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MARITIME COMMISSION

REPORT
TO CONGRESS

FOR THE PERIOD ENDED
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UNITED STATES MARITIME COMMISSION

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LETTER OF TRANSMITTAL

UNITED STATES MARITIME COMMISSION,
Washington, December 4, 1947.

To the Congress:

I have the honor to present the annual report of the United States Maritime Commission for the fiscal year July 1, 1946, to June 30, 1947.

During the period covered by this report substantial progress was made toward sound development of the postwar American Merchant Marine as a factor in the Nation's economy and an arm of the national defense. Steps were taken to restore the Merchant Marine to private ownership or operation after its wartime service under Government control, to dispose of Government-owned war-built ships, and to plan for the development and maintenance of an adequate and well-balanced Merchant Marine in the future in accordance with the national policy laid down by Congress in the Merchant Marine Act of 1936.

While restoration of the Merchant Marine to private ownership or operation has been almost fully accomplished, and the disposal of war-built vessels under the Merchant Ship Sales Act of 1946 has been well advanced, lack of new construction remains a serious defect in our national maritime program. The greatest and most immediate need of American flag shipping is for passenger vessels, as emphasized by the Maritime Commission in several reports and recommendations. Next in priority is the need for an adequate construction schedule to provide additional tankers, new types of cargo vessels, and replacements over a long period in the future to keep the Merchant Marine

modern and well-balanced. These building programs are necessary not only to maintain the vigor of the operating Merchant Marine but also to keep alive and in healthy condition our strategic shipbuilding industry, which will shortly be threatened with virtual extinction if orders are *not* placed for new vessels.

During the fiscal year the Maritime Commission carried on its various activities with steadily decreasing personnel. On June 30, 1946, the total number of employees in the Commission and War Shipping Administration was 15,892. On January 1, 1947, after the remaining War Shipping Administration employees had been absorbed and the Commission had been reorganized, the number was 12,488. By June 30, 1947, it had decreased to 10,564, and on September 11, 1947, it was 6,691, a total cut of 58 percent since the beginning of the fiscal year 1947.

No applications for vessel sales under the Merchant Ship Sales Act of 1946 had been approved before the beginning of the fiscal year. Of some 4,000 large vessels available under the act, the Commission had approved sales of 1,389 large vessels by June 30, 1947. By September 30, 1947, a total of 1,555 ships had been sold for a return of about \$1,400,000,000. Of these, 481 vessels of the best types went to 123 American operators, and 1,074 went to governments and citizens of 30 other nations. During the fiscal year the Commission approved 14 applications covering 34 vessels for adjustment of prior sales to citizens under Section 9 of the 1946 Act. Under the Merchant Marine Acts of 1936 and 1920, 163 vessels were disposed of for a return of about \$13,865,000. Sixty-nine of these were sold for scrap. In addition, 6,708 small vessels (under 1,500 gross tons) were sold for a return of \$43,648,305, with 4,814 still to be sold.

Restoration of shipping to private operation was largely completed during the year. All but 10 of the 900 requisitioned vessels in Government service on VJ-day had been redelivered to their owners by June 30, 1947. On that date the Government withdrew from all domestic services which it had been operating. In order to assist in establishing private domestic operations on a profitable basis, the Commission has sought from the Interstate Commerce Commission an over-all review of competitive rail-water rates to determine whether water carriers are being handicapped by unduly low rates of competing carriers. No decision has as yet been reached on readjustment of these rates.

Under authority of Public Law 12, Eightieth Congress, the Commission made an interim agreement to permit four operators to charter vessels at nominal rates to carry on essential service to Alaska. Vessels were allocated for charter in the Philippine trade to assist in the rehabilitation of that new nation.

The continuing urgent demand throughout the year for transport of relief supplies, especially coal and grain, and the fact that sufficient privately owned American and foreign government-controlled vessels were not available, made it necessary for the Maritime Commission to continue to operate some ships under general agency agreements, although on a steadily diminishing scale. At the close of the fiscal year, however, there were only 98 freighters and combination passenger-cargo vessels under this type of operation. Nine partially converted troop transports, with maximum carrying capacity of over 900 passengers each, were being operated for the transportation of displaced persons and those whose travel was considered to be in the national interest.

As of June 30, 1947, private operators had chartered 1,510 vessels from the Government on a bareboat basis, most of which were engaged in the carriage of relief cargoes. Among these was the steamship *America*, chartered on October 31, 1946, for a 2-year period by the United States Lines. On November 14, 1946, the *America* began her maiden voyage on the North Atlantic passenger route, a voyage long delayed by the outbreak of war in Europe, which had sent her into troop service as the U. S. *West Point*.

Of some 400 vessels transferred to foreign governments under lend-lease or other agreements and operated since the war on charter, arrangements had been made for the sale or return of all except those lend-leased to Russia, for which the State Department is carrying on negotiations.

Surplus ships not sold or chartered have been placed in reserve fleets. At the beginning of the fiscal year there were 1,423 vessels in 7 reserve fleets. During the year 859 vessels entered the fleets and 1,078 were removed, leaving a net total of 1,204. Of these, 222 were overage and most of them will probably be scrapped. Preservation work averaging 110 man-days per vessel was completed on almost all good vessels which were in the fleets on July 1, 1946, or which were consigned to the fleets during the fiscal year. Priority was given to the most valuable vessels. One new permanent reserve site has been completed and another has been tentatively selected.

The Commission's functions as a disposal agency for marine materials were transferred to the War Assets Administration in April 1947. Surplus material valued at \$157,600,000 was declared to disposal agencies in the United States and abroad. Sales at owