering Committee in cooperation with the War Trade Board, through the control of

licenses for bunkers and stores. The present Act gives direct statutory authority for such regulation.

The President is also given power to prescribe reasonable freight rates and conditions of shipment governing transportation of goods on vessels of the United States. Previously the Shipping Board had such power only over common carriers engaged in coastwise trade. The Act authorizes the order of priority in which goods shall be carried or other services performed by vessels, and provides for regulations regarding loading, discharging, lighterage, storage, bunkering, etc., designed to promote the efficient use of tonnage during the war.

The President is authorized to extend the provisions of the Act to foreign vessels under charter to American citizens. Direct authority is given to make rules and regulations regarding safety and protective devices in the war zone and to exclude vessels not fit for war-zone service from the dangerous regions.

The Act further forbids the chartering of foreign vessels by American citizens for persons subject to the jurisdiction of the United States without the consent of the President, i, e. a necessary measure of control over foreign tonnage, similar to that exercised by England and France, to restrain the unregulated bidding for neutral vessels which threatened to inflate the neutral tonnage market. Through bunker control, in cooperation with the War Trade Board, the Chartering Committee had previously accomplished this purpose in part.

The Act contains several provisions concerning the requisition of vessels designed to promote the effective administration of the requisitioning program of the Board. It authorizes requisitioning the services as well as the possessions of vessels and compels the owner to issue to the master of a vessel requisitioned such instructions as may be necessary to place it in the service of the United States.

The Act further provides that the President shall transmit to the persons concerned a charter setting forth the hire which is just compensation for the use of the vessel, and the terms which shall govern its use. If the compensation is not accepted, recourse may be had to the Court of Claims.

The Act authorizes, also, the requisition, purchase, or lease of dry docks, wharves, loading and discharging facilities, warehouse equipment, and terminal railways. The priority of service performed by these agencies may be directed, and rules regarding the conduct of their business made.

The Act authorizes the operation of vessels, dry docks, and terminal facilities and provides that net proceeds not directly required for the purpose of the Act may be employed in the construction, requisitioning, or purchase of vessels.

Violation of provisions of the Act is punishable by a fine of not more than $5,000, or by imprisonment for not more than two years, or both.

The powers conferred upon the President by this Act were delegated in part by him to the Shipping Board by proclamation of July 29, 1918. There are a number of bills affecting the Shipping Board pending in Congress. Among these are:

1. An Act granting the Interstate Commerce Commission jurisdiction over water rates (H. R. 4378; S. 1256).

2. An Act authorizing and regulating suits in admiralty against the United States (H. R. 712; S. 2252).

3. An Act concerning vessel mortgages (H. R. 8422, 8873; S. 2820).

4. An Act providing that a special commission be appointed to fix the sale price of the Board's vessels (H. Con. Res. 231).

FOREIGN TRADE.

The promotion of foreign trade comes as an incidental, rather than a primary feature of the Shipping Board's work. The Shipping Act is silent on this subject, and the various laws, proclamations, and Executive orders defining the Board's functions and powers do not specifically confer direct authority in this field.

However, since ships constitute the physical means of international commerce, the ship-operating activities of the Board necessarily have a profound effect upon the actual interchange of commodities, and the Board can not properly promote the interest of the American merchant marine and at the same time be indifferent to the movement of the goods upon which the life of that merchant marine depends. Furthermore, the operation of ships involves the use of foreign representatives and requires continual contact with foreigners engaged in commerce with this country. For these reasons, there are various indirect ways in which the Board's necessary activities touch upon the field of foreign trade.

There is no department of foreign trade in the Shipping Board, and when questions of foreign trade policy are presented such matters are referred to the appropriate governmental department. For instance, the Board recently had before it the question of the formation of an American committee of trade experts in London to keep this country advised of developments in Europe, and after consideration the matter was referred to the Department of Commerce, since it was recognized that this was not an enterprise within the Shipping Board's jurisdiction. The question of improving American-Chinese steamship facilities was also presented to the Board, but action was withheld because far-reaching matters of policy which did not lie within the Shipping Board's province were involved.

The Board is represented, however, by two of the commissioners on the Foreign Trade Committee, which is an advisory body formed to

coordinate the work of the various departments in their relation to foreign trade. The appointment of these representatives on such a committee constitutes a recognition of the vital connection of the Shipping Board with foreign trade questions.

The Board does not appoint agents for American steamship operators in foreign ports, but it does investigate the records and connections of agents abroad so as to supply confidential information regarding firms whose services are desired for the representation of American shipping interests. A list of foreign agents acceptable to the Board has been compiled and is available for operators' reference.

For ship-operating purposes the various departments of the Shipping Board organization conduct investigations which incidentally reveal trade opportunities and probable cargo movements. A number of studies have been made, and bulletins showing the result of this work have been published.

In the Division of Operations the needs of the various trades are being constantly studied in order to provide full cargoes for our vessels wherever possible. The problem of the establishment of regular liner services has been given careful attention, and considerable progress has been made.

The Port and Harbor Facilities Commission of the Board has made extensive investigations of foreign ports, has interested itself in the question of the internal routing of commodities destined for foreign exportation, and has done other work of value for the promotion of foreign trade.

The Import and Export Department of the Division of Operations has devoted practically all of its attention to the coal export problem. But here, again, the subject has been approached rather from the standpoint of efficient physical handling than with any idea of promoting the business.

Both on the operating and constructing side, the Shipping Board has been keenly alive to the necessity of supplying the shipping needs for American foreign trade. The construction program has been undergoing thorough revision in order that the country may have a well-balanced fleet, adapted to serve its prospective commercial needs.

From the foregoing account it will be seen that the Shipping Board's activities so far as they relate to foreign trade do not in any way infringe upon the province of other governmental departments, and that the Board interests itself in foreign trade in an indirect way from the shipbuilders' and ship-operators' standpoint rather than attempting to handle foreign trade problems in any direct or primary manner.

INVESTIGATIONS UNDER SECTION 12 OF THE SHIPPING ACT OF SEPTEMBER 7, 1916.

Section 12 of the Shipping Act of September 7, 1916, provides: "That the Board shall investigate the relative cost of building merchant vessels in the United States and in foreign maritime countries, and the relative cost, advantages, and disadvantage of operating in the foreign trade vessels under United States registry and under foreign registry. It shall examine the rules under which vessels are constructed abroad and in the United States, and the methods of classifying and rating same, and it shall examine into the subject of marine insurance, the number of companies in the United States, domestic and foreign, engaging in marine insurance, the extent of the insurance on hulls and cargoes placed or written in the United States, and the extent of reinsurance of American maritime risk in foreign countries, and ascertain what steps may be necessary to develop an ample marine insurance system as an aid in the development of an American merchant marine. It shall examine the navigation laws of the United States and the rules and regulations thereunder, and make such recommendations to Congress as it deems proper for the amendment, improvement, and revision of such laws, and for the development of the American merchant marine. It shall investigate the legal status of mortgage loans on vessel property, with a view to means of improving the security of such loans and of encouraging investment in American shipping."

A special committee was constituted for the purpose of carrying on investigations provided under section 12. The progress of this committee's work was embodied in a report of the Chairman of the Shipping Board to the President. This report was in response to House Resolution No. 549, Sixty-fifth Congress, which provides:

> That the United States Shipping Board is hereby directed to furnish the House of Representatives not later than April 15, 1919, with the facts in detail as required by section 12 of the act entitled "An act to establish a United States Shipping Board and for other purposes," approved September 7, 1916, with particular reference to the recommendations of the United States Shipping Board relating to seamen's wages, equalization of the higher cost, if any, of building ships in American yards, and the method or policy proposed for operating ships in competition with foreign owned ships whether by the United States or by private corporations or individual citizens; also full information as to the plans which have been adopted for providing stations for furnishing fuel for the United States steamers all over the world.

The energies of the Shipping Board previous to the signing of the armistice were devoted to the acquisition, construction, and operation of ships for war service. There was very little opportunity during 1918 for making special investigations and reports on the most important questions connected with the work of the Board,

although some reports have been completed insofar as it has been possible under such sudden and complete change of conditions. Committees were appointed to investigate the following subjects: The progress of the work of the committee and its recommendations are noted:

I. The relative cost of building merchant vessels in the United States and foreign maritime countries.

The committee having this investigation in charge is assembling data on shipbuilding conditions in France, Great Britain, Italy, and Japan. As the investigation is not yet complete the committee considered it advisable to withhold their recommendations.

II. The relative cost, advantages, and disadvantages of operating in foreign trade vessels under United States registry.

An investigation of the comparative cost of operating vessels under British, American, Norwegian, and Japanese flags is being made. The actual investigation of comparative operating costs under different foreign flags involves, (1) the collection of comparable data regarding wages, capital charges, fuel costs, etc., (2) calculation of the combined effect of these items on the total operating cost of vessels under the different registries.

III. The rules under which vessels are constructed abroad and in the United States and the various methods of classing and rating these vessels.

A classification committee was formed of leading specialists in classification and rating of vessels. This committee held its first meeting in Philadelphia and after effecting permanent organization, appointed two subcommittees, one to investigate and compare rules under which vessels are constructed and classified by the American Bureau of Shipping, the (British) Lloyds Register of Shipping, the Bureau Veritas (French), and other classification societies, and also to further investigate the conditions under which rules may be classified or changed, and to determine in whom the authority to modify or change the rules rests in each register; the other subcommittee to inquire into the regulations adopted by the American bureau, the British Lloyds, the Bureau Veritas, and such other classification societies, for the enforcement of rules for inspection of work during construction and to report as to regulations. These committees are assembling data as to the results of their investigations.

IV. The subject of marine insurance, the number of companies in the United States, domestic and foreign, engaging in marine insurance, the extent of insurance on hulls and cargoes placed or written in the United States, and the extent of reinsurance

of American maritime risks in foreign countries, and to ascertain what steps may be necessary to develop an ample marine insurance system as an aid in the development of an American merchant marine.

A special expert on insurance has been appointed to make a thorough investigation of the subject. A complete report can not be made at this time, but the investigation shows that there are 85 American companies authorized to do marine business in this country. There are also 40 foreign marine insurance companies authorized to do business in the United States, making a total of 125 marine insurance companies authorized to do business in the United States. The net premium income is approximately $69,233,552. These figures are subject to change, as the investigation is not complete, and the Board is not prepared to make recommendations on the subject.

V. The navigation laws of the United States and the rules and regulations thereunder.

Under the unsettled conditions which have prevailed since the signing of the armistice and the uncertainty as to the basis of readjustment, the Board has made no recommendations of material changes in the navigation laws. A special committee was appointed to make an extensive study of this subject. The work of this committee is still under way.

VI. The legal status of mortgage loans on vessel property, with a view to improving the security of such loans and of encouraging investment in American shipping.

Special attention has been given to the matter of mortgage loans. The Law Department has made a thorough study of mortgages. The result of their efforts is embodied in a bill on the subject, which has been introduced in Congress.

STATISTICAL STUDIES.

In the following series of tables is shown a general statistical summary of vessels under the jurisdiction of the Board, the changes in the seagoing merchant marine during the war, acquisitions and losses during the war, acquisitions and losses from July 1, 1914, to February 28, 1919.

Table I gives the changes in the United States seagoing merchant marine of 500 gross tons and over during the war. It is the purpose of this table to give a picture of the merchant marine as of August 1, 1914, and as of November 11, 1918. The grand total as of August 1, 1914, including steamers, tankers, sailing vessels, and schooner barges,

was 1,494 vessels of 2,706,317 deadweight tons. The grand total for November 11, 1918, including steamers, tankers, sailing vessels, and schooner barges, was 2,112 vessels of 5,514,448 deadweight tons. The totals of net increase or decrease are given. Statistics are given which show the number and deadweight tonnage of vessels seized from enemies by the United States, and vessels requisitioned from the Dutch by the United States.

Table II gives the acquisitions and losses during the World War. The source of the acquisitions and the causes of the losses are shown. The acquisitions from all sources from August 1, 1914, to April 5, 1917, a period of 978 days, was 406 vessels of 1,392,887 deadweight tons. From August 1, 1917, to November 11, 1918, a period of 467 days, the acquisitions from all sources amounted to 704 vessels of 2,292,531 deadweight tons. The increase of acquisitions is very noticeable under the construction column. In the period from August 1, 1914, to April 5, 1917, 978 days intervening, only 171 vessels were constructed. In the period from August 1, 1917, to November 11, 1918, 467 days intervening, 641 vessels were constructed. Just as noticeable as the construction program of the above periods are the losses that occurred during the same periods. From August 1, 1914, to April 5, 1917, there were 286 vessels lost, and from the period August 1, 1917, to November 11, 1918, 233 vessels were lost. Totals are given of the vessels seized from enemies by the United States and the vessels requisitioned from the Dutch by the United States, showing method of acquisition and causes of loss.

Table III shows the United States seagoing steam tankers of 500 gross tons and over which were acquired and lost during the period July 1, 1914, to February 28, 1919. This table shows the method of acquisition and the cause of the loss. Under acquisitions there is shown the construction for the Emergency Fleet Corporation and for private owners, vessels acquired by foreign purchase, vessels acquired by conversion, and vessels requisitioned from the Dutch. Under the table of losses, there are shown the losses from enemy action, marine risk, and vessels sold to the Philippines. Totals are included for both acquisitions and losses. Table IV supplies this same information for sailing vessels. Table V gives the same data for schooner barges.

Table VI gives a summary of the acquisitions from July 1, 1914, to February 28, 1919. This summary includes steamers, tankers, sailing vessels, and schooner barges.

Table VII is also a summary table which gives all losses, including steamers, tankers, sailing vessels, and schooner barges from July 1, 1914, to February 28, 1919.

Table VIII comprises a careful study of losses from the United States merchant marine, by cause, from July 1, 1914, to March 31, 1919. It is noticeable that 85 per cent of the losses by enemy action were steam vessels. This is due to the fact that sailing vessels were kept out of the war zone. The maximum losses from enemy action occurred in July, 1917, at the height of submarine activity, and in May, June, July, and August, 1918, when the United States fleet had increased so largely that it presented more targets to the submarines.

Table IX gives the losses of seized German and requisitioned Dutch vessels. These losses are given by months from October, 1917, to September, 1918.

TABLE I.—*Changes in United States seagoing merchant marine, 500 gross tons and over, during the World War.*

Date.	All vessels.				Steamers.				Tankers.				Sailing vessels.				Schooner barges.			
	Grand total.		Increase.		Total.		Increase.		Total.		Increase.		Total.		Decrease.		Total.		Decrease.	
	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.
United States seagoing documented vessels, exclusive of seized enemy and requisitioned Dutch vessels:																				
Aug. 1, 1914	1,494	2,706,317			570	1,568,835			54	189,630			489	539,240			381	408,612		
(978 days intervening)			120	863,358			124	496,498			76	432,333			61	52,603			19	12,870
Apr. 6, 1917	1,614	3,569,675			694	2,065,333			130	621,963			428	486.637			362	395,742		
(116 days intervening)			27	159,761			43	110,687			12	83,126			29	35,063			[2] 1	[2] 1,011
Aug. 1, 1917	1,641	3,729,436			737	2,176,020			142	705,089			399	451,574			363	396,753		
(467 days intervening)			471	1,785,012			461	1,601,905			26	202,249			7	6,246			9	12,896
Nov. 11, 1918	2,112	5,514,448			1,198	3,777,925			168	907,338			392	445,328			354	383,857		
Total net increase or decrease, Aug. 1, 1914–Nov. 11, 1918			618	2,808,131			628	2,209,090			114	717,708			97	93,912			27	24,755
Vessels seized from enemies by United States:																				
Aug. 1, 1917	96	640,582	[1] 8	[1] 79,769	89	624,787	[1] 8	[1] 79,769					7	15,795						
Nov. 11, 1918	88	560,813			81	545,018							7	15,795						
Total decrease, Aug. 1, 1917–Nov. 11, 1918			[1] 8	[1] 79,769			[1] 8	[1] 79,769												
Vessels requisitioned from Dutch by United States, Nov. 11, 1918	81	328,919			76	317,563			4	11,356										

[1] Decrease.

[2] Increase.

TABLE II.—*Acquisitions and losses during the World War.*

Period.	Acquisitions—showing source of acquisition.										Losses—showing cause of loss.									
	All sources.		By construction.		By purchase from aliens.		Brought from lakes.		Other sources.		All causes.		By enemy action.		By marine risk.		By sales to aliens.		Other causes.	
	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.
United States seagoing documented vessels, exclusive of seized enemy and requisitioned Dutch vessels:																				
Aug. 1, 1914, to Apr. 5, 1917 (978 days intervening.)	406	1,392,887	171	654,811	187	651,609	31	64,909	17	21,558	286	529,529	21	79,562	164	207,691	78	195,358	23	46,918
Apr. 6, 1917, to July 31, 1917 (116 days intervening.)	95	268,969	63	179,116	18	66,789	7	13,002	7	10,062	68	109,188	35	65,043	19	28,680	7	8,462	7	7,003
Aug. 1, 1917, to Nov. 11, 1918 (467 days intervening.)	704	2,292,531	641	2,107,918	28	115,456	28	61,558	7	7,599	233	507,519	59	178,341	95	169,029	45	64,309	34	95,840
Total	1,205	3,954,387	875	2,941,845	233	833,854	66	139,469	31	39,219	587	1,146,236	115	322,946	278	405,400	130	268,129	64	149,761
Vessels seized from enemies by United States:																				
Apr. 6, 1917, to July 31, 1917	96	640,582	....	....	....	....	....	....	96	640,582	....	....	....	....	....	....	....	....	....	....
Aug. 1, 1917, to Nov. 11, 1918	....	8,312	....	....	....	....	....	....	1	8,312	9	88,081	7	63,952	2	24,129	....	....	....	....
Total	97	648,894	....	....	....	....	....	....	97	648,894	9	88,081	7	63,952	2	24,129	....	....	....	....
Vessels requisitioned from Dutch by United States April, 1918, to Nov. 11, 1918	87	354,278	....	....	....	....	....	....	87	354,278	6	25,359	2	6,233	4	19,126	....	....	....	....

TABLE III.—*United States seagoing steam tankers,*[1] *500 gross tons and over, acquired and lost from July 1, 1914, to Feb. 28, 1919, showing method of acquisition and cause of loss.*

[Requisitioned Dutch tankers not included in total.]

Period.	Acquisitions.																Losses.										
	Total.[1]			New construction.						Foreign purchase.			Acquired by conversion.			Requisitioned from Dutch.			Total.[1]			Enemy action.			Marine risk.			Sold to the Philippines.		
				For emergency fleet.			For private owners.																						
	No.	Gross.	Dwt.	No.	Gross.	Dwt.	No.	Gross.	Dwt.	No.	Gross.	Dwt.	No.	Gross.	Dwt.	No.	Gross.	Dwt.	No.	Gross.	Dwt.	No.	Gross.	Dwt.	No.	Gross.	Dwt.	No.	Gross.	Dwt.
July 1, 1914, to June 30, 1915	45	223,104	335,696	..	.....	.....	7	39,101	56,705	38	184,003	278,991	..	...	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	...	.....
July 1, 1915, to June 30, 1916	14	84,735	125,447	..	.....	.....	11	74,822	111,033	3	9,913	14,414	..	...	.....	..	.....	.....	1	3,189	4,785	..	.....	.....	1	3,189	4,785	..	...	.....
July 1, 1916, to Dec. 31, 1916	14	93,768	141,757	..	.....	.....	14	93,768	141,757	..	.....	.....	..	...	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	...	.....
Jan. 1, 1917, to Apr. 5, 1917	8	56,048	81,340	..	.....	.....	8	56,048	81,340	..	.....	.....	..	...	.....	..	.....	.....	4	22,133	31,333	4	22,133	31,333	..	.....	.....	..	...	.....
Apr. 6, 1917, to June 30, 1917	11	63,733	95,009	..	.....	.....	10	62,745	93,609	..	.....	.....	1	988	1,400	..	.....	.....	2	6,261	9,020	2	6,261	9,020	..	.....	.....	..	...	.....
July 1, 1916, to June 30, 1917	33	213,549	318,106	..	.....	.....	32	212,561	316,706	..	.....	.....	1	988	1,400	..	.....	.....	6	28,394	40,353	6	28,394	40,353	..	.....	.....	..	...	.....
July, 1917	4	28,384	43,470	..	.....	.....	4	28,384	43,470	..	.....	.....	..	...	.....	..	.....	.....	1	2,730	3,931	1	2,730	3,931	..	.....	.....	..	...	.....
August, 1917	...	.....	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	...	.....	..	.....	.....	2	11,850	17,100	1	10,289	15,000	1	1,561	2,100	..	...	.....
September, 1917	...	.....	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	...	.....	..	.....	.....	1	3,445	5,200	1	3,445	5,200	..	.....	.....	..	...	.....
October, 1917	2	17,493	25,350	2	17,493	25,350	..	.....	.....	..	.....	.....	..	...	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	...	.....
November, 1917	1	3,321	4,992	1	3,321	4,992	..	.....	.....	..	.....	.....	..	...	.....	..	.....	.....	1	3,253	4,992	1	3,253	4,992	..	.....	.....	..	...	.....
December, 1917	5	33,388	49,273	5	33,388	49,273	..	.....	.....	..	.....	.....	..	...	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	...	.....
July 1, 1917, to Dec. 31, 1917	12	82,586	123,085	8	54,202	79,615	4	28,384	43,470	..	.....	.....	..	...	.....	..	.....	.....	5	21,278	31,223	4	19,717	29,123	1	1,561	2,100	..	...	.....
January, 1918	3	25,188	37,642	3	25,188	37,642	..	.....	.....	..	.....	.....	..	...	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	...	.....
February, 1918	2	17,496	23,775	2	17,496	23,775	..	.....	.....	..	.....	.....	..	...	.....	..	.....	.....	1	5,318	8,300	1	5,318	8,300	..	.....	.....	..	...	.....
March, 1918	5	36,013	54,422	5	36,013	54,422	..	.....	.....	..	.....	.....	..	...	.....	..	.....	.....	1	2,333	3,800	1	2,333	3,800	..	.....	.....	..	...	.....
April, 1918	1	5,724	8,974	1	5,724	8,974	..	.....	.....	..	.....	.....	..	...	.....	4	11,356	16,485	1	988	1,400	..	.....	.....	..	.....	.....	1	988	1,400

May, 1918	5	27,078	38,495	4	25,708	36,075	1	1,370	2,420	..			..			..			1	7,157	10,339	1	7,157	10,339	..			..		
June, 1918	3	19,351	28,549	3	19,351	28,549	..			..			..			..			..			..			..			..		
Jan. 1, 1918, to June 30, 1918	19	130,850	191,857	18	129,480	189,437	1	1,370	2,420	..			..			..			4	15,796	23,839	3	14,808	22,439	..			1	988	1,400
July 1, 1917, to June 30, 1918	31	213,436	314,942	26	183,682	269,052	5	29,754	45,890	..			..			..			9	37,074	55,062	7	34,525	51,562	1	1,561	2,100	1	988	1,400
July, 1918	1	8,207	11,375	1	8,207	11,375	..			..			..			..			..			..			..			..		
August, 1918	4	27,771	40,357	4	27,771	40,357	..			..			..			..			1	3,302	4,992	..			1	3,302	4,992	..		
September, 1918	3	18,865	26,430	3	18,865	26,430	..			..			..			..			..			..			..			..		
October, 1918	..			..			..			..			..			..			..			..			..			..		
November, 1918	2	12,722	19,300	2	12,722	19,300	..			..			..			..			..			..			..			..		
December, 1918	3	18,810	26,505	3	18,810	26,505	..			..			..			..			..			..			..			..		
July 1, 1918, to Dec. 31, 1918	13	86,375	123,967	13	86,375	123,967	..			..			..			..			1	3,302	4,992	..			1	3,302	4,992	..		
Total July 1, 1914, to Dec. 31, 1918	136	821,199	1,218,158	39	270,057	393,019	55	356,238	530,334	41	193,916	293,405	1	988	1,400	4	11,356	16,485	17	71,959	105,192	13	62,919	91,915	3	8,052	11,877	1	988	1,400
January, 1919	..			..			..			..			..			..			..			..			..			..		
February, 1919	2	11,997	16,680	2	11,997	16,680	..			..			..			..			1	692	1,050	..			1	692	1,050	..		

[1] Tankers owned by Navy and under Philippine registry are not included in the table.

TABLE IV.—*United States seagoing sailing vessels*[1] *500 gross tons and over acquired and lost from July 1, 1914, to Feb. 28, 1919, showing method of acquisition and cause of loss.*

Period.	Acquisitions.										Losses.											
	Total acquisitions.[1] [2]		New construction.		Foreign purchase.		Converted to S. V. from other types or increased in size.		Seized German.[2]		Total losses.[1]		Lost by enemy action.		Lost by marine risk.		Sold to aliens.		Loss by conversion to other types or by reduction of tonnage to less than 500 gross.		Abandoned.	
	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.
July 1, 1914, to June 30, 1915	21	28,226	2	1,465	19	26,761	....	.....	....	.....	38	43,765	1	3,374	33	36,425	3	2,231	....	.....	1	1,735
July 1, 1915, to June 30, 1916	11	14,526	3	3,249	6	10,239	2	1,038	....	.....	39	41,309	1	1,904	26	27,186	7	7,405	3	2,828	2	1,986
July 1, 1916, to Dec. 31, 1916	12	13,490	5	4,010	3	3,900	4	5,580	....	.....	26	25,261	....	.....	16	17,551	10	7,710	....	.....	....	.....
Jan. 1, 1917, to Apr. 5, 1917	11	10,884	6	4,603	4	4,423	1	1,858	7	15,795	15	12,586	2	2,853	9	6,893	4	2,840	....	.....	....	.....
Apr. 6, 1917, to June 30, 1917	10	11,434	7	7,329	3	4,105	....	.....	....	.....	29	33,555	15	17,043	6	8,564	4	2,593	4	4,755	....	.....
July 1, 1916, to June 30, 1917	33	35,808	18	15,942	10	12,428	5	7,438	7	15,795	70	71,402	17	20,496	31	33,008	18	13,143	4	4,755	....	.....
July, 1917	1	1,926	1	1,926	....	.....	....	.....	....	.....	11	14,868	8	9,713	2	3,968	1	1,187	....	.....	....	.....
August, 1917	5	4,772	4	3,408	....	.....	1	1,364	....	.....	3	2,822	....	.....	....	.....	....	.....	....	.....	....	.....
September, 1917	6	7,260	6	7,260	....	.....	....	.....	....	.....	7	8,330	3	3,825	3	3,524	1	981	....	.....	....	.....
October, 1917	7	6,609	6	5,724	....	.....	1	885	....	.....	8	6,702	2	1,238	3	1,983	3	3,481	....	.....	....	.....
November, 1917	5	4,601	3	2,848	1	840	1	913	....	.....	5	5,026	2	1,930	1	1,704	2	1,392	....	.....	....	.....
December, 1917	4	3,816	4	3,816	....	.....	....	.....	....	.....	7	6,887	....	.....	4	4,172	3	2,715	....	.....	....	.....
July 1, 1917, to Dec. 31, 1917	28	28,984	24	24,982	1	840	3	3,162	....	.....	41	44,635	18	19,528	13	15,351	10	9,756	....	.....	....	.....
January, 1918	1	1,059	1	1,059	....	.....	....	.....	....	.....	6	7,621	....	.....	3	5,005	3	2,616	....	.....	....	.....
February, 1918	5	5,625	5	5,625	....	.....	....	.....	....	.....	3	3,620	....	.....	1	1,579	2	2,041	....	.....	....	.....
March, 1918	2	2,156	2	2,156	....	.....	....	.....	....	.....	6	3,845	....	.....	2	1,330	4	2,515	....	.....	....	.....
April, 1918	6	7,867	6	7,867	....	.....	....	.....	....	.....	4	2,750	....	.....	4	2,750	....	.....	....	.....	....	.....
May, 1918	5	4,389	4	3,878	....	.....	1	511	....	.....	4	6,061	2	2,361	2	3,700	....	.....	....	.....	....	.....
June, 1918	5	7,800	3	4,691	2	3,109	....	.....	....	.....	7	8,710	3	4,345	3	3,785	1	580	....	.....	....	.....
Jan. 1, 1918, to June 30, 1918	24	28,896	21	25,276	2	3,109	1	511	....	.....	30	32,607	5	6,706	15	18,149	10	7,752	....	.....	....	.....
July 1, 1917, to June 30, 1918	52	57,880	45	50,258	3	3,949	4	3,673	....	.....	71	77,242	23	26,234	28	33,500	20	17,508	....	.....	....	.....

July, 1918	....	.....	....	.....	....	.....	....	.....	....	.....	7	7,572	2	3,148	4	3,474	1	950	....	.....	....	.....
August, 1918	2	1,956	2	1,956	....	.....	....	.....	....	.....	1	3,288	....	.....	1	3,288	....	.....	....	.....	....	.....
September, 1918	3	5,024	3	5,024	....	.....	....	.....	....	.....	2	2,354	....	.....	1	1,848	1	506	....	.....	....	.....
October, 1918	6	6,103	6	6,103	....	.....	....	.....	....	.....	2	2,031	....	.....	....	.....	2	2,031	....	.....	....	.....
Nov. 1–10, 1918	3	2,336	3	2,336	....	.....	....	.....	....	.....	1	1,072	....	.....	....	.....	....	.....	....	.....	1	1,072
Nov. 11–30, 1918	....	.....	....	.....	....	.....	....	.....	....	.....	3	3,585	....	.....	2	2,964	1	621	....	.....	....	.....
December, 1918	11	11,341	10	10,718	....	.....	1	623	....	.....												
July 1, 1918, to Dec. 31, 1918	25	26,760	24	26,137	....	.....	1	623	....	.....	16	19,902	2	3,148	8	11,574	5	4,108	....	.....	1	1,072
Total July 1, 1914, to Dec. 31, 1918	142	163,200	92	97,051	38	53,377	12	12,772	7	15,795	234	253,620	44	55,156	126	141,693	53	44,395	7	7,583	4	4,793
January, 1919	4	4,119	4	4,119	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
February, 1919	4	3,514	4	3,514	....	.....	....	.....	....	.....	17	17,288	....	.....	11	11,799	6	5,489	....	.....	....	.....

[1] Sailing vessels owned by Army, Navy, small Government departments, and under Philippine registry are not included in the table.
[2] Seized German sailin vessels are not included in the total.

TABLE V.—*United States seagoing schooner barges*[1] *500 gross tons and over acquired and lost from July 1, 1914, to Feb. 28, 1919, showing method of acquisition and cause of loss.*

Period.	Acquisitions.										Losses.													
	Total acquisitions.[1]		New construction.		Conversion from other types.		Foreign purchase.		Brought from the lakes.		Total losses.[1]		Enemy action.		Marine risk.		Sold to aliens.		Sold to United States Government.		Conversion from other types.		Abandoned.	
	No	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.
July 1, 1914, to June 30, 1915	12	16,536	5	4,796	4	6,943	3	4,797	....	.....	17	19,571	....	.....	14	17,512	....	.....	....	.....	1	775	2	1,284
July 1, 1915, to June 30, 1916	8	10,824	5	7,604	1	952	2	2,268	....	.....	20	21,394	....	.....	16	18,835	2	1,515	....	.....	1	515	1	529
July 1, 1916, to Dec. 31, 1916	13	15,289	8	10,315	3	1,822	1	2,237	1	915	11	10,745	....	.....	6	4,953	5	5,792	....	.....	....	.....	....	.....
Jan. 1, 1917, to Apr. 5, 1917	2	3,002	2	3,002	....	.....	....	.....	....	.....	6	7,326	....	.....	6	7,326	....	.....	....	.....	....	.....	....	.....
Apr. 6, 1917, to June 30, 1917	7	8,221	7	8,221	....	.....	....	.....	....	.....	4	4,085	....	.....	3	2,881	....	.....	....	.....	1	1,204	....	.....
July 1, 1916, to June 30, 1917	22	26,512	17	21,538	3	1,822	1	2,237	1	915	21	22,155	....	.....	15	15,160	5	5,792	....	.....	1	1,204	....	.....
July, 1917	1	1,381	1	1,381	....	.....	....	.....	....	.....	3	4,506	1	731	2	3,775	....	.....	....	.....	....	.....	....	.....
August, 1917	2	2,123	2	2,123	....	.....	....	.....	....	.....	1	924	....	.....	1	924	....	.....	....	.....	....	.....	....	.....
September, 1917	....	.....	....	.....	....	.....	....	.....	....	.....	3	2,893	....	.....	3	2,893	....	.....	....	.....	....	.....	....	.....
October, 1917	4	5,394	4	5,394	....	.....	....	.....	....	.....	12	20,535	....	.....	1	1,576	....	.....	11	18,959	....	.....	....	.....
November, 1917	2	1,984	2	1,984	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
December, 1917	....	.....	....	.....	....	.....	....	.....	....	.....	2	2,601	....	.....	2	2,601	....	.....	....	.....	....	.....	....	.....
July 1, 1917, to Dec. 31, 1917	9	10,882	9	10,882	....	.....	....	.....	....	.....	21	31,459	1	731	9	11,769	....	.....	11	18,959	....	.....	....	.....
January, 1918	....	.....	....	.....	....	.....	....	.....	....	.....	1	524	....	.....	....	.....	1	524	....	.....	....	.....	....	.....
February, 1918	1	1,621	1	1,621	....	.....	....	.....	....	.....	6	5,734	....	.....	5	4,436	....	.....	1	1,298	....	.....	....	.....
March, 1918	2	2,383	2	2,383	....	.....	....	.....	....	.....	1	830	....	.....	1	830	....	.....	....	.....	....	.....	....	.....
April, 1918	2	2,478	2	2,478	....	.....	....	.....	....	.....	2	2,627	....	.....	2	2,627	....	.....	....	.....	....	.....	....	.....
May, 1918	3	3,914	3	3,914	....	.....	....	.....	....	.....	1	545	....	.....	1	545	....	.....	....	.....	....	.....	....	.....
June, 1918	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....

Jan. 1, 1918, to June 30, 1918	8	10,396	8	10,396	....	.....	....	.....	....	.....	11	10,260	....	.....	9	8,438	1	524	1	1,298	....	.....	....	.....
July 1, 1917, to June 30, 1918	17	21,278	17	21,278	....	.....	....	.....	....	.....	32	41,719	1	731	18	20,207	1	524	12	20,257	....	.....	....	.....
July, 1918	5	4,601	3	3,232	2	1,369	....	.....	....	.....	3	2,080	2	1,510	....	.....	....	.....	....	.....	1	570	....	.....
August, 1918	....	.....	....	.....	....	.....	....	.....	....	.....	1	1,105	....	.....	....	.....	1	1,105	....	.....	....	.....	....	.....
September, 1918	1	792	1	792	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
October, 1918	2	2,212	2	2,212	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
November, 1918	1	989	1	989	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
December, 1918	1	884	1	884	....	.....	....	.....	....	.....	3	1,844	....	.....	1	708	2	1,136	....	.....	....	.....	....	.....
July 1, 1918, to Dec. 31, 1918	10	9,478	8	8,109	2	1,369	....	.....	....	.....	7	5,029	2	1,510	1	708	3	2,241	....	.....	1	570	....	.....
Total, July 1, 1914, to Dec. 31, 1918	69	84,628	52	63,325	10	11,086	6	9,302	1	915	97	109,869	3	2,241	64	72,422	11	10,072	12	20,257	4	3,064	3	1,813
January, 1919	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
February, 1919	1	807	1	807	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....

[1] Schooner barges owned by Army, Navy, and small Government departments and under Philippine registry are not included.

TABLE VI.—*Acquisitions from July 1, 1914, to Feb. 28, 1919.*[1]

Period.	Total.		Steamers.			Tankers.			Sailing vessels.		Schooner barges.	
	No.	Gross.	No.	Gross.	Dwt.	No.	Gross.	Dwt.	No.	Gross.	No.	Gross.
July 1, 1914, to June 30, 1915	168	647,800	90	379,934	479,401	45	223,104	335,696	21	28,226	12	16,536
July 1, 1915, to June 30, 1916	102	336,872	[2] 69	226,787	343,463	14	84,735	125,447	11	14,526	8	10,824
July 1, 1916, to Dec. 31, 1916	94	261,934	55	139,387	188,563	14	93,768	141,757	12	13,490	13	15,289
Jan. 1, 1917, to Apr. 5, 1917	44	149,040	23	79,106	113,331	8	56,048	81,340	11	10,884	2	3,002
Apr. 6, 1917, to June 30, 1917	64	163,497	36	80,109	117,306	11	63,733	95,009	10	11,434	7	8,221
July 1, 1916, to June 30, 1917	202	574,471	114	298,602	419,200	33	213,549	318,106	33	35,808	22	26,512
July, 1917	31	105,472	25	73,781	108,852	4	28,384	43,470	1	1,926	1	1,381
August, 1917	13	23,519	6	16,624	24,230	.....	.....	.....	5	4,772	2	2,123
September, 1917	27	72,956	21	65,696	94,959	.....	.....	.....	6	7,260	.....	.....
October, 1917	35	94,448	22	64,952	98,315	2	17,493	25,350	7	6,609	4	5,394
November, 1917	30	70,079	22	60,173	92,350	1	3,321	4,992	5	4,601	2	1,984
December, 1917	24	88,112	15	50,908	74,363	5	33,388	49,273	4	3,816	.....	.....
July 1, 1917, to Dec. 31, 1917	160	454,586	111	332,134	493,069	12	82,586	123,085	28	28,984	9	10,882
January, 1918	17	69,603	13	43,356	61,333	3	25,188	37,642	1	1,059	.....	.....
February, 1918	31	108,683	23	83,941	122,917	2	17,496	23,775	5	5,625	1	1,621
March, 1918	40	152,888	31	112,336	165,239	5	36,013	54,422	2	2,156	2	2,383
April, 1918	50	134,122	41	118,053	167,612	1	5,724	8,974	6	7,867	2	2,478
May, 1918	55	195,353	42	159,972	228,440	5	27,078	38,490	5	4,389	3	3,914
June, 1918	62	224,817	54	197,666	289,054	3	19,351	28,549	5	7,800	.....	.....
Jan. 1, 1918, to June 30, 1918	255	885,466	204	715,324	1,034,595	19	130,850	191,857	24	28,896	8	10,396
July 1, 1917, to June 30, 1918	415	1,340,052	315	1,047,458	1,527,664	31	213,436	314,942	52	57,880	17	21,278
July, 1918	54	189,790	48	176,982	261,895	1	8,207	11,375	.....	.....	5	4,601
August, 1918	72	242,814	66	213,087	309,603	4	27,771	40,357	2	1,956	.....	.....
September, 1918	85	269,412	78	244,731	350,718	3	18,865	26,430	3	5,021	1	792
October, 1918	92	309,408	84	301,093	434,108	.....	.....	.....	6	6,103	2	2,212
November 1 to 11, 1918	17	46,527	14	41,191	62,039	.....	.....	.....	3	2,336	.....	.....
November 12, to 30 1918	53	202,035	50	188,324	279,343	2	12,722	19,300	.....	.....	1	989
December, 1918	67	249,090	52	218,055	306,132	3	18,810	26,505	11	11,341	1	884
July 1, 1918, to Dec. 31, 1918	440	1,509,076	392	1,386,463	2,003,836	13	86,375	123,967	25	26,760	10	9,478
Total, July 1, 1914, to Dec. 31, 1918	1,327	4,408,271	980	3,339,244	4,773,554	136	821,199	1,218,158	142	163,200	69	84,628
January, 1919	26	100,492	22	96,373	140,590	.....	.....	.....	4	4,119	.....	.....
February, 1919	43	170,820	36	154,502	226,963	2	11,997	16,680	4	3,514	1	807

[1] Vessels owned by Army, Navy, and small Government departments, (except Panama Canal), as also those under Philippine registry, and those seized from enemy or requisitioned from Dutch, are not included.

[2] Vessels owned by Panama Canal included.

TABLE VII.—*Losses from July 1, 1914, to Feb. 28, 1919.*[1]

Period.	Total.		Steamers.			Tankers.			Sailing vessels.		Schooner barges.	
	No.	Gross.	No.	Gross.	Dwt.	No.	Gross.	Dwt.	No.	Gross.	No.	Gross.
July 1, 1914, to June 30, 1915	73	99,133	18	35,797	37,295	.....	.....	.....	38	43,765	17	19,571
July 1, 1915, to June 30, 1916	97	174,829	37	108,937	133,632	1	3,189	4,785	39	41,309	20	21,394
July 1, 1916, to Dec. 31, 1916	83	176,232	46	140,226	185,161	.....	.....	.....	26	25,261	11	10,745
Jan. 1, 1917, to Apr. 5, 1917	36	83,986	11	41,941	62,779	4	22,133	31,333	15	12,586	6	7,326
Apr. 6, 1917, to June 30, 1917	47	68,820	12	24,919	30,715	2	6,261	9,020	29	33,555	4	4,085
July 1, 1916, to June 30, 1917	166	329,038	69	207,086	278,655	6	28,394	40,353	70	71,402	21	22,156
July, 1917	21	40,388	6	18,284	26,727	1	2,730	3,931	11	14,868	3	4,506
August, 1917	11	37,010	5	21,414	26,280	2	11,850	17,100	3	2,822	1	924
September, 1917	20	40,820	9	26,152	35,514	1	3,445	5,200	7	8,330	3	2,893
October, 1917	31	53,918	11	26,681	32,636	.....	.....	.....	8	6,702	12	20,535
November, 1917	15	40,639	9	32,360	23,418	1	3,253	4,992	5	5,026	.....	.....
December, 1917	14	20,430	5	10,942	16,618	.....	.....	.....	7	6,887	2	2,601
July 1, 1917, to Dec. 31, 1917	112	233,205	45	135,833	161,193	5	21,278	31,223	41	44,635	21	31,459
January, 1918	16	31,431	9	23,286	25,884	.....	.....	.....	6	7,621	1	524
February, 1918	14	25,718	4	11,046	15,105	1	5,318	8,300	3	3,620	6	5,734
March, 1918	13	20,005	5	12,997	10,793	1	2,333	3,800	6	3,845	1	836
April, 1918	14	28,540	7	22,175	29,500	1	988	1,400	4	2,750	2	2,627
May, 1918	10	26,465	4	12,702	15,575	1	7,157	10,339	4	6,061	1	545
June, 1918	20	41,687	13	32,977	43,702	.....	.....	.....	7	8,710	.....	.....
Jan. 1, 1918, to June 30, 1918	87	173,846	42	115,183	140,559	4	15,796	23,839	30	32,607	11	10,260
July 1, 1917, to June 30, 1918	199	407,051	87	251,016	301,752	9	37,074	55,062	71	77,242	32	41,719
July, 1918	5	9,857	2	7,777	11,800	.....	.....	.....	.....	.....	3	2,080
August, 1918	22	62,720	13	50,741	56,049	1	3,302	4,992	7	7,572	1	1,105
September, 1918	8	24,467	7	21,179	27,770	.....	.....	.....	1	3,288	.....	.....
October, 1918	15	38,737	13	36,383	54,167	.....	.....	.....	2	2,354	.....	.....
November 1 to 11, 1918	5	5,075	3	3,044	4,650	.....	.....	.....	2	2,031	.....	.....
November 12 to 30, 1918	3	5,041	2	3,969	3,898	.....	.....	.....	1	1,072	.....	.....
December, 1918	9	14,528	3	9,099	9,100	.....	.....	.....	3	3,585	3	1,844
July 1, 1918, to Dec. 31, 1918	67	160,425	43	132,192	167,434	1	3,302	4,992	16	19,902	7	5,029
Total, July 1, 1914, to Dec. 31, 1918	602	1,170,476	254	735,028	918,768	17	71,959	105,192	234	253,620	97	109,869
January, 1919	6	16,273	6	16,273	20,467	.....	.....	.....	.....	.....	.....	.....
February, 1919	28	34,273	9	15,359	20,045	1	692	1,050	17	17,288	1	934

[1] Vessels owned by Army, Navy and small Government departments (except Panama Canal), as also those under Philippine registry, and those seized from enemy or requisitioned from Dutch, are not included.

LOSSES.

Losses from the United States merchant marine, by cause, from July 1, 1914, to February 28, 1919, are shown in the following summary:

TABLE VIII.—*Losses from United States merchant marine, by cause, from July 1, 1914, to Mar. 31, 1919.*

Cause of loss.	Total.		Steamers, excluding tankers.		Tankers.		Sailers and schooner barges.	
	Number.	Gross.	Number.	Gross.	Number.	Gross.	Number.	Gross.
Exclusive of seized enemy and requisitioned Dutch vessels:								
Enemy action	115	322,946	55	202,630	13	62,919	47	57,397
Marine risk	320	485,462	112	247,013	4	8,724	204	229,725
Sale to aliens	140	275,964	69	215,020	1	988	70	59,956
Sale to United States Government	32	107,361	20	87,104	.....	.....	12	20,257
Miscellaneous	35	45,968	17	28,715	.....	.....	18	17,253
Total	642	1,237,701	273	780,482	18	72,631	351	384,588
Seized enemy and requisitioned Dutch vessels:								
Enemy action	10	73,742	10	73,742	.....	.....	.....	.....
Marine risk	6	25,359	6	25,359	.....	.....	.....	.....
Total	16	99,101	16	99,101	.....	.....	.....	.....
Grand total	658	1,336,802	289	879,583	18	72,631	351	384,588

Marine risk, abandonment, etc., if seized enemy and requisitioned Dutch vessels are included, account for 58 per cent of the vessels sunk while flying the United States flag enemy action accounting for the remaining 42 per cent of the sinkings. Of the total losses by marine risk, abandonment, etc., 44 per cent were sinkings of sailing vessels and schooner barges, although at the beginning of the war these vessels included but 35 per cent of the United States merchant marine. On the other hand, 85 per cent of the losses by enemy action were steam vessels, due to the fact that sailing vessels were kept out of the war zone. Losses by enemy action, which were small in amount until 1917, varied thereafter for six-month periods from 85,000 to 95,000 gross tons. The maximum losses from enemy action occurred in July, 1917, at the height of submarine activity, and in May, June, July, and August, 1918, when the United States fleet had increased so largely that it presented more targets to the submarines (see Table IVB). Losses by marine risk of steamers exclusive of tankers, gradually increased from 23,000 gross tons the first year of the World War to 35,000 the second year, 73,000 the third, and to 74,000 gross tons in the last six months of 1918 if seized enemy and Dutch requisitioned losses are included. A certain normal increase in losses by marine risk is bound to occur with the increasing size of the fleet. A number of collisions due to the convoy system and some accidents due to the large number of inexperienced men who had to run the ships probably account for the unusual increase in the last year and a half.

Sales to aliens, which included 23 per cent of the losses if enemy and Dutch requisitioned losses are excluded, were at their maximum the third year of the war, when for steamers exclusive of tankers, they amounted to 116,555 gross tons. During the first year of our entrance into the war the Army and Navy purchased from private owners a number of passenger vessels.

TABLE IX.—*Losses of seized German and requisitioned Dutch vessels.*

Period.	Seized German losses.						Requisitioned Dutch losses.					
	By enemy action.			By marine risk.			By enemy action.			By marine risk.		
	Number.	Gross.	Dwt.	Number.	Gross.	Dwt.	Number.	Gross.	Dwt.	Number.	Gross.	Dwt.
October, 1917				1	1,508	2,172						
November, 1917	1	4,898	5,398									
December, 1917	1	4,630	5,180									
March, 1918	1	8,007	11,000									
May, 1918	1	18,167	21,000							1	5,417	6,490
June, 1918							1	3,210	5,600	1	3,551	6,293
July, 1918	2	22,526	20,682							2	10,158	15,327
August, 1918				1	22,621	20,765	1	3,023	5,250			
September, 1918	1	5,724	7,900									
Total	7	63,952	71,160	2	24,129	22,937	2	6,233	10,850	4	19,126	28,110

DIVISION OF PLANNING AND STATISTICS.

During the fall of 1918, the attention of the members of the Division of Planning and Statistics was centered upon cooperation with the War Department in its efforts to secure ships with which to carry out its 80th-division program. The War Trade Board rulings, restricting imports, were in full operation, with the result that it was possible for the Shipping Board to release from commercial employment considerable quantities of shipping for use by the Army. The division compiled and issued detailed monthly statements, showing the exact amount and kind of shipping trading to each important commercial region of the world; also the quantity of shipping required to lift essential imports from each region, and a balance was struck indicating the excess (or deficit) of shipping in each trade. On this basis it was possible for the Shipping Board to allocate and for the General Staff of the Army to demand ships for cargo and transport purposes. The division accompanied these regularly issued "balance sheets" with monthly tabulations of actual imports of all essential articles, also imports of nonessential goods, in order to show how ships were being misused to carry too much of needed commodities or appreciable quantities of unnecessary articles. At the same time facts were being gathered and interpretive studies made to determine the efficiency of ship performance in the different trades. Undue delays in port and time spent in repairing were investigated, and a continuing record was kept of the extent of utilization of cargo capacity inbound and outbound for ships trading to each region of the world.

The staff of research workers which was responsible for recommendations to the War Trade Board concerning import restrictions in 1919 was planning drastic limitation of imports. Because of the urgent need for more and more American soldiers and supplies in Europe, and because deliveries of Emergency Fleet Corporation ships would not reach a peak until well into 1919, it was felt necessary to reduce imports for that year even more than had been the case in 1918, in order that ships already on the seas might be forced out of trade into use by the War Department. Accordingly, before the signing of the armistice the division had drawn up schedules of minimum imports, had held hearings with members of the trades on important commodities, and had already submitted to the War Trade Board its completed recommendations as to those articles which alone should be permitted to be brought to this country in ships after January 1, 1919. The results of this cooperative work with the War Department became evident during November and December when ships already allocated to the Army were delivered for employment in transport service and the service of supply. The division also aided the War Department in planning return routes

and return cargoes for transports carrying men and supplies to Siberia.

The section of the Division of Planning and Statistics which specialized in statistics on shipping, had during the past year increased its sources of information and perfected its forms of record to such an extent that it has been able to issue statements, complete and accurate to a degree not hitherto equaled in any statements on American shipping and of a sort not published elsewhere.

The division has made interpretive studies of the world tonnage situation, contrasting shipping in late prewar years with shipping at the beginning of 1919, showing the changes in vessels under the flag of each maritime nation and indicating the losses due to the war. Continuing records of world tonnage facts were kept, so that changes in world and national tonnage could be followed, and the character of vessels built by competing nations could be watched.

Other activities of the division along this line included a summary of the war-time employment of ships, a report on the acquisition and utilization of German tonnage, and a current record of facts concerning the ownership and control of the United States merchant marine. These facts about shipping companies included the sources from which each company acquired its tonnage, the size and speed of its ships, how the ships were held, and, in general, how they compared with Shipping Board vessels. This information was significant in its bearing upon the problem of assigning Shipping Board vessels to private operators for different trades.

Among the publications of the division which especially interested ship operators were (1) a study of the Relative Desirability of Ships, i. e., a report on the cost of operating four different types of ships in elected trades, and (2) a comprehensive bulletin on Steamship Fuel Stations of the World.

With a view of serving the Shipping Board as the largest operator of American shipping, and likewise to serve other ship operators and traders of the country, the division planned and carried to a conclusion a series of studies on the trade of the United States with the various parts of the world.

RECRUITING SERVICE.

The Second Annual Report of the Shipping Board contained figures on the work of the Recruiting Service up to November 8, 1918. The signing of the armistice, which terminated the fighting in the World War, on November 11, introduced abruptly a period of readjustment of the service from a war to a peace basis which presented new and difficult problems, and lasted into the summer of 1919.

The first step in the readjustment program was to turn back to their owners, as rapidly as practicable, the passenger steamers that

had been chartered as a war measure for use as training ships for the merchant marine, and on which apprentice seamen, stewards, and firemen were given intensive instruction for two months before being shipped in merchant crews. To replace the training vessels thus turned back to normal peace-time uses, the Shipping Board authorized the allocation to the Recruiting Service of not less than six of the wooden cargo ships constructed by the Emergency Fleet Corporation.

The total of men trained for service in the merchant marine crews by the Recruiting Service from the starting of the training system for apprentice seamen, firemen, and stewards, January, 1918, to June 15, 1919, were as follows:

Deck department (sailors)	9,523
Engine department (firemen)	9,053
Steward's department (messmen, etc.)	5,333
Total	23,909

There were 932 students in the 26 classes in session in May, 1919, The highest attendance at the schools on a war basis had been 1,634 in September, 1918. No change had been made meanwhile in requirements for admission, only seamen with satisfactory deck experience being accepted for the navigation schools and men with satisfactory mechanical or engineering experience for the engineering schools. The course in the former is six weeks and in the latter one month. Totals of graduates from June 4, 1917, when the first school was established, to June 15, 1919, are as follows:

Navigation schools	4,591
Engineering schools	5,171
Total	9,762

Schools for Turbine Engineers.

Another division of the Recruiting Service training system for officers, which has met with gratifying success, is that for training chief engineers for turbine ships, by means of special courses at the works of companies making this type of engine.

Early in the building program of the Emergency Fleet Corporation trouble had been experienced on new vessels fitted with turbine engines. In many cases this was attributable to the assignment of chief engineers experienced in handling reciprocating engines, but unfamiliar with the basic principles of geared turbines.

Engineers who understood turbines thoroughly were then scarce.

This led the Recruiting Service to organize its turbine schools for chief engineers. The principal manufacturers of these engines cooperated heartily with the Board.

Instruction in the Recruiting Service's turbine classes is of a strictly practical character, with a proper proportion of class-room work, lectures, and blue-print study under expert instructors, to de-

velop thoroughly the student's practical knowledge of turbines gained by previously handling them at sea or by actual work on progress in construction, and in the assembling shops, or both.

The number of chief engineers trained by the Recruiting Service's turbine classes from January 1, 1919, when the system reached full development, to July 1, 1919, was 77, it being the policy of the Recruiting Service to have the supply of chief engineers never in excess of the demand.

Sea Service Bureau.

Notwithstanding the urgent need of crews for American merchant vessels during the war, the demand for such crews became greater with the return of peace conditions.

Formed in July, 1917, as an agency for placing in employment on shipboard the graduates of the Recruiting Service schools for deck and engineer officers, the Sea Service Bureau had first expanded its organization with the creation of the training service for apprentices in January, 1918. By the autumn of 1918 it was apparent that the Sea Service Bureau should be developed as a representative national shipping agency, and with a view to such development, the Shipping Board in November, 1918, authorized the bureau to take over the shipping offices of the Division of Operations which during the war had charge of shipping crews for all vessels under control of the Shipping Board, with principal offices at New York.

The consolidation of the shipping offices of the Division of Opertions with Sea Service Bureau eliminated duplication of effort as to the shipping of men on vessels controlled by the Shipping Board, in the varoius cities where the Sea Service Bureau maintained shipping offices; gave the Recruiting Service control of the outlet for its graduates; and created a broad foundation for the building up of a permanent national shipping agency, for service to all American ships whether operated by private interests or the Shipping Board.

One important departure from war-time practice in the shipping of men by the Sea Service Bureau was a ruling effective May 1, 1919, making a charge of $2.50 for each officer and man placed on a ship, no matter by whom owned or operated. In addition to this charge the operator pays the actual cost of transportation in putting men on board a ship, by means of launches or otherwise, or from one port to another. In announcing its purpose of charging a fee for placing men, the bureau invited the opinion of operators on the subject. With but two exceptions those who replied were in accord with the plan. The bureau announced that when conditions should so warrant, the charge would be eliminated.

In connection with placing crews, the bureau maintains a staff of inspectors, who visit vessels and see that living quarters for crews are maintained in accordance with law.

Under the new arrangement the business of the Sea Service Bureau shipping offices increased during the first seven months that the combined offices were in operation, from 6,330 placements in November, 1918, to 11,673, in May, 1919.

Prior to November, 1918, the Sea Service Bureau had placed 18,748 officers and men in 11 months. About 43 per cent of the men placed went into the coastwise service and 57 per cent into ocean service, including the South American trade. About 70 per cent of the crews on American vessels, before the war, were foreign born, but in May, 1918, 65.7 per cent of the men placed on vessels by the Sea Service Bureau were *American born.* This figure was considered evidence of satisfactory progress made in Americanizing the personnel of the merchant marine.

The proportion of the men placed by the Sea Service Bureau in the first seven months covered by this report to the total placed on American vessels through all agencies, has been difficult to determine. It was, found, however, in a given month (May) of all men shipped at a representative port (Boston), 64 per cent were placed through the Sea Service Bureau. In some of the smaller ports the Sea Service Bureau made practically 100 per cent of the placements.

Medical Department.

An important division of the training system for recruits is the Medical Department of the Recruiting Service. Each ship in the training fleet is equipped with a complete up-to-date hospital, with every appliance and instrument that would be required in any ordinary surgical emergency. Any major surgical operation can be scientifically and properly performed in any of these hospitals in the training ships. Each hospital has a surgeon attached, a male nurse, and hospital attendants. In the routine of the recruiting work, more than 23,000 recruits were examined physically by repsentatives of the medical department between January, 1918, and June, 1919.

MARINE AND DOCK INDUSTRIAL RELATIONS DIVISION.

During the years when the United States was unable to build up an ocean merchant marine, or even maintain the small fleet which she already had, it was often claimed that the great drawback lay in the labor situation. American capital would, to a certain extent, enter into shipping; but it cost more to build ships in America. American ships, when built, paid higher wages, and, it was claimed, cost more to operate. So American vessel owners either failed under the stress of international competition, or put their ships under foreign flags. The problem of the Shipping Board has been to pay such wages and to establish such conditions and opportunities aboard

ship as would induce American boys to go to sea, and to develop an efficient merchant marine.

As the basis of its attempt to maintain peace in the shipping industry and attract to the merchant marine a good quality of American youth, the Shipping Board has followed a policy of close cooperation with the marine and longshore labor unions. The total number of seamen and longshoremen in the employ of the Shipping Board is so large, and so widely scattered, that it would be impracticable for the Shipping Board itself, or its officials, to try to deal directly with the individual employees. Fortunately, however, the Shipping Board found already in existence, in each branch of the marine industry, and in the longshore industry, well-organized voluntary associations of employees, whose elected representatives seemed to enjoy the confidence of the rank and file. Whenever any question has arisen involving the peace or welfare of the men who load or man the ships, the Shipping Board has made a practice of calling upon the union representatives, or it has itself been ready to listen to any such who might come to the Board. As a result of this frank interchange of opinion a mutual understanding has usually been reached.

Several costly strikes which have recently involved the Shipping Board make it desirable, however, to emphasize the fact that labor issues are very apt nowadays to be thrashed out by industries; and that no employer, no matter how careful himself, is altogether secure, unless the basic labor condition in the whole industry of which he is a part is essentially sound. As another main feature of its labor policy, the Shipping Board has accordingly sought the cooperation of all other employers in the marine and longshore industries in the working-out of a general system of labor relationship, which might give to all concerned the largest measure of security. This movement has progressed the farthest in the longshore industry, where the National Adjustment Commission, established in August, 1917, through the joint efforts of the Shipping Board, the longshoremen, the private employers, and various Government departments, has since the war been developing into what it is hoped will be a permanent peace-time organization. The wages and working conditions of longshore employees in most of the ports of the United States are now those fixed by this representative body.

A detailed account of the measures taken by the Shipping Board in dealing with its labor problems is contained in the Second Annual Report of the Shipping Board and in the special reports of the Director of the Marine and Dock Industrial Relations Division, and the Chairman of the National Adjustment Commission, issued by the Board December 31, 1918. These reports cover the period of the war, and the month or two immediately following the armistice. During this

entire period, there was not a single strike on either ocean vessel or harbor craft, and only one minor interruption of longshore work.

PORT AND HARBOR FACILITIES COMMISSION.

The activities of the Commission during the fiscal year consisted of strictly war activities, dry-dock activities, port study and investigation, coal and cargo handling machinery, commerce studies, and assistance and encouragement toward port development. A brief summary of each particular activity is given in the following paragraphs:

At the time of the declaration of the armistice, the Commission had made investigation and had plans underway for the establishment of a large ship-repair plant at Norfolk, Va., where conditions as to repairs were very much congested;

For the pooling of equipment and port facilities and the establishment of a central authority for the larger ports;

The Commission's engineers had investigated coal and cargo handling facilities and methods, particularly at New York and Norfolk.

Dry-Dock Activities.

Dry docking facilities in the ports of the United States were so inadequate that the Commission devoted considerable part of its energies to the improvement of the dry-dock situation. It studied the provisions for dry docks abroad; made recommendation as to the best location for dry docks in the United States, for the guidance of the Emergency Fleet Corporation; recommended the construction by the Emergency Fleet Corporation of two graving docks at the Norfolk Navy Yard; and the building of 10 floating dry docks by the Emergency Fleet Corporation, for sale to private parties. The Commission also recommended the construction of 19 floating dry docks to be owned and operated by individual repair yards at certain ports where such facilities were lacking.

Dry docks are now under construction, or early construction is contemplated, at New York, Los Angeles, San Francisco, Portland, Oregon, and Seattle.

Port Study and Investigation.

The Commission has inspected the ports of Portland, Me.; Boston; Providence; New Bedford; New York; Philadelphia; Baltimore; Norfolk; Wilmington, N. C.; Charleston; Savannah; Brunswick; Jacksonville; San Diego; San Francisco; Los Angeles; Portland, Oreg.; Seattle, and Tacoma.

It has recently published a digest of the facilities of 27 of the principal ports of the United States, which shows in detail the characteristics of such ports, including available depths, railroad and steamship lines using the port, dry docking and repair facilities;

length and area of piers and depth of water in slips, as well as type of unloading equipment, facilities for oil and coal bunkering, warehousing, and grain storage facilities, etc.

Coal and Cargo Handling Machinery.

As a result of two conferences with the manufacturers of mechanical handling machinery, which were called last fall by this commission, an organization has been formed of the principal manufacturers, for the purpose of securing improvements in design and promoting wider use of such equipment. This association has recently been requested by the port authorities of New York to devote its particular attention to the conditions at that port, with the idea of equipping it with the handling appliances best suited to the needs of the port. The methods of cargo handling at the principal ports, and the costs by various methods at each port, are being investigated, with a view to obtaining correct data that will enable the Commission to furnish information and make suggestions and recommendations for improvement.

INVESTIGATION OF OCEAN RATES AND TERMINAL CHARGES.

In order to provide an intelligent basis for governmental regulation of ocean freight rates and of terminal companies a "Rate Investigation" was organized under the direction of Prof. Emory R. Johnson, and a study of terminal charges was conducted by Dr. C. O. Ruggles. (See "Ocean Rates and Terminal Charges," by Emory R. Johnson, and "Terminal Charges at United States Ports," by C. O. Ruggles, Government Printing Office, 1919.)

Ocean Charter and Freight Rates.

In the investigation of ocean freight rates, compilations have been made of the rates fixed by the Shipping Board, charter rates from 1914 to 1918 applying to commerce leaving American ports, and freight rates on "general cargo" and on the leading commodities for the year ending June 30, 1918.

Terminal Charges and Practices.

A careful investigation of terminal services and charges has been made and a report of the investigation published. ("Terminal Charges at United States Ports," by C. O. Ruggles, Government Printing Office, 1919.)

Conclusions formed as a result of this investigation would indicate that a greater governmental regulation of terminal facilities than has existed in the past is necessary. Among the problems to be considered are the ownership of strategic facilities by railroads, the intensity of railroad competition in terminals, the duplication of extensive properties, and the lack of coordination both among the railroads themselves and between rail and water carriers.

BOARD OF SURVEY AND CONSULTING ENGINEERS.

This Board was organized on April 7, 1917. The original function of the Board was surveying and repairing the German and Austrian vessels acquired after the United States entered the war. The Board continued to perform, during the current fiscal year, the duties outlined in the Second Annual Report. In addition, the Board investigated for the Chartering Department the deadweight carrying capacity of vessels under charter to the Government, surveyed damages to vessels, prepared specifications for the repairs, and was part of a Joint Board of Survey, consisting of the Shipping Board, Army, and Navy, the duty of which was the surveying of vessels for redelivery to owners. The Board also acted in an advisory capacity in all technical matters of ship construction and repair. The work formerly handled by the Board was gradually taken over by the Construction and Repair Department of the Division of Operations.

SALE OF SHIPS.

The Ship Sales Division was organized to handle the details connected with the sale of vessels constructed by the Emergency Fleet Corporation, and of other vessels to which the Board has acquired title. This division conducts the preliminary negotiations, makes appropriate recommendations to the Board concerning the offers received to purchase vessels, arranges for the delivery of vessels after acceptance of the offer by the Board, and transmits to the treasurer of the Emergency Fleet Corporation the proceeds from all sales. While no aggressive campaign has been inaugurated, the publicity given through the press that vessels were being offered by the Board has resulted in a number of sales.

Standard prices and terms for designated types of vessels have been announced, and have been given as much publicity as possible.

The aim of the Board is to place the ships sold in the hands of substantial companies with a bona fide intention to operate them, and with such experience and competency as should enable them to operate the ships successfully. With these objects in view, a thorough investigation of the financial standing and the business qualifications of every bidder or prospective purchaser is made. The fact that the Board has only one price for its ships, and that its sales transactions are made only with real operators, serves effectually to eliminate speculation.

When the sale of wooden ships is negotiated through a broker, a brokerage commission of 1¼ per cent is allowed, but no commission is allowed on the sale of steel vessels.

II. UNITED STATES SHIPPING BOARD EMERGENCY FLEET CORPORATION.

DIVISION OF CONSTRUCTION.

ORGANIZATION AND JURISDICTION OF THE CORPORATION.

The Corporation's jurisdiction and duties, defined in the Act under which it was created, and further by various Executive orders of the President of the United States, are to purchase, construct, equip, lease, charter, maintain, and operate merchant vessels in the commerce of the United States. The controlling authority of the Corporation is vested in a Board of Trustees.

Since the Second Annual Report many changes have occurred in the membership of the Board of Trustees and in the management of the Corporation. The resignation of Charles M. Schwab, Director General, on December 2, 1918, and of Charles Piez, Vice President and General Manager, on April 30, 1919, made it necessary to rearrange the duties of the various offices, and the development of new problems incident to the curtailment of the building program added new functions.

At the close of the fiscal year ending June 30, 1919, the activities of the Corporation were under the direction of the following Trustees:

Edward N. Hurley.	John H. Rosseter.
Raymond B. Stevens.	H. M. Robinson.
John A. Donald.	J. L. Ackerson.

In reviewing the activities and accomplishments of the Corporation during the year it is proper to refer briefly to the difficulties which confronted the management from the very beginning and the obstacles it was necessary to remove before ships could be produced. It was not possible to build ships until the facilities had been provided. This involved the organization of the largest Corporation in the United States, the construction of houses and villages, extension of transportation lines, construction and enlargement of shipyards, dry docks, marine railways, and manufacturing plants, the production of materials, the training of thousands of shipyard workers, provision for the safety, health, and welfare of the men, and the protection of plants and industries from damage due to enemy plots.

When the United States became a party to the conflict, the demand for ships could not be met by the shipbuilding facilities of the world.

About 75 per cent of the American output, moreover, was controlled by the Navy Department, and, therefore, was not available. The total producing capacity of the United States was limited to 42 yards with 154 ways for steel ships and 23 yards with 102 ways for wood ships of 3,000 or more deadweight tons. To produce tonnage the Corporation was obliged to build new plants and extend old yards. This portion of the program was practically 100 per cent completed on June 30, 1919, when the shipbuilding industry of the country had attained the following proportions (exclusive of yards engaged in work for the Navy Department and those building vessels of less than 3,000 deadweight tons):

	Ways
72 steel shipyards	461
4 steel tug yards	21
87 wood yards 7 concrete yards	473
53 wood barge and tug yards	144
223 yards	1,099

When the armistice was signed, the United States had become the leading shipbuilding nation both in tonnage capacity and rapidity of construction.

During the second quarter of 1919, 48 per cent of the world's tonnage under construction was building in yards in the United States. Of the world's steel tonnage under construction 44½ per cent was in our yards. This is shown in greater detail in the following tables:

SECOND QUARTER, 1919.

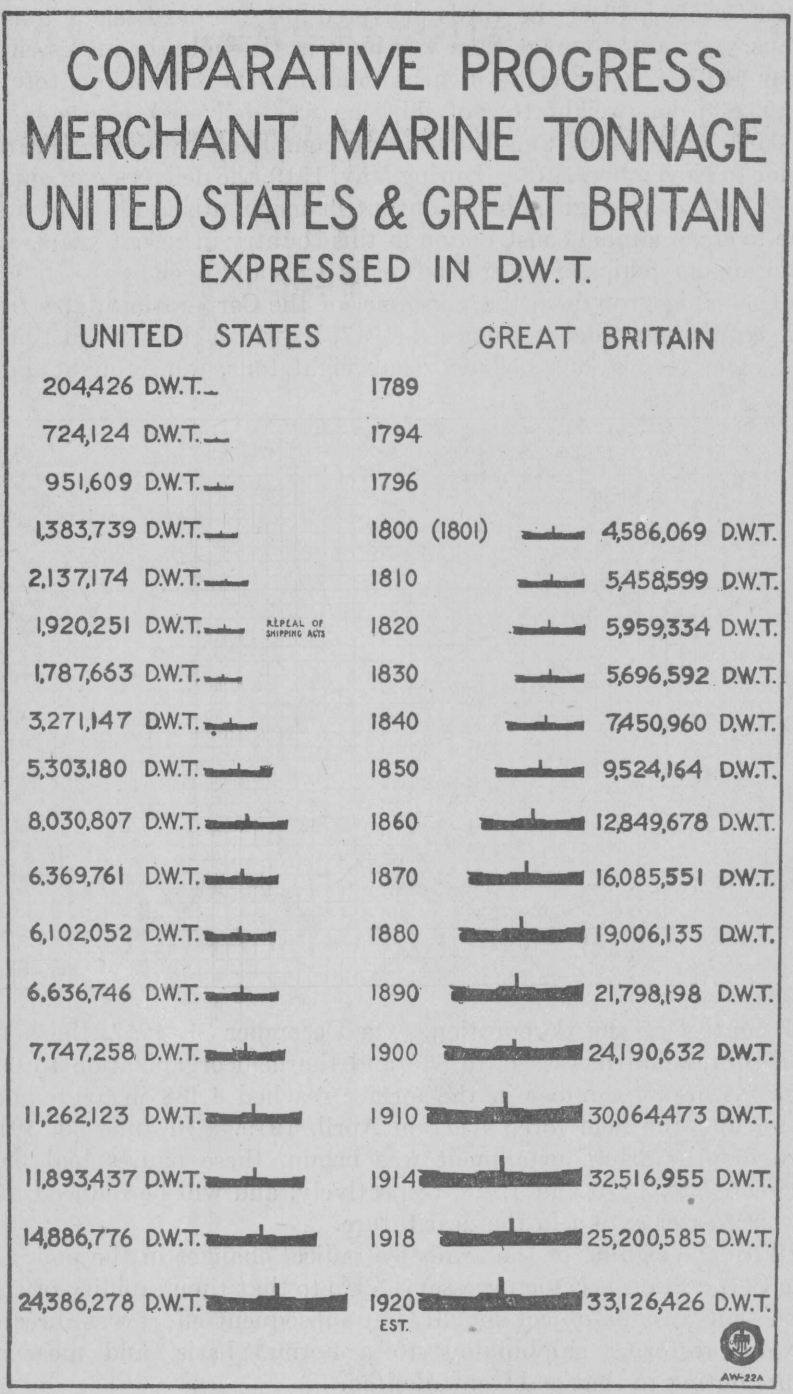
TOTAL TONNAGE UNDER CONSTRUCTION.

	Deadweight tonnage.
United States	5,811,214 (48 per cent).
United Kingdom	3,786,075 (32 per cent).
Other countries	2,429,361 (20 per cent).
	12,026,650
Steel ships:	
United States	4,746,663 (44.5 per cent).
United Kingdom	3,738,408 (35.5 per cent).
Other countries	2,171,497 (20 per cent).
	10,656,568

Notwithstanding the great reduction in the personnel of the Corporation following the armistice, the disturbed condition of industry in general, the elimination of overtime and other factors tending to retard production, the momentum attained by the American shipbuilding industry established new records in output which no country has ever approached.

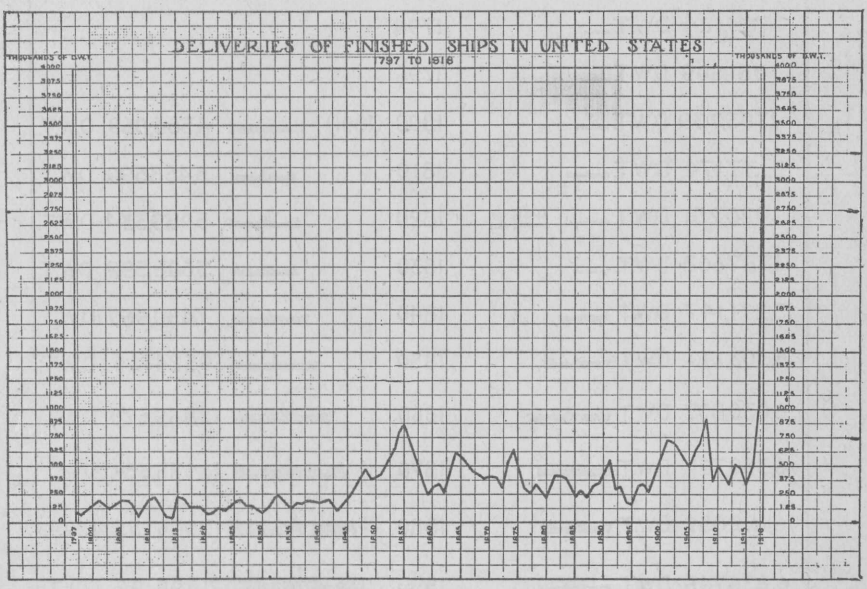
COMPARATIVE PROGRESS MERCHANT MARINE TONNAGE UNITED STATES & GREAT BRITAIN

EXPRESSED IN D.W.T.



In October, 1918, the yards delivered 391,000 deadweight tons of ships, a greater tonnage than was built in this country in the entire year 1915. In the eight months following the armistice a total of 3,192,833 deadweight tons of shipping was delivered, exceeding by 500,000 deadweight tons the tonnage completed by the corporation prior to November, 1918. During May, 1919, the deliveries amounted to 814,000 deadweight tons, an output in one month about three times the average annual construction in this country in recent years, considering only ships of 3,000 deadweight tons and over.

The rapid growth in the personnel of the Corporation dates from the requisition order of August 3, 1917, by which the construction of 431 steel vessels, of 3,056,088 deadweight tons, was brought under



the control of the Corporation. On December 31, 1917, the home office force had increased to 835 and the field organization to 698. The maximum number in the former reached 4,438 in September, 1918, and the field force 4,177 in April, 1919. On June 30, 1919, five months after curtailment was begun, these figures had been decreased to 2,275 and 4,128, respectively, and will be reduced to a much greater extent in the near future.

With the signing of the armistice radical changes in the policy of the Corporation became necessary. Up to that time rapidity of construction was the object sought, but subsequent effort was directed toward restoring shipbuilding to a normal basis, and measures contributing to that end were adopted.

The greatest change in the activities of the Corporation since the return of peace is due to the policy of cancellation. The maximum building program was at its peak in October, 1918, when 17,399,961 deadweight tons were under contract. The net program as of June 30, 1919, contemplates 13,616,836 deadweight tons. Practically all cancellations have been made that could be made at less cost to the Corporation than the difference between the cost to complete and probable market value.

No material departures have been made from the program of new construction approved by the Board and submitted to Congress in April, 1918, except in the case of barges and tugs, which were considered by the Board in the nature of an emergency. No new commitments or contracts were made after September 26, 1918, except where it was necessary to carry out work already begun.

The net program and status of construction as of June 30, 1919, are shown by the following table:

	Requisitioned steel.		Contract—steel		Contract—wood.		Contract—composite.		Contract—concrete.		Total.	
	No.	Deadweight tons.	No.	Deadweight tons.	No.	Deadweight tons.	No.	Deadweight tons.	No.	Deadweight tons.	No.	Deadweight tons.
Active program	384	2,655,881	1,341	8,984,805	611	1,824,650	18	63,000	14	88,500	2,368	13,616,836
Delivered	332	2,205,106	438	2,650,358	274	960,700	12	42,000	....	.....	1,056	5,858,164
Being outfitted	14	112,175	201	1,265,324	209	594,450	6	21,000	3	18,000	433	2,010,949
On ways	23	210,800	393	2,847,473	128	269,500	....	.....	9	55,500	553	3,383,273
Keels not laid	15	127,800	309	2,221,650	....	.....	....	.....	2	15,000	326	2,364,450

MANAGEMENT OF SHIPBUILDING DISTRICTS.

The district organization controls all matters affecting each district and is under the jurisdiction of the District Manager whose office was created on July 2, 1918, and who reports directly to the Vice President. All authority previously granted to the District Officer and the District Supervisor now is centralized in the District Manager, who has complete control of ship production and ship inspection.

With the establishment of this organization, the local representatives of the following home office organizations were placed under the general supervision and control of the District Manager:

Plant Protection Section.
Passenger Transportation and Housing Division.
Industrial Relations Group.
Statistical Section.
Shipyard Plants Division.

This centralization of authority in the District Manager proved to be of valuable assistance, as the various ship divisions were consoli-

dated into the Ship Construction Division, and under the District Manager's authority construction of wood, steel, composite and concrete vessels was coordinated.

CONTRACTS.

Prior to June 1, 1919, all investigations and negotiations in connection with the execution of contracts were conducted by the Contract Division. On that date the duties of the division were taken over by the Assistant in Charge of Contracts, Legal Division, and the work consolidated.

During the fiscal year the activities of the Contract Division varied from the functions originally exercised by the division incident to the award of contracts for ship construction. Until the establishment of the Division of Transfer and Private Construction by the Shipping Board, it devolved upon the Contract Division to pass upon and recommend or disapprove all applications for the construction of vessels for private and foreign account.

On July 25, 1918, the jurisdiction was extended to the solicitation, receipt and analysis of proposals and the negotiation of contracts for the construction of dry docks and marine railways, and later was added the responsibility of negotiating the readjustment of contracts for refinancing companies requiring additional loans.

On June 25, 1918, the negotiation of contracts for installation of machinery and equipment in hulls was delegated to the division.

Contracts for ship construction awarded by the Emergency Fleet Corporation are of three types: (*a*) Lump sum, (*b*) cost plus fee (fixed or sliding), (*c*) agency. The Corporation favored the lump-sum form of contract but many contractors were unwilling to take these because of uncertainties due to war conditions. Eighty-one per cent approximately of all contracts (active) are of this type, and 19 per cent of the cost-plus form.

Because of the many difficulties encountered in the progress of the work it became necessary for the Corporation to furnish funds to complete the ships and in adjusting the claims it was considered advisable to place most of the contracts on a cost plus-a-definite-fee basis. Later lump-sum contracts contain a guaranty by which 10 per cent of the contract price is withheld until six months after delivery of the ship. In most lump-sum contracts the builder is protected against increases in wage rates, freight rates, cost of certain material, authorized overtime, and in most cases premiums for early delivery of ships are offered with liability to liquidated damages for delay. In most cases the contractor financed the improvements or extensions to plant but where advances were made by the Corporation the accounts were controlled or security obtained.

The cost plus-a-guaranteed-fee type of contract was an early form which also contained provisions for bonus payment and collection of liquidated damages. The fee was made payable thirty days after acceptance of the ship. When the Corporation financed any part of yard improvements the cost was spread over the number of ships while the Corporation retained control of the property involved. The contractor usually has the option to purchase the Corporation's interest. All expenditures and commitments are under the jurisdiction of the Corporation.

The cost plus-a-sliding-scale-fee contract permits the Corporation to share in any saving in the construction cost below the basic cost and reduces the amount of excess cost to the Corporation if the construction exceeds the estimate.

The agency form of contract was used in connection with the fabricated shipyards at Newark, N. J., Bristol, Pa., Hog Island, Pa., and Wilmington, N. C. Under this type of contract the Corporation pays all costs and the agent receives a fixed fee for the construction of the ships, based upon an estimated cost. The agent receives no fee for yard construction. Any saving in the cost of ship construction below the estimated cost is divided equally between the agent, the owner, and the employees. Any increase in the cost is deducted from the agent's normal fee until the minimum fee is reached. Adjustments in the basic cost are made as in the case of lump-sum contracts.

Since the organization of the Emergency Fleet Corporation 508 contracts for ships have been awarded, representing a total tonnage of 18,092,921 deadweight tons.

The activities of the Shipyard Plants Division have been directed toward the completion of all shipyard projects which were under way at the beginning of the year, curtailment of all projects instituted primarily as war measures, establishment of proper repair facilities to meet the requirements of the ship program, disposal of plants owned by the Emergency Fleet Corporation which have completed their work, maintenance of such plants as still are in operation, and care of such properties as are under its jurisdiction.

SHIPYARD PLANTS.

With this program the division has maintained flexibility in its organization to meet changed conditions in the Emergency Fleet Corporation work during the year. The division consists of the following sections with their respective organizations: Plant Construction, Dry Docks and Marine Railway, Designing, Plant Disposal, and Records and Progress. The activities of the division also include the disposition of matters relating to power, to layouts of electrical control systems on dry docks and marine railways, and to dredging.

Plant Construction Section.

The Plant Construction Section has charge of all problems brought to the attention of the home office relating to shipyards.

During the year the work has shifted gradually from supervision over the designing and construction of shipyards and industrial plants to the completion of contracts still in force, the closing of contracts completed, the approval of the declaration as surplus of such excess materials as were obtained for the construction of shipyards, the curtailment of all projects or portion of projects not essential to the completion of the ship program under peace conditions, and the settlement of differences which arise in the course of construction work.

A list of all shipyards, which have held Emergency Fleet Corporation contracts is given in Table I, page 149. The number of shipyards in the country in April, 1917, and those engaged in Emergency Fleet Corporation work in May, 1919, is shown in Table II, page 154. Data on shipbuilding plants arranged by districts is given in Table III, page 155.

Dry Docks and Marine Railways.

Expansion of ship-repair facilities of the United States followed necessarily the rapid increase in the number of ships sailing under the American flag. Additional dry docking and marine railway facilities, as well as new repair plants had to be fostered by Government aid. To handle this work the Dry Docks and Marine Railway Section of the Shipyard Plants Division was established in September, 1918. In conjunction with the Port and Harbor Facilities Commission of the United States Shipping Board, this section during the year has made complete studies of the ship repair facilities in the United States under the prewar and present conditions, and has determined the actual repair facilities required per ton of shipping as indicated by data pertaining to the United States as well as to the rest of the world. Investigations have been made which indicate the shortage of repair facilities that will exist in the United States when the program of ship construction will have been completed, also the amount and proper location of repair facilities which will be necessary to maintain the ships completed and to be completed.

The Dry Docks and Marine Railway Section prepares or exercises supervision over the preparation of designs, plans, and specifications for the construction of dry docks and marine railways and necessary repair plants, negotiates contracts, verifies by independent investigation the representations of contractors and other parties interested, and submits to the office of the vice president its findings and recommendations for review and closing of contracts. To this section has been assigned the duty of supervising the construction of dry docks

and marine railways, and repair plants, in which the Corporation has a financial interest.

In addition to the various dry docks, marine railways and repair plants being financed by loans from the Corporation, there are eight 10,000-ton dry docks now under construction by the Corporation for sale to private interests. Negotiations for the sales are carried on by the section and the findings and recommendations are prepared and submitted to the Vice President for review and approval.

Designing Section.

The Designing Section originally was organized to supply technical information and to examine plans and estimates as to engineering problems pertaining to shipyard plant construction, including construction of buildings, launching ways, and yard layouts.

Later the problems of designing, redesigning, altering, and checking plans for the various dry-dock repair plant projects were referred to the section for the detail work involved.

Plant Disposal Section.

During the war emergency the Government was obliged to build or finance shipyards as well as ship construction. As a result, several shipyards are owned entirely by the Corporation, or have reverted to its ownership in the course of their construction and operation, through various causes. Disposing of these by sale or dismantling and salvaging the materials is a part of the work of the Corporation carried on by the Shipyard Plants Division. To sell a plant in its entirety means a greater return to the Government than can be obtained if a plant were dismantled and the materials and equipment salvaged, and it has been the policy to assume charge of these plants and to attempt to dispose of them in their entirety, before disposing of the materials composing them.

The Plant Disposal Section is making the necessary investigations to determine the advisability of selling plants as going concerns or dismantling them, or of converting the shipyards to other manufacturing purposes.

Records and Progress Section.

The Records and Progress Section was organized primarily to establish and continue records of the progress in construction of shipyard plants and certain manufacturing plants. The work of this section now covers all pertinent records of shipyards, ship-repair plants, and industrial plants in which the Corporation has interests.

Concrete Shipyard Section.

The Concrete Shipyard Section, which was an active part of the Division while construction of the concrete shipbuilding yards was in progress, was discontinued February 15, 1919, due to completion

of the yards; miscellaneous work that remained was transferred to the supervision of the Plant Construction Section.

Property Inventory and Custody Section.

To identify properly and care for the materials, supplies, equipment, and other property owned by the Corporation, the Property Inventory and Custody Section was established August 30, 1918, its duty being to record and mark all property, equipment, and materials belonging to the Corporation, and to establish and maintain physical custody and regular inspection of the same.

In May, 1919, when the Supply and Sales Division was established the Property Inventory and Custody Section was transferred to that division, and later was designated as the Inventory and Appraisal Section. A complete report of the work accomplished by this Section will be found elsewhere in the report.

Fire Protection Section.

The Fire Protection Section was established in 1917. The head of the section and the principal members of the staff were engineers from the National Board of Fire Underwriters and were transferred by the Board to the Corporation at a nominal salary.

The function of the section was to lay out fire-protection systems and to inspect fire installation at the plants. The inspections preliminary to laying out the systems as well as the inspections to determine the adequacy of existing protection were made by the established local organization of the National Board of Fire Underwriters.

Power Section.

The Power Section was created to make surveys of power conditions at the shipyards under the jurisdiction of the Corporation, and to see that sufficient power was provided to every yard to prevent delay in the construction of ships. It made recommendations for augmenting sources of power in existence and in most cases succeeded in uncovering and bringing into use sufficient idle power to meet all demands. The work necessarily was greatest at the beginning of the war emergencies and within the year has so diminished that the section now virtually is abolished.

Dredging Section.

The Dredging Section was created to exercise control over all dredging operations in connection with Corporation contracts, except at the agency yards. Its duties covered the allocation of dredges and supervision over their performance that there might be no delay in plant construction or in the launching of ships. Dredging was of greatest necessity at the beginning of the construction program. Such work as now remains is confined principally to that required for dry docks, marine railways, and ship-repair plants.

Field Organization.

In the field the Shipyard Plants Division is represented in each district by a District Plant Engineer, who has under his direction the necessary resident engineers, traveling engineers, inspectors and staff. Originally this field force represented the home office on plant construction and had direct supervision over such work within their jurisdiction. Within the year construction work has diminished gradually and duties of the District Plant Engineers have changed accordingly. They have jurisdiction over plant maintenance in all shipyards where the Corporation has interests, and supervise directly this work. They have charge of all Corporation property not under other jurisdiction. They certify as surplus all excess materials obtained for shipyard plant construction, and transfer same to proper authorities for sale and disposal. They maintain the necessary force to guard and protect Corporation property not in actual use, and give aid and assistance with their organizations to the Dry Docks and Marine Railway Section in the performance of construction work on ship repair plants.

PLANT PROTECTION.

Guard Branch.

The guard organization at the time of the signing of the armistice consisted of more than 7,000 civilian guards, well organized and drilled. There also were assigned by the War Department, at the request of the Corporation, about 5,000 troops for guarding purposes.

The activities of the guard branch are indicated by the number of arrests for minor and petty offenses, more than 10,000 being made within the year. The small number of arrests for serious offenses such as attempts to burn or destroy property by alien enemies, testifies to the deterring effect the organization had upon such element, which was believed to be active in the many yards.

Investigation Branch.

The department of investigation was organized in April, 1918. Relations were established with the Bureau of Investigation of the Department of Justice, the Office of Naval Intelligence, the Military Intelligence Section and other agencies of the Government, and operations in which this department was jointly interested were so coordinated as to avoid duplication of effort and expense.

War time conditions imposed upon the department extensive operations to combat the machinations of enemy aliens within and without the shipyards, which work, together with other activities, required the employment of a staff never exceeding 70 special agents, under the direction of a chief and two deputy chiefs. Branch offices were opened in New York and San Francisco. After the armistice was signed, the war time work was discontinued, resulting in material reduction in personnel and curtailment of expense.

SHIP CONSTRUCTION.

With the increased production under the program of the Emergency Fleet Corporation the general duties of this division have expanded noticeably within the year. The work consists principally of the development of original designs of new types of vessels, approval of contractors' designs, administration in connection with ship contracts, inspection, approval of all details of construction and certificates of payment, trial trip procedure, acceptances and delivery of vessels, maintenance of records of ship construction, preparation of statistical information of the activities of the Corporation, and handling of correspondence related to these matters.

After the armistice, with the wood ship construction program curtailed, it was found desirable to return to the original organization, and consolidate the various construction units within one Division. On January 16, 1919, the Ship Construction Division was created, with jurisdiction over all the activities of steel, wood, composite and concrete construction.

The Ship Construction Division retained a naval architect and consulting engineer, as head of the Engineering Section, and established the following sections to perform necessary duties within the division:

Steel Ship, Wood Ship, and the Concrete Ship Sections to control the activities of ship construction of their respective character; Records Section, to coordinate within one section the records of all activities of the Ship Construction Division; Performance Section (developed from the former Performance Branch), to control trial trips and performance of all completed vessels; Cost Review Section to keep records on changes, extras and cost of construction on all types. The Camouflage Section existing under the old Steel Ship Construction Division was abolished with the elimination of camouflage painting after the signing of the armistice.

Ship Construction Program.

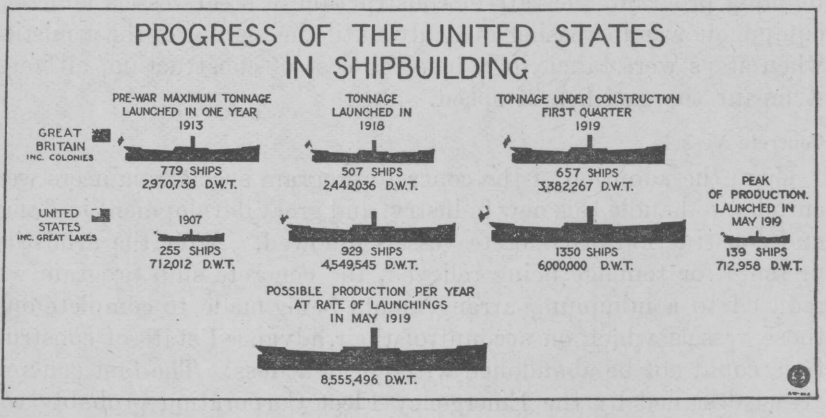
The accumulated program of ship construction, covering steel (requisitioned and contract), wood, composite, and concrete vessels, including the original program, cancellations, suspensions and active program, as of June 30, 1919, is shown in Tables IV and IV (a) pages 163 and 165.)

The maximum program, which was reached about October 15, 1918, contemplated 3,148 ships of 17,399,961 deadweight tons. (Table V page 166.)

POLICY OF BUILDING PROGRAM.

Wooden Vessels.

With the initial demand for additional tonnage made to the Shipping Board at its creation, a comprehensive program of wood ship construction was adopted, a large number of new firms undertaking this type of construction, and work was begun early in the Corporation's activities. With completion of earlier contracts and with availability of new yards for others, several additional contracts were made subsequently and the entire program was carried forward with the greatest possible expedition. The time for completion, however, was found to be considerably greater than originally anticipated, owing to the difficulties in obtaining workmen and materials.



As a result, on the signing of the armistice, the Corporation found itself with a large number of wooden vessels in various stages of completion and with many contracts in existence for wooden vessels on which construction had not been started. Steps were taken in all cases, where construction had not advanced too far, either to abandon the construction, or where possible to complete the vessels as barges or as hulls without machinery with the purpose of disposing of them when completed. This procedure has resulted in preventing a very considerable expenditure of Government funds. The extent of the reduction in the wood ship program at the end of the fiscal year is shown in the accumulated program.

Composite Vessels.

Accompanying the wood ship program was a limited program, originally 50 ships, of composite construction. This type of ship, however, has proved costly to build and has required a long time for construction. Therefore, with the contraction of the wood ship program, the number of composite vessels was reduced considerably.

Steel Vessels.

Steel vessels on the ship construction program are divided into two classes, requisitioned and contract. The program of requisitioned vessels is nearing completion rapidly. Moreover, with the establishment of the new yards and increased production on contract steel ships, on May 24, contract deliveries exceeded deliveries of requisitioned ships, the tonnage being 2,155,625 and 2,144,887 deadweight tons, respectively.

In assigning contracts for steel vessels and also in the policy of cancellation consideration was given when possible to the creation of a properly balanced fleet with the necessary number of vessels of various sizes and types. Due to the intense stimulation of the shipbuilding program, the rate of construction of steel vessels and their equipment was increasing monthly until the signing of the armistice, when steps were taken to reduce the cost of construction, although it meant the sacrifice of speed.

Concrete Vessels.

Upon the adoption of the concrete program special engineers were enrolled to handle this new industry, and great development in design and construction of concrete vessels followed. After the armistice, pressure for tonnage being relieved, the concrete ship program was reduced to a minimum, arrangements being made to complete only those vessels which on account of their advanced state of construction, could not be abandoned without great loss. The first concrete vessel designed by the Emergency Fleet Corporation probably will be delivered in July, 1919. The construction of concrete vessels, with one exception, is being carried out in shipyards financed by and under direct control of the Corporation, the contractor being the agent of the Corporation.

Camouflage.

After the entry of the United States into the war the application of camouflage to all vessels being built by the Corporation became obligatory, and the work of developing methods and creating an organization for this undertaking was begun promptly.

Advantage was taken of the knowledge and experience gained abroad, and many competent artists were engaged under whose direction designs were made and applied to the vessels. A great advance was made in the art, and the result as measured by the immunity of vessels in the war zone was most satisfactory.

Summary of Progress.

To present briefly the progress that has been made in the shipbuilding program a summary of keel layings, launchings, and deliveries has been prepared (Tables VI, VII, VIII, and IX, pages 168, 170, 171, 172).

Active Program.

The active program by class of construction and type follows:

Active program by class of construction.

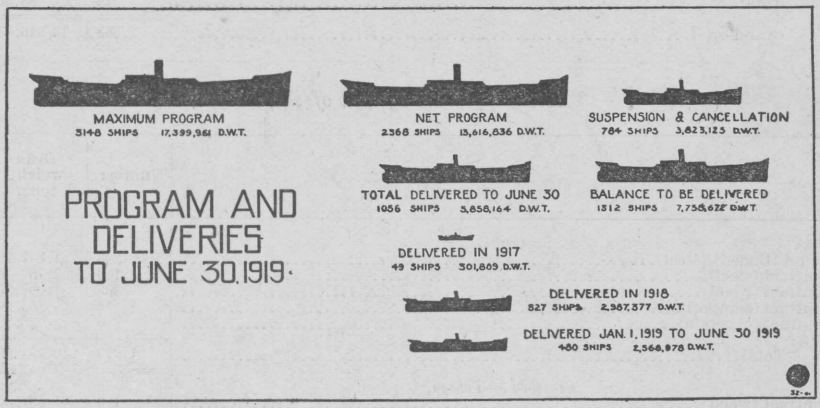
Class.	Number.	Dead-weight tons.
Requisitioned (steel).		
Cargo	293	1,842,754
Tanker	58	560,230
Refrigerator	11	83,000
Transport	9	70,775
Collier	9	70,350
Passenger and cargo	4	28,772
Total	384	2,655,881
Contract (steel).		
Cargo (United States)	1,126	7,466,855
Cargo (Japan)	30	245,850
Cargo (China)	4	40,000
Tanker	61	565,400
Tanker (Navy)	12	131,000
Refrigerator	8	75,200
Transport	12	99,800
Passenger and cargo	27	346,000
Barge	5	14,700
Tug (ocean)	48	----------
Tug (harbor)	8	----------
Total	1,341	8,984,805
Contract (wood).		
Cargo (wood)	302	1,097,050
Cargo (composite)	18	63,000
Finished hull (wood)	110	387,800
Sailing vessel	8	29,000
Barge (converted)	67	235,800
Barge	30	75,000
Tug (ocean)	38	----------
Tug (harbor)	56	----------
Total	629	1,887,650
Contract (concrete).		
Cargo	6	28,500
Tanker	8	60,000
Total	14	88,500
Grand total	2,368	13,616,836

Active program by type of ship.

Class.	Number.	Dead-weight tons.
Cargo.		
Requisitioned (steel)	293	1,842,754
Contract (steel)	1,160	7,752,705
Contract (wood)	302	1,097,050
Contract (composite)	18	63,000
Contract (concrete)	6	28,500
Total	1,779	10,784,009
Finished hull cargo.		
Contract (wood)	110	387,800
Tanker.		
Requisitioned (steel)	58	560,230
Contract (steel)	73	696,400
Contract (concrete)	8	60,000
Total	139	1,316,630

Actixe program by type of ship—Continued.

Class.	Number.	Dead-weight tons.
Passenger and cargo.		
Requisition (steel)	4	28,772
Contract (steel)	27	346,000
Total	31	374,772
Transport.		
Requisitioned (steel)	9	70,775
Contract (steel)	12	99,800
Total	21	170,575
Refrigerator.		
Requisitioned (steel)	11	83,000
Contract (steel)	8	75,200
Total	19	158,200
Collier.		
Requisitioned (steel)	9	70,350
Barge.		
Contract(steel)	5	14,700
Contract (wood)	30	75,000
Converted	67	235,800
Total	102	325,500
Sailing vessel.		
Contract (wood)	8	29,000
Ocean tug.		
Contract (steel)	48	.....
Contract (wood)	38	.....
Total	86	.....
Harbor tug.		
Contract (steel)	8	.....
Contract (wood)	56	.....
Total	64	.....
Grand total	2,368	13,616,836



AGENCY YARDS.

The fabricated shipyards started the year with keels laid on 44 of the 62 ways, 19 of the ways at Hog Island being held until a greater supply of steel was available.

The following tables show the progress made from the beginning to June 30, 1919, and also the production during the fiscal year:

	Keels laid.	Launched.	Accepted.	Delivered.
To date (June 30, 1919):				
American International Shipbuilding Corporation..	88	39	27	26
Merchant Shipbuilding Corporation.....	24	12	9	9
Fiscal year:				
American International Shipbuilding Corporation..	57	39	27	26
Merchant Shipbuilding Corporation.....	12	12	9	9

At the close of the year there were 62 keels on the ways in various stages of completion from 10 to 90 per cent.

There is an ample supply of fabricated steel on hand at both yards. During the year the labor force on ship construction increased from 8,500 on July 1, 1918, to approximately 28,000 on June 30, 1919.

Contracts at Agency Yards.

Contract.	Shipbuilder.	Number of ships	Tonnage.
	STEEL CARGO SHIPS.		
83	American International Shipbuilding Co.....	110	825,000
87	Merchant Shipbuilding Corporation.....	40	360,000
	STEEL TROOP, HOSPITAL, AND REFRIGERATOR SHIPS—CONTRACTS.		
83	American International Shipbuilding Corporation.....	12	96,000
	NUMBER OF SHIPS SUSPENDED OR AWAITING DECISION.		
83	American International Shipbuilding Corporation (troop ships).....	23	184,000
	SHIPS CANCELED.		
83	American International Shipbuilding Corporation (troop ships).....	35	280,000
87	Merchant Shipbuilding Corporation (cargo ships).....	20	180,000

NUMBER OF SHIPYARD EMPLOYEES.

While the maximum number of shipbuilders engaged in the construction of wood and composite ships was attained in September, 1918, at a figure of 80,102, the employees in construction of steel ships continued to increase until May, 1919, when approximately 267,575 shipbuilders were engaged in the various steel yards constructing for the Corporation.

QUALITY OF PRODUCTION.

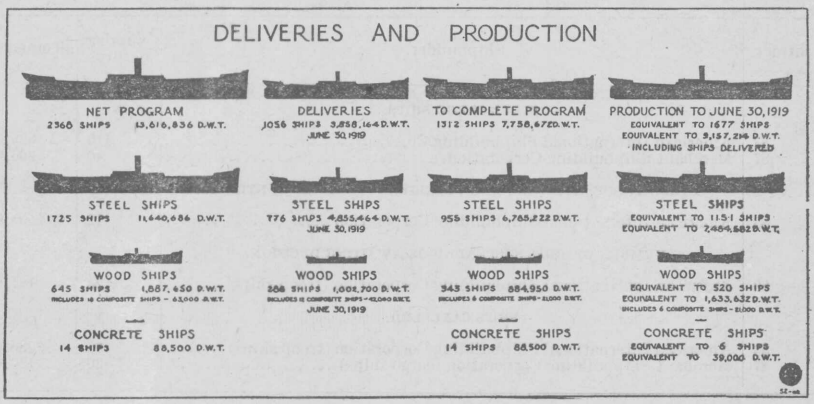
Immediately upon the signing of the armistice the ship-production program was placed upon a quality basis instead of upon a production basis, good workmanship and design together with economical methods of construction being made the controlling features.

Steps were taken to analyze the various types of vessels under contract at the time and to determine in what respects it might be possible by modifying those vessels to improve their efficiency or use-

fulness. A study was made of the probable requirements of shipping in the future and a building program is being considered, including those types of vessels, particularly of larger size and greater speed, which have proved to be essential for the carrying trade of the country.

Appreciating the urgent necessity of having the vessels as built and delivered ready for continuous service, qualified engineers were enlisted, forming the nucleus of the performance section responsible for conducting trials of vessels.

Careful consideration was given to the engineering details of all vessels, and the routine in connection with inspection and trial trips was developed with the intention of discovering any defect in construction or installation before a ship was placed in service. An accurate record has been kept from an engineering point of view of the performance of each vessel on trial and in service so that future



construction could be improved as a result of this information. Notwithstanding the greatly increased and increasing number of vessels in service, the records show that difficulties experienced with these vessels have decreased to a marked degree.

CANCELLATIONS OF VESSEL CONTRACTS.

The general basis on which cancellations were undertaken depended upon the type of vessel involved. In the case of wooden, composite, and concrete vessels it was evident that the number actually contracted for was much in excess of the normal requirements of the country in peace time, due to the fact that such vessels either were of an untried type, therefore susceptible of improvement, or were least desirable because of such small proportions and carrying capacity.

In the case of steel vessels, before action was taken toward curtailment the construction program was reviewed by officials of the Corporation and by constituted boards of ship owners and operators.

It was determined that more of certain types of vessels were under construction than could be utilized profitably, and suspensions or cancellations were instituted where construction had not advanced to such a degree as to make this action unwise. To round out the shipbuilding program, the design of several additional types of vessels running from 10,000 to 15,000 tons dead-weight was undertaken, many of them being of relatively higher speed than the average vessel under construction, the motive power in certain instances being Diesel engines and in others quadruple expansion reciprocating engines or geared turbines, depending upon the service desired.

DISPOSAL OF EXCESS MATERIAL.

As a result not only of the actual suspension and cancellation of vessel contracts, but by reason of the greatly reduced rate of shipbuilding after the armistice, the Corporation found itself overbought in many particulars.

The shipyards, under intense pressure during the emergency, had built ships at a rate far in excess of the production possibilities which existed at the outbreak of the war as regards machinery, boilers, equipment, and supplies of all kinds. The Corporation, accordingly, had been forced to create new manufacturing facilities in many directions and stimulate the production of all material and equipment necessary for shipbuilding, and much of this output became surplus after the armistice.

Cancellations of excess material and equipment have been effected as promptly as possible in order to reduce the consequent loss to a minimum.

COOPERATION WITH DIVISION OF OPERATIONS.

As the number of vessels delivered for operation increased, the necessity of cooperation with the Division of Operations, so that the vessels when delivered should be in all respects satisfactory for the purpose intended, became increasingly important. The Department of Construction and Repair of the Division of Operations was created to receive from the Corporation the vessels as completed, making certain that in all respects these vessels as delivered would meet the requirements of the service in which they would be placed, and, in addition, attending to all matters in connection with the repairs of vessels in operation. A working agreement was made with the Department of Construction and Repair whereby that department should be kept informed regarding vessel construction and types of vessels being built at the various yards; and a procedure was estab-

lished covering the conditions under which trial trips should be held, and claims against shipbuilders for defective work after delivery of vessels should be investigated and prosecuted.

REQUISITIONED SHIPS.

The progress made in the construction of the steel ships which were under construction when requisitioned on August 3, 1917, by the United States and placed under jurisdiction of the Construction Division for completion can be best shown by reviewing the actual figures as of June 30, 1919.

Of the total number requisitioned, 431 vessels of 3,068,341 dead weight tons, 12 vessels of 109,600 deadweight tons were changed from requisitioned to contract during this period.

Thirty-one vessels (including the 12 referred to above) of 289,960 deadweight tons have been cancelled, and 16 vessels of 122,500 deadweight tons are now under suspension. These deductions leave an active program of *384 vessels of 2,655,881 deadweight tons.*

Of this active program, only 15 vessels of 127,800 deadweight tons remain, upon which active construction on the ways has not yet been started.

The following tables indicates the condition of the requisitioned ship program when the work was taken over on August 3, 1917, and at the close of the fiscal year:

Original program, Aug. 3, 1917.

[Deadweight tons revised as of June 30, 1919.]

Total program.		Being outfitted.		On ways.		Keels not laid.	
Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
431	3,068,341	19	127,165	131	964,327	281	1,976,849

Net program, June 30, 1919.

Net program.		Being outfitted.		On ways.		Keels not laid.	
Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
384	2,655,881	14	112,175	23	210,800	15	127,800

Delivered, 332, of 2,205,106 deadweight tons.

The output of requisitioned ships alone for the two years was at a rate greater than the previous maximum production of all yards in the United States for that period of time and was nearly three times the average total tonnage delivered from all yards in the country between the years 1910 and 1915. This result was accomplished notwithstanding the activities of the Corporation in developing production in new and extended yards.

INSPECTION.

Careful and well-organized inspection has been carried out during the construction and completion of our vessels. In addition to the shipbuilder's own organization, the Corporation maintains in the shipyards its corps of machinery and hull inspectors, the number depending upon the size of yard and rate of production. These inspectors are in the yards at all times and carefully watch all items of construction as they progress. For minor items or conditions needing attention, the necessary action is taken by the shipbuilder upon instructions from the resident representative of the Corporation.

In addition to the Corporation's inspectors, the classification societies—American Bureau of Shipping and Lloyd's Register of Shipping, maintain at all important shipyards, or in shipbuilding districts, an efficient corps of their own surveyors. These surveyors make regular inspection and report to their headquarters upon character of construction relative to the classification societies' rules and regulations.

Close relationship has been maintained between the Corporation's inspectors and the classification surveyors, the attention of each representative being brought to items under his jurisdiction when discovered by the other. As the classification surveyor works in compliance with the classification rules, and the Corporation's inspector works as direct representative of the owner, there has been no overlapping or duplication of jurisdiction or duties.

After acceptance from builder, cargo vessels are delivered from the Construction Division to the operating management upon a temporary receipt for safekeeping. The vessel is then loaded and 12-hour, in case of steel, and 24-hour, in case of wood, continuous full-power sea trial is held. This trial, made by the operating management, is run under the jurisdiction of the Division of Operations. The Trial Board is again present upon this trial, and, if the trial is satisfactory, issues an acceptance certificate, certifying that a conditional or final acceptance of the vessel may be made by the operating management. If, during trials, construction defects develop, the trial is reported as unsatisfactory, and immediate steps are taken by the Construction Division to remedy the condition and have the vessel repaired for additional trials.

PASSENGER TRANSPORTATION AND HOUSING.

Housing of Shipyard Workers.

The emergency shipbuilding program precipitated an urgent demand for housing facilities for the shipworkers. The act of March 1, 1918, gave the Corporation powers sufficiently broad to relieve the tenseness of this situation, and to carry into effect the contemplated plans authorized by act of July 1, 1918, for the expenditure of $75,000,000 for housing and $20,000,000 for transportation facilities.

The Passenger Transportation and Housing Division of the Corporation, carefully surveyed all deficiencies in housing and transportation facilities, and formulated a building program, which included the construction of houses, dormitories, apartment buildings, stores, cafeterias, boarding houses, and municipal and public utilities, in the vicinity of or adjacent to the shipyards which were unable to house their employees properly.

The housing program as modified has furnished adequate accommodations for the employees of 24 shipyards and 1 turbine plant, and has included the construction of the following buildings—8,644 houses, 94 dormitories, 5 hotels, 6 boarding houses, 849 apartments, stores, and other miscellaneous structures.

The location, extent, capacity and cost of housing projects under the supervision and control of the Corporation are embodied in the tables. The foregoing accommodations have a capacity of housing 28,064 shipyard workers, or 55,308 individuals, and include the necessary stores and business quarters.

Public utility service was required in practically all of the projects, and in a few instances only was it possible to connect up with existing public utility systems. Negotiations with municipalities and public utility companies resulted in loans being made by the Corporation covering part of the cost of installation of the necessary utilities, the loans being evidenced by agreements and ordinances, or certificates of indebtedness providing for their repayment to the Corporation within from 5 to 10 years with interest at 5 per cent per annum, thus placing a part of the ultimate cost upon the public utility companies and municipalities. The loans ultimately will become credits on the cost of the respective projects. Detailed statements of the cost of installation of public utilities probably will show a return to the Government of approximately $3,000,000.

During the period of the war the Corporation, by virtue of authority conferred upon it by Congress, requisitioned 436 houses in Philadelphia, and since the armistice 362 of these houses have been sold for an amount only 6.6 per cent less than their requisitioned cost. The Passenger Transportation and Housing Division has had to deal with 3,050 housing adjustments, where alleged profiteers attempted to

take undue advantage of the shipworker. In several instances it was necessary to resort to the temporary requisitioning power of the Corporation, but all such cases have been settled amicably and the property thus requisitioned has been returned to the original owners.

The actual total cost of all housing projects in practically all instances was at variance with the estimated cost, due to local and other conditions which it was impossible to anticipate. Recent estimates and calculations, however, show that the $75,000,000 appropriation will be adequate to complete all projects of the active program and that a substantial balance will remain unexpended.

All of the projects are in the last stages of construction or completed. At those not completed the work at present involves the installation of street improvements, etc., and the necessary cleaning up. All projects should be completed by December 15, 1919. On June 30, in all projects, there were rented approximately 5,086 houses, apartments, and stores.

The Corporation under its mortgages on housing projects had reserved the power to exercise control over the rentals, sales, and management of the projects. With the completion of substantially all of the projects and the urgent demand for houses in all localities where they exist, the problem of disposing of them necessarily has received much attention by the Passenger Transportation and Housing Division.

Because of the excess cost due to war conditions it is not to be expected that housing projects can be sold either "en masse" or to individual home buyers for an amount which will equal the actual cost thereof. However, under the plans mapped out, should a selling policy be adopted, it is predicted that projects will be disposed of at a fair price, which is all that can be expected, because the matter of cost, whether high or low, established a value only indirectly. The Corporation can not expect to obtain more than the property is worth in the open market.

Transportation of Shipyard Workers.

A problem closely related to housing is that of obtaining adequate facilities for transporting shipyard workers. Where it has been found necessary to construct additional facilities, contracts have been made with the various transportation companies, under the terms of which the Corporation advances the money required to furnish the needed facilities. In general, the transportation companies perform all the work required, paying the Corporation 5 per cent interest on the full cost of the work during the period of the war and agreeing to pay after the termination of the war the value of the particular items furnished, its amount of repayment being determined by a

valuation which, in practically every case, is limited to a minimum of 75 per cent of the amount advanced. It is provided that repayment be made in equal annual installments, generally extending over a period of five years, with interest at 5 per cent on unpaid installments. As security for the money advanced, the Corporation retains title to all rolling stock and equipment until repayment in full has been made and is secured further by deposits of bonds, in collateral, or by other measures deemed necessary to protect fully the Corporation's interests.

Investigation of all shipyards having contracts with the Corporation discloses that additional facilities were required at yards having contracts for 73.7 per cent of the total dead-weight tonnage under construction or under contract for the Corporation.

At all of these yards adequate transportation facilities have been provided to take care of the present and expected future situation. It is estimated that these facilities will serve 184,000 shipworkers.

At yards representing 26.3 per cent of the tonnage program it was found that no additional transportation facilities were required.

Tables illustrative of the work in connection with passenger transportation and housing will be found in the appendix (Tables X to XVIII, pages 173, 177, 178, 179, 180, 181, 183).

CANCELLATIONS.

The policy of cancellation has been applied so as to reduce materially the program for wood, composite, and concrete ships, but in the case of steel ships actually under construction the cancellations have produced less effect in relation to the program.

On November 20, 1918, the first resolution looking to a settlement of cancellation claims was adopted by the trustees, at which time the Vice President and General Manager was given power to settle all claims which in his judgment should be acted upon at once to effect the greatest economy. The total of such claims was limited to $200,000, and no settlement was to be made involving a net loss to the Government of more than $25,000 without submission of such proposed adjustment to the Board of Trustees. To facilitate the handling of this work, an organization known as the Division of Cancellation, Adjustment and Salvage was formed to expedite the handling of claims resulting from suspensions or cancellations.

On December 10, 1918, it was determined to cancel contracts for wood hulls where cancellations could be effected for not more than $200,000 and for complete wood ships where the cost to cancel would not exceed $300,000. The cancellation of contracts for machinery, boilers, and equipment for these ships was adjusted on the best terms possible.

Authority was granted the Corporation to cancel all contracts for vessels the keels for which could not be laid before July 1, 1919,

providing the loss sustained through such cancellation would not be excessive. The cancellation in steel vessels alone affected under this decision amounted to more than 2,000,000 tons.

On January 15, 1919, the Board of Trustees established a definite procedure to be followed in connection with cancellations.

After a preliminary survey of the situation contracts were selected for suspension, and the contractor was instructed to do no further work in connection with the vessels in question and to furnish a complete statement under oath in reference to the ship, showing all materials on hand, commitments, actual expenditures to date, and total labor cost. The statement is checked up by the Claims and Cancellations Section in conjunction with the offices of the District Manager, District Auditor, and District Plant Engineer. The statement is analyzed to determine the cost of the cancellation. If less than $50 per deadweight ton, cancellation is ordered; if more than $50 per deadweight ton, reinstatement is ordered if other conditions are satisfactory. This figure was established as the dividing line because it represented the difference between the actual cost of ships and what appeared to be the market value at the time. If the cancellation could be effected for less than $50 per deadweight ton, the expenditure would be less than if the ships were completed and sold.

If cancellation is ordered, negotiations are begun with the contractor and when mutually satisfactory terms have been agreed upon the findings are submitted to the Cancellation Board, established on March 22, 1919. This Board has authority to effect settlement of all claims which involve the payment of $50,000 or less, and its decision is final. In the matters involving larger amounts the Director General's approval is required in addition.

The cancellation program has necessitated a tremendous amount of work. Over 2,200 cases are involved, representing over $850,000,000 in value of contracts.

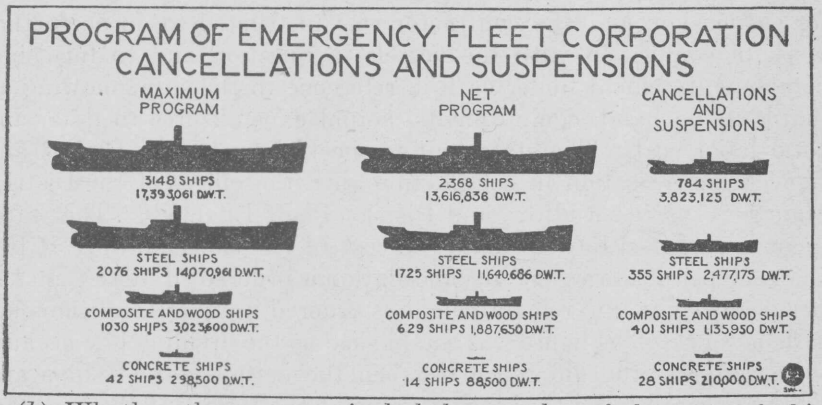
Activities of the Cancellation and Adjustment Section and Supply Cancellation Section are shown in detail in Table XIX and XX, pages 184 and 186.

The general policy of the Corporation regarding cancellations was influenced by many factors which entered into the question. As the appropriations had been made for an emergency purpose it was proper to reduce expenditures when that emergency had passed. On account of increasing costs, moreover, the ultimate expenditure for the maximum program would have exceeded the authorizations. Curtailment of the program therefore was necessary and in allotting the cancellations to the various yards consideration was given to the following features:

(*a*) Cost to the Corporation of the cancellation.

(*b*) Progress in respect to each hull proposed for cancellation.

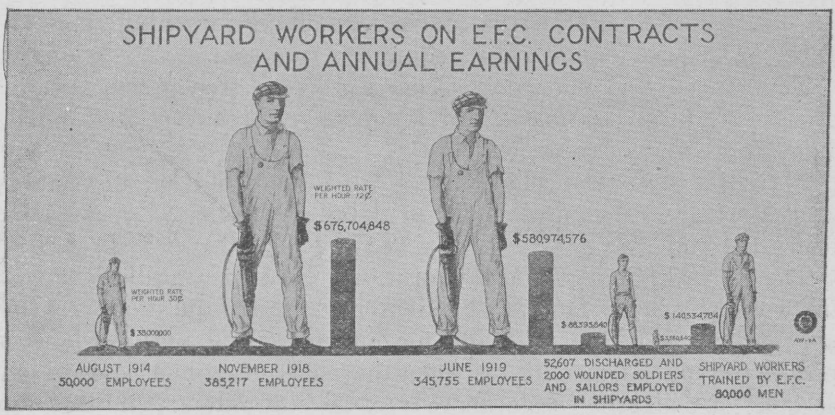
(*c*) Quantities of material at the yard.
(*d*) Percentage manufactured or fabricated.
(*e*) Status of the contracts as to amortization of plant investment.
(*f*) Whether new or old yard.
(*g*) Whether the Corporation had an investment interest.



(*h*) Whether the program included a surplus of the type of ship proposed for cancellation.

(*i*) Whether the general labor situation in each yard receiving cancellation orders would be disturbed by the cancellation.

In connection with the surplus of certain types the Corporation was guided by the report of a special committee of shipbuilders and ship operators appointed by the Board of Trustees to analyze the program.



INDUSTRIAL RELATIONS.

The Industrial Relations Division was organized in May, 1918, to effect a coordinated and centralized grouping of administrative functions in connection with the various activities which, prior to

that time, were assigned to several divisions of the Corporation. The task of recruiting 300,000 shipyard workers in a brief space of time and of solving the many problems presented by this great expansion of the shipbuilding industry made a reorganization on this basis an urgent necessity.

The main features of the labor policy of the Corporation, which the organization of the Industrial Relations Division was designed to carry out, included the standardization of hours, conditions and wages, the peaceable adjustment of industrial disputes, the promotion of the welfare of employees. The natural difficulties incident to this program under normal conditions were augmented greatly because of the unsettled state of industry in general and also the unusual situation which developed. The Corporation had become, within a few months, the largest employer in the country, with the exception of the Railroad Administration. The accompanying table shows the rapid increase in the number of shipyard employees, reaching the maximum of 336,000 men in November, 1918.

Employees engaged in shipbuilding and plant construction, Emergency Fleet Corporation program.

	Steel yards.		Wood yards.		Total.		Grand total.
	Plant construction.	Ship construction.	Plant construction.	Ship construction.	Plant construction.	Ship construction.	
1918.							
January	47,066	85,581	3,451	23,666	50,517	109,247	159,764
February	45,230	93,564	3,183	29,653	48,413	123,217	171,630
March	44,951	108,329	3,051	38,991	48,002	147,320	195,322
April	47,657	122,934	3,318	49,262	50,975	172,196	223,171
May	45,002	142,554	3,368	60,064	48,370	202,618	250,988
June	40,023	161,967	3,217	67,403	43,240	229,370	272,610
July	35,294	176,821	3,118	71,722	38,412	248,543	286,955
August	31,273	196,162	3,483	75,133	34,756	271,295	306,051
September	27,294	212,173	3,843	80,102	31,137	292,275	323,412
October	24,456	218,259	4,352	80,007	28,808	298,266	327,074
November	23,055	233,791	3,243	76,762	26,298	310,559	336,857
December	21,590	239,620	2,355	66,224	23,945	305,844	329,789
1919.							
January	20,781	243,062	2,263	56,565	23,044	299,627	322,671
February	17,222	236,146	1,895	49,192	19,117	285,338	304,455
March	15,109	255,760	1,308	37,793	16,417	293,553	309,970
April	10,733	265,390	630	25,730	11,363	291,120	302,483
May	8,654	267,575	426	22,633	9,080	290,208	299,288
June	8,153	264,172	175	17,094	8,328	281,266	289,594

As the shipyards are located at considerable distance from cities in many cases and were without the necessary utilities, housing, or transportation facilities, new problems arose in the effort to care for the men, whose numbers increased by thousands within a few days.

This situation introduced difficulties hitherto unknown in industrial management and, as the organization stood at the time of the armistice with a personnel of 358, it was unique in industrial work

In November, 1918, it became the purpose of the Corporation to contract the activities of the Industrial Relations Division as much as possible without relinquishing its contract with any of the problems which, during the period of reconstruction, could be considered vital. This was accomplished by the prompt abandonment of projected plans and the rapid reduction of personnel.

The discontinuance of the three branches, control, investigation and information, and promotion effected further reduction in the force. February 15, 1919, the Health and Sanitation Section became subject to the direction of the Public Health Service, continuing its work as a part of that body. Although this interim was marked by greatly decreased activities and narrowed functions, there was no radical departmental or organization change until April 1, 1919, when the Section of Labor Supply and Education and Training, and the Employment Management Branch were abolished, the proper disposition of the affairs of these several bodies being left to individuals formerly associated with them.

On May 1, 1919, the Division of Industrial Relations was discontinued as a bureau, and since then the work has been carried on mainly in the districts, subject to direction of the home office.

LABOR ADJUSTMENT.

On July 5, 1918, the Corporation, by a general order, announced that its labor policy would be in line with that laid down by the War Labor Board (see Second Annual Report, pp 84, 85), and that the principles of the policy of the War Labor Board would be followed in the terms of the rulings of the Shipbuilding Labor Adjustment Board.

The Shipbuilding Labor Adjustment Board awards established the rates as minimum only. This gave rise to a great deal of "stealing" of labor between yards which raised wages over those established by the Labor Adjustment Board. To stabilize labor conditions, therefore, on July 31, 1918, in General Order 77, the Corporation declared the rates of the Shipbuilding Labor Adjustment Board to be maximum as well as minimum.

On September 5, 1918, the Corporation, in Special Order 139, established in each shipyard district a representative of the Industrial Relations Division, who was to act in the dual capacity of district representative and examiner for the Shipbuilding Labor Adjustment Board. This arrangement was for the purpose of administering and enforcing the awards of the Shipbuilding Labor Adjustment Board by the Corporation, the representative being also the executive head in his district of all activities of the Industrial Relations Division.

On October 1, 1918, the Shipbuilding Labor Adjustment Board rendered its second set of decisions, establishing uniform hourly rates on the Atlantic coast and Pacific coast, respectively. These second awards carried with them an average increase of 15 per cent over the April awards, and made rates for the entire country practically uniform.

Then came the armistice and the speedy curtailment of the activities of the district representative of Industrial Relations as such.

On April 1, 1919, the Shipbuilding Labor Adjustment Board was dissolved without having rendered a decision on April 1. Thereupon the Corporation, by General Order 176, extended the last (Oct. 1, 1918) award of the board to October 1, 1919, and continued in each shipyard district the district representative of Industrial Relations, who also had been examiner during the life of the Board, for the purpose of administering the award, until such time as some succeeding Board or other organization is developed by agreement to handle and supervise the matter of wages, hours, and conditions. The district representative reported to and was under the respective District Managers, who in turn received their labor policies from the home office. The Corporation further announced its policy to continue to reimburse yards on the basis of the award on those contracts in which reimbursement is specified until October 1, 1919.

At the time the Macy awards were extended to October 1, 1919, it was thought by both the builders and the labor unions that there would be a downward revision in rates generally over the country. On the contrary, rates in all outside industries have increased. This produced a disquieting effect on labor as a whole, and there have been continuous demands for revisions of the wages fixed by the Shipbuilding Labor Adjustment Board award, but the Corporation has held rigidly to its policy in extending the Board's award to October 1, 1919, and there have been no increases in rates granted any crafts since October, 1918, the date of the last award.

Since March, 1918, an effort has been made to bring about respective agreements between the American Federation of Labor (Metal Trades) and the shipbuilders of the Atlantic coast, Pacific coast and Great Lakes.

This endeavor was begun with a conference held in Washington in March, 1919, between the delegates from the Pacific coast unions and representatives of the Pacific coast shipyards, and upon much pressure from the Corporation a tentative agreement was reached establishing an Industrial Board on the Pacific coast for handling matters after October 1, 1919. This agreement upon a referendum vote was rejected overwhelmingly by the men. Repeated efforts on the Atlantic coast to bring about an agreement between the Atlantic coast shipbuilders and the labor unions proved futile, while in the

Great Lakes district 8 of the 21 yards had signed individual agreements.

Care was taken to notify the Pacific coast shipbuilders that any increase in rates over and above the Adjustment Board's rates already in force would have to be borne by the shipbuilder in lump-sum yards. As to the cost-plus yards, specific authority would have to be granted to them to go along with the majority, although repeated efforts were made by the builders to induce the Corporation to continue to reimburse them for possible future increases.

Transfer of Enlisted Men to Reserve Corps.

Another phase of the Labor Adjustment Branch activities was the transfer of enlisted men in the active Army to the enlisted reserve corps on inactive duty.

The Selective Service Regulations of November 9, 1917, permitted local registration boards on request of the Emergency Fleet Corporation to enter registrants on the Corporation's classification list, where the registrant was regarded as not available for military service.

On October 15 exact figures were obtained showing 448,339 men engaged in construction of shipbuilding in all Corporation yards, including those largely working for the Navy.

On that date there were 72,254 on the corporation listing, made up as follows:

Class 1 men	26,337
Class 2 men	14,519
Class 3 men	5,202
Class 4 men	31,814
Class 5 men	9,734

There also were men in deferred classifications in 533 industrial plants doing work for the Corporation which brought the total up to about 88,000.

EDUCATION AND TRAINING.

As the time available for training new shipyard mechanics was limited, it was necessary to confine the membership of the classes to skilled shipyard mechanics in order to obtain instructors for this work. Thirty-six instructor training centers were established and 1,098 mechanics were trained, whose average experience at the various trades was 10.6 years. The course was covered in a period of six weeks and 75 shipyards took advantage of this opportunity to obtain instructors in 30 different trades.

The Education and Training Section had on its staff a total of 80 men. As a large number of these men were in regular positions, many of them were with the department for only a few months, which was sufficient for one course. The majority were directors of training centers and instructors.

Approximately 80,000 new shipyard mechanics were trained as a result of the work of the Education and Training Section. An average of eight men per instructor per month was trained. The average number of instructors training men during 1918 was 476 men, and the average number of men trained by these instructors producing ships through the year was 23,137.

The occupations which supplied the largest number of men to the training departments of various shipyards were, in order, (1) less skilled trades in the shipyards themselves; (2) manufacturing; (3) mechanical industries.

Four electric-welding centers were established, and equipment was sent to a fifth, which subsequently was abandoned, due to the armistice. Seventy-one men from 24 shipbuilding and auxiliary concerns were instructed in these electric-welding training centers.

About 5,000 men received supplementary training in evening schools which the section helped to establish, and 2,000 foremen and leading-men received instructions in foremanship.

HEALTH AND SANITATION.

This section originally was organized in November, 1917, as a branch of the Division of Shipyard Plants and became one of the industrial relations group in May, 1918, its function being to direct and govern matters relating to the health of employees and the proper sanitation of shipyards. This section was abolished February 15, 1919, and the work taken over by the United States Public Health Service.

SAFETY ENGINEERING.

The activities of the Corporation in Safety Engineering were inaugurated in January, 1918, by the appointment of a Chief Safety Engineer under the Insurance Department, with supervision over Government agency, and investment plants in which the Corporation is directly interested. In June, 1918, the Chief Safety Engineer was appointed head of the Safety Engineering Section of the Industrial Relations Division, and a field force, consisting of a Safety Engineer in each of the 11 shipbuilding districts, was appointed.

The Safety Engineering Section cooperated with the various divisions and sections of the general organization and acted directly through the District Heads and Safety Engineers in an advisory and consulting capacity to shipyard officials on all matters pertaining to safety engineering and the organization of accident-prevention work. The work of the Safety Engineering Section up to this time has been devoted to the organization of proper safety activities in the shipyards.

At the beginning it was found that very few of the shipbuilding plants were paying any attention to accident prevention, and therefore, it was necessary to interest the plant officials in establishing an organization which would be productive of the desired results. This meant the establishment of Safety Committees and methods of procedure in all yards and the appointment of one or more Safety Engineers in all of the yards of sufficient size to justify the assignment. The results of the efforts of the Corporation Safety Engineers in this connection are that 70 per cent of shipbuilding plants visited now have a safety organization which is devoting its time to accident-prevention work.

Periodical visits have been made to the yards and reports of safety surveys submitted to the yard managements, with recommendations covering improvement in conditions. These reports in practically all instances have been welcomed and have aided the shipbuilders to greatly improve the physical condition of their plants and assisted them in the elimination of dangerous practices, thus effecting a material reduction in accidents with increased efficiency in production.

The Safety Engineering Section has prepared for the benefit of the shipbuilding plants safety specifications for plant construction and equipment, as well as other safety standards and specifications of a technical character. This has been valuable to the engineering departments in the shipyards, enabling them to include proper safety features and facilities in the planning of new buildings and the installation of machinery, thus obviating the necessity of rearrangement to meet insurance or State requirements and doing work in the field after equipment had been installed. The inclusion of the proper safety features in the original design effects a considerable monetary saving.

The Safety Engineering Section by its activities showed the following results:

Wages saved due to prevention of minor accidents	$2,800,000
Insurance premium returned because of safety organization	1,000,000
Total	3,800,000
Value of reduced rates for 1919	7,000,000
Total	10,800,000
Estimated proportion of saving to Corporation	6,000,000

The economic and efficiency value attached to the Safety movement by the conservation of man power and improved working conditions in the shipyards can not be estimated in dollars and cents. This fact, however, can not be ignored and has certainly played a most important part in efficient and economic ship production.

On May 1, 1919, the Safety Engineering Section was transferred to the Ship Construction Division.

SUPPLY AND SALES.

July 1, 1918, found the newly established Supply Division (which subsequently became the Supply and Sales Division) in process of organization. Production on equipment orders, on the whole, was ahead of requirements; purchases amounted to approximately $5,000,000 per week, and the personnel included 1,800 employees. The work of the division was divided among 10 district offices, located at Boston, New York, Philadelphia, Washington, Atlanta, Chicago, Youngstown, St. Louis, Seattle, and San Francisco.

At the signing of the armistice production was up to requirements, but steps were taken to curtail such activities at once, there being at that time 1,300 outstanding orders on which production and inspection were being followed.

A Cancellation Section thereupon was established to handle the cancellation of equipment contracts, conforming to the rules and regulations laid down for the Corporation.

The personnel at that time numbered 1,600 and a reduction was undertaken at the rate of approximately 300 a month.

On May 1, 1919, the Supply Division was reorganized and designated the Supply and Sales Division with jurisdiction and duties as follows:

1. Inventory and Appraisal Section.

Inventory and appraisal of all property in which the Emergency Fleet Corporation has an ownership or investment interest other than office supplies and equipment now under the jurisdiction of the general office.

2. Material Section.

Procurement, custody, and distribution of property, supplies, and materials as exercised heretofore by the Supply Division.

Custody of material and equipment in shipyard plants existing as surplus and salvage or relinquished from active or inactive shipyards, dry docks, old repair plants, marine railways, or industrial plants.

Custody of surplus or salvaged materials and equipment, relinquished by the Transportation and Purchasing Divisions.

Custody of vessels and hulls on which no further work is to be performed and to be turned over to the Supply and Sales Division by the Ship Construction Division.

. Sales Section.

The sale of all surplus and salvage material.

4. Cancellation Section.

All functions relative to contract cancellations and adjustments other than those handled by the Assistant in Charge of Cancellations.

At the time of reorganization (May 1, 1919) there were 700 employees in the division. On June 30, 1919, the number had been reduced to 600.

Field organization.—The country was divided into five supply and sales districts, with headquarters as follows:

New York, suboffice at Boston.
Philadelphia.
New Orleans, suboffice at Jacksonville.
Chicago.
Portland, suboffices at Seattle and San Francisco.

Sales Section.

The Sales Section acts as a central agency for the maintenance of records as they exist and is the direct communicative source with the corresponding section of the District Supply and Sales Office to facilitate the work. It receives, reviews, and presents to the Sales Review Board all sales transactions sent in by the District Supply and Sales Managers for approval. It is further charged with the interpretation of policies and sales procedure of the Corporation as applied to individual transactions.

The sales activities of the Corporation began on August 19, 1918, when orders were issued authorizing the Supply Division to handle the resale of raw material, equipment, and supplies owned by the Emergency Fleet Corporation, which should be resold in the interest of the Corporation. The sales made by the Supply Division, under this order, were almost completely of scrap material left over in the manufacture of boilers.

On December 5, 1918, orders were issued establishing the Division of Cancellations, Adjustment and Salvage, one of the duties of this division being to dispose of any material resulting from the adjustments of cancellations.

A summary of the result in the sale of materials up to and including June 30, 1919, follows:

Sales prior to May 1, 1919	$282,154.19
Sales subsequent to May 1, 1919:	
Northeastern district office, New York	150,668.95
Eastern district office, Philadelphia	32,175.24
Southern district office, New Orleans, La	22,731.35
Central district office, Chicago	4,591.00
Western district office, Portland, Oreg	74,648.00
Lumber	109,873.38
Office equipment	54,463.02
Total	$731,305.13

Material Section.

The Material Section has administrative jurisdiction over the operations of all warehouses and storage yards over which the Supply and Sales Division has jurisdiction. It maintains records on current material showing quantities, locations, and description, and cost including transportation expenses. It also maintains stock records on surplus or salvage items, showing quantities, location, and purchase price on salvage surplus items. It maintains purchase records showing outstanding orders and quantities due thereon and the dates of expected delivery. It compares quantities required by the construction divisions with the stocks on hand and determines surplus or shortages of shipbuilding materials and supplies. It issues all shipping instructions to distribute or to store shipbuilding material or supplies.

Prior to the signing of the armistice in November, 1918, the Supply Division not only purchased material which it was obligated to supply the various contractors but also purchased for all contractors certain material on which there was a shortage, or on which production was so limited that centralized control was necessary. Shortly after the armistice, the necessity for this centralized control having ceased to exist, the policy was adopted of purchasing only such material as the corporation was obligated to supply to its contractors.

The total value of materials purchased follows:

To July 1, 1918	$361,861,032.87
From July 1, 1918, to Nov. 15, 1918	139,083,239.64
From Nov. 15, 1918, to June 30, 1919	37,256,582.21
Grand total to June 30, 1919	$538,200,854.72

Purchases of lumber on the west coast are not included.

SUMMARY OF PURCHASES.

Machinery and equipment	$302,374,199.64
Raw materials	201,078,756.96
Lumber	34,747,898.12
	$538,200,854.72

With the changes in the shipbuilding program and the cancellation of shipbuilding contracts, it was found that there were large quantities of material, supplies, and equipment in the various shipyards which were no longer required. The concentration and warehousing of this material and maintenance of detailed records concerning it and preparation of lists of material available for sale, are now the chief functions of the Material Section. While the Corporation had for some time maintained warehouses to facilitate the distribution of its materials, these warehouses were entirely inadequate

to properly store the large volume of material that became surplus and which it was necessary to collect. For this purpose, a comprehensive warehousing scheme was outlined and warehouses were established at convenient points in each shipyard district for the concentration and warehousing of the surplus material in that district.

Cancellation Section.

The jurisdiction of the Cancellation Section covers the following activities: (1) Preliminary approval of supply cancellation cases involving expenses amounting to more than $50,000; (2) final approval of supply cancellation cases which amount to $50,000 or less; (3) preliminary approval of recommendations of settlement in such cases; (4) investigation, negotiation, and recommendation for settlement of supply cancellation cases amounting to $50,000 or less; (5) investigation, negotiation, and recommendation for settlement of supply cancellation cases amounting to more than $50,000 upon request; (6) final settlement of supply cancellation cases which may be made without cost to the Corporation; (7) maintenance of supply cancellation progress records; (8) maintenance of hull status records in regard to the suspensions and cancellations; (9) investigation of ship construction subcontracts upon request; (10) certification of vouchers for payment of all supply cancellation claims; (11) certification of the Material Section of equipment salvage which results from the final settlement of supply cancellation claims; (12) preparation of reports on supply cancellation cases.

Table XX, page 186, shows the cases handled by the Cancellation Section to June 30, 1919, inclusive.

Inventory and Appraisal Section.

The functions of the Inventory and Appraisal Section are as follows: (1) Inventory and appraisal of all property in which the Corporation has ownership or investment interests; (2) maintenance of stock records and appraisal records of all property, equipment, and materials, except "inventory" classifications; (3) insertion of appraisal values in all certifications of surpluses or salvage where the procedure prescribed for the making of such certification requires an appraisal value.

During the war period when maximum shipyard production was of paramount importance the Corporation financed shipbuilders or contractors in extending their yards, and in many instances advanced to shipbuilders and contractors funds for the complete construction of new shipyards and industrial plants.

These advances were covered in contracts by a clause stating that at the termination of the contract the shipbuilder or contractor had the option of purchasing these improvements, but if the option should not be exercised the improvements would revert back to the Corpo-

ration to be disposed of as the Corporation saw fit. These moneys usually were available in the form of lump-sum advances to be expended as the contractor might decide necessary to bring to a maximum the efficiency of his particular yard. The contractor reported his expenditures back to the Corporation by submitting vouchers for purchases made from these lump-sum advances.

A complete list is made of all equipment, buildings, dredging, wharves, power houses, railroads, or other improvements coming under the expenditure of Corporation funds, and this physical list is checked against the contractor's books and the Corporation auditor's books.

The section, out of 278 active projects, has completed inventories in 205 instances, 122 of which have been signed; inventories at many of the remaining projects are in process and are being concluded as rapidly as possible; 59 large projects have been appraised; appraisals at 12 other large projects are nearing completion and appraisals at many more are going forward rapidly.

ORGANIZATION AND METHODS STAFF.

The Division of Construction of the Corporation having been transferred to Philadelphia and its activities greatly multiplied, by July 1, 1918, the question of organization and methods had become extremely complicated. To meet this situation, a corps of management experts had been appointed to the staff of the Vice President in Charge of Administration to work out the administrative and organization problems that were developing.

The activities of the Organization and Methods Staff, or Section (which was created in March, 1919), have included the following:

Development of accounting classifications for analysis of expenditures; establishment of schedules for personnel control and audit of pay roll; establishment of centralized control and decentralized physical location of home office service organizations, such as stenographic, clerical, filing and messenger branches; development of definite contract procedure; preparation of regulations and procedure on reimbursement to shipbuilders on account of increased cost of labor; development of principles and needs of uniform cost accounting methods in the shipbuilding industry; development of plan of administration in shipbuilding districts; development of plan and procedure for inventory of plant, property, and equipment of the corporation; development of plans for the consolidation of all ship construction activities under a single organization unit; development of jurisdiction definitions and procedure coordinating the activities of the Corporation with reference to cancellations, claims, and contracts; and detailed analysis of functions and procedure of the Shipyard Plants Division and preparation of recommendations based thereon.

LEGAL DIVISION.

In considering the work of the Legal Division, the year may be divided into three more or less distinct periods. The first, embracing the time from July 1, 1918, to the signing of the armistice, was a period of expansion; the second extending from that time to the early spring, was a period of retrenchment; the third, reaching from then to the present time, has been a period of liquidation. In each of these periods the work of the division has had distinctive characteristics.

During the period of expansion, when every effort was being made to increase and hasten the production of vessels, the division was called upon to prepare contracts for ship construction, for the building of new shipyards and the extension of old ones and the housing of shipyard workers; to prepare financing agreements, including bonds, mortgages, and other forms of security; to attend conferences and participate, in an advisory capacity, in the negotiations which led up to these transactions, and to give advice as to the new legislation needed to meet the unprecedented situation.

When retrenchment was begun the division was called upon to give advice in halting and curtailing the construction program. It had to give the necessary legal advice and draft the proper orders and documents for the cancellation of contracts for ships, for shipyards, shipyard extensions, housing, materials and supplies; and for the many financing agreements which had been made. This involved a vast amount of legal work of a character entirely different from that which previously had been done.

A period of liquidation necessarily followed this retrenchment which greatly multiplied the demands on the Legal Division. Innumerable conferences, adjustments, and settlements with contractors and subcontractors grew out of cancellation proceedings, which involved negotiation, the application of legal principles and the preparation of legal documents.

Cancellation Section.

In view of the heavy increase and importance of the legal work of the Corporation, it was deemed advisable to divide the division into sections, to each of which is assigned a certain branch of the work. A Cancellation Section has been established, the members of which advise and assist those in charge of the cancellations.

Litigation Section.

As a result of liquidation, litigation set in and it became necessary to provide a Litigation Section in the Legal Division. When any matter reaches the stage of litigation it is turned over to this section, which refers it to the Attorney General under the President's Executive order of May 31, 1918. While the Attorney General is charged

with the duty of conducting the litigation of the Emergency Fleet Corporation, it is necessary for the Corporation's own legal staff to cooperate actively in the prosecution or defense of the suits. This litigation is conducted on the theory that the Corporation is an agency of the Government and whenever possible the suits are drawn into the United States courts. The work of this section is increasing steadily and will become heavier as the process of liquidation progresses.

Contract Section.

There is a section for the preparation of contracts, bonds, mortgages and similar instruments and giving advice in the preliminary negotiations, and a section for handling miscellaneous matters. The division has been called upon frequently for advice in connection with the cases of contractors in financial difficulties. Many of these cases involved complicated facts and relationships, the exact status of which could be determined with difficulty. The facts were ascertained and reviewed and recommendations made as to the steps to be taken for the protection of the Corporation's interests.

FINANCIAL ADMINISTRATION.

The financial affairs of the Division of Construction of the Corporation were not centralized under one control until April 15, 1919, when the present Finance Division was organized. Prior to April 15, the financial activities were divided between the following agencies:

Finance Division (Office of the Comptroller).
Auditing Division.
Committee on Financial Administration.

This sharing of responsibility and jurisdiction was not conducive to the development of a proper accounting system. The division as now organized is responsible for all financial affairs of the construction branch of the Corporation. Instead of having three distinct heads, the jurisdiction and responsibilities now are under the Comptroller as Executive Head of the Finance Division.

The division's responsibilities as established now (under General Order No. 24) embrace the following authorities and activities:

(*a*) Maintenance of accounts which show currently the financial status of all relations in which the Corporation is either debtor or creditor.

(*b*) Prescription of forms of accounting for the corporation and for contractors where the contractual relationship gives the Corporation power to prescribe.

(*c*) Audit of all financial transactions including claims and adjustments in which the Corporation is either debtor or creditor.

(*d*) Installation and maintenance of methods of control of the funds of the corporation through restrictive allotments or in such

manner as may be determined by the executives of the Corporation including the physical preparation of pay rolls personnel schedules.

(*e*) Maintenance of all records bearing upon the financial relations of the Corporation.

(*f*) Formal preparation of an annual budget of revenues and disbursements.

(*g*) Administration of the insurance plan and the maintenance of separate reports for these funds.

(*h*) Examinations into the credit of contractors who have or who may be seeking contractual relations with the Corporation.

(*i*) Preparation of all financial statements of estimates of cost and expenditures.

(*j*) Direction and control of all District Comptrollers and their organizations and duties.

(*k*) Custodianship of all documents representing the property of the Corporation.

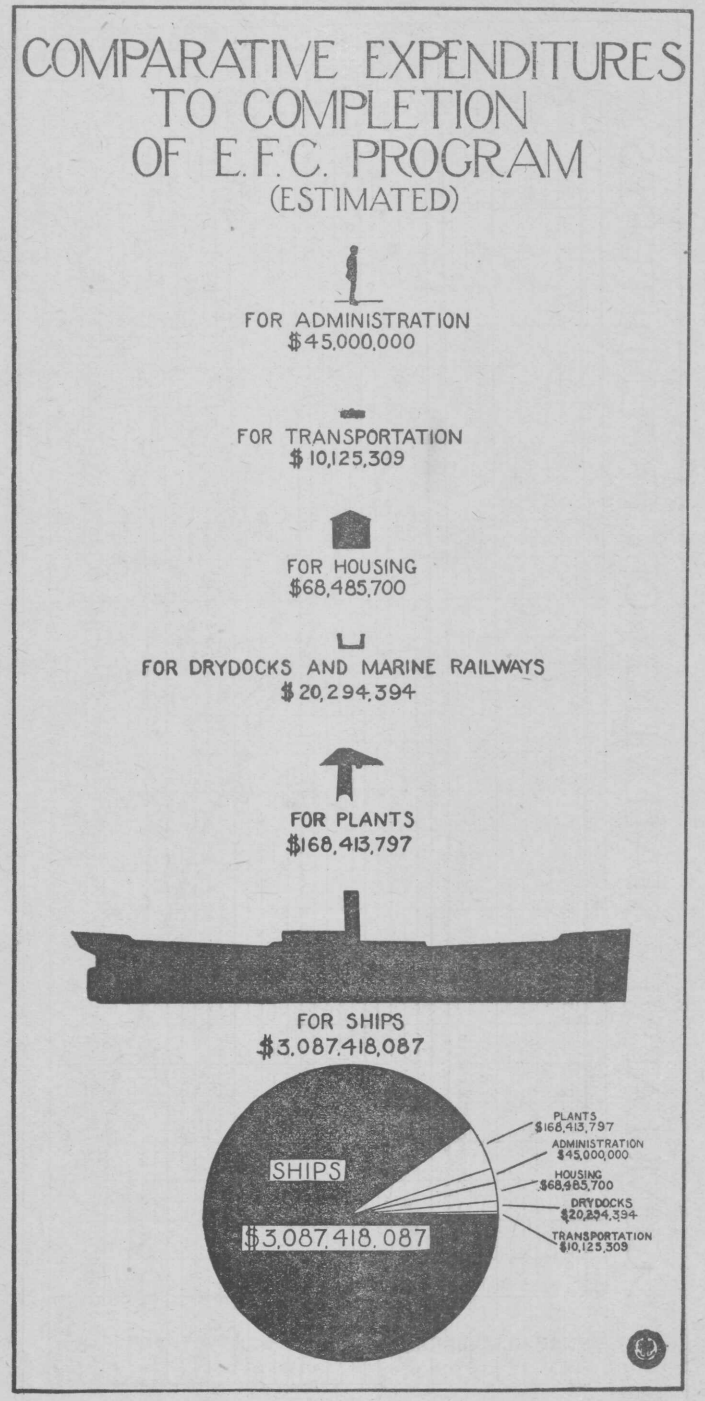
(*l*) In general, the management and control under the direction of the chief executives of all the financial affairs of the Corporation.

District organization.—The district organization of the division has provided for auditing, accounting, and other financial work under District Comptrollers in 12 districts and headquarters.

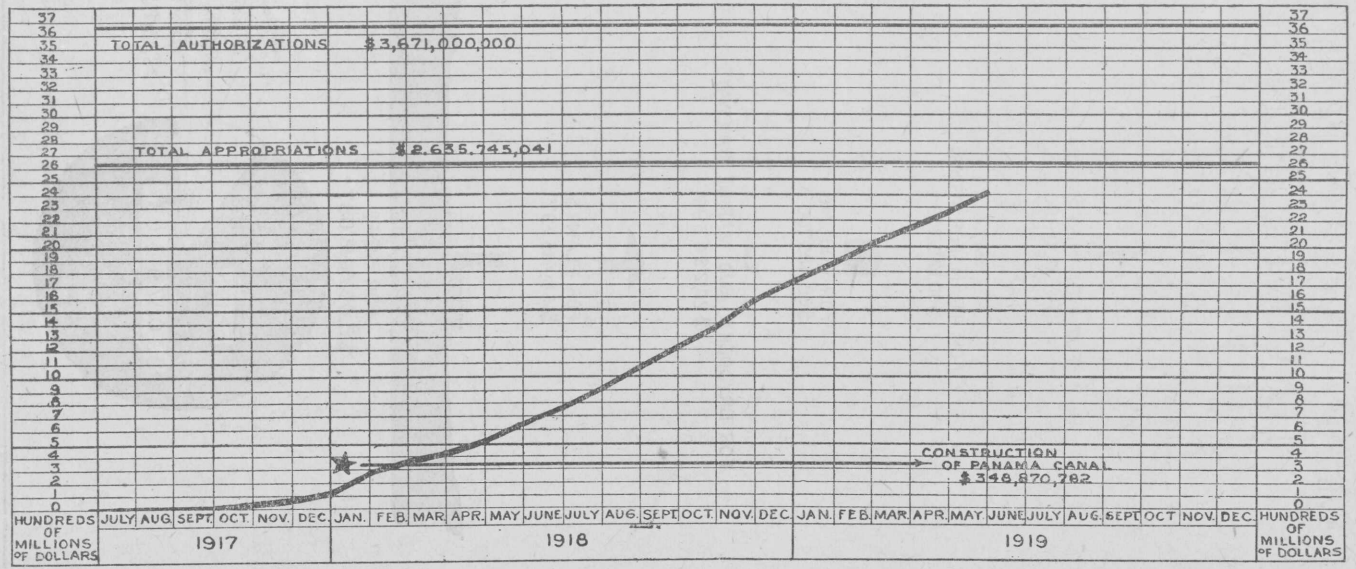
HOME OFFICE ORGANIZATION.

The home office organization is divided into the following sections and branches:

(1) Executive and Administrative.
(2) Reports Section.
(3) Cost Estimates Section.
    (*a*) Construction Cost Branch.
    (*b*) Allotment Branch.
(4) Personnel Control Section.
    (*a*) Pay roll Branch.
    (*b*) Organization Branch.
(5) Financial Investigations Section.
(6) Auditing Section.
    (*a*) Voucher Auditing Branch.
        (1) Contract Unit.
        (2) Purchase Order Unit.
    (*b*) Accounts Inspection Branch.
(7) Accounting Section.
    (*a*) General Books Branch.
    (*b*) Financial Statements Branch.
    (*c*) Rebilling Branch.
    (*d*) Reconciliation Branch.
    (*e*) Property and Supplies Accounts Branch.
(8) Credit Section.
(9) Insurance Section.

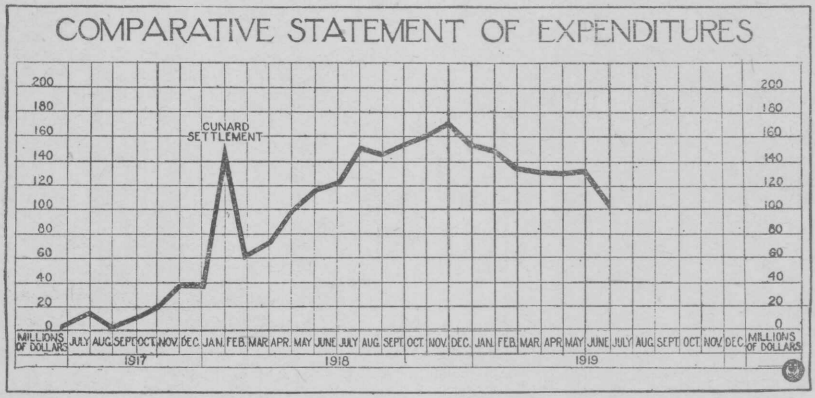

COMPARATIVE EXPENDITURES
TO COMPLETION
OF E.F.C. PROGRAM
(ESTIMATED)
FOR ADMINISTRATION
$45,000,000
FOR TRANSPORTATION
$10,125,309
FOR HOUSING
$68,485,700
FOR DRYDOCKS AND MARINE RAILWAYS
$20,294,394
FOR PLANTS
$168,413,797
FOR SHIPS
$3,087,418,087
SHIPS
$3,087,418,087
PLANTS
$168,413,797
ADMINISTRATION
$45,000,000
HOUSING
$68,485,700
DRYDOCKS
$20,294,394
TRANSPORTATION
$10,125,309

CUMULATIVE STATEMENT OF EXPENDITURES



Accounting System.

The accounting system of the Division of Construction, as well as the auditing system, was developed under the authority and direction of the General Auditor. The districts were made practically independent units in jurisdiction, with control as to methods through general circulars issued by the General Auditor, general ledger control accounts were maintained in the home office in addition to duplicates of all district accounts in the form of subsidiary ledgers and journals. In March, 1919, the majority of the subsidiary ledgers maintained in the home office were abandoned. One factor that militated against the development and maintenance of satisfactory accounts was the rush requirement of the war program. The most essential thing was the building of ships, and in the campaign for quick production, the



desirability of financial control through accurate and up-to-date accounts was not emphasized as it might have been.

Plans now being made effective will result in better control over district accounting by the home office, and the establishment in the home office of more detailed accounts. One development under way is a hull cost ledger, which will show in analytical form the cost of each hull. The rush of the shipbuilding program resulted in the accumulation of a large volume of unbilled materials and equipment, but this accumulation has been reduced greatly and is being allocated to the proper accounts.

The difficulty of establishing and maintaining a proper accounting system in a short time can be understood by a glance at the balance sheet of June 30, 1919. To that date expenditures of the Construction Division aggregated $2,512,692,002.95. This vast amount was scattered over hundreds of building and manufacturing projects all over the United States and in China and Japan. The expenditures between June 30, 1918, and June 30, 1919, were $1,741,997,945.63, or at the average rate of almost $150,000,000 per month.

The appendix includes (*a*) condensed comparative balance sheet, XXI, page 187.

(*b*) Statement of authorizations, appropriations, and expenditures, XXII, page 188.

Schedule A, expenditures for requisitioned and contract ships.

Schedule B, plant and property.

Schedule C, dry docks and marine railways.

Schedule D, housing.

Schedule E, transportation.

Schedule F, advances.

(*c*) District office pay rolls, XXIII, page 194.

(*d*) Home office pay roll, XXIV, page 195.

III. UNITED STATES SHIPPING BOARD EMERGENCY FLEET CORPORATION.

DIVISION OF OPERATIONS.

The evolution of the present Division of Operations is described in the Second Annual Report of the Board (pp. 54, 55). Since that report was made, some of the functions heretofore performed by other agencies have been taken over by this division, such as the work of the Shipping Control Committee, the Chartering Committee, and the Board of Survey and Consulting Engineers, the functions of which were described in detail in the Second Annual Report.

ORGANIZATION.

The centralized plan of organization of the division has for its purpose the delegation of all problems of operation to agencies, in so far as the necessities of a uniform policy permit. Through these agencies, direct dealings are established with managing and operating agencies of the Shipping Board.

The increased activities and scope of the Division of Operations within the past year has necessitated the establishment of an administrative force both in the home office and in the field. In the home office, the work may be grouped into four main classes of activities—exports and imports, traffic and trades, vessel management, and construction and repair. The field organization consists of eight district offices, each under an Assistant Director or District Agent with jurisdiction over various ports which are geographically related. The organization, therefore, follows a definite procedure. All instructions, assignments, etc., are issued by the home office through the assistant director or district agent, to whom the operators and managers of vessels under the control of the Board report.

The accounts of the operators and managers are settled by the agency auditors who make all adjustments and settlements at their respective ports. The Assistant Comptroller or District Auditor then reviews the accounts, makes final adjustments and settlements, and then forwards the accounts to the general office.

A general outline of the organization activities of the home office and field office is as follows:

ORGANIZATION.

General offices, Washington, D. C.

Districts with headquarters and assistant directors or district agents as named will be as follows:

North Atlantic District.—Connecticut River to Cape May; assistant director, New York.

New England District.—Atlantic coast, Halifax, Nova Scotia, to Connecticut River; district agent, Boston; agent Halifax.

Philadelphia District.—Philadelphia and Delaware Bay; district agent, Philadelphia.

Baltimore District.—District agent, Baltimore.

South Atlantic District.—Ports of South Atlantic, Hampton Roads to and including Miami, Fla.; assistant director, Norfolk; agent, Savannah, Ga., and Charleston; agent, Brunswick, Ga., and Fernandina, Fla.; agent, Jacksonville, Fla.

Gulf District.—Ports, Key West, Fla., to Mexico; assistant director, New Orleans; agents, Key West, Fla.; Pensacola, Fla.; Mobile, Ala.; Gulfport, Miss.; Port Arthur, comprising Beaumont and Orange, Tex.; Galveston, comprising Texas City and Houston.

Pacific Coast District.—All Pacific coast ports; assistant director, San Francisco; agents, Seattle and Portland.

Great Lakes District.—Great Lakes, including St. Lawrence River to Montreal; assistant director, Cleveland.

There shall be for each district:

1. An assistant director or district agent, with a staff adequate to care for activities of the district. Where necessary, agencies directly under the districts will be created.
2. An assistant comptroller or district auditor and staff sufficient to meet the volume of business of the district, with agency auditors at agencies where necessary.
3. An assistant treasurer or cashier for each district or agency where necessary.

GENERAL OFFICE.	FIELD OFFICE.[1]
Director of Operations.	Assistant Director of Operations or district agent:
Assistant Director of Operations:	
Traffic Trades, Rates—claims.	Traffic Department..
Allocations and assignments.	Assistant director.
Construction and Repair Department.	Chief inspector.
Departmental of Governmental and Foreign Relations.	Assistant director.
Personal Department:	
Deck Section.	Port captain.
Engineer Section.	Port engineer.
Steward Section.	Port steward.
Supercargoes.	Assistant director.
Supervisors.	Assistant director.
Contract Department.	Assistant director.
Supply Department.	Price expert or purchasing agent.
General despatch agent.	Despatch agent.
Office Management Committee:	Assistant director.
Mail and files.	
Telegraph and cable.	

GENERAL OFFICE.

Director of operations (relating to operations):
- Supervision and general control.
- Definition of policy and procedure.
- General orders affecting all agencies.
- Regularity of procedure.
- Approval of trade allocations and rates.

[1] In the above arrangement, officials in the general office appear opposite the field officials with corresponding functions.

Comptroller (relating to auditing and accounting):
- Supervision and control.
- Definition of policy and procedure.
- Regularity of procedure.
- All communications with foreign Governments and Government departments.
- Control of finances, statements, and reports.
- Statistics.

FIELD ORGANIZATION.

Assistant director or district agent:
- All communications to be addressed to assistant director for attention party interested.
- Regularity of procedure.
- Details of operations—Supervision and control of operators and managers as directed by the general office.
- Authority to approve of and direct operations and management within district according to policies outlined by general office.
- General office to approve all exceptions to policies prescribed upon recommendations of district.
- Recommendations as to reliability and capability of operators and managers.
- Recommendations as to available cargo.
- Recommendations as to tonnage requirements.
- Recommendations as to rate fluctuations.
- Supervision of certification of all accounts.

Assistant comptrollers or district auditors:
- Complete audit and settlement with managers and operators.
- Irregularities, overcharges, etc., to be brought specifically to attention of assistant director.
- All accounting to be direct with operators and managers facilitating settlement.
- Completed accounts to be forwarded to general office.
- Policy and procedure as directed by comptroller in accordance at all times with policy of director of operations.

CONTRACT DEPARTMENT.

The Contract Department maintains a record of all contractual obligations of the Division of Operations in so far as they relate to the operation of ships and secures such documents and data as may be necessary for the Comptroller to initiate a settlement of vessel accounts.

All disputes arising under charter are referred to this department for settlement; also the checking up of deliveries, deadweight, etc. The verification of the deadweight only has resulted in large savings to the Government.

The Off Hire and Demurrage Section of this department examines and checks up off-hire, demurrage, dispatch money, false freight, etc., handling these cases to a final decision, calling upon the Law Department for decisions whenever necessary.

In December, 1918, a Savings Section was created to handle the question of savings under a clause of the time requisition charter party, providing that any expenses saved by the owners during delays

in which no reduction of hire is made shall be credited to the United States. An investigation has been made of all detentions in American and foreign ports, with very successful results.

In order to have data on which to base settlements in compliance with the terms of charters, an Inventory Section was established in September, 1918, to procure inventories covering consumable stores, expendable and permanent equipment on board all vessels under charter to or owned and chartered by the Shipping Board. The propriety of all claims arising under the clauses of charter parties which provide for inventory settlements are passed upon, and when found to be within the provisions of the charters, are referred to the Comptroller for audit and settlement.

This department, further, has charge of the issuance of instructions regarding the deliveries and redeliveries of American and neutral tonnage.

ALLOCATION DEPARTMENT.

In January, 1919, the function of the Shipping Control Committee of allocating the vessels owned and under the control of the Shipping Board to cargoes and trade routes, so as to use available tonnage in the most essential trades, was transferred to the Division of Operations. It became necessary, therefore, to create in this division a Department of Trades and Allocations, with the committee's organization in New York City as a part of the division's agency there. The work of this department was later divided and two departments created:—(1) Allocation Department; (2) Shipping Trades Department.

In the work of the Allocation Department, close cooperation with other departments is secured by daily meetings of the department heads constituting the Allocation Committee. The manager of the Allocation Department in this manner is assisted by those possessing the records of available vessels, their sizes, types and locations; a compilation of trade requirements and offerings, data on the readiness of ships, etc.

Many perplexing difficulties necessitating changes in published allocations, quick decision and action have confronted this department, growing out of abnormal conditions, due to strikes, uncertain labor conditions, congestion and delay caused by ship repairs in ports, both at home and abroad. In many cases these conditions have required the withdrawal or diversion of ships. Railroad terminal and port conditions at the port of New York have caused the diversion of freight to Atlantic ports south, and to handle this business and attract cargoes, fixtures have been made to berths in the various North Atlantic, South Atlantic and Gulf ports.

The signing of the armistice gave promise of early resumption of trade with foreign ports and the return of vessels to commerce. Trade routes were, therefore, laid out and freight rates established to meet the new conditions. However, the Division of Operations was soon confronted with the unprecedented food program for the relief of the civilian population of Europe. This demanded the immediate withdrawal of vessels already allocated to the different trade routes, and the employment of these steamers together with every other available ship to meet our obligations in the colossal food movement. Beginning in February, this movement reached its peak in May, when 264 vessels, aggregating about 2,000,000 deadweight tons, were withheld from commercial trades on account of it.

In effecting the coast-to-coast movement of foodstuffs, new vessels, wood and steel, finishing on the Pacific coast, have been employed. The great part of these vessels have brought food from the Pacific coast and gone from this coast to Europe.

In the month of February 134 steamers, aggregating 1,248,688 deadweight tons, were engaged in the movement of foodstuffs to Europe. This represented 11.8 per cent of the total Shipping Board tonnage operating during that month. In the month of March 160 steamers, totaling 1,092,412 deadweight tons, or 14.8 per cent of the total Shipping Board tonnage operating in March, were employed in the European food relief program. In April a total of 225 ships of an aggregate of 1,534,584 tons deadweight were allocated for this service. This represented 22.5 per cent of the active Shipping Board tonnage.

Our present inability to furnish sufficient tonnage to lift the large amount of bulk cargo offering is due to the utilization of Shipping Board tonnage to relieve the desperate fuel situation in Italy and Northern European countries; the movement of coal to the Pacific for United States Navy consumption, and the allocation of tonnage to meet the food relief program. Relief is looked for as new construction becomes available, and as the various European relief programs are completed, allowing the utilization of this tonnage to relieve the freight congestion now existing on the Atlantic and Gulf seaboards.

SHIPPING TRADES DEPARTMENT.

The function of this department is to place Shipping Board vessels in trades and to secure cargoes for such vessels. This is done by making a study of the exports and imports of the various countries of the world and the channels through which these exports and imports flow. This study is designed to determine the number and the most suitable types of ships required by the different trades. The department receives through operating and managing agents, from

the division's district organization, and through commercial channels reports of cargoes offering at the ports of the United States. The department is also kept informed of cargoes offering in foreign ports, prevailing charter rates, and the general conditions of trade by reports received from United States commercial agents, field agents of the Food Administration, commercial attachés of the Department of Commerce, and the agents of operators of Shipping Board vessels throughout the world.

From the information thus obtained the department is able to offer information and advice with reference to the allocation of vessels to the different trades. It is also able to arrange fixtures for both outward and return cargoes.

The following table, as issued June 30, 1919, by this department, shows the employment of all the active vessels under the control of the Shipping Board on that date. It also shows the service or trade in which the ships were engaged, the tonnage in each trade, and the relation in percentage which the amount of tonnage in each service or trade then bore to the total amount in actual service:

Trades.	Number of ships.	Per cent of total.	Tonnage.	Per cent of total.
Trans-Atlantic:				
European food relief—				
Northern	77	.....	447,663	.....
Southern	24	.....	172,895	.....
Belgium	19	.....	89,450	.....
Swiss	34	.....	219,338	.....
German	43	.....	275,607	.....
Total	197	16.0	1,204,953	17.7
Army	176	14.3	1,175,614	17.3
Navy	28	2.3	161,540	2.4
Northern Europe:				
United Kingdom	96	.....	612,449	.....
North Sea	74	.....	446,982	.....
French Atlantic	56	.....	410,543	.....
Baltic Sea	10	.....	42,834	.....
Total	236	19.3	1,512,808	22.3
Southern Europe:				
Portugal, Spain	4	.....	15,911	.....
North Mediterranean	50	.....	259,576	.....
Adriatic Sea, Black Sea, Levant	6	.....	40,060	.....
Total	60	4.8	315,547	4.7
Africa:				
Sailers	6	.....	18,950	.....
Steamers	8	.....	47,146	.....
Total	14	1.1	66,096	1.0
India, Straits Settlements, Dutch East Indies	6	.5	45,820	.8
Trans-Pacific:				
Hawaii	19	.....	110,427	.....
Orient	25	.....	208,755	.....
Philippines—				
Sailers	6	.....	20,014	.....
Steamers	3	.....	10,550	.....

Trades.	Number of ships.	Per cent of total.	Tonnage.	Per cent of total.
Trans-Pacific—Continued.				
Siberia	5		45,683	
Australia—				
Sailers	13		38,120	
Steamers	6		47,414	
Total	77	6.3	480,963	7.1
South America—				
Brazil—				
Sailers	43		113,327	
Steamers	30		142,155	
La Plata—				
Sailers	33		77,762	
Steamers	59		360,697	
West coast—				
Sailers	2		7,700	
Steamers	21		94,285	
Total	188	15.3	795,926	11.7
West Indies Caribbean	143	11.6	462,937	6.6
Domestic:				
Coastwise	14		71,387	
International	63		351,771	
New England coal	28		135,718	
Total	105	8.5	558,876	8.2
Total sailers	103	8.0	275,875	4.0
Grand total	1,230	100.0	6,791,080	100.0

Particular attention is called to the number and percentage of the total of vessels engaged in the service of the Army, Navy, and European food relief.

EXPORTS AND IMPORTS DEPARTMENT.

This department was created pursuant to a resolution of the Shipping Board with the initial object of handling the subject of export coal. This important trade called for special attention, and the department's organization has resulted in an improvement in the movement of this commodity and in a better feeling among coal exporters.

Among the accomplishments of the department, since its organization, may be mentioned the use of wooden vessels in the coal trade by all exporters; the diversion of all boats too prompt for other trades into the coal trade, thus practically eliminating idle days for ships and promoting the equitable distribution of Shipping Board tonnage among foreign countries and among our American exporters; the building up of an export coal trade along lines promising the greatest permanence, and the elimination of speculation in Shipping Board vessels in the coal trade. Assistance also has been rendered in creating bunkering stations for Shipping Board vessels abroad, and in working out an insurance plan for the Board's wooden vessels which would tend to make them more attractive to the trade.

ASSIGNMENT DEPARTMENT.

All assignments of vessels for operation or management for the account of the Division of Operations are made by the Shipping Board. The department furnishes the Board information in regard to the experience of the various operating and managing companies, their standing in business, financial responsibility, and foreign connections, agencies, and correspondents. In cases in which the firms have been owners or charterers, the number of vessels chartered by them are ascertained and considered.

It has been the endeavor to assign to steamship companies whose vessels had been requisitioned by the Board a sufficient amount to replace the tonnage taken—their own vessels, so far as practicable. Likewise, in the case of companies which employed chartered vessels, principally neutral ships in regular trades, it was the policy, when it was required by the Chartering Committee to charter such ships to the Board, to assign the vessels to the companies concerned for operation and management. It has been insisted, however, that the operators and managers of Shipping Board tonnage be competent to handle the tonnage in an efficient manner irrespective of whether they were the owners of requisitioned tonnage or had been the charterers of neutral tonnage.

Having a record of the performance of the steamship operators of the country, it is possible properly to determine their efficiency, and in any respects in which the steamship companies are lacking assistance can be rendered by suggestions for improvement which are developed by comparisons of methods employed.

In the establishment of regular lines and trades it will be practicable, with the information which has been obtained, for the Board to assign its vessels for operation and management to firms whose records justify the highest expectations for the development of American shipping.

In accordance with a resolution of the Shipping Board, a total of 41 line services, chiefly to European and South American ports, have been established and various others are contemplated. These routes are established by the definite assignment of vessels to the various routes for an indefinite but terminable period, and endeavor is made to secure the most efficient operators in the various routes, all regard being had for preference in such assignments for American citizens. The vessels so assigned for operation for Government account are placed on the berth with definite regular advertised sailing dates. The operators of vessels in such line routes are selected from a list of applicants.

DECK DEPARTMENT.

Efforts have been put forth by this department to expedite the relief of Navy crews on cargo carriers and tank vessels used in Army service during the war, in order that the vessels might return to commercial trade as soon as possible. Success has attended each aim in this connection, and the efforts of the department will continue until release of the last vessel is effected.

The selection of officers of the Deck Department of Shipping Board vessels is left to the discretion of managing companies, subject to final review at Washington, but assistance is rendered by the Deck Department whenever possible in obtaining deck officers to secure the quick dispatch of a vessel. In cases of vessels relieved of Navy crews, it is the policy of this department to retain Naval Reserve officers if possible by reason of their familiarity with the vessel. The deck crews of Shipping Board vessels are supplied by managing companies, with the assistance of the Shipping Board Sea Service Bureau.

In case of vessels under construction, arrangements are made to place the master and chief engineer aboard prior to actual delivery in order that they may familiarize themselves with the vessel.

Service records of all officers employed on Shipping Board vessels are kept on file by this department and current transfers and discharges added thereto.

A normal manning scale has been prepared, indicating the complement required by various types and sizes of vessels under the control of the Shipping Board. Crew summaries are checked against this scale, and the managers of the vessels are directed to make any changes which may be necessary. Disputes concerning payment of wages, overtime claims, loss of personal effects, etc., are also handled by this department.

The department supervises the inspection of vessels in domestic ports to ascertain their sanitary condition, the character and cleanliness of crews' quarters, etc., and the necessary action is taken on the reports of such inspections.

In general the Deck Department bends its efforts toward securing and retaining competent officers and seamen, minimizing crew trouble, obtaining quick dispatch of vessels as far as manning is concerned, keeping vessels in trim condition and securing records and reports on matters pertaining to the Deck Department of Shipping Board vessels.

ENGINEERS' DEPARTMENT.

The supervision of the personnel and matters affecting the fireroom, engine room, and machinery of Shipping Board vessels is vested in this department.

Each vessel is classed separately, according to horsepower, boilers, and auxiliaries. In crewing the vessel, the complement of engineers, oilers, watertenders, coal passers, and wipers is determined in accordance with the mechanical equipment of each vessel and the character of fuel. A normal manning scale has been arranged to facilitate the crewing of vessels, copies of which have been furnished all agents and managers. On new construction, as soon as crews are placed on board, a crew list is forwarded to this office and checked.

This department keeps a record of all engineer officers employed or who have been employed on vessels of the Shipping Board. When an engineer on any vessel has been reported for having committed a breach of discipline, or, through negligence, for causing any damage to the mechanical equipment, the facts are noted on his record and the case is investigated. There is no attempt to maintain a black list; the purpose being to improve the personnel and to make all engineers appreciate that, with the large amount of money invested in the mechanical equipment under their control, it is necessary for them to conduct themselves at all times as responsible men.

All correspondence from district officers relating to the Engineer Department personnel or any differences arising between the manager and the Engineers' Department on any vessel is referred to this office, carefully considered, and the manager is advised of the decision reached so that it may be carried out.

The department examines the abstract of sea log, and if it develops that an excessive amount of fuel has been consumed for the passage considering the tonnage of vessel, horsepower of vessel, and weather conditions, the Supervisor's Department is immediately informed, and the district office under which the vessel is operating is called upon to secure an explanation from the chief engineer of the vessel as to the cause of this excessive expenditure of fuel. Reports are also made to the Supply Division of any excessive amount of stores purchased or consumed.

Practical experience and a wide range of information on these subjects enables this department to take care of a constant flow of inquiries from many sources, especially from the Supervisor's Department, and to assist in securing the efficient conduct of the Engine Department of Shipping Board vessels.

PURSERS' DEPARTMENT.

The Pursers' Department of this division consists of two sections—the Stewards' Section and the Supercargo Section.

The principal part of the work of the Stewards' Section is performed by the port stewards connected with the several field agencies of the division. Matters relating to subsistence, proper manning of the stewards' department of vessels, and the application of the wage

scale are handled in this section. The records of the Stewards' Department personnel are kept here.

The employment of supercargoes is a revival of the ancient practice of shipowners which had fallen into disuse, but which is regarded of vital importance in the expeditious operation of our ships under present unprecedented conditions. Supercargoes are the direct representatives of the United States Shipping Board aboard ships, and they assist the officers and agents in the care and handling of cargoes and in procuring the quickest possible dispatch of the vessels.

The selection and instruction of supercargo candidates and their general supervision after assignment to ships come under the Pursers' Department.

Supercargoes submit reports on all matters coming under their observation which either directly or indirectly have bearing upon the operation of vessels. These reports are referred to the departments of the Shipping Board which are directly concerned, and are used by them in correcting existing faults or bad practices and in shaping future policies.

These men also observe general conditions and take the initiative in any matters that come up which affect the interest of the Shipping Board. In many instances they have been able to expedite the turn-around of vessels, prevent excessive charges and other fraudulent practices, secure return cargoes, etc., resulting in great saving to the Shipping Board. They have the interest of the Shipping Board primarily at heart (in its capacity as owner or charterer), and have a full understanding of the exact relationship between the Shipping Board and operators and managers. Their reports on trade and economic conditions are transmitted to the various governmental and private agencies interested, including the Bureau of Foreign and Domestic Commerce, and the Office of the Foreign Trade Adviser of the Department of State. They are also made available to chambers of commerce and to all American citizens who are interested in foreign trade.

Supercargoes are now assigned to 706 ships operated and managed for the Shipping Board, including ships manned by the Navy and operated for Shipping Board account.

Operating Section.

The Operating Section represents the Pursers' Department on the allocation Committee.

The section maintains records of the specifications of all vessels and their past performances, and a port file, made up mostly of supercargoes' reports. In connection with this file, supercargoes are instructed as to the information they are to obtain while in foreign ports. These reports are now being compiled for publication.

This section also makes voyage calculations, showing the entire expense to a vessel on a particular voyage, thereby assisting in making rates where rates have not been established.

The section also assists in determining compensation for the use of requisitioned vessels, for which settlement is in dispute.

Bunkering Section.

The function of this section is to see that all Shipping Board vessels are bunkered properly and that operators obtain bunkers where the Shipping Board has contracts, or if this is impossible, where the best prices obtain.

When a vessel has been allocated, operators submit to the district representative a tentative bunkering schedule. The district representative forwards this with his comment to this department for final approval.

Certain fixed rules governing the bunkering of Shipping Board vessels in all trades have been permanently established but no rules have been made regarding the quantity of bunkers to be carried.

The Bunkering Section, working with the Fuel Section of the Supply Department, keeps in touch at all times with the leading ports of the world regarding the bunker stocks in hand, prices, and the facilities for handling these stocks. This information is sent to all representatives of the Division of Operations, who transmit it to the vessel operators.

SUPERVISORS' DEPARTMENT.

The Supervisors' Department originally was a section of the Pursers' Department. The work assumed such proportions and importance that it was found necessary to create a new department.

The Supervisors' Department is charged with the duty of procuring prompt dispatch at ports, efficient loading and discharging, the observance of proper bunkering, prompt action on repairs, etc. The department reviews the performance of operators and managers and assists to protect and serve the interests of the Shipping Board.

There are at present 38 sections, each of which is in charge of a supervisor. The vessels actually operating for Shipping Board account are divided among the various sections, 25 ships to each, and to promote the efficiency which comes with specialization, sailing vessels are handled by one section as also are wooden steamers, vessels under construction, vessels operating for other than Shipping Board account, etc.

The Supervisors' Department is the medium by which the Division of Operations keeps in close touch with its vessels, and they stand somewhat in the position of operating managers or steamship operators of a steamship company. They receive reports from

operators and managing agents, port representatives of the division, and from the supercargoes.

Once assigned to a supervisor, a vessel remains under his supervision as long as she is operated for Shipping Board account, regardless of trade. A supervisor thus becomes thoroughly familiar with all of the ships in his section, as well as with many different trades, and is competent to judge of their requirements and possibilities.

Conditions requiring action or a remedy, if the matter does not come within the province of the department manager, are reported to such other departments as may be concerned.

For the information of the Division of Operations the department issues each week day a set of supervisors' bulletins showing the exact status of each ship.

RATE AND CLAIM DEPARTMENT.

The Rate Section was organized in April, 1918. From that date until November, the rates were fixed and controlled by the Shipping Board, and the department was engaged almost entirely in the preparation of data looking to resumption of competitive shipping.

With the signing of the armistice the situation abruptly changed; a number of requisitioned vessels were released, sailing vessels were permitted to resume trans-Atlantic service, and considerable pressure was brought to bear to make such reductions in the ocean rates as would permit American manufacturers to compete in world-wide trade. Finally, in January, reductions in the trans-Atlantic rates approximately 66⅔ per cent under the old figures were announced. At the same time there was a considerable reduction in the Pacific Ocean rates.

The department receives at intervals reports on foreign rates from the London office of the Division of Operations, and consuls at various foreign ports also give from time to time a résumé of the rate situation. The information furnished is compiled so that the Division of Operations can in a measure determine what rates are necessary in competition with vessels of other countries.

During the summer of 1918 authority to use bunker licenses was made use of to guarantee the application of Shipping Board rates to vessels of all flags. This had the effect to an extent of stabilizing the rate situation. After January 1, 1919, no attempt was made to control rates over other than Shipping Board vessels, with the exception of South American and West Indies business.

Prior to January 1 rates to South America, both east and west coasts, were approximately $35 per ton. Since January 1 there has been considerable fluctuation, but the tendency has been to reduce the rates, which now range from $22 to $32 per ton. During the period of control South American and West Indian rates were partly

controlled by the requirement of approval of all charters by the chartering executive at New York.

The rates fixed in January, applicable on Shipping Board vessels, have been fairly stable. During the first half of the year, the demand for ships to carry out the European civilian relief program made it impossible to satisfy the demand for tonnage for commercial cargoes, and the division was criticized for its failure to provide ships to protect the rates announced. With the completion of the food relief program, it has been possible to work out a number of liner services, and rates have been published from time to time to take care of each trade. Competition has grown keener as foreign tonnage has entered United States ports, and it has been necessary to make some reductions in rates to meet such competition. As stated above, however, rates in general have been fairly stable, and it is expected that there will be no decided changes in rates for several months to come.

The Shipping Board has now established rates and issued tariffs as follows:

North Atlantic ports to United Kingdom.

North Atlantic ports to Rotterdam, Antwerp, French Atlantic, Bremen, Hamburg, Scandinavian ports, Finland, Lisbon, French Mediterranean, and Italian ports.

South Atlantic and Gulf ports to United Kingdom, French Atlantic, Rotterdam, Antwerp, Bremen, Hamburg, Scandinavian ports, Finland, French Mediterranean and Adriatic ports.

North Atlantic ports to Greece and Italian ports.

North Atlantic ports to India.

North Atlantic ports to North Africa, Levant, Red Sea.

North Atlantic ports to Japan, China, Philippine Islands.

North Atlantic ports to French Indo China, Dutch East Indies, Federated Malay States.

North Atlantic ports to Australia, New Zealand.

North Atlantic ports to West Coast of Africa.

North Atlantic ports to South Africa.

Atlantic and Gulf to South America.

Coal: Atlantic and Gulf to South America. Pacific coast to Japan, China, Manila.

Cotton: United States Atlantic and Gulf to United Kingdom and continental ports.

Coal: North Atlantic ports to France, Italy, Holland, Belgium, Denmark, Sweden, Trieste, Fiume, and Venice.

Lumber: South Atlantic and Gulf to United Kingdom and continent. Pacific coast to United Kingdom, French Atlantic, Antwerp, Rotterdam, Christiania, Copenhagen, Gothenburg, Stockholm.

The Claim Section of the department has exerted considerable influence in protecting the interests of the Board. This section has not attempted to handle claims direct, but leaves small loss and damage claims to be settled in the judgment of the operators. All claims in excess of $100,000 must be sent to Washington for ap-

proval before payment can be made. The results of this supervision have been highly beneficial.

Another very important work instituted and carried through by the Claim Section was the correction of abuses by sugar refineries in the handling of sugar claims. Steamers had always been called upon to pay for shorts and such other charges as the refineries considered proper, payment for such claims being deducted from the freight charges. No allowance was made for overs. This practice was summarily stopped, and the credit of overs applied against shorts will mean the saving of from $20,000 to $50,000 in the course of a year.

The principal efforts of the Claim Section are bent more upon the prevention of claims than seeking to escape responsibility when cause for claim has been established. With this object in mind, suggestions have at times been made to operators when such seemed necessary.

TUG AND BARGE DEPARTMENT.

During the year the division has operated 20 chartered barges and 3 chartered and 1 owned tug in the movement of piling and lumber for the Hog Island shipyard, the Quartermaster Department of the Army, and the Railroad Administration.

Fourteen Shipping Board-owned sea-going tugs were in operation doing general coastwise towing. Of the 10 harbor tugs brought down from the Great Lakes in the Spring of 1918, 4 were turned over to the Army, and 2 are being operated by the New York agency—3 at Norfolk and 1 on the Kennebec River. There are at New York 5 coal-box bunkering barges and at Norfolk 2 derrick bunkering lighters which were purchased and rigged up for use at Hampton Roads.

SAILING VESSELS.

The large amount of French sailing tonnage (192,150 deadweight tons) which had been tied up at Dakar and other ports on account of the submarine menace was secured by the Shipping Board on charter and under an agreement to engage in safe trades and also to substitute 1 ton of steamships for 2 of sailing. With these sailing vessels mahogany was moved for the Aircraft Production Service, Australian wheat for the Food Administration, wool for the Quartermaster's Department, and nitrates and manganese ore from South America to munitions manufacturers in the United States.

CONSTRUCTION AND REPAIR DEPARTMENT.

While recognizing the pressing need for war emergency tonnage, upon which the Ship Construction Division of the Emergency Fleet Corporation was bending all its energies, it was deemed necessary, if the Shipping Board were to have a merchant fleet which could be

operated in postwar competition, to direct attention to corrections in the designs and construction of ships building, and to prepare plans for new tonnage that could hold its own in competitive trades. On November 11, 1918, with this object in view, and to the end also of providing for the inspection of new vessels before acceptance by the Division of Operations, and later of carrying on repair work, the Construction and Repair Department of this division was created.

The work of this department is segregated into three sections as follows: Design and New Construction, Inspection and Acceptances, and Repairs.

The Design and New Construction Section passes upon designs for future construction to be undertaken by the Emergency Fleet Corporation and acts upon comments and reports, based upon actual experience of operation, which are received from the representatives of the Construction and Repair Department, ship managers and operators, and other reliable sources. The wood-ship situation has received careful consideration by this department and many alterations and improvements have been recommended, and as a result these vessels should be more satisfactorily operated.

Careful investigation of the various emergency types of vessels disclosed the fact that few of these contain the more important features that are essential for economical operation of vessels to successfully meet competition. This department was therefore instructed to prepare designs for new types of cargo vessels. It was concluded that the larger vessels of 10,000, 12,500, and 15,000 dead-weight tons would be the most practical sizes to meet general trade requirements. In the preparation of designs for these three types of vessels consideration has been given to obtaining the largest possible cubic measurement, the most advanced method of cargo-handling facilities, and the most comfortable, sanitary, and practical accommodations for the officers and crews.

The Army Transport Service, War Department, was consulted in order that provision could be made so that in the event of emergency these vessels could be rapidly and economically converted into troop ships, and provision is made in such an event for the quick installation of additional water-tight bulkheads.

Careful attention has been given to the steaming radius of these vessels and provision has been made for 13,000 nautical miles. The oil fuel and the feed water will be carried in the inner bottom tanks, a deep oil fuel tank being fitted in the lower part of No. 1 hold. This same feature is embodied on each side of the shaft tunnel in the after-hold, thus utilizing the full benefit of the cargo space for fuel oil which could not otherwise be advantageously used for general cargo.

As the Diesel type of internal combustion engine has demonstrated its practicability and reliability, as well as an economic advantage of

the highest order, it was thought advisable to make use of this type of engine in connection with the new vessels. In order to make an intelligent comparison, however, it was concluded that some of the vessels of the 10,000 deadweight ton type, identical in every other respect, be fitted with quadruple-expansion engines and Scotch boilers, and the others with the Diesel type internal-combustion engine.

Designs also have been prepared for the conversion of certain vessels under construction into passenger ships, it having been found that these vessels could not be completed in time to meet the present demand for ships to transport our troops from Europe. The arrangements made embody many distinctive features, afford every comfort for the traveler, and will place these vessels among the finest ever constructed for passenger service.

The War Department is now turning over to the Shipping Board the ex-German vessels and this department is engaged in fitting out these vessels as passenger ships. Plans are being made to equip these ships in the most modern and up-to-date manner possible in order that we may compete in every particular with foreign-trade rivals.

The field organization of this department, which is maintained for the inspection and acceptance of new vessels and for the repair of all Shipping Board vessels, is divided into eight districts, corresponding to the general district organizations of the Division of Operations and is in direct charge of chief inspectors, reporting to the district representatives of the Division of Operations, who in turn are held responsible for the proper conduct of the work of this department in their respective districts.

On January 1 this organization took over the inspection and acceptance of new vessels in behalf of the Division of Operations, and a method of conducting trial trips therefore was agreed upon with the Ship Construction Division.

The representatives of the Construction and Repair Department have attended 181 dock trials, 177 light-load trials, and 102 loaded sea trials, a total of 460 trials. The institution of the present method of conducting trial trips has brought to light numerous changes or betterments which have been mutually agreed upon with the Ship Construction Division. Favorable action has been taken upon a total of 1,586 items of changes recommended by the representatives of the Construction and Repair Department, many of these changes affecting a number of vessels of the same type. The representatives of this department have inspected 432 vessels under construction, many of which are now in successful operation.

A decided improvement has been observed in the operation of new vessels since the inspection and acceptance work has been organized and administered in this manner.

On May 1, 1919, the Construction and Repair Department of the Division of Operations was vested with complete responsibility for and jurisdiction over the physical condition of all Shipping Board vessels.

Under the present method of handling repairs to vessels the managers and operators are instructed to notify the division's district representatives of the work required. Inspection will be made by the accredited representatives of the ship managing companies who are held responsible for the quality of material and workmanship and the complete and satisfactory performance of the work contemplated.

Daily and weekly statements indicating the dates upon which both new vessels and vessels under repairs will be available for cargo loading are issued by this department. The information upon which these reports are based is received in daily telegraphic advices from the field representatives.

OIL-FUEL STATIONS.

An examination has been made of the oil bunkering facilities of the world to ascertain the existing facilities and determine what improvements and installations are necessary for the use of the American merchant marine. Fairly complete data have been procured with reference to the ports of North America, and a study of foreign and American insular ports is now under way. Fuel-oil bunkering facilities for the special accommodation of the American merchant marine are being provided by the Shipping Board at the following ports:

St. Thomas, Virgin Island.—Work of installing a fuel-oil station in connection with the Navy station at this port is nearing completion and is expected to be in operation on October 1, 1919. This station will have a storage capacity of 110,000 barrels of fuel oil in two tanks located 600 feet south of the Navy wharf, at an elevation of about 100 feet above the wharf. A 10-inch pipe main connects these tanks with the loading head on the Navy wharf. Suitable pumping and lighting facilities have been provided. This station will have a gravity bunkering capacity of 1,200 barrels an hour.

Honolulu, Territory of Hawaii.—The Shipping Board has authorized the lease of a site at this port, effective January 1, 1919.

Manila, Phillipine Islands.—A station of equal capacity to the St. Thomas station is proposed at Manila, and two 55,000-barrel tanks have already been shipped to that port for erection.

Ponta Delgada, Azores,—The Shipping Board barge *Wasayga*, with a capacity of 25,000 barrels of fuel oil, has been dispatched to this port, where it will remain as a floating bunkering station pending the building of a fuel-oil station at Ponta Delgada. Permission has been granted by the Portuguese Government to an American company for the erection of this station, and the work of construction will proceed promptly.

Bizerta, Tunis.—Additional storage tanks are being erected by an American company, which already has holdings at this port for use as a bunkering station by the Shipping Board. Two 55,000-barrel tanks will be shipped to Bizerta for this installation.

Constantinople; Aden, Arabia; and Colombo, India.—Similar arrangements as those at Bizerta are under way for bunkering stations at these ports.

SUPPLY DEPARTMENT.

This department supervises the District Purchasing and Stores Departments of the Division of Operations and reviews the purchases made by managers, operators, and agents for the account of the Division of Operations.

Uniform working procedure is being established in all District Purchasing and Stores Departments, thereby coordinating their activities in connection with the purchase, care, and use of materials, supplies, and equipment, as well as the assembling, classifying, and ultimately disposing of surplus usable property and scrap. The department acts as a clearing house for surplus property between the various districts of the Division of Operations; also between the Division of Operations as a whole, the Division of Construction, and other Government departments.

Expenditures made by managers, operators, and agents for account of the Division of Operations are analyzed, and the results are compiled for the information and guidance of all interested departments of the Division of Operations in future transactions with them.

Contracts for fuel oil for a period of one year have recently been made to take care of Shipping Board requirements at Boston, New York, Philadelphia, Baltimore, Norfolk, New Orleans, Port Arthur, Galveston, and Cristobal. The total deliveries at these ports will amount to not less than 9,850,000 barrels in 12 months, on which it is estimated that there is a saving of $6,725,000. This is based on prices believed to represent the probable market prices for the ensuing 12 months, had not the Division of Operations gone into the market.

Prices quoted on fuel oil for the Pacific coast, at the time bids were submitted for Atlantic and Gulf ports were unsatisfactory and the bids were rejected. However, it is hoped favorable prices may soon be obtained.

Steps are being taken to contract for Shipping Board requirements of coal, lubricating oils, greases, paint, packing and other supplies which, from the standpoint of economy or more consistent ship operation, it is advisable to purchase through one agency.

Information as to prices, grades, and available supply of both coal and oil fuel, as well as facilities for bunkering ships at important world ports, is compiled and distributed in pamphlet form monthly to officers of the Division of Operations, for use in the preparation of bunker schedules.

The Supply Department is interested in all matters pertaining to supplies with a view to reducing costs to the minimum, consistent with efficiency.

DISPATCH DEPARTMENT.

A close check on the port performances of vessels is kept by this department to discover instances of failure on the part of operators and agents to effect the quickest possible turnaround. The records on this subject include also port performances abroad. Assistance and directions are given operators of Shipping Board vessels, and disciplinary and remedial action is taken where necessary. The great importance of quick turnaround is recognized, and every effort is made to reach the highest point of efficiency in port performances. Considerable improvement has been shown in the turnaround of vessels, particularly in the English trade.

ACTUARIAL DEPARTMENT.

The Actuarial Department was created on May 1, 1919, for the purpose of compiling and presenting to the Director of Operations specific information pertaining to the results obtained in the operation of vessels.

By means of reports and analytical statements there may be shown the earning capacity of vessels, by classes and types, trade routes, commodities handled, managers, and operators, compiled from information obtainable on voyages actually made or to be made, whether completed, partially completed, or in contemplation.

This department endeavors to collate and show the various elements of cost of operation, classified as desired, with a view to effecting greater economies and producing more satisfactory results.

Special assignments are also undertaken under the direction of the Director of Operations.

SHIPPING INFORMATION DEPARTMENT.

The work of the Shipping Information Department is best illustrated by a brief résumé of the publications which it issues:

"*Register of Ships Owned by the United States Shipping Board.*"—The first edition of the register was issued in February, 1919, and the

second in April. The third will be issued shortly. It is intended to publish this volume semiannually. Data contained therein covers type, dimensions, tonnages, draft, speed, cubic measurements, fuel capacity and consumption, type of engines and boilers, cargo-handling equipment, etc.

"*List of American and Foreign Ships.*"—This publication is issued semimonthly and shows the fleet owned by the Shipping Board as per deliveries by the Ship Construction Division. It also lists chartered vessels under the jurisdiction of the Board. A tabulation of shipowners and operating companies is also incorporated in this publication, showing the original number of their fleets, withdrawals by requisition, additions by assignments for management and or operation by the Shipping Board and the total number of vessels and amount of tonnage under the jurisdiction of each company as of date of publication.

"*Contract and Requisitioned Steamships.*"—This publication is issued monthly and deals with the construction program, showing deliveries and expected deliveries of vessels, classified as requisitioned or contract and steel or wood. Keel layings, launchings, and deliveries are also tabulated by number of vessels and amount of tonnage per month from August, 1917.

In addition to the foregoing, files of blue prints of vessel plans are maintained, copies of which are furnished managers and operators upon request to assist them in the stowage of cargoes.

Special reports on various subjects within the scope of the department are compiled a required by the divisions of the Shipping Board and personal service is extended to managers, operators, and the general public in search of information on shipping topics.

RADIO DEPARTMENT.

The Radio Department of the Division of Operations was organized to take over the duties performed for the Shipping Board during the existence of hostilities by the Bureau of Steam Engineering of the Navy Department. At the beginning of the war, the Shipping Board availed itself of the offer of the Navy Department to furnish radio apparatus and radio operators for all Shipping Board vessels. By Executive proclamation, the control of all radio telegraphy during the war was vested in the Navy Department, due to the military aspects of the radio situation, and the Navy was hence in a position to control all apparatus and operators.

Owing to the release of naval radio operators from the service upon the demobilization of the Navy, and the decision of Congress not to give the Navy Department permanent control of radio telegraphy in time of peace, the Navy eventually expressed its desire to be released from handling the radio service of the Shipping Board as soon as the

Shipping Board was prepared to handle its own radio service. The Navy will continue to install radio apparatus upon new vessels constructed for the Shipping Board, as a considerable quantity of apparatus purchased during the war is still on hand. Contracts for keeping this apparatus in repair, for handling the accounting for all radiograms, furnishing of operators, and attending to all details of the radio service have been entered into with various radio companies, and all services performed by the radio companies will be supervised by the Radio Department.

General supervision is exercised over all radio messages between the Division of Operations and Shipping Board vessels at sea, and immediate action is taken in cases which indicate that either the apparatus or the operators are inefficient. Reports are received from all available sources concerning service performed by the radio companies which have contracted to furnish radio service, to insure that the provisions of the contracts are being carefully complied with at all times. A complete record is kept of all apparatus and operators, together with the cost of the set and the expense of installation, in order that these figures may be immediately available in case it is desired to sell a ship.

Records will also be kept as to what extent the receipts from radio messages balance expenditures for repairs and operation, and also any notable instances where radio has been of assistance to vessels in distress. If one commercial message of 20 words length is filed aboard each ship each day, the service will become self-supporting. Similarly, if radio is the means of saving one ship in distress from being lost, the actual saving in money will be sufficient to pay operating costs for about three years.

ADMISSION OF FOREIGN AND FOREIGN-BUILT VESSELS TO THE COASTWISE TRADE OF THE UNITED STATES.

Under the provisions of the Act approved October 6, 1917, the suspension of existing provisions of law was authorized, and the Shipping Board was given jurisdiction over the issuance of permits to vessels of foreign registry and foreign-built vessels of American registry to engage in the coastwise trade of the United States during the war with Germany and for a period of 120 days thereafter. The coastwise trade with Alaska or between ports of Alaska does not come within the provisions of the act. By a resolution of the Shipping Board the authority to issue such coastwise permits was delegated to the Director of Operations.

During the year covered by this report permits were granted to approximately 300 vessels, about four-fifths of which were in coastwise trade on the Atlantic and Pacific coasts and the remainder on the Great Lakes. These permits usually have been for a single

voyage, but in the case of Canadian vessels trading on the Great Lakes the permits covered the 1918 season of navigation on the Great Lakes.

Since the signing of the armistice the necessity for granting permits under this war-emergency legislation has grown less and permits are now issued only in the most exceptional cases.

REPORT OF THE COMPTROLLER OF THE DIVISION OF OPERATIONS FOR THE FISCAL YEAR ENDED JUNE 30, 1919.

It is the function of the Comptroller's Department of the Division of Operations to audit all revenue and disbursements arising from the operation of Shipping Board vessels and to compile the results of this operation in such a manner as to furnish the operating division, and others who may require it, with the necessary cost and statistical data.

Increase in Activities During the Fiscal Year June 30, 1919.

The activities of the Comptroller's office have increased very largely during the past fiscal year. In fact the volume of business transacted has grown to proportions which no one in the organization had the vision to foresee.

This increase in activities may be partially appreciated when one considers the increase in the tonnage operated by the Division of Operations during the same period. At June 30, 1918, there were approximately 4,000,000 deadweight tons of shipping under the control of the Board, of which about 2,500,000 were in the Army and Navy services, leaving less than 1,500,000 operated by the Division of Operations. At June 30, 1919, however, the tonnage under Shipping Board control was approximately 7,000,000, of which about 1,000,000 were in the Army and Navy services, so that approximately 6,000,000 deadweight tons were in the service of the Division of Operations. This would indicate an increase of about 4,500,000 deadweight tons in the tonnage under actual operation of the Division of Operations, or, in other words, an increase of over 300 per cent.

The increase in the activity of this office is perhaps even better illustrated by the increase in the gross revenues reported to the Division of Operations during the fiscal year ended, over the period up to June 30, 1918.

From the beginning of operation up to June 30, 1918, gross revenues totaling approximately $80,000,000 were reported to the Comptroller of the Division of Operations. During the year ended June 30, 1919, however, the total gross revenues reported approximate almost $500,000,000. These figures clearly indicate the extremely rapid increase in the volume of transactions passing through the Comptroller's Department.

Increases in Personnel.

To meet the enormous increases in its business, it has been necessary for the Comptroller's office to expand proportionately. The impossibility of securing adequate office space has been one of the greatest obstacles encountered during the year, and this was partially overcome by the securing of the Hooe Building as the headquarters of the Comptroller's organization.

It has been an even greater problem to secure a trained personnel to handle the increasing volume of work. The greater part of the work requires the services of trained accountants, especially of those with experience in the steamship business. This type of men it has been practically impossible to secure. This has forced upon the Comptroller's office the policy of securing men untrained in steamship accounting and training them in our offices for the work they are to perform. This has naturally necessitated large increases in personnel during the past fiscal year. The force in the Comptroller's office in Washington has increased from 98 to 580, whereas the force throughout the entire organization has increased from 379 to 1,545. A table showing the increase in personnel during the year by agencies and months follows:

	Baltimore, Md.	Boston, Mass.	Cleveland, Ohio.	New Orleans, La.	New York, N. Y.	Norfolk, Va.	Philadelphia, Pa.	Portland, Oreg.	San Francisco, Calif.	Seattle, Wash.	Total agencies.	Washington office.	Grand total.
July, 1918	3	10	11	2	218	14	2	3	11	7	281	98	379
August, 1918	5	10	11	2	224	14	2	3	9	7	287	100	387
September, 1918	5	10	14	2	211	17	2	3	9	8	281	110	391
October, 1918	13	10	14	3	318	19	2	3	9	7	398	130	528
November, 1918	13	10	14	3	358	22	2	3	9	5	439	152	591
December, 1918	21	11	14	3	390	26	2	3	13	5	488	180	668
January, 1919	20	10	15	5	443	35	2	3	13	6	552	288	840
February, 1919	20	10	15	7	495	48	2	3	13	7	620	335	955
March, 1919	20	10	15	9	608	51	2	3	14	8	740	432	1,172
April, 1919	22	9	15	9	623	51	4	3	14	9	759	495	1,254
May, 1919	25	33	15	10	644	55	8	4	40	9	843	528	1,367
June 30, 1919	76	33	16	34	681	63	14	4	40	4	965	580	1,545

Changes in Organization.

The Comptroller's Department has not merely increased in size, with this increase in the number of personnel, there have been installed improvements in procedure and in the methods of organization, which have very materially facilitated the prompt and accurate handling of the business of the Comptroller's Department.

As the foremost among these changes may be mentioned the installation of the decentralized plan of organization. It is impossible in this brief report to outline all the details of this plan. It is important, however, to notice some of the benefits that are resulting

from the decentralizing of the Comptroller's organization. Under the new plan, the Comptroller is able to obtain—

(*a*) A detailed local audit of all revenues and disbursements on Shipping Board vessels in United States ports. This audit was formerly performed in Washington;

(*b*) Settlement of accounts with operators and managers by the local auditor in the port where the operator or manager is located. These settlements were formerly made only in Washington, in most cases after endless correspondence and long delay;

(*c*) Direct supervision over the accounts and accounting methods of companies acting as agents for the Division of Operations either as operators or managers. Under the old plan, no such supervision was exercised.

Another change that has helped to facilitate the work of the Comptroller's Department was the installation of a uniform accounting system in all the district offices of the Division of Operations. It is not desirable in this report to go into the details of the accounting methods of the Comptroller's Department, but anyone familiar with accounts will appreciate the value of the installation of uniform accounting procedure in all branches of this organization. This change has made it possible to prepare monthly financial statements for the entire division very shortly after the close of the month.

Another important step in the proper organization of the Comptroller's Department was the separation of the auditing of repairs from the auditing of voyage accounts. This was done by organizing a Repair Cost Audit Department under the supervision of the general auditor of repairs, with headquarters in Washington and with district representatives in each of our district offices. This has resulted in the prompt reimbursement of repair yards and in saving of large sums of money to the Shipping Board, and has at the same time given the Comptroller's Department more complete control over repair costs than had been obtained prior to that time.

These changes in organizations, along with many others of a more detailed nature, have tended toward the more efficient handling of the Comptroller's work.

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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, 1919, who have resigned prior to that date.*

Name.	Designation.	Legal residence.	Rate per annum.
Margaret Schwarz	Stenographer	Pennsylvania	$1,400
Anne Wyman	Typist	Massachusetts	1,100
Lillian Pence	Messenger	Washington, D. C.	480
George F. Rosenfield	Electrician		1,500
Jesse A. Morgan	Messenger	Mississippi	480
Emma B. Welch	Schedule clerk	Nevada	1,200
Carl A. Giovannetti	Typist	Washington, D. C.	900
Frank L. Williams	Typewriter mechanic	do	480
John R. Cousins	Typist	Virginia	720
Belle Marsh	Messenger	Washington, D. C.	540
Maxwell M. Mincosky	Typist	do	1,200
Olive D. Lange	Stenographer	Wisconsin	1,200
Margaret R. Hall	do	Massachusetts	1,200
Charlotte Luber	Messenger	Washington, D. C.	480
Elmer Martin	do	do	480
Henry C. Peacock	do	do	540
Kenneth C. Marshall	Mimeograph operator	do	1,000
Peter V. Lomonte	Stenographer and typist	Texas	1,200
Lois Rives	Messenger	Maryland	480
William Elliott	do	Washington, D. C.	540
Mercedes D. Gilson	Statistical clerk	Utah	1,200
Dorothy S. Bartlett	do	New York	1,200
Orlena Gattens	Stenographer and typist	Maryland	1,200
Joseph Diblasi	Messenger		480
John A. Smith	do		480
Ford Harvey	Elevator conductor	Washington, D. C.	780
Thomas T. Parker	do		120
Clarence Avildsen	Chief clerk	Illinois	1,600
Clare E. Griffin	Special expert	Michigan	2,400
Wallace Clark	do	New York	4,000
Mary L. Smith	do	Massachusetts	2,400
Sam B. Trissel	Examiner	Iowa	2,000
Anna B. Moran	Charwoman	Washington, D. C.	330
Frances B. Cross	do	do	330
Do a M. Pettis	do	do	330
Clara V. Toomb	do	do	330
Susie S. Wise	do	do	330
Minnie A. Osborn	do	do	330
Mary E. Mulloy	do	do	330
Cecil Campbell	Messenger	do	480
Earl Morrow	do		480
Richard T. Tracy	Chauffeur	Washington, D. C.	780
Charles S. Brock	Clerk	Florida	2,300
John L. Robinson	Watchman	Washington, D. C.	800
Elizabeth M. Gunning	Stenographer	do	1,200
Erles A. Garrison	Messenger	do	480
Morris T. Trout	do	Maryland	600
Edward J. Cobb	do	Washington, D. C.	600
Bernard C. Garrison	do	do	540
Agnes K. Barker	Statistical clerk	New York	1,200
Elmer Martin	Messenger	Washington, D. C.	480
Kate Greely	Stenographer	Indiana	1,200
Ruth Mason	do	North Carolina	1,100
Lena Mae Vaughan	Statistical clerk	Alabama	1,100
James J. Carroll	Messenger	Washington, D. C.	540
Gwendolyn Cunningham	Typist	do	1,200
Julius Segall	Special expert	Minnesota	1,800
Samuel S. Hickox	do	Wisconsin	2,500
Arthur J. Mason	Chief advisory engineer	Illinois	500
Jacob Viner	Special expert	Washington, D. C	2,200
William H. Dean	Examiner	do	2,400
Arthur S. Fielding	Special expert	Illinois	3,000
Elizabeth Criswell	do	Wyoming	1,800
Urquheart Burnett	Unskilled laborer	Washington, D. C.	720
Philip W. Jordan	do	North Carolina	720
Jack Fleishman	Typist	Washington, D. C.	1,100
Mabel L. Strachan	do	California	1,000
Helen S. Smith	Stenographer	Pennsylvania	1,200
John T. Wright	Messenger	Maryland	480
Helen Ruggles	Stenographer	Ohio	1,200
Murray A. Fowler	Addressograph operator	Missouri	1,200
Mabel I. Barney	Stenographer	Connecticut	1,200
Elizabeth L. Jones	Statistical clerk	New York	1,200

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, 1919, who have resigned prior to that date*—Continued.

Name.	Designation.	Legal residence.	Rate per annum.
Mary M. May	Stenographer	Pennsylvania	$1,500
Florence M. King	do	Michigan	1,400
Margaret W. Richards	Statistical clerk	Illinois	1,200
Lilly F. Farnsworth	Stenographer	Florida	1,100
Charles H. Brown	Watchman	Virginia	800
George E. Otterback	do	Washington, D. C.	800
James H. Collins	Examiner	New York	5,000
Thomas O. Monk	do	Washington, D. C.	2,600
George Nichols	Special expert	Massachusetts	2,400
Paul C. Wilson	do	Washington, D. C.	4,000
David H. Gray	do	New Jersey	2,700
Monte M. Lehmann	Attorney	Louisiana	6,000
Jessamine S. Whitney	Statistician	New York	2,000
Thurman W. Van Metre	Special expert	do	3,000
Blaine Hoover	do	Illinois	3,000
William Robertson	do	Washington, D. C.	2,200
James A. Preston	do	Missouri	2,160
M. J. McCrisaken	Examiner	New York	2,400
Harold D. Leslie	do	Utah	2,100
Paul T. Cherinton	Special expert	Massachusetts	5,000
Amos S. Hebble	do	New Jersey	5,000
Barbara W. Lyndon	do	New York	2,500
Walter T. Fisher	do	Illinois	2,800
Chester N. Greenough	do	Massachusetts	4,000
Darthula Walker	do	Tennessee	1,500
Francis W. Paine	do	Michigan	3,000
Charles M. Farnham	do	Massachusetts	3,000
Benjamin V. Cohen	Attorney	Illinois	2,500
Gordon Miller	Assistant attorney	South Carolina	1,900
Sigourney Mellor	Examiner	New York	3,000
Edward D. Hunton	Special expert	Wyoming	2,400
Alexander R. Mehaffey	do	Connecticut	2,000
Francis W. Buxton	do	Massachusetts	3,000
Cecil F. Schreiber	do	Wisconsin	4,000
James Wright	Unskilled laborer	North Carolina	780
Harry G. Grant	Watchman	Texas	800
Florence Billig	Typist	New York	1,100
Elsa Potter (Mrs.)	Stenographer		1,500
Mary I. O'Hara	do	Indiana	1,320
E. Lydia Martin	Typist	Washington, D. C.	1,100
Florence A. McBride	Stenographer	Vermont	1,200
Mary C. Moran	Typist	New York	1,200
Beulah Brown	Statistical clerk	Illinois	1,200
Bernard H. Harrison	Messenger	Maryland	480
Mattie V. Cary	Statistical clerk	Kentucky	1,200
Katherine C. Southerland	Stenographer	New York	1,600
Penninah L. Foster	Typist	Missouri	1,000
Amey C. Redford (Mrs.)	Stenographer	Ohio	1,200
Anna L. Strauss	Typist	New York	1,200
Marian R. Dugan	Stenographer	California	1,200
Charles R. Strain	Messenger	Illinois	540
Erna Frank	Stenographer	Virginia	1,100
Donald V. Hops	Statistical clerk	Washington	1,200
Samuel Schenker	Messenger	New York	540
Alice Arnaud	Typist	Massachusetts	1,100
Mary F. Torrence	Special expert	Ohio	1,500
Willis D. Benson	do	Washington, D. C.	3,600
H. Stuart Jackson	do	Maryland	2,400
William C. Ewing	do	Massachusetts	4,800
Fred L. Ham	do	do	2,400
Edward B. Burling	Chief counsel	Illinois	10,000
Frank H. Dixon	Special expert	New Hampshire	4,000
Paul L. Dildine	do	Ohio	2,400
Horace Secrist	do	Illinois	4,500
J. Frank Staley	Attorney	Pennsylvania	3,600
James E. Bragg	Examiner	Indiana	2,400
George O. Virtue	Special expert	Pennsylvania	2,200
William E. Camp	do	New York	2,400
Marian M. Haas	do	Illinois	600
Thomas W. Slocum	do	New York	1,200
Oscar B. Ryder	do	Kentucky	3,000
Adelma H. Burd	do	New York	2,000
George C. Payne	do	do	2,400
W. Murray Sanders	do	Pennsylvania	6,000
Arthur W. Young	do	New Jersey	3,500
Henry F. Grady	do	New York	3,000
C. O. Ruggles	do	Ohio	3,600
Gerard C. Henderson	Attorney	Washington, D. C.	4,000
Clara Diggs	Charwoman	do	330

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, 1919, who have resigned prior to that date*—Continued.

Name.	Designation.	Legal residence.	Rate per annum.
Laura M. Busby	Statistical clerk	Iowa	$1,200
Ethel Keller	do	New York	1,200
Dorothy H. Wallis	Typist	Montana	1,000
Spencer Gordon	Attorney	Illinois	3,600
William H. Haas	Special expert	do	2,400
William B. D. Penniman	do	Maryland	6,000
Russell W. Rose	Examiner	New York	1,500
Richard Washington	Unskilled laborer	Washington, D. C.	780
B. Leslie Vipond	Accountant	New York	1,980
Dorothy Hewitt	Statistical clerk	Massachusetts	1,200
Lois Belle Cooper	do	Ohio	1,200
Harlan C. Miller	do	Texas	1,200
Robert Timberlake	Messenger	Washington, D. C.	600
Julian Courtaney	do	do	480
Mary Agnes O'Hare	Typist	Missouri	1,200
L. Marguerite Solomon	Stenographer	Michigan	1,500
Emily A. Watson	do	Delaware	1,200
Florence B. Cunningham	do	Illinois	1,200
Myrtle Peterson	Statistical clerk	Iowa	1,200
John A. Wiles	Messenger	Maryland	540
Helen Rowena Hasbrouck	Statistical clerk	Idaho	1,200
William G. Wiles	Messenger	Maryland	540
Benjamin T. Young	Special expert	New Jersey	3,500
Charles Day	Assistant to chairman	New York	6,000
Bradford Boardman	Special expert	do	4,500
Warren S. Thompson	do	Michigan	2,400
Lomie Lee Smith	do	Louisiana	1,500
Donald Scott	do	New York	4,000
Lester Sisler	Secretary	Washington, D. C.	5,000
Frederic B. Garver	Special expert	California	3,000
Gertrude Ford	do	Massachusetts	1,800
Katherine A. Hodge	do	New York	1,800
Harriet Thomas (Mrs.)	Schedule clerk	do	1,200
Charlotte L. Jenkins	Statistical clerk	Nebraska	1,200
Nora B. Gardner	do	Washington, D. C.	1,320
Frederick A. Murphy	Clerk	Massachusetts	1,500
Mary M. Mahoney	Senior clerk	Connecticut	2,100
Elizabeth E. O'Conner	Stenographer	Massachusetts	1,200
Henry H. Porter	Special expert	Illinois	2,400
Josiah E. Spurr	do	Washington, D. C.	1
Joseph H. Schafner	do	Illinois	1
Warren M. Persons	Statistical expert	Colorado	1
Albert F. Borg	Special expert	Connecticut	1,000
Edward B. Passano	do	New York	1
Joseph N. Welch	Attorney	Iowa	2,500
Durand A. Hall	Special expert	Minnesota	3,000
Edmund E. Day	do	Massachusetts	5,400
Joseph Rhone	Unskilled laborer	Washington, D. C.	780
Ora G. Slagel	Typist	New York	1,200
Elsie C. Hartshorn (Mrs.)	Schedule clerk	New Hampshire	1,320
May Y. Long (Mrs.)	Statistical clerk	New York	1,200
Thomas H. Nugent	Messenger	Washington, D. C.	600
Louisa F. Hodges	Statistical clerk	do	1,320
Hope C. Norman	Typist	Illinois	1,200
Earl E. Wood	Messenger	Washington, D. C.	540
Mary R. Crahan	Typist	Minnesota	1,200
Virginia Dowdell	do	Alabama	1,000
Lena Kent Sproul	Stenographer	Massachusetts	1,440
Lina H. Fergusson	Draftsman	New Mexico	1,320
L. Ames Brown	Chief intelligence officer	Washington, D. C.	5,000
Louis C. Walker	Special expert	Michigan	1
William Van Allen Clark	do	New Jersey	1
Charles Frederick Dutch	Assistant counsel	Washington, D. C.	5,000
Hennen Jennings	Special expert	do	1
Harry Fowler	do		1
Edward T. Krach	do	Illinois	3,000
Albert D. Brokaw	do	do	4,500
Lenick I. Pearce	Messenger	Washington, D. C.	480
Ernestine Lederer	Stenographer	Indiana	1,440
William L. Soleau	Disbursing officer	Washington, D. C.	4,000
John E. Barber	Assistant to chairman	New York	5,000
Samuel F. Entriken	Messenger	Washington, D. C.	600
Henry S. Dennison	Special expert	Massachusetts	6,000
Walter S. Tower	do	do	7,500
Isaac P. Henderson	do	Georgia	1,827
Frank E. Williams	do	Wisconsin	3,600
Nannie N. Hammett	Charwoman	Washington, D. C.	330
Charles N. Pryor	Unskilled laborer	do	900

TABLE I (b).—*Compensation of employees of United States Shipping Board in service on June 30, 1919.*

Name	Designation.	Legal residence.	Rate per annum.
Edmund E. Day	Special expert	Massachusetts	$7,500
Ira A. Campbell	Admiralty counsel	New York	1
John W. Griffin	Assistant admiralty counsel	do	7,200
Charles F. Dutch	do	Washington, D. C.	7,200
Frank B. Lord	Assistant to chairman	do	6,000
Donald Scott	Assistant to vice chairman	New York	6,000
Elbert Clarke	Special expert	do	6,000
J. W. Munn	do		6,000
Harold V. Amberg	Assistant to chairman	Illinois	5,000
John E. Barber	do	New York	5,000
James H. Collins	do	do	5,000
William C. Ward	do	do	5,000
Robert A. Dean	Assistant counsel	Massachusetts	5,000
Edwin H. Abbott, jr	do	Washington, D. C.	5,000
J. Frew Hall	Special expert	West Virginia	5,000
Walter S. Meriwether	Examiner	New York	5,000
Lewis Meriam	Special expert	Maryland	4,500
V. C. Finch	do	Wisconsin	4,500
Charles C. Colby	do	Illinois	4,500
Carson S. Duncan	do	do	4,500
Glen R. Snider	Attorney	Washington, D. C.	4,200
George B. Roorbach	Special expert	do	4,200
John H. Palmer	do	Pennsylvania	4,200
Charles R. Peddle	do	New York	4,000
Miles M. Dawson	Assistant attorney-examiner	do	3,750
John J. Flaherty	Assistant secretary	do	3,600
Herman Laue	Examiner	Washington, D. C.	3,600
Arthur E. Mittnacht	do	Maryland	3,600
Whitfield S. Mercer	do	Washington, D. C.	3,600
J. G. Randall	Historian	Virginia	3,600
Richard H. Bailey, jr.	Assistant to chairman	Washington, D. C.	3,600
Max Ulin	Attorney	Massachusetts	3,600
Willis E. Monty	do	Vermont	3,600
Calvert Magruder	do	Maryland	3,600
William R. Fitch	Attorney	Washington, D. C.	3,600
William O. Scroggs	Special expert	Louisiana	3,600
Bernard H. Schockel	do	Indiana	3,600
Frank E. Williams	do	Wisconsin	3,600
F. C. Dolcater	do	Ohio	3,250
Roy H. Morrill	Clerk to commissioner	Massachusetts	3,200
J. Pierson James	do	California	3,200
Kathleen Lawler	do	Michigan	3,200
Thomas R. Taylor	Special expert		3,000
C. E. Andrews	Examiner	New York	3,000
Edward F. Burket	Special agent	Washington, D. C.	3,000
Henry E. Manghum	Examiner	Oregon	3,000
Frederic Conger	Attorney	New York	3,000
W. R. Alexander	do	Missouri	3,000
Joseph A. Scannell	Senior clerk	Massachusetts	3,000
Alfred H. Williams	Special expert	Pennsylvania	3,000
John E. Kirshman	do	Massachusetts	2,750
Fred H. Sterns	do	do	2,700
Bessie C. Stern	do	New York	2,700
David M. Watkins	Examiner	Pennsylvania	2,600
Durant F. Ladd	Special expert	Massachusetts	2,500
Lloyd W. Maxwell	do	New York	2,400
William M. Woods	Assistant disbursing officer	Massachusetts	2,400
Adolph Amende	Senior clerk	Alabama	2,400
Charles S. Brock	do	Florida	2,400
E. J Skidmore	Appointment clerk	Michigan	2,400
Corral H. Hunt	Senior clerk	Ohio	2,400
Robert G. Richards	Assistant examiner	Massachusetts	2,400
E. F. Sisk	Special expert	Washington, D. C.	2,400
Jerry C. Massey	Attorney	Oklahoma	2,400
Mrs. May M. Reed	Senior clerk	Arkansas	2,400
Arthur E. Burrell	Special expert	Massachusetts	2,400
Clifford P. Cowen	Assistant examiner	Illinois	2,200
Carl P. Kremer	Examiner	Virginia	2,160
Fred A. Quinn	Stenographic clerk	Pennsylvania	2,000
Frank H. Towsley	Attorney	New York	2,000
William H. Connelly	Special expert	Massachusetts	2,000
Lynn R. Edminster	do	Illinois	2,000
Harris G. Pett	do	Wisconsin	2,000
Guy G. George	do	Washington, D. C.	2,000
Leon S. Gibson	Senior clerk	Maryland	1,980
Valentine G. Bretzer	do	New York	1,980
Lloyd R. Roberts	do	Iowa	1,920
I. P. Henderson	Clerk	Georgia	1,827
Frederick H. Flinn	do	New Jersey	1,827
Joseph H. Claffy	Assistant examiner	do	1,800

TABLE I (b).—*Compensation of employees of United States Shipping Board in service on June 30, 1919*—Continued,

Name.	Designation.	Legal residence.	Rate per annum.
Leonard J. Pohlman	Special expert	Washington, D. C.	$1,800
Harry S. Richards	Clerk	Illinois	1,800
Caroline D. Flanner	Editorial clerk	New York	1,800
Marian E. Weaver	Stenographer	Pennsylvania	1,800
Katherine E. Wood	do	Ohio	1,800
Charles B. Gray	Clerk	Pennsylvania	1,800
John A. Russell	do	Michigan	1,800
George P. Shaw	Assistant examiner	California	1,800
Helen B. Naumann	Stenographer	Illinois	1,800
Maurice J. Pierce	Clerk	Tennessee	1,800
Ernest E. Briscoe	do	Montana	1,800
Charles H. Howell	Accountant	Washington	1,740
Frederick A. Roman	Clerk	Maryland	1,720
Katherine Woersdorfer	Stenographer	Indiana	1,680
Ruth M. Feller	do	do	1,600
Mabelle E. Crofutt	Typewriter	Washington	1,600
Karl G. Newell	Stenographer	Washington, D. C.	1,600
Nettie J. Hipple	do	Pennsylvania	1,600
Katherine C. Southerland	do	New York	1,600
Dora Evarts	Special expert	Massachusetts	1,600
Robert LeFevre	Clerk	Ohio	1,520
Annie De S. Lovejoy	do	Washington, D. C.	1,520
Robert A. Scott	Examiner	New Jersey	1,500
Morris S. Schwartz	Tariff clerk	North Carolina	1,500
L. Herbert Pennington	Clerk	Washington, D. C.	1,500
Janet E. Rane	Special expert	West Virginia	1,500
Edna Hancock	Stenographer	Washington, D. C.	1,500
William D. Weist, jr	Clerk	Ohio	1,500
Rilla M. Hauke	Librarian	Washington, D. C.	1,500
Leon A. Le Buffe	Clerk	South Carolina	1,500
Emma A. M. L. Von Toerne	Stenographer	Wisconsin	1,500
Jay Goux	Clerk	New York	1,500
Elsie Woersdorfer	Stenographer	Indiana	1,440
Ruth C. Noll	do	Michigan	1,440
Laura M. Davis	do	Washington, D. C.	1,440
Samuel J. Cohen	Assistant statistician	do	1,440
Bernice M. Hinwood	Stenographer	do	1,440
Lora S. Cass	do	Oklahoma	1,440
Winifred C. Creney	do	Massachusetts	1,440
Mildred J. Leary	do	Iowa	1,440
Margaret M. Connors	do	Massachusetts	1,440
Aura Burcham	Clerk	Tennessee	1,440
Ada F. McKnight	do	Michigan	1,440
Ruth A. Parkhurst	Dictaphone operator	Washington, D. C.	1,440
Donna P. Bonner	Draftswoman	do	1,440
Paula J. Schlager	Stenographer	Wisconsin	1,440
Abbie S. Irons	do	West Virginia	1,440
Carl A. Nolan	do	Washington, D. C.	1,400
Alice M. Brooks	do	New Jersey	1,400
Helen E. Davis	Clerk	South Dakota	1,400
Albert D. Davis	Carpenter	Virginia	1,400
Raymond H. Brown	Stenographer	Washington, D. C.	1,400
Sarah L. McQueen	Assistant librarian	Maryland	1,400
Isabel M. Jones	Telephone operator	New York	1,400
Alice L. Webb	Editorial clerk	Wisconsin	1,400
Mrs. Emily G. Heley	Clerk	Washington, D. C.	1,400
J. Leah Scearce	do	Indiana	1,320
Sophronia A. Wright	Statistical clerk	Washington, D. C.	1,320
Sara Wilson	Stenographer	Tennessee	1,320
Elizabeth Chamberlain	Statistical clerk	Mississippi	1,320
Edna Johnston	do	Ohio	1,320
L. M. Hildebrand (Miss)	Stenographer	Maryland	1,320
Loretta B. Barrett	do	Missouri	1,320
Adelia J. Burdine	Clerk	Washington, D C	1,320
Emma N. Sperstad	Stenographer	Wisconsin	1,320
John G. Reckert	Clerk	Washington, D. C.	1,320
James C. Skelly	Stenographer	New York	1,320
Constance M. Ryland	Clerk	Maryland	1,320
Aleene Wilson	do	Missouri	1,320
Beatrice M. Cox	do	New York	1,320
Margaret V. Kerr	Statistical clerk	Kentucky	1,320
Milton R. Priddis	do	Washington, D. C.	1,320
Elizabeth A. Follen	do	Iowa	1,320
Vivia S. Farlin	do	Washington, D. C.	1,320
Anna C. Murphy	Stenographer	do	1,320
Clara L. Opper	Statistical clerk	Wisconsin	1,320
Cecil Rigsby Nussbaum	do	Illinois	1,320
Ethel L. Hoult	do	West Virginia	1,320
Mary W. Ferebee	do	North Carolina	1,320

TABLE I (b).—*Compensation of employees of United States Shipping Board in service on June 30, 1919*—Continued.

Name.	Designation.	Legal residence.	Rate per annum.
Lucy Robertson	Clerk	Washington, D. C.	$1,320
Carrie B. Geise	Statistical clerk	Nebraska	1,320
Florence J. Garrett	do	Washington, D. C.	1,320
Mary M. Clark	do	do	1,320
Frances B. Kirkpatrick	do	do	1,320
Marshall H. Montrose	Clerk	Pennsylvania	1,320
Olive M. Shields	do	California	1,320
Willie V. Hatton	do	Alabama	1,320
Harry Mack	Statistical clerk	New York	1,320
Mrs. Susan N. Van Dyke	Clerk	Washington, D. C.	1,300
Bertha E. Wolfe	Typist	do	1,260
Emily E. Jones	Stenogrpher	Kentucky	1,200
Erroll Dunbar	Draftsman	Washington, D. C.	1,200
Gail Spencer	Stenographer	Indiana	1,200
Ethel M. Anderson	Clerk	Iowa	1,200
Elizabeth N. Bulkley	do	New Jersey	1,200
Anne Margaret Kelly	Statistical clerk	Ohio	1,200
Myrtle Goettel	do	Iowa	1,200
Zelda N. Henson	Stenographer	Illinois	1,200
Rose A. Rubin	do	Washington, D. C.	1,200
Ruth M. Gangwisch	Typist	do	1,200
Bertha L. Hamilton	do	Maryland	1,200
Linden Pattison	do	Washington, D. C.	1,200
Marie Boland	Dictaphone operator	do	1,200
Mary C. Holland	Hollerith-machine operator	do	1,200
Freeman Paulson	Typist	Iowa	1,200
Mary S. Schaff	do	Pennsylvania	1,200
Mary Cantu	do	Arizona	1,200
Lillian Briscoe	do	Maryland	1,200
Marion Kalousdian	Stenographer	Washington, D. C.	1,200
Louise B. Pugh	Statistical clerk	do	1,200
Susie J. Frazier	do	Maryland	1,200
Pauline S. Mack	do	Massachusetts	1,200
Mrs. D. J. Howard	do	Kentucky	1,200
Grace B. Bloomfield	Clerk	Indiana	1,200
Helen Flynn	Stenographer	New York	1,200
Celia Marks	do	Washington, D. C.	1,200
Florence Johns	Schedule clerk	Massachusetts	1,200
Alda M. Richardson	Statistical clerk	Washington, D. C.	1,200
F. Elizabeth Burgess	Typist	Maryland	1,200
Alma Morton	Statistical-machine operator	Louisiana	1,200
Wanner L. Wilkerson	Watchman	Washington, D. C.	1,200
Bernice Shanahan	Stenotypist	Pennsylvania	1,200
James V. Converse	Assistant secretary	New York	1,200
Edna Thomas	Stenographer	Oklahoma	1,200
Lillian Wagner	do	Minnesota	1,200
Effie L. McCausland	Typist	California	1,200
Dorothy Johnson (Mrs.)	do	Wisconsin	1,200
Rebekah Fleming	do	Tennessee	1,200
Mrs. Harriet Bangs	do	Washington, D. C.	1,200
Bess Hamlin	do	North Carolina	1,200
Kathorne Aldrich	Stenographer	Massachusetts	1,200
Eva A. Walker	Library assistant	Nevada	1,200
Josephine B. Hollingsworth	do	California	1,200
Laura V. Buelow	Clerk	Wisconsin	1,200
Christine Swain	Stenographer	New York	1,200
William I. Hummer	do	Pennsylvania	1,200
Geo. E. Dowden	File clerk	New Jersey	1,200
Bessie C. Mallicote	Clerk	Washington, D. C.	1,200
Nanna G. Cross	Stenographer	do	1,200
Claire Walker	do	Florida	1,200
Mary C. King	Examiner	Washington, D. C.	1,200
Jennie Hanson	Clerk	South Dak	1,100
Mary F. Lerch	Statistical clerk	Washington, D. C.	1,100
Elvidge Fortier	Clerk	Louisiana	1,100
Ruth E. Lee	do	Florida	1,100
Lois E. Barber	Card-punch operator	Washington, D. C.	1,100
Mrs. Amey C. Ridgway	Typist	Michigan	1,100
Eleanor Carleton	do	Massachusetts	1,100
Blanche M. Curry	Stenographer	Washington, D. C.	1,100
Gertrude Hyman	Typist	do	1,100
Aubrey Suitt	do	Kansas	1,100
Nellie D. Bath	do	Mississippi	1,100
Mrs. Bessie Sheets	do	Washington, D. C.	1,100
Elsie M. Blackman	do	New Jersey	1,100
Mable J. Carragher	Clerk	Massachusetts	1,100
Augusta E. Sherwood	do	Washington, D. C.	1,100
Florence M. Luber	Typist	do	1,100
Mary Gregory Fort	do	North Carolina	1,080

TABLE I (b).—*Compensation of employees of United States Shipping Board in service on June 30, 1919*—Continued.

Name.	Designation.	Legal residence.	Rate per annum.
Catherine Hannan	Typist	Washington, D. C.	$1,080
Ruth B. Houck	Clerk	do	1,080
Josephine Benesh	Typist	South Dakota	1,080
Rose E. Junod	do	Ohio	1,080
Mary Latshaw	do	Pennsylvania	1,000
Bessie Mary Paul	do	Washington, D. C.	1,000
Evelyn Ke'auver	do	Virginia	1,000
Mrs. Margaret E. Dowden	Hollerith machine operator	Washington, D. C.	1,000
Joseph P. O'Lone, jr	Typist	New Jersey	1,000
Anna West	do	Washington, D. C.	1,000
Mildred E. Coe	do	do	1,000
Walter C. Blount	Skilled laborer	do	960
Daniel W. Eskridge	Unskilled laborer	do	960
Elsie S. Newell	Draftswoman	New York	900
Maude S. Parker	do	Washington, D. C.	900
James Jackson	Unskilled laborer	do	900
Charles N. Pryor	Elevator conductor	do	900
James Fletcher	Messenger	Virginia	800
William T. Wayson	Watchman	Washington, D. C.	800
Edward S. Taft	do	do	800
George E. Otterback	do	do	800
Edward C. Lawson	do	do	800
Thomas C. Homiller	do	do	800
Thomas Godfrey	do	do	800
Henry G. Glew	do	do	800
Daniel Coughlin	do	do	800
Walter F. Carter	do	do	800
Edward Carter	do	do	800
Gete Scott	Unskilled laborer	do	780
Fred B. Panton	do	do	780
Albert M. Mays	do	do	780
Julius Manns	do	do	780
James E. Hurley	do	do	780
William H. Graham	do	do	780
Albert L. Goodwin	do	do	780
Thomas A. Ellis	do	do	780
Lloyd C hase	do	New York	780
Fred Chase	do	Washington, D. C.	780
Joseph Carter	do	do	780
Benjamin Carter	do	do	780
Robert L. Boyd	do	do	780
Albert Barnes	do	do	780
Frederick D. Mohler	Messenger	do	720
Mrs. Essie Wheeler	Matron	do	600
John Harrison	Janitor	Louisiana	600
Margaret E. Mattingly	Messenger	Washington, D. C.	600
Samuel E. Entreken	do	do	600
Marchant Wentworth	do	do	600
Alec Coe	do	Maryland	600
Andrew Patterson	Unskilled laborer	Washington, D. C.	600
Edith V. Walters	Messenger	Maryland	600
Evangeline Nicholson	do	Washington, D. C.	540
Helen Barnes	do	do	540
Milton Havener	do	do	540
Rachel Catzva	do	do	540
Clara Moore	do	Maryland	540
Eleanor L. Brown	do	Washington, D. C.	540
Maybell Carlson	do	do	480
Mrs. Bertha V. Harry	Charwoman	do	420
Annie E. Wrenn	do	do	330
Bessie C. Weekly	do	do	330
Elizabeth B. Thomas	do	do	330
Lora Smith	do	do	330
Virginia Moran	do	do	330
Martha Mitchell	do	do	330
Jennie J. Jones	do	do	330
Lizzie Hitner	do	do	330
Nannie N. Hammett	do	do	330
Mrs. Mary E. Davis	do	do	330
Floyd G. Randolph	Elevator conductor	do	300

TABLE II.—*United States Shipping Board and United States Shipping Board Emergency Fleet Corporation consolidated balance sheet as of June 30, 1919.*

ASSETS AND OTHER CHARGES.

Vessels purchased	$41,506,449.00
Vessels requisitioned on ways and completed by Emergency Fleet Corporation	391,301,828.70
Vessels contracted for by Emergency Fleet Corporation	1,482,003,560.19
Requisitioned lake and other vessels afloat	31,502,161.90
Expenditures on ships requisitioned on ways, reconveyed to former owners (see contract)	45,792,775.92
Plant and equipment	170,660,976.54
Furniture and fixtures, automobiles, etc	1,188,275.70
Machinery construction costs	61,579,158.72
Housing and transportation costs	70,125,386.41
Undistributed construction charges	83,059,069.85
Advances to contractors, etc	14,940,374.01
Materials, supplies, ship stores, etc	178,448,327.85
Repairs to German and Austrian vessels	9,117,735.56
Cash in United States Treasury, in banks, in transit and on hand	157,078,510.59
Cash in United States Treasury, disbursing officers	274,495.14
Cash in United States Treasury, disbursing officers, special deposit	3,522,214.98
Trust funds for ship construction	3,197,645.47
Notes and accounts receivable	358,150,554.80
Investments	1,089,900.00
Operating and general charges:	
Operating expenses and depreciation	280,050,852.23
Charter hire	187,147,449.24
Recruiting service and general	16,138,182.40
Undistributed	1,911,568.12
Repairs and advances, Army and Navy vessels	793,431.21
Advances on account of Dutch vessels	4,751,363.35
Unallocated advances and expenses	5,918,387.72
Salarie and expenses of United States Shipping Board	1,148,098.24
	3,602,398,733.84

LIABILITIES AND OTHER CREDITS.

	Amount of appropriation.	Appropriation balance.	Withdrawals.
Appropriations from United States Government:			
Permanent fund for purchase of capital stock of Emergency Fleet Corporation	$50,000,000.00	.....	$50,000,000.00
Emergency shipping fund	2,846,701,000.00	$173,409,806.93	2,673,291,193.07
Urgent deficiencies appropriation for recruiting service year to June 30, 1919	500,000.00	500,000.00	.....
Salaries and expenses of United States Shipping Board:			
1917–18	617,500.00	200,220.73	417,279.27
1919	842,500.00	11,185.85	831,314.15
Investigation of foreign discrimination (included in salaries, and expenses, 1917–18), increase of compensation	4,633.71	.....	4,633.71

Allottments of national security and defense fund:	Amount af appropriation.	Appropriation balance.	Withdrawals.
1918	$27,011,682.84	$5,292,075.55	$21,719,607.29
1919	2,500,743.43	577,866.09	1,922,877.34
	2,928,178,059.98	179,991,155.15	2,748,186,904.83
Refunds from former owners for requisitioned ships, reconveyed to them (see contract)			45,792,775.92
Accounts payable:			
Charter hire			96,494,766.76
Marine and war risk losses estimated			38,279,622.32
Other accounts payable			21,311,127.65
Estimated refund to former owners of requisitioned vessels			1,829,262.75
Operating revenue			484,386,989.95
Miscellaneous revenue			2,332,119.14
Interest charged into voyage expense			29,989,983.89
Receipts from sale of cargo, Dutch vessels, material and junk			4,395,588.63
Unallocated receipts			3,522,214.98
Fund to recondition S. S. Saranac, S. S. Quinnebang			863,941.04
Reserve for maintenance, repairs, loss, and damage			22,528,478.53
Reserve for depreciation of vessels, furniture, autos, etc			61,091,875.45
Marine Insurance Department, reserve for future losses, being excess of earned premiums over total estimated losses			27,091,112.51
Fire Insurance Department, reserve for losses being total premiums written, less expenses and losses paid			14,301,969.49
			3,602,398,733.84

TABLE III.—*Revised cash statement, United States Shipping Board Disbursing Officer, for fiscal year ending June 30, 1919.*

Cash balance, June 30, 1918:			
General cash—			
Salaries and expenses, 1917		$7,390.50	
Salaries and expenses, 1918		6,090.26	
Increase of compensation		40.28	
Emergency shipping fund		670,968.37	
National security and defense, 1918		439,701.04	
Total general cash		1,124,109.89	
Special deposit cash—			
Unallocated receipts per Schedule No. 1		1,647,578.19	
Total cash balance, June 30, 1918			$2,771,688.08
Receipts:[1]			
Recoveries of appropriation and allotment expenditures (the expenditures having been made prior to July 1, 1918)—			
Salaries and expenses, 1917, salaries and wages		3.53	
Salaries and expenses, 1918:			
Salaries and wages	$6,769.25		
Traveling expenses, railroad, Pullman, or steamboat fares	6.24		
Telephone, telegraph, and cable	11,434.72		
Stationery, printing, books, and periodicals	8,280.09		
Rentals	20,908.49		
Unclassified	28.71		
Salaries and expenses, 1917, telegraph, telephone, and cable	1.46		
Total salaries and expenses, 1918		$47,428.96	
Increase of compensation, 1918, salaries and wages		319.96	
Emergency shipping fund—			
Recoveries for the account of Division of Operations (charter hire, etc.)	23,471,098.52		
Repairs to requisitioned vessels	59,700.00		
Purchase price of purchased vessels	2,368,871.07		
Equipment and fixtures for requisitioned vessels	42,500.00		
Voyage expenses incidental to transportation of requisitioned vessels	211,111.62		
Total emergency shipping fund		$26,153,281.21	
National security and defense, 1918—			
Salaries and expenses, 1917, mechanical office equipment	103.50		
Salaries and expenses, 1918—			
Traveling expenses, railroad, Pullman, or steamboat fares	$328.10		
Telephone, telegraph, and cable	1.97		
Stationery, printing, books, and periodicals	302.47		
Total salaries and expenses, 1918	632.54		
Emergency shipping fund—			
Salaries and wages, recruiting service	47,017.56		
Outside services, recruiting service	481.92		

Traveling expenses, recruiting service—				
Railroad, Pullman, and steamboat fares	$3,789.16			
Subsistence	3,195.97			
Unclassified	570.49			
Total, traveling expenses, recruiting service		7,555.62		
Postage expense, recruiting service		1.00		
Telephone, telegraph, and cable expense, recruiting service		415.68		
Stationery, printing, books and periodicals expense, recruiting service		3,209.69		
Office supplies, recruiting service		557.84		
Instruction and training, recruiting service		36,638.27		
Repairs to requisitioned vessels		540.24		
Furniture and fixtures, recruiting service		1,554.21		
Mechanical office equipment, recruiting service		1,478.85		
Unclassified expenditures, recruiting service		568.00		
Total emergency shipping fund			100,018.88	
German vessels seized by United States Government, repairs to vessels			184,918.05	
Austrian vessels purchased, repairs to vessels			131,862.30	
Repatriation of masters and crews of Dutch vessels, traveling expenses, subsistence			24.50	
Traveling expenses, railroad, Pullman, or steamboat fares			34,117.08	
Total national security and defense, 1918				451,676.85
Total recoveries of appropriation and allotment expenditures (the expenditure having been made prior to July 1, 1918)				26,652,710.51
Unexpended appropriation and allotment funds:				
Increase of compensation, 1918				50.00
Salaries and expenses, 1919				855,000.00
Emergency shipping fund				75,924,795.99
National security and defense, 1918				1,390,000.00
National security and defense, 1919				1,945,000.00
Total receipts from unexpended appropriation and allotment funds				80,114,845.99
Unallocated receipts per schedule No. 2				3,570,158.60
Total receipts				110,337,715.10
Grand total				113,109,403.18
Disbursements:				
Appropriations and allotments expenditures, less recoveries thereof—				
Salaries and expenses, 1918—				
Salaries and wages			273.35	
Less recoveries			5.43	
Net salaries and wages				267.92
Outside services				48.25

[1] Recoveries of appropriation and allotment expenditures (the expenditures having been made after July 1, 1918) appear on this statement as reductions of appropriations and allotment expenditures.

TABLE III.—*Revised cash statement, United States Shipping Board Disbursing Officer, for fiscal year ending June 30, 1919*—Continued.

Disbursements—Continued.				
Appropriations and allotments expenditures, less recoveries thereof—Continued.				
Salaries and expenses, 1918—Continued.				
Traveling expenses—				
Railroad, Pullman, and steamboat fares	$1,169.60			
Less recoveries	25.15			
Net railroad, Pullman, and steamboat fares		$1,144.45		
Subsistence		187.65		
Unclassified		4.80		
Total traveling expenses			$1,336.90	
Telephone, telegraph, and cable		12,847.09		
Less recoveries		6,750.85		
Net total telephone, telegraph, and cable			6,096.24	
Stationery, printing, books, and periodicals			357.01	
Rentals			6,707.58	
Office supplies			387.56	
Furniture and fixtures			548.19	
Mechanical office equipment			180.80	
Unclassified		444.44		
Less recoveries		117.64		
Net total unclassified			326.80	
Salaries and expenses, 1917—				
Telephone, telegraph, and cable			.82	
Salaries and expenses, 1919—				
Stationery, printing, books, and periodicals		568.39		
Office supplies		254.88		
Furniture and fixtures		14.24		
Mechanical office equipment		983.76		
Unclassified		8.64		
Total salaries and expenses, 1919			1,829.91	
Total salaries and expenses, 1918, appropriation expenditures, less recoveries thereof				$18,087.98
Increase of compensation, 1918—				
Salaries and wages			277.39	
Less recoveries			264.00	
Net salaries and wages				13.39
Salaries and expenses, 1919—				
Salaries and wages		631,275.89		
Less recoveries		12,029.32		
Net salaries and wages			619,246.57	
Outside services			690.49	

Traveling expenses—				
Railroad, Pullman, and steamboat fares	$6,349.21			
Less recoveries	1.30			
Net railroad, Pullman, and steamboat fares		6,347.91		
Subsistence		2,631.70		
Unclassified		820.09		
Total traveling expenses			9,799.70	
Postage			163.00	
Telephone, telegraph, and cable		29,701.14		
Less recoveries		1,633.56		
Net telephone, telegraph, and cable			28,067.58	
Stationery, printing, books, and periodicals		51,271.07		
Less recoveries		22,870.21		
Net stationery, printing, books, and periodicals			28,400.86	
Rentals			51,085.39	
Office supplies		19,256.17		
Less recoveries		556.03		
Net office supplies			18,700.14	
Furniture and fixtures		$22,981.62		
Less: Recoveries		1,728.28		
Net furniture and fixtures			21,253.34	
Mechanical office equipment		23,540.52		
Less: Recoveries		360.79		
Net mechanical office equipment			23,179.73	
Unclassified		15,872.53		
Less: Recoveries		48.70		
Net unclassified			15,823.83	
Salaries and expenses, 1918:				
Telephone, telegraph, and cable		1.85		
Stationery, printing, books, and periodicals		50.45		
Office supplies		249.20		
Unclassified		66.87		
Total salaries and expenses, 1918			368.37	
Payments not supported by voucher			50.00	
Total salaries and expenses, 1919, appropriation expenditures less recoveries thereof				816,829.00

TABLE III.—*Revised cash statement, United States Shipping Board Disbursing Officer, for fiscal year ending June 30, 1919*—Continued.

Disbursements—Continued.			
Appropriations and allotments expenditures, less recoveries thereof—Continued.			
Emergency shipping fund—			
Requisitioned vessels—			
Interest	$215,374.89		
Less: Recoveries	17,457.51		
Net interest		$197,917.38	
Survey		4,050.00	
Repairs		586,905.49	
Transportation	47,327.39		
Less: Recoveries	16.80		
Net transportation		47,310.59	
Coal and unbroken stores		10,321.23	
Just compensation	19,938,100.00		
Less: Recoveries	900,000.00		
Net just compensation		19,038,100.00	
Purchase price		2,431,071.37	
Equipment and fixtures		9.00	
Unclassified		21.14	
Total requisitioned vessels			$22,315,706.20
Purchased vessels—			
Salaries and wages		4,781.46	
Traveling expenses, unclassified		1,602.26	
Repairs		26,066.91	
Coal and unbroken stores		49,021.66	
Purchase price	24,406,812.70		
Less: Recoveries	26,703.25		
Net purchase price		24,380,109.45	
Equipment and fixtures		59,027.77	
Total purchased vessels			24,520,609.51
Salaries and wages			9,805.38
Outside services			14,867.20
Traveling expenses:			
Railroad, Pullman, and steamboat fares	16,763.84		
Less: Recoveries	15.57		
Net railroad, Pullman, and steamboat fares		16,748.27	
Subsistence		1.30	
Total traveling expenses			16,749.57
Telephone, telegraph, and cable			492.27

Stationery, printing, books, and periodicals			14.33
Survey			15,660.00
Advances for the account of Division of Operations—			
Charter hire		28,674,725.12	
Less: Recoveries		10,039.43	
Net charter hire		28,664,685.69	
Advances		1,478,468.38	
Total advances or the account of Division of Operation		30,143,154.07	
Less: Recoveries		10,000,000.00	
Net advances for the account of Division of Operation			20,143,154.07
Advances for the account of special disbursing agent, Montreal, Canada		100.00	
Less: Recoveries		263.14	
Net advances for the account of special disbursing agent, Montreal			163.14
Total emergency shipping fund appropriation expenditures less recoveries thereof			$67,036,895.39
National security and defense, 1918—			
Salaries and expenses, 1918—			
Traveling expenses—railroad, Pullman, and steamboat fares	465.05		
Less: Recoveries	192.00		
Net traveling expenses			273.05
National security and defense, 1919—			
Traveling expenses, railroad, Pullman, and steamboat fares	4,720.93		
Less: Recoveries	4,664.85		
Net traveling expenses			56.08
Emergency shipping fund—			
Stationery, printing, books and periodicals, recruiting service		150.00	
Instruction and training, recruiting service		380.00	
Unclassified, recruiting service		.20	
Traveling expenses, railroad, Pullman, and steamboat fares		47.23	
Total emergency shipping fund			577.43
German vessels—			
Survey		125.00	
Repairs	427,613.62		
Less: Recoveries	50,000.00		
Net repairs		377,613.62	
Unclassified		128.50	
Total German vessels			377,867.12

TABLE III.—*Revised cash statement, United States Shipping Board Disbursing Officer, for fiscal year ending June 30, 1919*—Continued.

Disbursements—Continued.			
Appropriations and allotments expenditures, less recoveries thereof—Continued.			
National security and defense, 1919—Continued.			
Austrian vessels—			
Survey		$175.00	
Repairs		110,438.19	
Total Austrian vessels			$110,613.19
Dutch vessels—			
Salaries and wages of masters and crews		15,094.32	
Traveling expenses of masters and crews—			
Railroad, Pullman, and steamboat fares	$53,367.05		
Subsistence	37,755.05		
Unclassified	1,180.50		
Total traveling expenses of masters and crews		92,302.60	
Insurance expenses on cargoes—			
Marine	450.00		
Unclassified	$64,192.04		
Less: Recoveries (see Recoveries N. S. and D., 1919)	1,298.01		
Net unclassified	62,894.03		
Total insurance expenses on cargoes		63,344.03	
Commissions on sales of cargoes		5,425.66	
Coal and unbroken stores expenses of cargoes		7,078.35	
Purchase price of cargoes		1,250,000.00	
Unclassified expenses of masters, crews, and cargoes		230,754.54	
Total Dutch vessels			1,663,999.50
American vessels—			
Repairs		8,572.03	
Traveling expenses—			
Railroad, Pullman, and steamboat fares	28,355.66		
Less: Recoveries (see recoveries N. S. and D., 1919)	25,738.90		
Net traveling expenses		2,616.76	
Repairs		12.71	
Total national security and defense, 1918, allotment expenditures less recoveries thereof			$2,164,587.87
National security and defense, 1919—			
Salaries and expenses, 1918—			
Traveling expenses, railroad, Pullman, and steamboat fares	121.30		
Less: Recoveries	121.30		
National security and defense, 1918—			
Dutch vessels—			
Insurance expenses on cargoes—			

Less: Recoveries (disbursed from N. S. and D., 1918)	$6,106.65				
Net insurance expenses on cargoes		$6,106.65			
Purchase price of cargoes		1,809,076.75			
Total Dutch vessels			1,802,970.10		
Traveling expenses—					
Railroad, Pullman, and steamboat fares		132.55			
Less: Recoveries (disbursed from N. S. and D., 1918)		579.92			
Net traveling expenses			447.37		
Total national security and defense, 1918				1,802,522.73	
Salaries and expenses, 1919—					
Traveling expense, railroad, Pullman, and steamboat fares			39.20		
Less: Recoveries			39.20		
Dutch vessels—					
Salaries and wages of masters and crews			1,230.38		
Traveling expenses of masters and crews—					
Railroad, Pullman, and steamboat fares		340.00			
Unclassified		36.26			
Total traveling expenses of masters and crews			376.26		
Insurance expense of cargoes—					
Marine		162.50			
War risk		292.50			
Unclassified	6,215.92				
Less: Recoveries	739.04				
Net unclassified		5,476.88			
Total insurance expense on cargoes			5,931.88		
Commissions on sales of cargoes			24,325.43		
Voyage expenses			15.00		
Unclassified			30,087.41		
Total Dutch vessels				61,966.36	
Traveling expenses—					
Railroad, Pullman, and steamboat fares			47,670.51		
Less: Recoveries			15,049.34		
Net traveling expenses				32,621.17	
Total national security and defense, 1919, allotment expenditures					1,897,110.26
Total appropriation and allotment expenditures less recoveries thereof					$71,933,523.98
Repayments to appropriations and allotments unexpended funds—					
Salaries and expenses, 1917 appropriation					7,394.03
Salaries and expenses, 1918 appropriation					35,431.24
Increase of compensation, 1918 appropriation					316.29

TABLE III.—*Revised cash statement, United States Shipping Board Disbursing Officer, for fiscal year ending June 30, 1919*—Continued.

Disbursements—Continued.			
Repayments to appropriations and allotments unexpended funds—Continued.			
Salaries and expenses, 1919 appropriation		$35,203.25	
Emergency shipping fund appropriation		35,646,069.88	
National security and defense, 1918 allotments		84,403.77	
National security and defense, 1919 allotments		23,092.93	
Total repayments to appropriation and allotments unexpended funds			$35,831,911.39
Unallocated receipts per schedule No. 3			1,695,521.81
Total disbursements			$109,460,957.09
Cash balance, June 30, 1919:			
General cash—			
Emergency shipping fund	$66,080.30		
National security and defense, 1918	32,386.25		
National security and defense, 1919	24,796.81		
Salaries and expenses, 1919	2,967.75		
Total general cash		126,231.11	
Special deposit cash—			
Unallocated receipts per schedule No. 4		3,522,214.98	
Total cash balance, June 30, 1919			3,648,446.09
Grand total			113,109,403.18

WASHINGTON, D. C., *October 22, 1919.*

United States Shipping Board Disbursing Officer, statement of special deposit cash balance as at June 30, 1918.

Unallocated receipts:			
Proceeds from sale of vessels—S. S. Siam		$1,642,508.47	
Proceeds from sale of material—			
Brass	$2,694.60		
Globes	10.00		
Scrap iron	831.80		
Emergency Fleet Corporation, inventory	748.28		
S. S. Lucia (ex-Austrian)	24.30		
German vessels account	39.53		
Total proceeds from sale of material		4,348.51	
Refund from charters—S. S. Orion		705.41	
Personal travel—			
W. P. Page	3.75		
Chas. Hackery	9.85		
J. C. Willcox	2.20		
Total personal travel		15.80	
Total unallocated receipts in special deposit cash balance as at June 30, 1918			$1,647,578.19

United States Shipping Board Disbursing Officer, statement of unallocated receipts for fiscal year ending June 30, 1919.

Proceeds from sale of vessels:		
S. S. Blue Hill	$150,000.00	
S. S. Beechland	125,000.00	
S. S. Cote Blanche	385,000.00	
S. S. Cowardin	125,000.00	
S. S. Coyote	96,250.00	
S. S. Deepwater, Sewells Point, Glen White, Winding Gulf	379,647.81	
S. S. Frontenac	85,000.00	
S. S. F. P. Jones	78,000.00	
S. S. Horado	125,000.00	
S. S. Kanakin	5,000.00	
S. S. Lucius W. Robinson	160,000.00	
S. S. Manola (stern)	77,500.00	
S. S. Mazamo	96,250.00	
S. S. Nebasco	125,000.00	
S. S. Red Cloud	200,000.00	
S. S. Yehama	100,000.00	
S. S. Wisconsin Bridge	280,140.00	
S. S. Name unknown	25,000.00	
S. S. Adrian Iselin	120,000.00	
S. S. A. D. McTier	320,000.00	
Total proceeds from sale of vessels		$3,057,787.81
Proceeds from sale of material:		
Scrap iron	13.50	
Montreal, Canada	14,000.00	
Cleveland, Ohio	51,667.00	
Chicago, Ill	6,211.75	
Milwaukee, Wis	2,416.00	
Buffalo, N. Y	2,000.00	
Detroit, Mich	9,650.00	
Scotch boilers	604.00	
Total proceeds from sale of material		86,562.25
Personal travel:		
Mr. Crittenden	12.48	
Ira Campbell	128.16	
J. J. Nevin	42.07	
Geo. Smith	45.07	
Name unknown	22.67	
Total personal travel		250.45

Sale of Government property, rulers, compass, etc		$10.28
Personal telephone calls:		
B. Colby and others	$21.45	
H. B. Sherman	6.20	
W. C. Sherman	5.10	
Edw. Sutton	.55	
Van Cleve	2.00	
Name unkown	10.15	
Total personal telephone calls		45.45
Repairs ex-German vessels: S. S. Pennsylvania	1,694.14	
Insurance: S. S. Darnell	370,445.92	
Damage to Austrian vessels (purchased): Phelps Bros	53,362.30	
Total		425,502.39
Total unallocated receipts for the fiscal year ending June 30, 1919		3,570,158.60

United States Shipping Board Disbursing Officer, statement of disbursements of unallocated receipts for fiscal year ending June 30, 1919.

To emergency shipping fund:		
From proceeds from sale of vessels, S. S. Siam	$1,642,034.32	
To national security and defense 1918 allotments—		
From damage to Austrian vessels (purchased), Phelps Bros	53,362.30	
To Pullman Co.:		
From personal travel—		
Ira Campbell	$4.40	
Mr. Crittenden	2.20	
J. J. Nevin	43.44	
Geo. Smith	42.32	
Name unknown	12.27	
Total disbursements to Pullman Co.	104.63	
To Pennsylvania Railroad Co.:		
From personal travel, Mr. Crittenden	10.28	
Total disbursements to Pullman Co. and Pennsylvania Railroad Co. from personal travel		114.91
To United States Government:		
From sale of Government property, rulers, compasses, etc		10.28
Total disbursements of unallocated receipts for fiscal year ending June 30, 1918		$1,695,521.81

United States Shipping Board Disbursing Officer, statement of special deposit cash balance as at June 30, 1919.

Unallocated receipts:	
Proceeds from sale of vessels—	
Adrian Iselin	$120,000.00
A. D. McTier	320,000.00
Blue Hill	150,000.00
Beechland	125,000.00
Cote Blache	385,000.00
Cowardin	125,000.00
Coyote	96,250.00
Deepwater, Sewells Point, Glen White, Winding Gulf	379,647.81
Frontenac	85,000.00
F. P. Jones	78,000.00
Horado	125,000.00
Kanakin	5,000.00
Lucius W. Robinson	160,000.00
Manola (Stern)	77,500.00
Mazamo	96,250.00
Nebasco	125,000.00

Red Cloud	$200,000.00	
Yehama	100,000.00	
Wisconsin Bridge	280,140.00	
Name Unknown	25,000.00	
Siam	474.15	
Total proceeds from sale of vessels		$3,058,261.96
Proceeds from sale of material—		
Brass	2,694.60	
Globes	10.00	
Scrap iron	845.30	
Montreal, Canada	14,000.00	
Cleveland, Ohio	51,667.00	
Chicago, Ill	6,211.75	
Milwaukee, Wis	2,416.00	
Buffalo, N. Y	2,000.00	
Detroit, Mich	9,650.00	
Scotch boilers	604.00	
Emergency Fleet Corporation inventory	748.28	
S. S. Lucia (ex-Austrian)	24.30	
German vessels account	39.53	
Total proceeds from sale of material		90,910.76
Refund from charters: S. S. Orion		705.41
Personal travel:		
Ira Campbell	123.76	
J. J. Nevin	1.37	
Chas. Hackery	9.85	
W. P. Page	3.75	
Geo. Smith	2.75	
J. C. Wilcox	2.20	
Name unknown	10.40	
Total personal travel		151.34
Personal telephone calls:		
B. Coby and others	$21.45	
H. B. Sherman	6.20	
W. C. Sherman	5.10	
Edw. Sutton	.55	
Van Cleve	2.00	
Name unknown	10.15	
Total personal telephone calls	45.45	
Repairs ex-German vessels: S. S. Pennsylvania	1,694.14	
Insurance, S. S. Darnell	370,445.92	
Total unallocated receipts in special deposit cash balance as at June 30, 1919		352,214.98

PART II.—DIVISION OF CONSTRUCTION.

TABLE I.—*List of shipyards that have held Emergency Fleet Corporation contracts.*

NEW ENGLAND DISTRICT.

Name of contractor.	Location.
Wood and concrete shipyards (more than 3,000 tons).	
The Sandy Point Shipbuilding Corporation	Sandy Point, Me.
George A. Gilchrest [1]	Thomaston, Me.
The Kelley Spear Co.[1]	Bath, Me.
Freeport Shipbuilding Co.[1]	South Freeport, Me.
Russell Shipbuilding Co.[1]	Portland, Me.
Cumberland Shipbuilding Co.[1]	South Portland, Me.
L. H. Shattuck (Inc.)[1]	Newington, N. H.
Ferro Concrete Shipbuilding Co.[2]	Office at Boston; plant never started.

[1] Contract completed before Oct. 31, 1919. [2] Total contracts with yard canceled or suspended.

TABLE I.—*List of shipyards that have held Emergency Fleet Corporation contracts*—Contd.

NEW ENGLAND DISTRICT—Continued.

Name of contractor.	Location.
Wood tugs and barges.	
Crowninshield Shipbuilding Co.[1]	South Somerset, Mass.
Calais Shipbuilding Co.[2]	Calais, Me.
Newcastle Shipbuilding Co.[2]	Damariscotta, Me.
R. T. Green Co.[1]	Chelsea, Mass.
Job Shipping Co.[1]	Machias, Me.
Sawyer Shipyards Corporation[2]	Milbridge, Me.
Francis Cobb Shipbuilding Co.[1]	Rockland, Me.
Standard Shipyards Co.[2]	Wiscassett, Me.
Crosby Navigation Co	Richmond, Me.
Narragansett Shipbuilding Co.[2]	Tiverton, R. I.
Bangor-Brewer Shipbuilding Co.[2]	Bangor, Me.

NORTHERN ATLANTIC DISTRICT.

Steel shipyards.	
Texas Shipbuilding Co	Bath, Me.
Atlantic Corporation	Portsmouth, N. H.
Bethlehem Shipbuilding Corporation (Ltd.)	Quincy, Mass.
Groton Iron Works	Groton, Conn.
Submarine Boat Corporation	Newark, N. J.
Newburgh Shipyard (Inc.)	Newburgh, N. Y. (lower yard).
Bayles Shipyard (Inc.)	Port Jefferson, Long Island, N.Y.
Federal Shipbuilding Co	Kearney, N. J.
Downey Shipbuilding Corporation[1]	Arlington, N. Y.
Staten Island Shipbuilding Co.[1]	Mariners Harbor, N. Y.
Standard Shipbuilding Co	Shooters Island, N. Y.
Steel tugs and barges.	
Providence Engineering Corporation	City Island, N. Y.
Bethlehem Shipbuilding Corporation (Ltd.)	Elizabethport, N. J.
New Jersey Dry Dock & Transportation Co.[2]	Do.
W. H. Gahagan (Inc.)[2]	Arverne, Long Island, N. Y.
Newburgh Shipyard (Inc.)[2]	Newburgh, N. Y. (upper yard).
Wood and concrete shipyards (more than 3,000 tons).	
Gildersleeve Shipbuilding Co.[1]	Gildersleeve, Conn.
Groton Iron Works	Noank, Conn.
Ship Construction & Trading Co.[1]	Stonington, Conn.
Housatonic Shipbuilding Co. (Inc.)[1]	Stratford, Conn.
Kingston Shipbuilding Co.[1]	Kingston, N. Y.
The Foundation Co	Newark, N. J.
Johnson Shipyard Corporation[1]	Mariners Harbor, N. Y.
Traylor Shipbuilding Corporation[1]	Cornwells Heights, Pa.
Fougner Concrete Shipbuilding Co. (Inc.)[1]	North Beach, Long Island, N.Y.
Wood tugs and barges.	
Continental Shipbuilding Corporation[1]	Yonkers, N. Y.
Atlantic Gulf & Pacific Co.[2]	Brooklyn, N. Y.
Consolidated Shipbuilding Corporation[1]	Morris Heights, New York City.
International Shipbuilding & Marine Engine Corporation	Nyack, N. Y.
John Sullivan Co.[1]	Staten Island, N. Y.
J. H. Mathis Co	Camden, N. J.
A. C. Brown & Sons	Tottenville, N. Y.

MIDDLE ATLANTIC DISTRICT.

Wood and concrete shipyards (more than 3,000 tons).	
North Carolina Shipbuilding Co.[1]	Moorehead City, N. C.
Henry Smith & Sons Co.[1]	Baltimore, Md.
Maryland Shipbuilding Co.[1]	Sollers Point, Md.
Missouri Valley Bridge & Iron Co.[1]	Quantico, Va.
York River Shipbuilding Corporation[1]	West Point, Va.
C. H. Tenney & Co.[1]	Hampton, Va.
Liberty Shipbuilding Co	Wilmington, N. C.
Steel shipyards.	
Carolina Shipbuilding Corporation	Wilmington, N. C.
Baltimore Dry Dock & Shipbuilding Co	Baltimore, Md. (south yard).
Bethlehem Shipbuilding Corporation (Ltd.)	Sparrows Point, Md.
Virginia Shipbuilding Corporation	Alexandria, Va.
Newport News Shipbuilding & Dry Dock Co	Newport News, Va.
Baltimore Dry Dock & Shipbuilding Co	Baltimore, Md. (lower yard).
Hampton Roads Shipbuilding Co.[2]	Norfolk, Va.

[1] Contracts to be completed before Oct. 31, 1919. [2] Total contracts with yard canceled or suspended.

TABLE I.—*List of shipyards that have held Emergency Fleet Corporation contracts*—Contd.

MIDDLE ATLANTIC DISTRICT—Continued.

Name of contractor.	Location.
Wood tugs and barges.	
M. M. Davis & Son (Inc.)[1]	Solomons, Md.
Coastwise Shipbuilding Co	Baltimore, Md.
Smith Terry (Inc.)[2]	Bethel, Del.
Whitehaven Shipbuilding Co	Whitehaven, Md.
Crisfield Shipbuilding Co.[2]	Crisfield, Md.
Bloxom Bros. Corporation[2]	Battery Park, Va.
Eastern Shores Shipbuilding Co.[2]	Sharptown, Md.
H. E. Crook Co	Baltimore, Md.
Chance Marine Construction Co	Annapolis, Md.
Davis Shipbuilding Co.[2]	Cambridge, Md.
Vinyard Shipbuilding Co.[1]	Milford, Del.
Smith & Williams Co.[2]	Salisbury, Md.
SOUTHERN DISTRICT, EASTERN SECTION.	
Steel shipyards.	
Terry Shipbuilding Corporation	Savannah, Ga.
Merrill-Stevens Shipbuilding Corporation	Jacksonville, Fla.
Oscar Daniels Co	Tampa, Fla.
Tampa Shipbuilding & Engineering Co.[1]	Do.
Southern Shipbuilding Co.[2]	Charleston, S. C.
Wood and concrete shipyards (more than 3,000 tons).	
National Shipbuilding & Dry Dock Co.[2]	Savannah, Ga.
American Shipbuilding Co.[1]	Brunswick, Ga.
United States Maritime Corporation[1]	Do.
St. Johns River Shipbuilding Co.[1]	Jacksonville, Fla.
J. M. Murdock[1]	Do.
Morey & Thomas[1]	Do.
Tampa Dock Co.[1]	Tampa, Fla.
Liberty Shipbuilding Co	Brunswick, Ga.
A. Bentley & Sons Co	Jacksonville, Fla.
Wood tugs and barges.	
Southland Steamship Co.[1]	Savannah, Ga.
American Shipbuilding & Dry Dock Co.[2]	Beaufort, S. C.
G. L. Pilkington[2]	Miami, Fla.
Anclote Shipbuilding Co.[2]	Tarpen Springs, Fla.
Darien Shipbuilding Co.[2]	Darien, Ga.
Gibbs Gas Engine Co	South Jacksonville, Fla.
Hillsboro Shipbuilding Co.[2]	Tampa, Fla.
Ward & Pride[2]	South Jacksonville, Fla.
SOUTHERN DISTRICT, WESTERN SECTION.	
Steel shipyards.	
Pensacola Shipbuilding Co	Pensacola, Fla.
Mobile Shipbuilding Co	Mobile, Ala.
Alabama Dry Dock & Shipbuilding Co.[1]	Pinto Island, Ala.
Doullut & Williams Shipbuilding Co	New Orleans, La.
Wood and concrete shipyards (more than 3,000 tons).	
Murnan Shipbuilding Corporation[1]	Pinto Island, Ala.
Alabama Dry Dock & Shipbuilding Co	Mobile, Ala.
Dierkes-Blodgett Shipbuilding Co.[1]	Pascagoula, Miss.
Hodge Ship Co. (Inc.)[1]	Moss Point, Miss.
Dantzler Shipbuilding & Dry Dock Co.[1]	Do.
Jahncke Shipbuilding Co. (Inc.)[1]	Madisonville, La.
Merrill-Stevens Shipbuilding Corporation[1]	Slidell, La.
F. T. Ley Co. (Inc.)	Mobile, Ala.
Steel tugs and barges.	
Johnson Iron Works (Ltd.)	New Orleans, La.
Nashville Bridge Co	Nashville, Tenn.
Wood tugs and barges.	
Mississippi Shipbuilding Corporation[1]	Biloxi, Miss
American Lumber Co.[1]	Millville, Fla.
Gulf Construction & Transportation Co.[2]	New Orleans, La.

[1] Contracts to be completed before Oct. 31, 1919. [2] Total contracts with yard canceled or suspended.

TABLE I.—*List of shipyards that have held Emergency Fleet Corporation contracts*—Contd.

GULF DISTRICT.

Name of contractor.	Location.
Wood and concrete shipyards (more than 3,000 tons).	
Union Bridge & Construction Co	Morgan City, La.
National Shipbuilding Co.[1]	Orange, Tex.
Southern Dry Dock & Shipbuilding Co.[1]	Do.
McBride & Law [1]	Beaumont, Tex.
Lone Star Shipbuilding Co.[1]	Do.
Beaumont Shipbuilding & Dry Dock Co	Do.
Universal Shipbuilding Co	Houston, Tex.
J. M. McCammon [1]	Beaumont, Tex.
Midland Bridge Co.[1]	Houston Ship Channel, Tex.
Heldenfels Bros.[1]	Rockport, Tex.
Wood tugs and barges.	
Houston Shipbuilding Co.[2]	Houston, Tex.
Neches Shipbuilding Co.[2]	Beaumont, Tex.

SOUTHERN PACIFIC DISTRICT.

Steel shipyards.	
Long Beach Shipbuilding Co	Long Beach, Calif.
Southwestern Shipbuilding Co	San Pedro, Calif.
Los Angeles Shipbuilding & Dry Dock Co	Los Angeles Harbor, Calif.
Bethlehem Shipbuilding Corporation	San Francisco, Calif.
Western Pipe & Steel Co	South San Francisco, Calif.
Bethlehem Shipbuilding Corporation (Ltd.)	Alameda, Calif.
Hanlon Dry Dock & Shipbuilding Co	Oakland, Calif.
Moore Shipbuilding & Dry Dock Co	Do.
Pacific Coast Shipbuilding Co	Bay Point, Calif.
Union Construction Co	Oakland, Calif.
Bethlehem Corporation (Liberty plant) [2]	Alameda, Calif.
Craig Shipbuilding Co.[1]	Long Beach, Calif.
Wood and concrete shipyards (more than 3,000 tons.)	
Ralph J. Chandler (Inc.)	Wilmington, Calif.
Fulton Shipbuilding Co.[1]	Do.
Benecia Shipbuilding Corporation [1]	Benicia, Calif.
Rolph Shipbuilding Co	Humboldt Bay, Calif.
Hammond Lumber Co	Do.
Coos Bay Shipbuilding Co.[1]	Marshfield, Oreg.
Kruse & Banks Shipbuilding Co.[1]	North Bend, Oreg.
San Francisco Shipbuilding Co	Oakland, Calif.
Scofield Engineering Co	San Diego, Calif.
Wood tugs and barges.	
Main Iron Works [2]	Oakland, Calif.

NORTHERN PACIFIC DISTRICT.

Steel shipyards.	
Columbia River Shipbuilding Corporation	Portland, Oreg.
Albina Engine & Machine Works (Inc.) [1]	Do.
Northwest Steel Co	Do.
G. M. Standifer Construction Corporation	Vancouver, Wash.
Skinner & Eddy Corporation (yard No. 1)	Seattle, Wash.
Skinner & Eddy Corporation (yard No. 2)	Do.
Seattle North Pacific Shipbuilding Co	Do.
Ames Shipbuilding & Dry Dock Co	Do.
J. F. Duthie Co	Do.
Todd Dry Dock & Construction Corporation	Tacoma, Wash.
Wood and concrete shipyards (more than 3,000 tons).	
Sanderson & Porter [1]	Raymond, Wash.
Sloan Shipyards Corporation [1]	Olympia, Wash.
Seaborn Shipyards Co.[1]	Tacoma, Wash.
Babare Bros.[1]	Do.
Wright Shipyards (Inc.) [1]	Do.
Tacoma Shipbuilding Co.[1]	Do.
Grant Smith-Porter Ship Co.[1]	Aberdeen, Wash.
Grays Harbor Motor Ship Corporation [1]	Do.
Nilson & Kelez Shipbuilding Corporation [1]	Seattle, Wash.
Meacham & Babcock [1]	Do.
Puget Sound Bridge & Dock Co.[1]	Do.
Allen Shipbuilding Co.[1]	Do.
Sloan Shipyards Corporation [1]	Anacortes, Wash.
Pacific American Fisheries	South Bellingham, Wash.
Patterson McDonald Shipbuilding Co.[2]	Seattle, Wash.
Elliott Bay Shipbuilding Co.[2]	Do.

[1] Contracts to be completed before Oct. 31, 1919. [2] Total contracts with yard canceled or suspended.

TABLE I.—*List of shipyards that have held Emergency Fleet Corporation contracts*—Contd.

GREAT LAKES DISTRICT.

Name of contractor.	Location.
Steel shipyards.	
American Shipbuilding Co.[1]	Buffalo, N. Y.
Great Lakes Engineering Works	Ashtabula, Ohio.
American Shipbuilding Co	Cleveland, Ohio.
American Shipbuilding Co	Lorain, Ohio.
Toledo Shipbuilding Co	Toledo, Ohio.
Great Lakes Engineering Works	Ecorse, Mich.
American Shipbuilding Co	Wyandotte, Mich.
Saginaw Shipbuilding Co	Saginaw, Mich.
American Shipbuilding Co	Chicago, Ill.
Manitowoc Shipbuilding Co	Manitotoc, Wis.
Globe Shipbuilding Co	Superior, Wis.
American Shipbuilding Co.[1]	Do.
McDougall-Duluth Co	Duluth, Minn.
Steel tugs and barges.	
Northwest Engineering Works	Green Bay, Wis.
Whitney Bro. Co	Superior, Wis.
Lake & Ocean Shipbuilding Co	Cleveland, Ohio.
Foundation Co. (Port Huron shipyards) [2]	Port Huron, Mich.
Wood tugs and barges.	
Universal Shipbuilding Co.[2]	Sturgeon Bay, Wis.
Leatham & Smith Towing & Wrecking Co	Do.
S. C. McLouth [2]	Marine City, Mich.
Burger-Boat Co	Manitowoc, Wis.
Dachel-Carter Boat Co.[1]	Benton Harbor, Mich.
Wood and concrete shipyards (more than 3,000 tons).	
Lake and Ocean Navigation Co.[1]	Sturgeon Bay, Wis.

DELAWARE RIVER DISTRICT.

Steel shipyards.	
Wm. Cramp & Sons' Ship & Engine Building Co	Philadelphia, Pa.
New York Shipbuilding Corporation	Camden, N. J. (old yard).
Sun Shipbuilding Co	Chester, Pa.
Merchants Shipbuilding Co	Do.
New Jersey Shipbuilding Co. (Pusey & Jones)	Gloucester, N. J.
Pennsylvania Shipbuilding Co. (Pusey & Jones)	Do.
American International Shipbuilding Corporation	Hog Island, Pa.
Merchant Shipbuilding Corporation	Bristol, Pa.
New York Shipbuilding Corporation	Camden, N. J. (south yard).
Pusey & Jones	Wilmington, Del.
Bethlehem Shipbuilding Corporation (Ltd.)	Do.

OREGON DISTRICT.

Wood and concrete shipyards (more than 3,000 tons).	
Supple & Ballin [1]	Portland, Oreg.
Coast Shipbuilding Co.[1]	Do.
Peninsula Shipbuilding Co	Do.
G. M. Standifer Construction Corporation [1]	Do.
G. M. Standifer Construction Corporation	Vancouver, Wash.
Grant Smith-Porter Ship Co.[1]	St. Johns, Portland, Oreg.
Feeny & Bremer Co.[1]	Tillamook, Oreg.
St. Helens Shipbuilding Co [1]	St Helens, Oreg.
Sommarstrom Shipbuilding Co.[1]	Columbia City, Oreg.
Wilson Shipbuilding Co.[1]	Astoria, Oreg.
Geo. F. Rodgers Co.[1]	Do.
McEachern Shipbuilding Co.[1]	Do.
Kiernan & Kern [2]	Portland, Oreg.

[1] Contracts to be completed before Oct. 31, 1919. [2] Total contracts with yard canceled or suspended.

TABLE II.—*Tabulation showing the shipyards, segregated by States, that are holding or have held contracts with the Corporation, also the number of ways in these yards and ways that were in existence April, 1917, and were able to build harbor and ocean-going tugs or larger vessels.*

	Yards May 1, 1919.		Yards in existence April, 1917.	
	Number of yards.	Number of ways.	Number of yards.	Number of ways.
ATLANTIC.				
1. Maine	14	45	11	19
2. New Hampshire	2	17	.....	.....
3. Massachusetts	4	33	4	9
4. Rhode Island	1	4	1	4
5. Connecticut	5	23	2	8
6. New York	18	85	11	49
7. New Jersey	10	91	6	21
8. Pennsylvania	6	83	4	20
9. Delaware	4	17	4	15
10. Maryland	14	74	10	42
11. Virginia	7	29	4	7
12. North Carolina	3	8	3	5
13. South Carolina	1	5	.....	.....
14. Georgia	7	27	3	6
15. Florida	10	39	8	12
Total yards on Atlantic	106	580	71	217
GULF.				
Florida	4	15	1	2
1. Alabama	5	13	2	3
2. Mississippi	4	14	3	3
3. Louisiana	7	27	2	4
4. Texas	11	53	4	4
Total yards on Gulf	31	122	11	16
PACIFIC.				
1. Washington	24	120	11	39
2. Oregon	17	73	9	25
3. California	21	96	8	30
Total yards on Pacific	62	289	28	94
GREAT LAKES.				
New York	1	3	1	1
1. Ohio	5	35	5	16
2. Indiana	.....	.....	.....	.....
3. Illinois	1	6	1	2
4. Michigan	7	36	5	22
5. Wisconsin	8	40	7	31
6. Minnesota	1	9	1	1
Total yards on Great Lakes	23	129	20	73
INLAND.				
1. Tennessee	1	2	.....	.....
Grand total	223	1,122	130	398

TABLE III.—*Data on shipbuilding plants, arranged by districts.*

(Yards actively engaged on corporation contracts, June 30, 1919.

Vessels.			Contractor.	Location.		Yard, new or old.	Area of yard in acres.	Ways, total number.	Type of launch.
Type.	Deadweight tons.			Steel.	Wood, etc.				
	Maximum.	Minimum.							
			NEW ENGLAND.						
WH	3,500		Cumberland S. B. Co		Portland, Me	New	24.2	4	End.
WH	3,500		L. H. Shattuck (Inc.)		Newington, N. H	do	69	12	Do.
WH	3,500		Freeport S. B. Co		South Freeport, Me	do	4.4	3	Do.
WH	3,500		The Kelley Spear Co		Bath, Me	Old	11.3	6	Do.
WC	2,500								
WH	3,500		Sandy Point S. B. Corp		Sandy Point, Me	New	7	7	Do.
WC	2,500								
WC	Tugs.		Crowninshield S. B. Co		South Somerset, Mass	do	10	7	Do.
WC	2,500		Crosby Navigation Co		Richmond, Me	Old	9	2	Do.
WC	2,500		R. T. Green Co		Chelsea, Mass	do	7	2	Do.
WC	2,500		Machias Ship Const. Co		Machias, Me	New	5.1	3	Do.
WC	2,500		Francis Cobb S. B. Co		Rockland, Me	Old		4	Do.
			NORTH ATLANTIC.						
WH	3,500		Foundation Co		Newark, N. J	New	38.8	5	Do.
WH	3,500		Groton Iron Works		Noank, Conn	Old	12	6	Do.
WH	3,500		Ship Const. & Trading Co		Stonington, Conn	New	9.3	3	Do.
WC	3,500		Traylor S. B. Corp		Cornwells Heights, Pa	do	80.5	5	Do.
WH	3,500		Gildersleeve S. B. Co		Gildersleeve, Conn	Old	15	2	Do.
WH	3,500		Kingston S. B. Co		Kingston, N. Y	New	8.4	3	Do.
WH	3,500		Johnson Shipyards Corp		Mariners Harbor, N. Y	Old	4	3	Do.
WC	2,500								
WH	3,500		Housatonic S. B. Co		Stratford, Conn	New	31	6	Do.
C	3,500		Fougner Amer. S. C. S. B. Corp		Long Island City, N. Y	do	9	1	Do.
SC	8,800		Groton Iron Works	Groton, Conn		New	26	6	Do.
SC	9,400								
SC	8,800		Atlantic Corp	Portsmouth, N. H		do	114	5	Do.
SC	9,100		Bethlehem S. B. Corp. (Ltd.)	Quincy, Mass		Old	75.5	20	Do.
SC	14,000	8,500	(Fore River S. B. Corp.).						
SC	9,970	4,100	Texas S. B. Co	Bath, Me		do	17.7	7	Do.
SC	7,500		Downey S. B. Corp	Mariners Harbor, N. Y		New	160	4	Do.
SC	9,000		Newburgh Shipyard (Inc.)	Newburgh, N. Y. (lower yard)		do	24	4	Do.

TABLE III.—*Data on shipbuilding plants, arranged by districts*—Continued.

Vessels.			Contractor.	Location.		Yard, new or old.	Area of yard in acres.	Ways, total number.	Type of launch.
Type.	Deadweight tons.			Steel.	Wood, etc.				
	Maximum.	Minimum.							
			NORTH ATLANTIC—continued.						
SC	9,600		Federal S. B. Co	Kearney, N. J		New	150	12	End.
SC	5,000		Bayles Shipyard (Inc.)	Port Jefferson, N. Y		do	7.5	4	Do.
SC	Tugs.		Bethlehem S. B. Corp. (Ltd.) (S. L. Moore Plant).	Elizabethport, N. J		Old	10	5	Do.
SC	3,930								
SC	7,433		Standard S. V. Co	Shooters Island, N. Y		do	54	8	Do.
SC	7,300								
SC	3,500		Staten Island S. B. Co	Mariners Harbor, N. Y		do	23	6	Do.
SC	5,236		Submarine Boat Corp	Newark, N. J		New	150	28	Do.
WC	1,500		Continental S. B. Corp		Yonkers, N. Y	do	18.3	2	Side.
WC	Tugs.		International S. B. & M. E. Co		Nyack, N. Y	Old	6.9	6	End.
WC	Tugs.		Gas Engine & Power Co. & Chas. L. Seabury & Co.		Morris Heights, New York City.	do	10	8	Do.
SC	Tugs.		Providence Engr. Corp	City Island, N. Y		do	6.9	5	Do.
WC	Tugs.		J. H. Mathis Co		Camden, N. J	do	14	3	Do.
WC	Tugs.		J. W. Sullivan Co		West New Brighton, N. Y	do	7.4	2	Do.
WC	Tugs.		A. C. Brown & Sons		Tottenville, N. Y	do	7.5	8	Do.
			DELAWARE RIVER.						
SC	7,500		Amer. Inter. S. B. Corp	Hog Island, near Philadelphia, Pa.		New	846	50	Do.
SC	8,000								
SC	9,000		Merchant S. B. Corp	Bristol, Pa		do	80	12	Do.
SC	10,300	10,000	Sun S. B. Co	Chester, Pa		Old	5	5	Do.
SC	13,000	11,750	New York S. B. Corp	Camden, N. J		Old	129.6	19	Do.
SC	13,000	10,000							
SC	13,560	3,800							
SC	9,500	7,500	Chester S. B. Co	Chester, Pa		Old	58	7	Do.
SC	10,000	4,500	Wm. Cramp & Sons S. & E. B. Co	Philadelphia, Pa		do	64	9	Do.
SC	5,000		New Jersey S. B. Co.						
SC	12,000	7,000	Pennsylvania S. B. Co.	Pusey & Jones Co.		New	144	5	Side.
				do		Old	25	6	Do.

SC	7,400		Bethlehem S. B. Corp. (Ltd.)	Wilmington, Del. (Harlan & Hollingsworth).		do	59	5	End.
SC	7,300								
SC	7,500								
SC	5,100								
SC	11,720	3,500							
SC	4,350	4,000	Pusey & Jones	Wilmington, Del		do	13	4	Do.
SC	13,000		New York S. B. Corp	Camden, N. J. (south yard)		New	36.4	4	Do.
			MIDDLE ATLANTIC.						
WH	3,500		Maryland S. B. Co		Sollers Point, Md	do	39	4	Do.
WC	3,500		C. H. Tenney & Co		Hampton, Va	do	18	3	Do.
WH	3,500		Henry Smith & Sons		Baltimore, Md	do	9	4	Do.
WH	3,500		Missouri Valley B. & I. Co		Quantico, Va	do	53	4	Do.
WH	3,500		York River S. B. Corp		West Point, Va	do	65	4	Side.
WH	3,500		North Carolina S. B. Co		Morehead City, N. C	do	7	2	End.
C	7,500	3,500	Liberty S. B. Co		Wilmington, N. C	do	42.6	2	Side.
SC	8,800		Baltimore D. D. & S. B. Co	Baltimore, Md. (south yard)		do	36.5	4	End.
SC	10,300								
SC	6,000			Baltimore, Md. (low yard)		Old	13.5	4	Do.
SC	6,200								
SC	9,400		Virginia S. B. Corp	Alexandria, Va		New	46.7	4	Do.
SC	10,000	5,500	Bethlehem S. B. Corp. (Ltd.)	Sparrows Point, Md		Old	97	10	Do.
SC	11,350	5,500							
SC	11,350	7,400							
SC	10,000	7,400							
SC	10,000								
SC	7,400								
SC	14,900	6,200	Newport News S. B. & D. D. Co	Newport News, Va		do	121.4	11	Do.
SC	13,000								
SC	9,600		Carolina S. B. Corp	Wilmington, N. C		New	50	4	Do.
WC	Tugs.		M. M. Davis & Son (Inc.)	Solomons, Md		Old	4.6	9	Do.
WC	2,500		Coastwise S. B. Co	Locust Point, Baltimore, Md		do	6.1	6	Do.
WC	2,500		Whitehaven S. B. Co	Whitehaven, Md		do	69	2	Do.
WC	Tugs.		Eastern Shore S. B. Co	Sharptown, Md		do	20	10	Do.
WC	Tugs.		Chance Marine Const. Co	Annapolis, Md		do	3	5	Do.
WC	2,500		H. E. Crook Co	Baltimore, Md		do	7	3	Do.
			SOUTHERN (EASTERN SEC.)						
WC	3,500	2,500	St. Johns River S. B. Co		Jacksonville, Fla	do	48.5	7	Do.
WH	3,500		American S. B. Co		Brunswick, Ga	New	24	6	Do.
WH	3,500		Tampa Dock Co		Tampa, Fla	do	14.2	4	Do.
WH	3,500		J. M. Murdock		Jacksonville, Fla	do	8.5	2	Do.
WH	3,500		U. S. Maritime Corp		Brunswick, Ga	do	102	4	Do.
WH	3,500		Morey & Thomas		St. Johns, Jacksonville, Fla	do	21	4	Do.
WH	3,500								
C	7,500		A. Bentley & Sons Co		Jacksonville, Fla	do	53	2	Side.
CC	3,500		Merrill-Stevens S. B. Corp	Jacksonville, Fla		do	60	8	Do.
SC	6,000								
SC	9,000								
SC	6,000								

TABLE III.—*Data on shipbuilding plants, arranged by districts*—Continued.

Vessels.			Contractor.	Location.		Yard, new or old.	Area of yard in acres.	Ways, total number.	Type of launch.
Type.	Deadweight tons.			Steel.	Wood, etc.				
	Maximum.	Minimum.							
			SOUTHERN (EASTERN SEC.)—Contd.						
CC	3,500		Terry S. B. Corp	Savannah, Ga		New	160	8	End.
SC	9,500								
SC	9,500		Oscar Daniels Co. (Tampa S. B. & Engr. Co.)	Tampa, Fla		do	55	34	Do.
SC	3,500								
WC	Tugs.		Southland Steamship Co		Savannah, Ga	Old	9	4	Do.
WC	Tugs.		Gibbs Gas Engine Co		South Jacksonville, Fla	do	2	4	
			SOUTHERN (WESTERN SECTION).						
CC	3,500		Merrill-Stevens S. B. Corp		Slidell, La	do	25	4	Do.
WH	3,500		Dierkes-Blodgett S. B. Co		Pascagoula, Miss	New	23.8	4	Do.
CC	3,500		Mobile S. B. Co		Mobile, Ala	do	17	6	Do.
SC	5,000								
WH	3,500		Murnan S. B. Corp		Blakely Island, Ala	do	8	2	Do.
WH	3,500		Hodge Ship Co., (Inc.)		Moss Point, Miss	do	13	4	Do.
WH	3,500		Dantzler S. B. & D. D. Co		do	do	16	4	Do.
WH	3,500		Jahncke S. B. Co. (Inc.)		Madisonville, La	do	29	7	Do.
C	7,500		Fred. T. Ley Co. (Inc.)		Mobile, Ala	do	118	2	Side.
SC	7,500		Alabama D. D. & S. B. Co	Pinto Island, Ala		Old	6	1	Do.
WH	3,500		do		Mobile, Ala	do		2	End.
SC	9,000		Pensacola S. B. Co	Pensacola, Fla		New	13	5	Side.
SC	9,000		Doullut & Williams S. B. Co	New Orleans, La		do	69	4	Do.
WC	2,500		American Lumber Co		Millville, Fla	do	14	4	End.
SC	Barge		Nashville Bridge Co	Nashville, Tenn		do	5	2	Do.
SC	Tugs		Johnson Iron Works	New Orleans, La		do	5	4	Side.
			GULF.						
WH	3,500		Universal S. B. Co		Houston, Tex	do	40.5	8	End.
WH	3,500		McBride & Law		Beaumont, Tex	do	5.5	2	Do.
WH	3,500		Union Bridge & Const. Co		Morgan City, La	do	22.5	6	Do.
WC	2,500								
WC	5,000	4,700	National Oil Co		Orange, Tex	do	14.3	8	Do.
WH	3,500		Lone Star S. B. Co		Beaumont, Tex	do	10	4	Do.
WH	3,500		J. N. McCammon		do	do	3.5	2	Do.

WH	3,500		Southern D. D. & S. B. Co		Orange, Tex	do	8.5	5	Do.
WH	3,500		Midland Bridge Co		Houston Ship Channel, Tex	do	37.5	6	Do.
WC	2,500								
WH	3,500		Beaumont S. B. & D. D. Co		Beaumont, Tex	do	72.5	8	Do.
WC	2,000								
WH	3,500		Heldenfels Bros		Rockport, Tex	do	12.8	4	Do.
			SOUTHERN PACIFIC.						
WH	3,500		Hammond Lumber Co		Humboldt Bay, Calif	Old	11	4	Do.
WH	3,500		Kruse & Banks S. B. Co		North Bend, Oreg	do	14	5	Do.
WH	3,500		Fulton S. B. Co		Wilmington, Calif	do	5.5	6	Do.
WH	3,500		Coos Bay S. B. Co		Marshfield, Oreg	New	10	4	Do.
WH	3,500		Ralph J. Chandler (Inc.)		Wilmington, Calif	do	9	4	Do.
WH	3,500		Benecia S. B. Corp		Benecia, Calif	Old	50	2	Do.
WH	3,500		Rolph S. B. Co		Humboldt Bay, Calif	do	30	8	Do.
C	7,500		San Francisco S. B. Co		Oakland, Calif	New	46	2	Side.
C	7,500		Scofield Engr. Co		San Diego, Calif	do	33.82	2	Do.
SC	8,800		Los Angeles S. B. & D. D. Co	San Pedro, Calif		do	70	64	End.
SC	9,400								
SC	9,400								
SC	10,000		Moore S. B. Co	Oakland, Calif		Old	20	10	Do.
SC	9,400	7,100							
SC	8,800		Western P. & S. Co. of California	South San Francisco, Calif		New	172	4	Side.
SC	8,800		Southwestern S. B. Co	San Pedro, Calif		do	40	6	End.
SC	6,000								
SC	8,800	3,200	Long Beach S. B. Co. (Craig S.B. Co.)	Long Beach, Calif		do	29	5	Side.
SC	3,000								
SC	9,400		Pacific Coast S. B. Co	Bay Point, Calif		do	237	4	End.
SC	5,350		Hanlon D. D. & S. B. Co	Oakland, Calif		Old	13	5	Do.
SC	5,500								
SC	10,100								
SC	11,825	8,000	Bethlehem S. B. Corp. (Ltd.) (Union Iron Works)	Alameda, Calif		do	73	6	Do.
SC	14,900								
SC	9,400		Union Industrial Works	Oakland, Calif		New	40	4	Do.
WC	Tugs.		Main Iron Works		Oakland, Calif	Old	1.5	4	Do.
			OREGON.						
WC	3,500		G. M. Standifer Const. Corp		Portland, Oreg	do	7	4	Do.
WC	4,000		Peninsula S. B. Co		do	do	14.5	4	Do.
WC	4,000								
WH	3,500		Coast S. B. Co		do	New	10.5	4	Do.
WC	3,500								
WH	3,500		Sommarstrom S. B. Co		Columbia City, Oreg	do	13	4	Do.
WH	3,500		Wilson S. B. Co		Astoria, Oreg	Old	5.7	4	Do.
WH	3,500		Geo. F. Rodgers Co		do	New	7.1	4	Do.
WH	3,500		St. Helens S. B. Co		St. Helens, Oreg	Old	9.7	5	Do.
WH	3,500		McEachern Ship Co		Astoria, Oreg	New	18	6	Do.
WC	3,500		Grant Smith-Porter Ship Co		St. Johns, Portland, Oreg	do		8	Do.
CC	4,000		Supple & Ballin		Portland, Oreg	Old	12	4	Do.
WC	4,500								

TABLE III.—*Data on shipbuilding plants, arranged by districts*—Continued.

Vessels.			Contractor.	Location.		Yard, new or old.	Area of yard in acres.	Ways, total number.	Type of launch.
Type.	Deadweight tons.			Steel.	Wood, etc.				
	Maximum.	Minimum.							
			NORTHERN PACIFIC.						
WC	3,500		Sloan Shipyards Corp		Anacortes, Wash	New	22	6	End.
					Olympia, Wash	do	16.6	8	Do.
WH	4,000		Grays Harbor M. S. Corp		Aberdeen, Wash	Old	21.9	8	Do.
WH	3,500		Sanderson & Porter		Raymond, Wash	New	23	6	Do.
WC	3,500		Grant Smith-Porter Ship Co		Aberdeen, Wash	New	8.8	4	Do.
WH	3,500		Nilson & Kelez S. B. Corp		Seattle, Wash	New	6	3	Do.
WH	3,500		Seaborn Shipyards Co		Tacoma, Wash	Old	11.7	4	Do.
WH	3,500		Babare Bros		Tacoma, Wash	do	3	2	Do.
WH	4,000		Puget Sound B. & D. Co		Seattle, Wash	do	12.3	6	Do.
WH	3,500		Wright Shipyards (Inc.)		Tacoma, Wash	New	14.4	3	Do.
WC	3,500		Pacific American Fisheries		South Bellingham, Wash	Old	17.5	5	Do.
WH	3,500		Tacoma S. B. Co		Tacoma, Wash	New	23.5	6	Do.
WH	3,500		Meacham & Babcock		Seattle, Wash	do	20	6	Do.
WC	3,500								
SC	9,600	8,800	Skinner & Eddy Corp. (Seattle, Const. & D. D. plant taken over).	Seattle, Wash. (No. 1)		Old	27.3	5	Do.
SC	9,600	8,800		Seattle, Wash. (No. 2)		do	27	5	Do.
SC	8,800								
SC	9,000	8,694							
SC	10,500	7,500							
SC	7,500		Todd D. D. & Const. Corp	Tacoma, Wash		New	100	8	Do.
SC	7,500								
SC	7,500								
SC	9,400		Seattle North Pacific S. B. Co	Seattle, Wash		do	27.8	5	Do.
SC	8,800		J. F. Duthie & Co	do		Old	25	4	Do.
SC	9,500		G. M. Standifer Const. Corp	Vancouver, Wash		New	50	5	Do.
SC	8,800		Northwest Steel Co	Portland, Oreg		Old	13.7	4	Do.
SC	8,800								
SC	8,800								
SC	8,800		Columbia River S. B. Corp	do		do	21	5	Do.
SC	8,800								
SC	3,800								
SC	3,800	3,300	Albina Eng. & Mach. Wks. (Inc.)	do		do	7.5	5	Do.
SC	3,800								
SC	8,800								
SC	9,000	8,500	Ames S. B. & D. D. Co	Seattle, Wash		do	16	4	Do.

GREAT LAKES.

SC	3,500		Saginaw S. B. Co	Saginaw, Mich		New	38	6	Side.
SC	4,050								
SC	3,550		American S. B. Co	Buffalo, N. Y		Old	12	3	Do.
SC	3,550								
SC	4,200								
SC	4,050								
SC	3,550		do	Chicago, Ill		do	22	6	Do.
SC	3,550								
SC	4,200								
SC	4,050								
SC	3,300	3,100							
SC	4,200		do	Wyandotte, Mich		do	25	10	Do.
SC	3,550								
SC	3,550								
SC	3,550								
SC	4,050								
SC	4,100	3,100							
SC	3,550								
SC	3,550								
SC	4,200		do	Superior, Wis		do	26	5	Do.
SC	4,050								
SC	3,100								
SC	4,200								
SC	3,550								
SC	3,550		do	Cleveland, Ohio		do	20	3	Do.
SC	3,550								
SC	4,050								
SC	4,100	3,100							
SC	3,550								
SC	3,550								
SC	4,200		do	Lorain, Ohio		do	42	8	Do.
SC	4,050								
SC	12,000	3,100							
SC	3,500								
SC	4,050		Toledo S. B. Co	Toledo, Ohio		do	21	6	Do.
SC	2,930								
SC	3,500								
SC	4,050		Globe S. B. Co	Superior, Wis		New	9	5	Do.
SC	3,500								
SC	4,200								
SC	3,350								
SC	4,050		Great Lakes Engr. Works	Ashtabula, Ohio		Old	35	4	Do.
SC	5,500								
SC	4,200								
SC	3,350								
SC	4,050		do	Ecorse, Mich		do	78	8	Do.
SC	13,000	3,400							
SC	3,500								
SC	4,050		McDougall Duluth Co	Duluth, Minn		New	54	9	Do.
SC	3,300	3,100							

TABLE III.—*Data on shipbuilding plants, arranged by districts*—Continued.

Vessels.			Contractor.	Location.		Yard, new or old.	Area of yard in acres.	Ways, total number.	Type of launch.
Type.	Deadweight tons.			Steel.	Wood, etc.				
	Maximum.	Minimum.							
			GREAT LAKES—continued.						
SC	3,400								
SC	4,050		Manitowoc S. B. Co	Manitowoc, Wis		Old	38	6	Side.
SC	3,460								
WC	Tugs.		S. C. McLouth		Marine City, Mich	do	40	4	Do.
WC	Tugs.		Burger Boat Co		Manitowoc, Wis	do	5	5	End.
SC	Tugs.								
WC	Tugs.		Northwest Engr. Works	Green Bay, Wis		do	5	8	Side and end.
WC	Tugs.								
SC	Tugs.		Whitney Bros	Superior, Wis		do	5	6	Side.
WC	Tugs.		Universal S. B. Co		Sturgeon Bay, Wis	do	15	3	Do.
WC	Tugs.								
WC	Tugs.		Leatham & Smith T. & W. Co		do	do	5	6	Side and end.
WC	Tugs.		Dachel-Carter Boat Co		Benton Harbor, Mich	do	9	5	Side.

TABLE IV.—*Accumulated program of ship construction.*

[Including construction in foreign yards.]

Type.	Original program.		Canceled.		Under suspension.		Total under suspension or canceled.		Active program.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number	Dead-weight tons.
REQUISITIONED STEEL.										
Cargo	330	2,157,754	2	10,600	16	122,500	18	133,100	293	1,842,754
Cargo (released)			7	72,300			7	72,300		
Cargo (to contract)			12	109,600			12	109,600		
Tanker	60	580,430	2	20,200			2	20,200	58	560,230
Refrigerator	11	83,000							11	83,000
Transport	9	70,775							9	70,775
Collier	9	70,350							9	70,350
Passenger and cargo	6	37,772	2	9,000			2	9,000	4	28,772
Ore carrier (released)	6	68,260	6	68,260			6	68,260		
Total	431	3,068,341	31	289,960	16	122,500	47	412,460	384	2,655,881
Less to contract	12	109,600	12	109,600			12	109,600		
Net total	419	2,958,741	19	180,360	16	122,500	35	302,860	384	2,655,881
CONTRACT STEEL.										
Cargo (United States)	1,301	8,891,430	69	599,975	106	824,600	175	1,424,575	1,126	7,466,855
Cargo (Japan)	30	245,850							30	245,850
Cargo (China)	4	40,000							4	40,000
Cargo (United States, experimental)	32	254,800	32	254,800			32	254,800		
Tanker	88	821,800	8	84,800	19	171,600	27	256,400	61	565,400
Tanker (Navy)	12	131,000							12	131,000
Refrigerator	8	75,200							8	75,200
Transport	90	823,800	55	540,000	23	184,000	78	724,000	12	99,800
Passenger and cargo	27	346,000							27	346,000
Barge	16	49,200	6	19,800	5	14,700	11	34,500	5	14,700
Tug (ocean)	104	(1)	32	(1)	24	(1)	56	(1)	48	(1)
Tug (harbor)	8	(1)							8	(1)
Total	1,720	11,679,080	202	1,499,375	177	1,194,900	379	2,694,275	1,341	8,984,805

[1] No tonnage given on tugs.

TABLE IV.—*Accumulated program of ship construction*—Continued.

Type.	Original program.		Canceled.		Under suspension.		Total under suspension or canceled.		Active program.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
CONTRACT WOOD.										
Cargo (wood)	519	1,914,750	217	817,700	.....	.....	217	817,700	302	1,097,050
Cargo (composite)	50	175,000	28	98,000	4	14,000	32	112,000	18	63,000
Finished hull (wood)	112	395,400	1	4,100	1	3,500	2	7,600	110	387,800
Sailing vessel	8	29,000	.....	.....	.....	.....	.....	.....	8	29,000
Barge (converted)	74	266,450	6	27,150	1	3,500	7	30,650	67	235,800
Barge	143	372,500	113	297,500	.....	.....	113	297,500	30	75,000
Tug (ocean)	61	(1)	17	(1)	6	(1)	23	(1)	38	(1)
Tug (harbor)	100	(1)	16	(1)	28	(1)	44	(1)	56	(1)
Total	1,067	3,153,100	398	1,244,450	40	21,000	438	1,265,450	629	1,887,650
CONTRACT CONCRETE.										
Cargo	7	32,000	1	3,500	.....	.....	1	3,500	6	28,500
Tanker	36	270,000	28	210,000	.....	.....	28	210,000	8	60,000
Total	43	302,000	29	213,500	.....	.....	29	213,500	14	88,500
Grand total	3,249	18,092,921	648	3,137,685	233	1,338,400	881	4,476,085	2,368	13,616,836

[1] No tonnage given on tugs.

TABLE IVa.—*Accumulated program of ship construction by geographical sections of the United States.*

Section of country and class of construction.	Accumulated program (United States).		Canceled.		Under suspension.		Total canceled or under suspension.		Active program.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
ATLANTIC COAST.										
Requisitioned steel	211	1,685,747	12	108,060	16	122,500	28	230,560	183	1,455,187
Contract steel	736	5,207,580	105	776,575	74	418,500	179	1,195,075	557	4,012,505
Contract wood	364	838,000	153	388,500	22	.....	175	388,500	189	449,500
Contract composite	24	84,000	10	35,000	4	14,000	14	49,000	10	35,000
Contract concrete	19	122,000	13	93,500	.....	.....	13	93,500	6	28,500
Total	1,354	7,937,327	293	1,401,635	116	555,000	409	1,956,635	945	5,980,692
GULF COAST.										
Requisitioned steel	2	7,000	.....	.....	.....	.....	.....	.....	2	7,000
Contract steel	90	575,000	16	109,800	23	128,700	39	238,500	51	336,500
Contract wood	222	780,000	126	438,600	2	7,000	128	445,600	94	334,400
Contract composite	26	91,000	18	63,000	.....	.....	18	63,000	8	28,000
Contract concrete	8	60,000	5	37,500	.....	.....	5	37,500	3	22,500
Total	348	1,513,000	165	648,900	25	135,700	190	784,600	158	728,400
PACIFIC COAST.										
Requisitioned steel	101	876,494	1	10,000	.....	.....	1	10,000	100	866,494
Contract steel	474	4,254,600	59	613,000	69	603,150	128	1,216,150	346	3,038,450
Contract wood	378	1,357,600	87	319,350	.....	.....	87	319,350	291	1,038,250
Contract concrete	16	120,000	11	82,500	.....	.....	11	82,500	5	37,500
Total	969	6,608,694	158	1,024,850	69	603,150	227	1,628,000	742	4,980,694
GREAT LAKES.										
Requisitioned steel	105	389,500	6	62,300	.....	.....	6	62,300	99	327,200
Contract steel	386	1,356,050	22	.....	11	44,550	33	44,550	353	1,311,500
Contract wood	53	2,500	4	.....	12	.....	16	.....	37	2,500
Total	544	1,748,050	32	62,300	23	44,550	55	106,850	489	1,641,200
ENTIRE COUNTRY.										
Requisitioned steel	419	2,958,741	19	180,360	16	122,500	35	302,860	384	2,655,881
Contract steel	1,686	11,393,230	202	1,499,375	177	1,194,900	379	2,694,275	1,307	8,698,955
Contract wood	1,017	2,978,100	370	1,146,450	36	7,000	406	1,153,450	611	1,824,650
Contract composite	50	175,000	28	98,000	4	14,000	32	112,000	18	63,000
Contract concrete	43	302,000	29	213,500	.....	.....	29	213,500	14	888,500
Total	3,215	17,807,071	648	3,137,685	233	1,338,400	881	4,476,085	2,334	13,330,986

TABLE V.—*Maximum program of ship construction.*

Type.	Maximum program September-October, 1918.		Canceled.		Under suspension.		Total under suspension or canceled.		Active program.	
	Number.	Dead-weight tons	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
REQUISITIONED STEEL.										
Cargo	309	1,965,254	.....	.....	16	122,500	16	122,500	293	1,842,754
Tanker	58	560,230	.....	.....	.....	.....	.....	.....	58	560,230
Refrigerator	11	83,000	.....	.....	.....	.....	.....	.....	11	83,000
Transport	9	70,775	.....	.....	.....	.....	.....	.....	9	70,775
Collier	9	70,350	.....	.....	.....	.....	.....	.....	9	70,350
Passenger and cargo	4	28,772	.....	.....	.....	.....	.....	.....	4	28,772
Total	400	2,778,371	.....	.....	16	122,500	16	122,500	384	2,655,881
CONTRACT STEEL.										
Cargo (United States)	1,301	8,891,430	69	599,975	106	824,600	175	1,424,575	1,126	7,466,855
Cargo (Japan)	30	245,850	.....	.....	.....	.....	.....	.....	30	245,850
Cargo (China)	4	40,000	.....	.....	.....	.....	.....	.....	4	40,000
Tanker	80	737,000	.....	.....	19	171,600	19	171,600	61	565,400
Tanker (Navy)	8	91,000	.....	.....	.....	.....	.....	.....	8	91,000
Refrigerator	8	75,200	.....	.....	.....	.....	.....	.....	8	75,200
Transport	90	823,800	55	540,000	23	184,000	78	724,000	12	99,800
Passenger and cargo	27	346,000	.....	.....	.....	.....	.....	.....	27	346,000
Barge	16	49,200	6	19,800	5	14,700	11	34,500	5	14,700
Tug (ocean)	104	(1)	32	(1)	24	(1)	56	(1)	48	(1)
Tug (harbor)	8	(1)	.....	.....	.....	.....	.....	.....	8	(1)
Total	1,676	11,299,480	162	1,159,775	177	1,194,900	339	2,354,675	1,337	8,944,805
CONTRACT WOOD.										
Cargo (wood)	513	1,893,750	211	796,700	.....	.....	211	796,700	302	1,097,050
Cargo (composite)	24	84,000	2	7,000	4	14,000	6	21,000	18	63,000
Finished hull	112	395,400	1	4,100	1	3,500	2	7,600	110	387,800
Sailing vessel	8	29,000	.....	.....	.....	.....	.....	.....	8	29,000
Barge (converted)	74	266,450	6	27,150	1	3,500	7	30,650	67	235,800
Barge	138	355,000	108	280,000	.....	.....	108	280,000	30	75,000
Tug (ocean)	61	(1)	17	(1)	6	(1)	23	(1)	38	(1)
Tug (harbor)	100	(1)	16	(1)	28	(1)	44	(1)	56	(1)
Total	1,030	3,023,600	361	1,114,950	40	21,000	401	1,135,950	629	1,887,650

CONTRACT CONCRETE.										
Cargo	6	28,500							6	28,500
Tanker	36	270,000	28	210,000			28	210,000	8	60,000
Total	42	298,500	28	210,000			28	210,000	14	88,500
Grand total	3,148	17,399,961	551	2,484,725	233	1,338,400	784	3,823,125	2,364	13,576,836
									[2] 4	40,000
Total	3,148	17,399,961	551	2,484,725	233	1,338,400	784	3,823,125	2,368	13,616,836

[1] No tonnage given.

[2] Navy tankers, not included in maximum program.

TABLE VI.—*Showing keels laid.*

[Emergency Fleet Corporation program.]

Month.	Requisitioned steel.		Contract steel.		Contract wood.		Contract composite.		Contract concrete.		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.
1916.												
April	1	8,130									1	8,130
May	1	7,500									1	7,500
June	2	18,530									2	18,530
July	4	42,900									4	42,900
August	2	17,800									2	17,800
September	1	7,000									1	7,000
October	6	36,300									6	36,300
November	9	54,230									9	54,230
December	4	32,800									4	32,800
Total	30	225,190									30	225,190
1917.												
January	10	101,600									10	101,600
February	7	53,986									7	53,986
March	13	111,316									15	111,316
April	23	155,724									23	155,724
May	24	156,585			4	15,000					28	171,585
June	17	89,730			3	11,500					20	101,230
July	10	59,175	1	8,800	10	35,000					21	102,975
August	15	91,180	4	35,200	32	113,000					51	239,380
September	20	101,105	1	8,800	39	144,700	2	7,000			62	261,605
October	17	90,360	2	18,800	39	136,500	6	21,000			64	266,660
November	28	184,300	9	70,950	55	191,000	3	10,500			95	456,750
December	17	107,480	13	107,325	38	132,000	3	10,500			71	357,305
Total	201	1,302,541	30	249,875	220	778,700	14	49,000			465	2,380,116
1918.												
January	16	90,425	17	114,425	26	92,000	4	14,000			63	310,850
February	17	94,700	29	185,725	24	87,000					70	367,425
March	16	105,655	45	295,050	21	75,150					82	475,855
April	16	111,200	43	283,025	29	89,900					88	484,125
May	18	129,300	44	273,600	32	86,000			1	3,000	95	491,900
June	9	60,720	44	279,875	31	105,850					84	446,445
July	13	129,125	70	453,700	46	148,700					129	731,525

August	6	45,950	56	344,508	44	142,700	.....	.....	1	3,500	107	536,658
September	5	31,900	66	386,750	37	90,350	.....	.....	.....	.....	108	509,000
October	7	76,375	73	466,666	40	83,200	.....	.....	3	18,500	123	644,741
November	3	28,500	55	361,508	32	37,600	.....	.....	6	41,000	96	468,608
December	2	19,000	68	400,383	15	7,500	.....	.....	1	7,500	86	434,383
Total	128	922,850	610	3,845,215	377,	1,045,950	4	14,000	12	73,500	1,131	5,901,515
1919.												
January	3	23,300	48	316,008	3	.....	.....	.....	.....	.....	54	339,308
February	2	13,300	51	313,525	4	.....	.....	.....	.....	.....	57	326,825
March	.....	.....	72	462,933	3	.....	.....	.....	.....	.....	75	462,933
April	1	8,800	81	533,741	2	.....	.....	.....	.....	.....	84	542,541
May	3	23,100	80	594,283	1	.....	.....	.....	.....	.....	84	617,383
June	1	9,000	60	447,575	1	.....	.....	.....	.....	.....	62	456,575
Total	10	77,500	392	2,668,065	14	.....	.....	.....	.....	.....	416	2,745,565
Grand total	369	2,528,081	1,032	6,763,155	611	1,824,650	18	63,000	12	73,500	2,042	11,252,386
Suspended	.....	.....	.....	.....	10	3,500	4	14,000	.....	.....	14	17,500
Canceled	.....	.....	1	.....	86	284,100	2	7,000	.....	.....	89	291,100
Total	369	2,528,081	1,033	6,763,155	707	2,112,250	24	84,000	12	73,500	2,145	11,560,986

TABLE VII.—*Showing ships launched.*

[Emergency Fleet Corporation program.]

Month.	Requisitioned steel.		Contract steel.		Contract wood.		Contract composite.		Contract concrete.		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.
1917.												
April	2	12,500									2	12,500
May	3	20,330									3	20,330
June	4	24,400									4	24,400
July	7	39,835									7	39,835
August	16	126,949									16	126,949
September	12	63,480									12	63,480
October	17	116,376									17	116,376
November	19	135,805	1	8,800							20	144,605
December	21	134,730	2	17,600	2	7,500					25	159,830
Total	101	674,405	3	26,400	2	7,500					106	708,305
1918.												
January	15	103,700	1	8,800							16	112,500
February	23	132,200	3	21,150	5	18,500					31	171,850
March	27	167,166	6	51,650	11	40,000					44	258,816
April	22	119,880	7	45,850	17	59,500					46	225,230
May	28	164,530	14	85,025	31	112,200	1	3,500			74	365,255
June	13	77,050	13	74,300	22	78,700	1	3,500			49	233,550
July	33	217,325	35	218,725	54	191,700	2	7,000			124	634,750
August	17	119,130	29	174,650	34	111,850	3	10,500			83	416,130
September	19	146,125	40	215,525	31	110,200	3	10,500			93	482,350
October	6	54,075	41	244,700	33	103,700					80	402,475
November	10	84,900	39	230,200	32	109,200	3	10,500			84	434,800
December	8	59,825	51	327,525	29	79,850			1	3,000	89	470,200
Total	221	1,445,906	279	1,698,100	299	1,015,400	13	45,500	1	3,000	813	4,207,906
1919.												
January	3	28,200	33	186,525	27	86,000					63	300,725
February	7	52,220	45	268,475	15	44,400	2	7,000			69	372,095
March	4	33,200	64	387,158	22	60,700					90	481,058
April	1	8,800	72	440,116	40	126,150	2	7,000			115	582,066
May	5	45,800	82	517,258	46	138,900	1	3,500	1	7,500	135	712,958
June	4	28,750	61	391,650	32	76,100			1	7,500	98	504,000
Total	24	196,970	357	2,191,182	182	532,250	5	17,500	2	15,000	570	2,952,902
Grand total	346	2,317,281	639	3,915,682	483	1,555,150	18	63,000	3	18,000	1,489	7,869,113
Suspended					6						6	
Total	346	2,317,281	639	3,915,682	489	1,555,150	18	63,000	3	18,000	1,495	7,869,113

TABLE VIII.—*Showing ships delivered.*

[Emergency Fleet program.]

Month.	Requisitioned steel.		Contract steel.		Contract wood.		Contract composite.		Contract concrete.		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.
1917.												
August	1	2,930									1	2,930
September	7	40,494									7	40,494
October	13	85,085									13	85,085
November	17	76,310									17	76,310
December	11	96,990									11	96,990
Total	49	301,809									49	301,809
1918.												
January	10	82,641	1	8,800							11	91,441
February	15	115,850	1	8,800							16	124,650
March	19	153,400	1	8,800							20	162,200
April	29	154,005	1	8,800							30	162,805
May	36	218,391	6	37,050	1	3,500					43	258,941
June	34	192,935	9	63,450	5	18,000					48	274,385
July	18	98,605	18	110,000	5	18,000					41	226,605
August	22	129,095	19	106,950	20	71,500	2	7,000			63	314,545
September	23	150,000	22	110,950	26	92,500	1	3,500			72	356,950
October	17	134,800	28	148,500	29	104,200	1	3,500			75	391,000
November	17	135,625	35	167,250	11	37,500					63	340,375
December	8	55,005	21	170,275	15	54,700	1	3,500			45	283,480
Total	248	1,620,352	162	949,625	112	399,900	5	17,500			527	2,987,377
1919.												
January	3	27,600	13	95,400	6	21,000	1	3,500			23	147,500
February	7	52,800	20	142,100	8	25,000	2	7,000			37	226,900
March	5	34,100	26	169,925	11	39,000					42	243,025
April	4	33,220	74	402,650	35	120,400	1	3,500			114	559,770
May	9	82,400	80	529,200	52	184,100	2	7,000			143	802,700
June	7	52,825	63	361,458	50	171,300	1	3,500			121	589,083
Total	35	282,945	276	1,700,733	162	560,800	7	24,500			480	2,568,978
Grand total	332	2,205,106	438	2,650,358	274	960,700	12	42,000			1,056	5,858,164

TABLE IX.—*Ships delivered, by districts.*

District.	Requisitioned steel delivered.		Contract steel delivered.		Contract wood delivered.		Contract composite delivered.		Total deliveries.	
	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.	Number.	Dead-weight tons.
New England	15	155,850			15	41,000			30	196,850
Northern Atlantic	20	119,400	35	226,033	30	105,000			85	450,433
Delaware River	68	507,502							68	507,502
American International Shipbuilding Corporation			27	202,500					27	202,500
Merchant Shipbuilding Corporation			9	81,000					9	81,000
Submarine Boat Corporation			33	167,475					33	167,475
Middle Atlantic	28	221,660	12	105,300	8	21,000			48	347,960
Southern	2	7,000			20	70,000	12	42,000	34	119,000
Gulf					28	108,800			28	108,800
Southern Pacific	30	294,500	51	460,700	30	105,000			111	860,200
Northern Pacific	70	571,994	86	713,100	75	268,900			231	1,553,994
Oregon					66	238,500			66	238,500
Great Lakes	99	327,200	185	694,250	2	2,500			286	1,023,950
Total	332	2,205,106	438	2,650,358	274	960,700	12	42,000	1,056	5,858,164

TABLE X.—*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 Tinicum 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		192,607.51
H. P. Schneider (construction contract)	lump sum	1,167,780.33
539 houses, Moss, Taylor & Crawford—		
Land		219,362.56
Moss, Taylor & Crawford (construction contract)	lump sum	1,256,287.18
600 houses, Seventieth Street and Elmwood Avenue, Philadelphia, Pa.:		
Land		419,875.00
H. P. Schneider (construction contract)	lump sum	1,885,000.00
Public utilities for all the above projects		388,983.45
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	48,494.60
Blumenthal Kahn Electrical Co. (electric wiring and fixtures)	lump sum	15,930.00
Field Barker & Underwood (paving, etc.)[1]	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)		38,000.00

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	222,237.00
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)	do	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)[1]	do	52,410.75
Robert Graves Co. (decorating)[1]	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		568,911.31

[1] These contracts were made to complete work originally included in general construction contracts but subsequently eliminated this form.

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 electricity)	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.)	do	17,500.00
Gladfelter & Chambers (construction store building), lump sum[1]		73,721.25
J. W. DeWitt (papering and painting)[1]	do	19,228.00
Loans to the Consolidated Gas, Electric Light & Power Co. for gas and electricity (includes St. Helena)		104,502.05
Loans to the Dundalk Co. for sewers and water (includes St. Helena)		150,000.00

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, sewerage, etc.		121,700.00
Loan to privately owned electric company		20,631.70

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
Wells Architectural Iron Co. (iron work)	do	61,353.00
Reliance Fireproof Door Co. (fireproof doors)	do	10,892.00
Morris L. Ackers (painting)	do	39,565.85

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)[1]	unit prices	186,992.20
Haney White Co. (millwork and stair material)	do	35,758.12
Sabine & Co. (heating)[1]	do	132,266.00
Nicholson Electric Co. (electric wiring)[1]	do	25,560.66
Horn & Brennan (light fixtures)[1]	do	14,986.95
Stewart Iron Works Co. (fences)[1]	do	22,000.00
S. C. Trego (plastering and stucco work)[1]	do	55,547.00
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

[1] These contracts were made to complete work originally included in general construction contracts but subsequently eliminated this form.

Chester Shipbuilding Co.—Continued.		
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
Loan to city of Chester for public utilities, as per agreement		138,185.00
Loan to privately owned gas company		104,000.00

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)[1]	lump sum	52,980.00
H. Miller (planting and seeding)[1]	do	18,500.00
Loan to city of Lorain for public utilities and street improvements		57,000.00
Loan to Lorain County Electric Co. (electric installation)		18,800.00

BATH, ME.

Texas Steamship Co.:		
L. P. Soule & Son Co. (construction contract)	fee	28,000.00
Litchfield & Prest (outfall sewer)[1]	unit prices	26,755.53
Small & Ingalls (street improvements)[1]	do	51,731.50
F. A. Rumery Co. (construction contract, school)[1]	do	36,428.00
Loan to city of Bath for public utilities and street improvements		125,000.00

UNION PARK GARDENS, WILMINGTON, DEL.

Bethlehem Shipbuilding Co. and Pusey & Jones:		
Land purchased by realty company.		
Lynch Construction Co. (construction contract)	fee	66,500.00
Ballinger & Perrott (architects and engineers)	do	10,000.00
B. D. Wright (painting and decorating)[1]	unit prices	29,234.00
Shapiro & Aronson (light fixtures)[1]	do	13,610.60
Union Paving Co. (street improvements)[1]	do	232,096.20
Loan to Wilmington & Philadelphia Traction Co. (electric installation)		20,462.00
Loan to Wilmington Gas Co. (gas installation)		37,939.00
Loan to city of Wilmington for public utilities		160,000.00

BRISTOL, PA.

Merchants' Shipbuilding Co.:		
Land		150,700.00
F. A. Gellette 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)[1]	lump sum	16,830.00
Stewart Iron Works Co. (fences)[1]	unit prices	22,000.00
Arthur McMullen Co. (street improvements)[1]		139,358.20
Loan to city of Gloucester for public utilities and street improvements		200,000.00
Loan to Public Service Gas Co. (gas installation)		49,520.00
Loan to Public Service Electric Co. (electric installation)		36,846.45

[1] These contracts were made to complete work originally included in general construction contracts but subsequently eliminated this form.

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)[1]	lump sum	12,550.00
Loan to Springfield Water Co. for water supply and distribution		38,000.00
(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
Hooper & 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 Co. for gas extension		29,000.00
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.		

WYANDOTTE, MICH.

Detroit Shipbuilding Co.:		
Land purchased by realty company.		
Loan to city of Wyandotte for public utilities, street improvements, etc		19,800.00

MANITOWOC, WIS.

Manitowoc Shipbuilding Co.:		
Land purchased by realty company.		
Walter W. Oeflein (Inc.), (construction contract)	fee	18,000.00
Manger & McGucken (street improvements)[1]	unit prices	45,514.45
Gray Robinson Construction Co (utilities)[1]	do	17,854.64
Loan to city of Manitowoc for public utilities, street improvements, etc., including electric extension		40,000.00
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)[1]	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)[1]	fee	12,000.00
Harper & Guilfoil (street and house walks)[1]	unit prices	11,600.00

[1] These contracts were made to complete work originally included in general construction contracts but subsequently eliminated this form.

TABLE XI.—*Schedule of housing projects, including character of housing and number of men housed.*

Shipyard.	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).[1]	Hog Island, Philadelphia, Pa.	1,989	3,978	.....	.....	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).[2]	Camden, N. J.	1,578	3,156	[3] 59	118	.....	.....	1	38	3,312
Bethlehem Shipbuilding Corporation.	Sparrows Point, Md.[4] (St. Helena).	[6] 296	1,848							2,948
	Sparrows Point, Md.[5] (Dundalk).	529	1,058			.....	.....	.....	.....	
	Sparrows Point, Md.[5] (boarding houses).	2	42							
Atlantic Corporation.	Portsmouth, N. H.	278	556	.....	.....	9	409	.....	.....	965
Sun Shipbuilding Co. (2 projects).	Chester, Pa.	712	1,442	56	112	.....	.....	.....	.....	1,554
Chester Shipbuilding Co. (2 projects).	....do.....	278	556							1,168
	Chester Pa. (boarding house).	1	152	106	168	.....	.....	1	292	
American Shipbuilding Co.	Lorain, Ohio..	232	464	8	16	.....	.....	.....	.....	480
Texas Steamship Co.	Bath, Me.....	109	218	.....	.....	4	72	.....	.....	290
Bethlehem Shipbuilding Co. and Pusey & Jones.	Wilmington, Del.	503	1,006	7	14	.....	.....	.....	.....	1,020
Merchants' Shipbuilding Corporation.	Bristol, Pa....	320	640	212	388	[7] 56	2,300	1	450	3,778
Pusey & Jones.....	Gloucester, N. J.	447	894	1	2	.....	.....	.....	.....	896
Westinghouse Engineering & Machine Co. (2 projects).	Essington, Pa.	200	400	.....	.....	2	614	.....	.....	1,041
						[8] 1	[8] 27	.....	.....	.....
Merrill-Stevens Shipbuilding Co.	Jacksonville, Fla.	158	316	.....	.....	.....	.....	.....	.....	316
Bayles Shipyard (Inc.).[2]	Port Jefferson, Long Island.	9	18	.....	.....	1	206	.....	.....	224
G. M. Standifer Construction Co.	Vancouver, Wash.	[9] 20	40	.....	.....	.....	.....	1	500	540
Terry Shipbuilding Co.	Savannah, Ga.	([10])	.....	.....	.....	.....	.....	.....	.....	.....
Traylor Shipbuilding Co.	Cornwell Heights, Pa.	Tents.	300	.....	.....	.....	.....	.....	.....	300
Detroit Shipbuilding Co.	Wyandotte, Mich.	[11] 79	158	.....	.....	.....	.....	.....	.....	158
Manitowoc Shipbuilding Co.	Manitowoc, Wis.	100	200	.....	.....	1	300	.....	.....	500

Total number of persons housed in above projects: Houses, 43,459; apartments, 4,245; dormitories, 6,174; hotels, 1,430; total number, 55, 308.

[1] Sales of individual houses now in progress.
[2] Negotiations begun with officials of Shipbuilding Co. re purchase.
[3] Underneath the apartments are six stores on Collings Road and three stores in Morgan Village.
[4] Sold as a whole.
[5] Agreed to be turned over to Emergency Fleet Corporation.
[6] Convertible.
[7] These are bachelor quarters and boarding houses.
[8] Women.
[9] Cottages.
[10] Abandoned.
[11] 1 old house included.

TABLE XI.—*Schedule of housing projects, including character of housing and number of men housed*—Continued.

Shipyard.	Location.	Individual houses.		Apartments.		Dormitories.		Hotels.		Total number of men accommodated.
		Number.	Men accommodated.	Number.	M accommodated.	Number.	Men accommodated.	Number.	Men accommodated.	
Groton Iron Works.[1]	Groton, Conn. / Groton, Conn. (boarding houses).	[2] 92 / 3	184 / 45	.....	.....	4	204	.....	.....	433
Newburgh Shipyards.[3]	Newburgh, N. Y.	127	254	70	120	.....	.....	.....	.....	374
Pacific Coast Shipbuilding Co.[4]	Clyde, Calif.	103	206	.....	.....	.....	.....	1	150	356
Missouri Valley B. & I. Co.	Quantico, Va.	[5] 12	24	.....	.....	.....	.....	.....	.....	24
Total (houses).	.....	8,644	18,862	849	1,359	94	6,174	5	1,430	28,064
Total (boarding houses).	.....	6	239	.....	.....	.....	.....	.....	.....	.....

[1] Taken over by Emergency Fleet Corporation.
[2] 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.
[3] Negotiations begun with officials of Shipbuilding Co. re purchase.
[4] Sales of individual houses now in progress.
[5] Cottages.

TABLE XII.—*Statement of total commitments of housing developments up to June 27, 1919.*

Company.	Location.	Amount.
Atlantic Corporation	Portsmouth, N. H	$1,900,000
Newport News Shipbuilding & Dry Dock Co	Newport News, Va. (2 projects)	4,880,500
New York Shipbuilding Co	Camden, N. J. (4 projects)	9,525,000
Pusey & Jones	Gloucester, N. J.	3,029,500
Bethlehem Shipbuilding Co / Pusey & Jones	Wilmington, Del.	4,800,000
Bethlehem Shipbuilding Corporation	Sparrows Point, Md. (2 projects)	4,534,593
Texas Steamship Co	Bath, Me.	1,150,000
Chester Shipbuilding Co	Chester, Pa. (2 projects)	3,000,000
Merchants' Shipbuilding Corporation	Bristol, Pa.	5,480,868
American International Shipbuilding Corporation	Philadelphia, Pa. (4 projects)	10,031,000
Sun Shipbuilding Co	Chester, Pa. (2 projects)	3,560,000
G. M. Standifer Construction Co	Vancouver, Wash.	400,000
Bayles Shipyard (Inc.)	Port Jefferson, Long Island	300,000
American Shipbuilding Co	Lorain, Ohio	1,638,500
Merrill-Stevens Shipbuilding Co	Jacksonville, Fla.	650,000
Westinghouse Engineering & Machinery Co	Essington, Pa. (2 projects)	1,947,118
Terry Shipbuilding Co	Savannah, Ga.	21,740
Detroit Shipbuilding Co	Wyandotte, Mich.	442,250
Traylor Shipbuilding Co	Cornwell Heights, Pa.	8,800
Manitowoc Shipbuilding Co	Manitowoc, Wis.	560,000
Pacific Coast Shipbuilding Co	Clyde, Calif.	750,000
Groton Iron Works	Groton, Conn.	800,000
Newburgh Shipyards	Newburgh, N. Y.	1,165,000
Missouri Valley B. & I. Co	Quantico, Va.	30,000
Total commitments		60,604,869

15 per cent reserve for contingency		$9,090,729
Reserve for administration expenses, compensation in requisition and guarantee of rentals		1,500,000
		71,195,598

STATEMENT OF RESERVE.

15 per cent reserve for contingencies as above		9,090,729
Less commitment to New York Shipbuilding Co	$1,345,000	
Less commitment to American International Shipbuilding Co	36,150	
	1,381,150	
15 per cent reserve for contingency	207,172	
		1,588,322
Balance in reserve		7,502,407

Projects approved	36
Projects on which preliminary plans have been submitted	34
Projects on which final plans have been approved	34
Projects on which construction has begun	34

TABLE XIII.—*List of municipalities which have furnished facilities in connection with housing projects of the Emergency Fleet Corporation with their approximate commitments.*

Wilmington, Del	$160,000.00
Gloucester, N. J	200,000.00
Camden, N. J	355,000.00
Lorain, Ohio	57,000.00
Bath, Me. (including $25,000 for school)	125,000.00
Portsmouth, N. H	121,700.00
Chester, Pa	138,185.00
Manitowoc, Wis	40,000.00
Wyandotte, Mich	19,800.00
South Jacksonville, Fla	100,000.00
Duval County, Fla. (for road construction)	15,031.49
Borough of Groton, Conn. (including $2,000 for school site)	27,000.00
Town of Groton, Conn	25,000.00
Warwick County, Va. (school at Hilton Village)	40,000.00

TABLE XIV.—*Loans made by the Emergency Fleet Corporation to utility companies in connection with housing projects.*

Wilmington:	
Gas	$37,939.00
Electricity	20,462.00
Gloucester:	
Gas	49,520.00
Electricity	36,846.45
Camden:	
Gas	159,209.25
Electricity	81,202.06
Lorain, electricity	18,800.00
St. Helena:	
Gas and electric installation	13,697.72
Water and sewer facilities (including Dundalk)	150,000.00
Dundalk, gas, electricity	90,804.33
Hilton Village:	
Water	67,130.00
Electricity	38,000.00
Portsmouth, electricity	20,631.70
Chester, gas	104,000.00
Jacksonville, gas	29,000.00
Manitowoc, gas	10,000.00
Essington, water	38,000.00

TABLE XV.—*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	85,868.22
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 XVI.—*Legal arrangements involved in connection with the Emergency Fleet Corporation's housing projects for shipyard employees.*

1. (*a*) Shipbuilder is required to contribute cost of land to be developed. Title to land is insured by responsible title company at expense of shipbuilder.

(*b*) Shipbuilder organizes subsidiary realty company which acquires title to land in exchange for its stock for cost of land at par.

(*c*) If land be without streets or public utilities, shipbuilder or municipality is required to furnish or contribute to cost of installation of same.

2. (*a*) Shipbuilder agrees with realty company (advance money mortgage agreement) to advance or cause to be advanced all further costs of development without fee to shipbuilder or realty company.

(*b*) Realty company executes its bond for all advances made payable on or before 10 years, with semiannual interest at 5 per cent; securing same by blanket mortgage, with proper provisions therein for releases in event of sales of individual lots to shipyard workers.

3. Shipbuilder realty company and Emergency Fleet Corporation execute triparty agreement (known as operation agreement) which provides as follows:

(*a*) Shipbuilder assigns advance money mortgage agreement and bond and mortgage to Emergency Fleet Corporation.

(*b*) Shipbuilder guarantees all undertakings of realty company therein except as to payment of loan.

(*c*) Shipbuilder pledges entire capital stock of realty company as collateral to its guaranty (see (*b*)) reserving voting and other rights therein.

(*d*) Upon any default of realty company or shipbuilder, Emergency Fleet Corporation may sell pledged stock without notice and become purchaser at any such sale, without affecting its right to foreclose mortgage.

(*e*) After 36 months shipbuilder may assign stock of realty company to Emergency Fleet Corporation and be relieved of its guaranty if not then in default.

(*f*) Emergency Fleet Corporation assumes obligation of shipbuilder to make advances.

(*g*) Realty company agrees not to increase capital stock without consent of Emergency Fleet Corporation.

(*h*) Provision made for application of revenues of realty company from whatsoever source derived.

(*i*) Realty company limited to 5 per cent dividends on its stock until mortgage is paid.

(*j*) Dividends thereafter limited to 6 per cent, with option to apply excess earnings, if any, to amount of 2 per cent per annum of capital stock originally issued toward its amortization and balance to improvement of unsold property.

(*k*) Emergency Fleet Corporation controls sales, renting, and restrictions on property until six months after conclusion of war.

(*l*) Upon sales Emergency Fleet Corporation grants release from blanket mortgage and accepts money mortgage on similar terms in lieu thereof.

(*m*) Provisions for appraisal not earlier than two years, nor later than five years, after conclusion of war (time at option of Emergency Fleet Corporation) if revenues of realty company prove insufficient to meet carrying charges, including 3 per cent annual amortization of mortgage.

As result of appraisal there may be maximum write-off on mortgage of 30 per cent in recognition of excessively high construction costs.

Individual purchasers may get the benefit of any such write-off by leaving 30 per cent of the release value of their lots on bond and mortgage.

4. Emergency Fleet Corporation approves selection of architects, engineers, contracts, etc., and determines amount of their respective compensations.

5. Resort is only had to power of requisition where price asked for land required is excessive or delay in securing good title would otherwise occur.

TABLE XVII.—*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 Railway, Bath, Me.	Install 13,000-volt transmission line and alter track.	$71,500.00			
		Purchase 6 passenger cars and 1 snowplow.	99,000.00			
			170,500.00	$137,037.45	$105,000.00	$32,037.45
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 Railway, Boston, Mass.	Purchase substation equipment.	32,000.00			
		Rehabilitate 26 passenger cars.	35,135.14			
			67,135.14	67,000.14	54,743.25	12,256.89
4	Metropolitan Park Commission, Boston, Mass.	Widening Neponset River Bridge.	62,236.00	53,462.74	.....	53,462.74
5	Richmond Light & Railroad Co., New Brighton, Staten Island, N. Y.	Purchase 20 passenger cars.	260,000.00			
		Improve power facilities.	346,460.00			
			606,450.00	606,460.00	482,009.00	124,451.00
6	Public Service Railway, Newark, N.J.	Install track loop....	10,591.00			
		Install railway feeder.	28,995.00			
			39,586.00	26,189.65	16,994.14	9,195.51
7	Southern Penn Traction Co.	Purchase 22 passenger cars.	319,000.00	319,634.60	239,725.95	79,908.65
		Rehabilitate 1½ miles of track.	86,412.70	89,919.85	89,919.85	
		Construct 6 miles of single track and roadway along Chester Pike between Darby and Eddystone.	733,000.00	[1]1,001,802.33	818,167.53	[1]183,634.80
	Delaware County Electric Co.	Install additional equipment in Folsom substation.	80,000.00	56,333.63	36,000.00	20,333.63
			1,218,412.70	1,467,690.41	1,183,813.33	283,877.08
8	Public Service Railway, Newark, N.J.	Install electrical apparatus in power house and substations; erect transmission line and feeder; construct 2 terminal loops and purchase 33 passenger cars.	1,240,780.00	1,140,780.00	855,585.00	285,195.00
9	.....do.....	Extend track to Yorkship Village.	250,000.00	240,000.00	219,587.25	20,412.75
10	United Railways & Electric Co. of Baltimore, Baltimore, Md.	Extend track to Sparrows Point.	145,472.25			
		Purchase 50 passenger cars.	822,510.00			
			967,982.25	958,982.25	719,236.69	239,745.56

[1] Amount required covers paving not included in original estimate.

TABLE XVII.—*Contracts entered into by Emergency Fleet Corporation for providing street railway facilities for transportation of shipyard employees*—Continued.

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.
11	Newport News & Hampton Railway, Gas & Electric Co., Hampton, Va.	Install 3.8 miles of track.	$175,000.00			
		Purchase 10 passenger cars.	125,000.00			
			300,000.00	$319,000.00	$239,250.00	$79,750.00
12	Tidewater Power Co., Wilmington, N. C.	Purchase 8 second-hand passenger cars.	28,500.00			
		Install track and overhead.	150,000.00			
		Install additional power facilities.	200,000.00			
			378,500.00	378,500.00	273,000.00	105,500.00
13	Chatham County, Savannah, Russell Estate, Savannah, Ga.	Purchase of right of way.	4,415.46	4,415.46	.....	4,415.46
14	Mobile Light & Railway Co., Mobile, Ala.	Purchase 9 cars and extend track.	7,500.00	9,000.00	.....	9,000.00
15	Chas. Swank et al., Beaumont, Tex.	Purchase ferry equipment.	3,250.00	3,250.00	2,000.00	1,250.00
16	Duluth Street Railway, Duluth, Minn.	Purchase of 6-passenger cars, 1 snowplow, and substation equipment.	81,058.67	81,058.67	60,794.00	20,264.67
17	New York Central R. R., Ashtabula, Ohio.	Sidewalk along bridge.	6,000.00	185.16	.....	185.16
18	City of Tacoma, Tacoma, Wash.	Purchase 10 second-hand cars.	74,100.00			
		Construction of track and loading station.	158,200.00			
			232,400.00	232,398.40	202,229.21	30,169.19
19	Portland Railway, Light & Power Co., Portland, Oreg.	Purchase 25 passenger cars.	150,000.00			
		Construct 3 track loops.	21,000.00			
			171,000.00	150,329.80	112,747.35	37,582.45
20	San Francisco-Oakland Terminal Co., Oakland, Calif.	Construction of track	9,675.00	9,675.00	9,675.00	
		Purchase 51 cars....	465,600.00	6,817.49		6,817.49
21	San Diego Electric Railway, San Diego, Calif.	Install 1 mile of single track.	57,000.00	46,883.65	46,883.65	.....
22	Philadelphia Rapid Transit Co.	Purchase 100 cars, install track and power equipment and terminal.	2,271,655.52	2,161,655.52	1,080,827.76	1,080,827.76
23	Philadelphia Railways Co., Philadelphia, Pa.	Purchase 30 cars, install track and power equipment.	826,006.70	1,009,994.02	504,997.01	504,997.01
24	Public Service Railway Co., Newark, N. J.	Purchase 18 cars and extend track.	837,344.33	687,995.01	309,597.75	378,397.26
	Total.....	.....	10,345,340.77	9,801,955.01	6,478,970.39	3,322,984.62

TABLE XVIII.—*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 amount.	Security.	Amount.
Lewiston, Augusta & Waterville Street Railway, Bath, Me.	July 15, 1918	$137,037	Title to all new material purchased at estimated cost of. First mortgage refunding 6 per cent bonds of par value.	$115,000 60,000
Receiver, Bay State Street Railway, Boston, Mass.	June 26, 1918	67,000	Title to all new material purchased at estimated first cost of. Receiver's certificates of face value of amount advanced.	49,152
Richmond Light & Railroad Co., New Brighton, Staten Island.	Aug. 28, 1918	606,460	Title to all new material purchased at estimated 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.	522,045
Public Service Railway, Newark, N. J. (work at Kearny, N. J.).	Aug. 12, 1918 July 31, 1918	26,189	Franchise, consents, etc., and title to work at estimated first cost of.	26,189
Southern Pennsylvania Traction Co., Philadelphia, Pa.	Dec. 3, 1918 Sept. 4, 1918	319,634 89,919 1,001,802	Title to street cars of contract cost..... 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 estimated cost of..	319,634 89,919 1,001,802
Delaware County Electric Co., Philadelphia, Pa.	.....	56,333	Title to power equipment at estimated first cost of.	56,333
Public Service Railway, Newark, N. J. (work at Camden, N. J.).	Apr. 18, 1918	1,140,780	Title to power apparatus at estimated first cost of. Title to trackage at estimated first cost of. Title to street cars at estimated first cost of. Also bond executed by public-service corporation guaranteeing performance of contract.	569,785 218,495 352,500
Public Service Railway, Newark, N. J. (Yorkship village track).	July 11, 1918	240,000	Title to track construction at estimated first cost of.	240,000
United Railways & Electric Co., Baltimore, Md.	July 10, 1918	958,982	Title to street cars at contract cost of.... Franchises, consents, etc., and title to track at estimated first cost of.	822,510 136,472
Newport News & Hampton Railway, Gas & Electric Co., Hampton, Va.	May 21, 1918	319,000	Title to street cars at contract cost of... Franchises, consents, etc., and title to track at estimated first cost of.	114,465 204,535
Tidewater Power Co., Wilmington, N. C.	Aug. 28, 1918	378,500	Title to power apparatus purchased at estimated first cost of. Franchises, consents, etc. 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. Retains owners hip and title to 8 second-hand cars costing.	200,000 150,000 28,500
Charles Swank et al., Beaumont, Tex.	Sept. 13, 1918	3,250	Title to ferryboat at contract cost of...	3,250
Duluth Street Railway, Duluth, Minn.	Aug. 27, 1918	81,058	Title to cars, snow plow, and electrical apparatus at contract cost of.	81,058
City of Tacoma, Tacoma, Wash.	Sept. 11, 1918	232,398	Title to cars at contract cost of..... Title to track and all other facilities provided at estimated 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. All rights, franchises, etc., necessary to construction and operation.	111,722 120,676 232,400
Portland Railway, Light & Power Co., Portland, Oreg.	July 13, 1918	150,329	Title to street cars of contract cost of.... Title to trackage provided at an estimated first cost of. All rights, franchises, etc., necessary to construction and operation.	145,187 5,142
San Francisco-Oakland Terminal Co.	Aug. 16, 1918	9,675	Note of the Emergency Transportation Co., guaranteed by the San Francisco-Oakland Terminal Co., as to principal and interest. Stock of the Emergency Transportation Co. of par value.	9,675 10,100

TABLE XVIII.—*Security held by Emergency Fleet Corporation for payment of sums expended on account of contracts for provision of transportation facilities*—Contd.

Contract orawn with—	Date.	Revised estimated amount.	Security.	Amount.
San Diego Electric Railway Co.	Sept. 10, 1918	$46,884	Title to trackage and property	$46,884
Philadelphia Rapid Transit Co., Philadelphia, Pa.	Mar. 20, 1918	2,161,655	Title to trolley cars, track, and overhead, and additional power equipment provided at estimated first cost of.	2,161,655
Philadelphia Railways Co., Philadelphia, Pa.	.....	1,009,994	.....do.....	1,009,994
Public Service Railway Co., Newark, N. J.	Mar. 7, 1918	687,995	Title to trolley cars and track and overhead provided at estimated first cost of.	687,995

TABLE XIX.—*Résumé of Cancellations and Adjustments Section activities, contract and requisition ships.*

Description.	Number of ships.	Dead-weight tons.	Contract price.
SHIPS SUSPENDED OR CANCELED.			
Contract:			
Wood—			
Cargo—			
Hulls	171	604,600	$60,407,157.00
Complete ships	48	217,200	34,675,443.00
Barges	114	307,150	23,220,000.00
Tugs—			
Harbor	60	.....	8,679,000 00
Ocean	28	.....	6,551,800.00
Steel—			
Cargo—Complete ships	198	1,602,175	303,321,594.00
Barges	13	38,100	4,934,050.50
Tankers	23	204,200	46,536,500.00
Transports	90	820,000	216,555,000.00
Tugs—			
Ocean	67	.....	20,044,000.00
Composite—			
Cargo—Complete ships	6	21,000	2,856,000.00
Concrete—Tankers	28	210,000	10,920,000.00
Requisition:			
Steel—			
Cargo—Complete ships	16	122,500	18,241,875.00
Total	862	4,146,925	756,942,419.50
CASES TURNED OVER TO OTHER BRANCHES OF EMERGENCY FLEET CORPORATION.			
Contract:			
Wood—			
Cargo—			
Hulls	18	70,200	6,721,000.00
Complete ships	5	17,500	2,327,583.00
Tugs—Ocean	2	.....	470,000.00
Steel—			
Cargo—Complete ships	21	164,775	29,489,602.00
Barges	6	19,800	3,120,000.00
Composite—			
Cargo—Complete ships	2	7,000	952,000.00
Requisition:			
Steel—			
Cargo—Complete ships	16	122,500	18,241,875.00
Total	70	401,775	61,322,060.00
REINSTATEMENTS.			
Contract:			
Wood—			
Cargo—Hulls	5	14,000	1,705,000.00
Tugs—			
Harbor	16	.....	2,309,800.00
Ocean	5	.....	1,170,800.00

TABLE XIX.—*Résumé of Cancellations and Adjustments Section activities, contract and requisition ships*—Continued.

Description.	Number of ships.	Dead-weight tons.	Contract price.
REINSTATEMENTS—continued.			
Steel—			
Cargo—Complete ships	23	177,100	$34,503,297.00
Barges	2	3,600	422,000.00
Tankers	4	32,600	7,400,000.00
Transports	12	96,000	20,790,000.00
Tugs—Ocean	11	.....	3,240,000.00
Total	78	323,300	71,540,897.00
Total number of ships suspended or canceled	862	4,146,925	756,942,419.50
Less cases turned over to other branches of Emergency Fleet Corporation and reinstatements	148	725,075	132,862,957.00
Balance	714	3,421,850	624,079,462.50

STATUS OF CASES EXCLUSIVE OF REINSTATEMENTS AND CASES TURNED OVER TO OTHER BRANCHES OF THE EMERGENCY FLEET CORPORATION.

	Contract price.	Per cent of balance.	Cancellation cost.
Final settlement:			
Date—			
With cost figures	$36,147,640.00	5.79	$2,748,767.34
Without cost figures	3,230,000.00	.52	.....
Tentative settlement:			
Made—			
With cost figures	11,622,000.00	1.86	1,569,524.08
Without cost figures	21,231,360.00	3.40	.....
Cases on which investigation has been completed by field examiners	48,851,600.00	7.84	.....
Cases under investigation	181,762,357.00	29.12	.....
Cases to be investigated	321,234,505.50	51.47	.....
Total	624,079,462.50	100.00	.....

CANCELLATION COST OF FINAL AND TENTATIVE SETTLEMENTS WHERE DEFINITE FIGURES ARE AVAILABLE.

Contract price.	Cancellation cost.	Per cent.	Saving effected.
$47,769,640.00	$4,318,291.42	9.04	$43,451,348.58

SUSPENSION AND CANCELLATION CASES, EXCLUDING REINSTATEMENTS, BUT INCLUDING CASES TURNED OVER TO OTHER BRANCHES OF EMERGENCY FLEET CORPORATION.

	Number of cases.	Per cent of total number.
DEALT WITH BY CANCELLATIONS AND ADJUSTMENTS SECTION.		
Final settlement	31	19.5
Tentative settlement	13	8.2
Cases on which investigation has been completed	35	22.0
Cases under investigation	33	20.7
Cases to be investigated	34	21.4
DEALT WITH BY OTHER BRANCHES OF EMERGENCY FLEET CORPORATION.		
Final settlements	7	4.4
Cases under investigation	6	3.8
Total	159	100.0

TABLE XX.—*Report of Cancellation Section, Supply and Sales Division, to June 30, 1919.*

Description.	Number of cases involved in cancellation.	Amount of original contracts or P. D's.	Amount involved in cancellation.	Reinstated, withdrawn, and void cases.		
				Number of cases.	Amount of original contracts or P. D's.	Amount involved in cancellation.
Raw material	646	$52,735,092.40	$5,266,065.18	147	$4,413,145.85	$192,033.53
Lumber	127	3,695,785.62	2,855,866.62	.....	.....	.....
Mechanical	455	102,604,968.34	56,041,235.92	68	9,910,355.07	3,132,158.03
Electrical equipment, turbines, nautical instruments	75	89,478,906.84	45,925,845.24	8	144,474.54	297,365.96
Deck equipment, outfitting, miscellaneous	66	6,308,080.20	2,521,351.34	6	255,615.70	16,859.52
Total	1,369	254,822,833.40	112,610,364.30	229	14,723,591.16	3,638,417.04

Description.	Settlements without cost.			Settlements with cost.			
	Number of cases settled.	Amount of original contracts or P. D's.	Amount involved in cancellation.	Number of cases settled.	Amount of original contracts or P. D's.	Amount involved in cancellation.	Net of amount of settlements "with cost."
Raw material	52	$3,238,477.02	$2,581,047.49	.....	.....	.....	.....
Lumber	111	3,331,271.15	2,445,206.29	1	$40,000.00	$40,000.00	$26,550.09
Mechanical	81	5,564,761.18	2,822,427.77	30	1,433,569.20	960,095.75	428,223.28
Electrical equipment, turbines, nautical instruments	3	105,995.00	47,940.25	3	24,760.00	13,672.00	2,769.48
Deck equipment, outfitting, miscellaneous	26	452,375.51	130,119.70	10	462,395.00	381,010.17	59,545.03
Total	273	12,692,879.86	8,026,741.50	44	1,960,724.20	1,394,777.92	517,087.88
Total cases to date	1,369	254,822,833.40	112,610,364.30	.....	.....	.....	.....
Settled cases to date	546	29,377,195.22	13,059,936.46	.....	.....	.....	.....
Active cases to date	823	225,445,638.18	99,550,427.84	.....	.....	.....	.....

TABLE XXI.—*Condensed comparative balance sheet as of June 30, 1918, and June 30, 1919.*

Assets.	1919	1918	Increase or decrease.
EXPENDITURES.			
Ship construction:			
Requisitioned ships under construction	$101,185,994.79	$184,989,573.70	[1] $83,803,578.91
Delivered requisitioned ships	290,115,833.91	79,675,432.68	210,440,401.23
Steel ships under construction	803,943,213.92	226,797,194.86	577,146,019.06
Delivered steel ships	354,530,475.83	----------	354,530,475.83
Wood ships under construction	203,669,488.64	105,456,833.16	98,212,655.48
Delivered wood ships	102,593,578.44	----------	102,593,578.44
Tugs and barges under construction	44,620,176.40	2,087,297.19	42,532,879.21
Delivered tugs and barges	1,486,617.86	----------	1,486,617.86
Concrete ships under construction	7,642,540.00	81,846.46	7,560,693.54
Machinery under construction	60,034,394.94	26,515,863.12	33,518,531.82
Completed machinery	1,544,763.78	1,058,379.75	486,384.03
Total ship construction	1,971,367,078.51	626,662,420.92	1,344,704,657.59
Other than ship construction:			
Inventory of materials	177,734,648.11	61,922,828.51	115,811,819.60
Housing and transportation	70,125,386.41	2,450,150.94	67,675,235.47
Plant and property	167,786,559.76	73,003,737.31	94,782,822.45
Dry docks and marine railways	8,079,907.55	409,114.78	7,670,792.77
Furniture, fixtures, and apparatus	717,107.17	546,586.59	170,520.58
Automobiles and launches	98,973.20	56,300.72	42,672.48
Equipment	363,527.14	105,395.34	258,131.80
Accounts and notes receivable	31,474,400.97	2,690,799.16	28,783,601.81
Investments (stock)	225,000.00	25,000.00	200,000.00
Deferred charges	25,880,823.94	2,821,723.03	23,059,100.91
Items in transit	57,178,245.91	----------	57,178,245.91
Profit and loss	1,660,344.26	----------	1,660,344.26
Total other than ship construction	541,324,924.42	144,031,636.38	397,293,288.04
Total expenditures	2,512,692,002.93	770,694,057.30	1,741,997,945.63
Cash funds	93,956,468.54	63,757,065.45	30,199,403.09
Total assets	2,606,648,471.47	834,451,122.75	1,772,197,348.72
LIABILITIES.			
Cash received from sale of capital stock	50,000,000.00	50,000,000.00	----------
Cash received from appropriations	2,532,294,041.65	743,294,041.64	1,789,000,000.01
Audited vouchers payable	[1] 8,223,197.58	38,847,672.95	[1] 30,624,475.37
Reserves (insurance and payment—former owners)	16,131,232.24	2,309,408.16	13,821,824.08
Total liabilities	2,606,648,471.47	834,451,122.75	1,772,197,348.72

[1] Decrease.

TABLE XXII.—*Statement of authorizations, appropriations, and expenditures as of June 30, 1919.*

Description.	Authorizations.	Appropriations.
Requisitioned ships:		
Urgent deficiency act, No. 23, June 15, 1917	$250,000,000.00	$150,000,000.00
Urgent deficiency act, No. 64, Oct. 6, 1917	265,000,000.00	200,000,000.00
Civil appropriation bill, No. 181, 1919		65,000,000.00
Total	515,000,000.00	415,000,000.00
Withdrawn by United States Shipping Board		38,631,814.07
Balance of fund		1,074,144.28
		39,705,958.35
Total	515,000,000.00	375,294,041.65
Contract ships:		
Urgent deficiency act, No. 23, June 15, 1917	500,000,000.00	250,000,000.00
Urgent deficiency act, No. 64, Oct. 6, 1917	734,000,000.00	250,000,000.00
Civil appropriation bill, No. 181, 1919	1,650,000,000.00	1,438,451,000.00
Total	2,884,000,000.00	1,938,451,000.00
Plant and property:		
Urgent deficiency act, No. 64, Oct. 6, 1917	35,000,000.00	35,000,000.00
Civil appropriation bill, No. 181, 1919	87,000,000.00	87,000,000.00
Total	122,000,000.00	122,000,000.00
Housing:		
Housing act, Mar. 1, 1918	50,000,000.00	
Civil appropriation bill, No. 181, 1919	25,000,000.00	75,000,000.00
Total	75,000,000.00	75,000,000.00
Transportation: Civil appropriation bill, No. 181, 1919	20,000,000.00	20,000,000.00
Foreign ships: Civil appropriation bill, No. 181, 1919	55,000,000.00	55,000,000.00
Capital stock: Proceeds from sale of stock		50,000,000.00
Grand total	3,671,000,000.00	$2,635,745,041.65

EXPENDITURES.

Schedule A:		
Requisitioned ships		$391,301,828.70
Steel	$1,166,673,324.46	
Wood and composite	306,263,067.08	
Contract ships—		
Concrete	7,642,540.00	
Foreign	23,087,312.60	
		1,503,666,244.14
Schedule B: Plant and property		167,786,559.76
Schedule C: Dry docks and marine railways		8,079,907.55
Schedule D: Housing		62,065,935.24
Schedule E: Transportation		8,059,451.17
Schedule F:		
Advances to contractors		14,819,846.95
Requisitioned turbines		4,465,518.83
Machinery		57,113,639.89
Inventory of materials, equipment, fixtures, and apparatus		178,914,255.62
Claims, notes, and accounts receivable		31,474,400.97
Investments (stock)		225,000.00
Deferred charges		25,880,823.94
Contract cancellation expense		1,638,193.95
Direct charges to appropriations		22,150.31
Home office clearance		19,921,947.07
District clearance		2,832,572.78
Items in transit		34,423,726.06
Total		$2,512,692,002.93

TABLE XXII.—*Statement of authorizations, appropriations, and expenditures as of June 30, 1919*—Continued.

EXPENDITURES ON ACCOUNT OF SHIP CONSTRUCTION.

No. of district.	Requisitioned ships.	Contract steel ships.	Contract wood and composite.	Contract concrete.	Contract foreign.	Total.
1	$24,521,781.93	$33,858,460.79	$19,848,633.51			$78,228,876.23
2	29,024,098.78	96,144,768.76	25,072,605.61	$512,435.34		150,753,908.49
3	29,282,667.61	63,640,899.85	12,116,294.11	1,166,934.00		106,206,795.57
4	2,402,534.20	29,282,406.41	31,520,317.81	1,708,818.72		64,914,077.14
5		28,040,453.08	21,191,074.41	1,443,554.45		50,675,081.94
6		10,923,837.53	34,173,034.20			45,096,871.73
7	25,184,574.40	206,401,247.18	23,154,519.35	2,810,797.49		257,551,138.43
8	66,889,183.30	135,125,003.25	60,446,132.46			262,460,319.01
9	54,874,510.55	195,712,460.37	554,812.00			251,141,782.92
10	127,800,068.05	42,737,263.66				170,537,331.71
11	23,705,588.64	93,774,228.00	78,185,643.61			195,665,460.25
Fabricated yards		214,246,009.54				214,246,009.54
Home office	7,616,821.24	16,786,286.04			$23,087,312.60	47,490,419.88
Total	391,301,828.70	1,166,673,324.46	306,263,067.08	7,642,540.00	23,087,312.60	1,894,968,072.84

PLANT AND PROPERTY EXPENDITURES AS OF JUNE 30, 1919.

Contractor.	Contract No.	Amount.
District No. 1:		
L. H. Shattuck & Co	60 W. H	$728,586.69
Texas Steamship Co	Military barracks and fire protection.	37,173.23
Atlantic Corporation	Military barracks	958.25
Freeport Shipbuilding Co	Military barracks and fire protection.	18,221.97
Cumberland Shipbuilding Co	do	19,724.58
Do	do	618.91
Russell Snipbuilding Co	do	30,812.53
Portland Ship Ceiling Co	Military barracks	2,398.97
Kelley Spear Co	do	8,374.30
Groton Iron Works	do	649.91
Sandy Point Shipbuilding Co	Military barracks and fire protection.	38,559.94
Geo. A. Gilchrist	do	11,581.76
Crowninshield Shipbuilding Co	do	39,446.35
Machias Ship Construction Co	Military barracks	119.47
Miscellaneous equipment		4,012.96
Groton Park Real Estate Trust		48,000.00
Lumber Storage Yard Equipment	Locomotive crane	7,374.00
Total district No. 1		996,613.82
District No. 2:		
Foundation Co	14 W. H	1,019,021.22
Groton Iron Works	15 W. H	997.62
Ship Construction & Trading Co	16 W. H	288.69
Traylor Shipbuilding Co	23 W. C	1,733,202.52
Gildersleeve Ship Construction Co	35 W. H	4,703.25
Johnson Shipyards Corporation	38 W. H	11,338.17
Housatonic Shipbuilding Co	73 W. H	566,798.68
Newburgh Shipyards (Inc.)	91 S. C	18,318.29
Federal Shipbuilding Corporation	95 S. C	212.41
Bethlehem Shipbuilding Corporation	184 S. C	1,477.95
Bayles Shipyards (Inc.)	214 S. C	16,549.84
Kingston Shipbuilding Corporation	497 W. H	1,307.99
Gustav Jensen	Marginal Street warehouse	38,572.92
Staten Island Shipbuilding Corporation	Barracks and equipment	28,108.16
Wilson Point Lumber Yard		357,716.50
Monmouth Junction Storage Yard		4,584.51
Metuchen Warehouse	Plant improvement	99,931.62
		3,903,130.34
Less reserve for depreciation		36,000.00
Total district No. 2		3,867,130.34

TABLE XXII.—*Statement of authorizations, appropriations, and expenditures as of June 30, 1919*—Continued.

PLANT AND PROPERTY EXPENDITURES AS OF JUNE 30, 1919—Continued.

Contractor.	Contract No.	Amount.
District No. 3:		
American Chain Co		$426,481.55
Bethlehem Shipbuilding Corporation		2,861,069.76
Carolina Shipbuilding Corporation		2,208,108.52
M. M. Davis & Son (Inc.)		25,581.80
Liberty Shipbuilding Co		831,706.00
Lumber Storage Yard		155,912.59
Maryland Shipbuilding Co	12 W. H	540,249.06
Missouri Valley Bridge & Iron Co		882,262.55
Newport News Dry Dock & Shipbuilding Co		185,185.48
North Carolina Shipbuilding Co	481 W. H	28,292.17
Newcomb Shipbuilding Co	22 W. H	99,401.22
Henry Smith & Son Co	41 W. H	139,320.51
Chas. H. Tenney & Co	517 W. H	124,769.48
Virginia Shipbuilding Co		1,069,969.64
York River Shipbuilding Co	62 W. H	64,008.91
		9,642,319.24
Less reserve for depreciation		177,828.57
Total district No. 3		9,464,490.67
District No. 4:		
National Shipbuilding & Dry Dock Co	170 W. H	235,612.30
A. Bentley & Sons Co	305 C. C	737,356.33
J. M. Murdock	379	107,439.45
Liberty Shipbuilding Co	299 C. C	126,765.34
Morey & Thomas	58 and 444 W. H	4,369.50
Tampa Dock Co	407 W. H	54,317.10
American Shipbuilding Co	477 W. H	79,953.97
Terry Shipbuilding Corporation	Fire protection	14,073.95
Tampa Shipbuilding & Engineering Co	Flood lights	1,070.59
United States Maritime Corporation	516 W. H	17,014.40
Oscar Daniels Co	97 S. C	8,913.64
American Shipbuilding Co	Military barracks	11,386.47
United States Maritime Corporation	do	8,323.53
Port Wentworth, Savannah	do	10,180.00
Tampa, Fla	do	15,195.10
South Jacksonville, Fla	do	18,358.08
Jacksonville Lumber Storage Yard		77,509.13
Brunswick Lumber Storage Yard		3,383.86
		1,531,222.74
Less reserve for depreciation		9,227.51
Total district No. 4		1,521,995.23
District No. 5:		
Jahncke Shipbuilding Co	29	790,194.16
Alabama Dry Dock and Shipbuilding Co	47	97,236.60
Dierks Blodgett Shipbuilding Co	39	18,318.05
Marnan Shipbuilding Co	49	13,881.38
Hodge Shipbuilding Co	51	15,995.39
Dantzler Shipbuilding Co	88	10,718.91
Louisiana Shipbuilding Co	1	6,027.64
Miscellaneous Equipment		4,359.02
Storage Yard, New Orleans		2,948.41
Fred T. Ley & Co	306	1,250,733.01
American Lumber Co	394	70,000.00
Total district No. 5		2,280,412.57
District No. 6:		
National Shipbuilding Co	32 W. C	912.25
Midland Bridge Co	393 W. B. C	349,542.81
Beaumont Shipbuilding & Dry Dock Co	411 W. H	10,567.45
Universal Shipbuilding Co	423 W. H	45,670.37
Southern Dry Dock & Shipbuilding Co	456 W. H	8,905.65
Heldenfels Bros	490 W. H	14,941.78
McBride & Law	491 W. H	10,009.49
J. M. McCammon	522	4,156.94
Lone Star Shipbuilding Co	524 W. H. and W. B. C	7,455.43
Union Bridge & Construction Co	526 W. H. and W. B. C	349,764.29
Barracks at Beaumont, Tex		2,514.08
Galveston Dry Dock & Construction Co	Fire protection	84.75
Equipment for Transportation of Hulls		7,265.73
Equipment Lumber Storage Yard		102,575.10
		914,366.12
Less reserve for depreciation		19,172.64
Total district No. 6		895,193.48

TABLE XXII.—*Statement of authorizations, appropriations, and expenditures as of June 30, 1919*—Continued.

PLANT AND PROPERTY EXPENDITURES AS OF JUNE 30, 1919—Continued.

Contractor.	Contract No.	Amount.
District No. 7:		
San Francisco Shipbuilding Co.	298 C. C.	907,649.99
Scofield Engineering Co.	307 C. C.	1,145,929.09
Moore Shipbuilding Co.	Barracks.	9,062.50
Coos Bay Shipbuilding Co.	do.	2,761.40
Kruse & Banks Shipbuilding Co.	do.	3,164.75
Wesken Pipe & Steel.	do.	9,214.00
Benecia Shipbuilding Corporation.	do.	2,268.28
Main Iron Works.	do.	5,350.33
Rolph Shipbuilding Co.	do.	2,460.55
Barnes & Tibbitts.	do.	4,808.00
Hammond Lumber Co.	do.	1,995.15
Hanlon Dry Dock & Shipbuilding Co.	do.	9,933.48
Southwestern Shipbuilding Co.	do.	3,482.00
Pacific Coast Shipbuilding Co.	do.	5,579.11
Long Beach Shipbuilding Co.	do.	578.37
Bethlehem Shipbuilding Corp.	do.	10,148.00
Hanlon Dry Dock & Shipbuilding Co.	Fire protection.	24,036.80
Benecia Shipbuilding Corporation.	do.	23,226.67
Ralph J. Chandler.	do.	6,765.58
Coos Bay Shipbuilding Co.	do.	4,440.12
Western Pipe & Steel Co.	do.	32,411.92
Hammond Lumber Co.	do.	26,779.56
Long Beach Shipbuilding Co.	do.	30,000.00
Southwestern Shipbuilding Co.	do.	3,500.00
National Engineering Co.	do.	1,687.57
Bethlehem Shipbuilding Corporation.	177 S. C.	1,374,623.24
Bethlehem Shipbuilding Corporation.	340 S. C.	5,210,383.23
Bethlehem Cafeteria.		4,792.18
Total district No. 7.		8,867,031.87
District No. 8:		
Allen Shipbuilding Co.	193 and 430 W. H.	1,725.50
Ames Shipbuilding and Dry Dock Co.	193-315-430 S. C.	10,335.86
Barbare Bros.	78 and 484 W. H.	3,793.94
J. F. Duthie & Co.	224 and 334 S. C.	10,057.80
Grant Smith Porter Ship Co.	40 W. C.	141,564.23
Grays Harbor Motorship Corporation.	148 and 468 W. H.	1,484.58
Nilson & Kelez Shipbuilding Corporation.	74-341-488 W. H.	5,543.67
Pacific American Fisheries.	187 W. C.	12,587.28
Puget Sound Bridge & Dredging Co.	159 W. H.	20,660.52
Sanderson & Porter.	11 W. H.	474,089.55
Seattle North Pacific Shipbuilding Co.	98 S. C.	6,564.89
Seaborn Shipyards Co.	76 and 328 W. H.	8,126.38
Tacoma Shipbuilding Co.	85 and 310 W. H.	8,158.58
Todd Dry Dock & Construction Co.	433.	2,000,000.00
Wright Shipyards.	82 W. H.	51.75
Total district No. 8.		2,704,690.53
District No. 9:		
American Shipbuilding Co.		320.00
John Brennen & Co.		222,174.47
Duluth Street Ry. Co.		56,984.17
Globe Shipbuilding Co.		10,725.52
Whitney Bros. Co.		4,965.87
Conneaut Metal Works.		11,801.29
Total district No. 9.		306,971.32
District No. 10:		
Pusey & Jones.	First mortgage loan.	11,998,498.40
Do.	Second mortgage loan.	131,647.61
Do.	Housing.	28,500.00
Do.	Retroactive wages.	59,271.66
Sun Shipbuilding Co.		1,859,784.32
Pusey & Jones.	Advances on notes.	502,545.18
Chester Shipbuilding Co.	Advances.	1,000,000.00
New York Shipbuilding Co.	Plant extension.	12,839,975.93
Do.	Barracks.	9,150.48
Bethlehem Shipbuilding Co.	do.	24,431.90
Chester Ship Co.	do.	27,000.82
Sun Shipbuilding Co.	do.	20,096.74
Pusey & Jones, Wilmington.	do.	5,450.00
Pusey & Jones, Gloucester [1]	do.	*50.00*
Bethlehem Shipbuilding Corporation.	Shipways.	84,764.89
Total district No. 10.		28,591,067.93

TABLE XXII.—*Statement of authorizations, appropriations, and expenditures as of June 30, 1919*—Continued.

PLANT AND PROPERTY EXPENDITURES AS OF JUNE 30, 1919—Continued.

Contractor.	Contract No.	Amount.
District No. 11:		
Grant Smith Porter Ship Co.		1,093,579.84
Columbia River Shipbuilding Corporation		465,218.61
E. F. C. Copper Works		70,311.39
G. M. Standifer Construction Corporation	Electric light equipment	7,338.54
Porter St. Cantonment	Barracks	4,595.77
Sommarstrom Shipbuilding Co.	do	3,155.82
St. Helens Shipbuilding Co.	do	1,853.96
Feeney & Bremer		223.91
Astoria Cantonment		3,901.80
Total district No. 11		1,650,179.64
Fabricated yards:		
American International Shipbuilding Corporation		65,250,838.42
Merchants Shipbuilding Corporation		14,590,194.75
Submarine Boat Corporation		13,416,352.75
Total fabricated yards		93,257,385.92
Home office account:		
Barber Asphalt Co.		166,016.57
Pressed Steel Co.		674,985.93
Ralston Steel Co.		660,796.80
Baltimore Car Co.		633,048.26
Standard Steel Co.		467,360.73
McClintock Marshall Co.		5,700,916.54
Seattle Construction Co.		2,552,330.89
Richmond Boiler Co.		704,795.65
Alexandria Lighting Co.		160,426.32
Bethlehem Shipbuilding Co.		29,138.46
Public Service Electric Co.		1,304.20
Construction Material Inventory		1,747,917.20
Lumber Yard No. 1		35,320,53
		13,534,358.08
Less reserve for depreciation		150,961.64
Total home office		13,383,396.44

[1] Represents payment received to apply on barracks for which charge has not yet been passed.

RECAPITULATION.

District—	
No. 1	$996,613.82
No. 2	3,867,130.34
No. 3	9,464,490.67
No. 4	1,521,995.23
No. 5	2,280,412.57
No. 6	895,193.48
No. 7	8,867,031.87
No. 8	2,704,690.53
No. 9	306,971.32
No. 10	28,591,067.93
No. 11	1,650,179.64
Fabricated yards	93,257,385.92
Home office accounts	13,383,396.44
Total	167,786,559.76

TABLE XXII.—*Statement of authorizations, appropriations, and expenditures as of June 30, 1919*—Continued.

DRYDOCKS AND MARINE RAILWAYS AS OF JUNE 30, 1919.

Contractor.	Contract.	Amount.
District No. 1:		
Cumberland Shipbuilding Co	No. 3 marine railway	$100,000.00
Crowninshield Shipbuilding Co	No. 5 marine railway	122,659.24
		222,659.24
District No. 2: Marine Engine & Drydock Co	No. 14 marine railway	261,436.86
District No. 3:		
Bethlehem Shipbuilding Corporation	No. 3 dry dock	1,190,887.51
Geo. Leary Construction Co	No. 10 dry dock	977,492.12
Newcomb Lifeboat Co	No. 2 marine railway	39,465.90
		2,207,845.53
District No. 4:		
Jacksonville Dry Dock & Repair Co	No. 8 dry dock and marine railway.	926,481.52
Savannah Dry Dock & Marine Railway Co	No. 9 dry dock	460,996.68
Federal Marine Ry	No. 7 marine railway	84,921.15
Tampa Dock Co	No. 6 marine railway	102,227.85
		1,574,627.20
District No. 5:		
Alabama Dry Dock & Shipbuilding Co	No. 1 dry dock	1,304,870.77
Jahncke Shipbuilding Co. & Dry Dock	No. 7 dry dock	846,960.28
Henderson Shipbuilding Co	No. 1 marine railway	150,152.43
Jahncke Dry Dock & Shipbuilding Co	No. 7 dry dock	382,890.77
		2,684,874.25
District No. 6:		
Beaumont Shipbuilding Co	No. 4 dry dock	350,000.00
Galveston Dry Dock & Construction Co	No. 5 dry dock	675,000.00
Beaumont Shipbuilding & Dry Dock Co	No. 4 marine railway	66.15
Galveston Dry Dock & Construction Co	No. 5 dry dock	253.02
		1,025,319.17
District No. 7: Barnes & Tibbitts	Nos. 9 and 10 marine railway.	103,145.30

RECAPITULATION.

District—	
No. 1	$222,659.24
No. 2	261,436.86
No. 3	2,207,845.53
No. 4	1,574,627.20
No. 5	2,684,874.25
No. 6	1,025,319.17
No. 7	103,145.30
Total	8,079,907.55

TABLE XXII.—*Statement of authorizations, appropriations, and expenditures as of June 30, 1919*—Continued.

HOUSING EXPENDITURES AS OF JUNE 30, 1919.

Project.	Location.		Amount.
1	Hog Island, Pa.		$1,586,103.18
3-7-8-25	Camden, N. J.		8,531,296.57
9	Chester, Pa.		3,886,844.34
10-24	Camden, N. J.		3,681,804.13
14	Wilmington, Del.		4,210,337.89
16	Gloucester, N. J.		2,534,931.24
17	Essington, Pa.		454,551.08
18	do		1,434,134.79
21	Vancouver		346,746.16
Miscellaneous	Housing under construction		1,513,965.79
	Home office real estate account		6,190.52
			28,186,905.69
	Less real estate sales		4,650.00
	Total home office		28,182,255.69
	District—		
	No. 1	$4,419,335.90	
	No. 2	1,647,025.54	
	No. 3	10,618,065.96	
	No. 4	962,011.28	
	No. 7	600,000.00	
	No. 9	2,918,288.80	
	Fabricated yards	12,718,952.07	
	Total districts		33,883,679.55
	Total housing		62,065,935.24

TRANSPORTATION EXPENDITURES AS OF JUNE 30, 1919.

District—	
No. 1	$203,116.30
No. 2	365,620.10
No. 3	1,475,880.99
No. 6	56,558.65
No. 11	150,329.80
Fabricated yards	5,806,430.20
Total districts	8,057,946.04
Street railways, home office	1,505.13
Total transportation	8,059,451.17

STATEMENT OF ADVANCES TO CONTRACTORS AS OF JUNE 30, 1919.

District—	
No. 1	$650,000.00
No. 3	2,481.88
No. 5	2,087,110.93
No. 7	3,700,000.00
No. 10	1,650,000.00
No. 11	4,170.74
Home office	6,726,083.40
Total	14,819,846.95

TABLE XXIII.—*District office pay roll expenditures June 30, 1919, annual basis.*

	Employees.	Pay roll.		Employees.	Pay roll.
New England	229	$423,350	Northern Pacific	303	$742,220
Northern Atlantic	741	1,528,692	Great Lakes	345	798,310
Middle Atlantic	304	615,532	Delaware River	841	1,782,366
Southern	511	1,026,020	Oregon	226	505,840
Gulf	240	422,320			
Southern Pacific	409	945,020	Total	4,149	8,789,670

TABLE XXIV.—*Home office pay roll expenditure, June 30, 1919, annual basis.*

	Employees.	Pay roll.		Employees.	Pay roll.
Office of the vice president	132	$401,440	Supply and Sales Division	255	$583,520
President and secretary	20	42,750	Ship Construction Division	307	775,994
General office	833	915,280	Shipyard Plants Division	58	160,780
Finance Division	456	912,060	Submarine Boat Division	41	73,880
Legal Division	66	177,700	Office of treasurer	49	99,360
Passenger Transportation and Housing Division	80	241,940	Total	2,297	4,384,704

PART III.—DIVISION OF OPERATIONS.

TABLE I.—*Distribution of tonnage controlled by the United States Shipping Board, by month, from February, 1918.*

	Army.		Navy.		Commercial.	
	Number.	Deadweight.	Number.	Deadweight.	Number.	Deadweight.
1918.						
February	145	1,193,822	57	279,976	528	2,926,901
March	165	1,326,182	61	303,070	619	3,425,440
April	198	1,590,040	80	455,536	584	3,166,135
May	222	1,699,826	84	481,654	694	3,675,241
June	274	2,085,493	62	303,795	731	3,808,121
July	306	2,092,313	65	321,230	740	3,705,546
August	333	2,473,821	72	345,252	776	3,813,141
September	386	2,869,812	73	356,052	799	3,761,755
October	460	3,489,295	73	363,838	819	3,103,391
November	546	3,899,940	77	379,788	811	3,568,138
December	505	3,659,695	71	343,923	875	4,087,649
1919.						
January	390	2,806,212	70	317,333	801	3,655,404
February	314	2,313,639	63	300,870	811	3,884,104
March	254	2,013,934	42	198,380	826	4,011,212
April	269	2,181,243	37	186,885	871	4,177,650
May	217	1,763,960	37	199,015	1,055	5,158,125
June	174	1,472,783	39	201,265	1,113	5,441,136

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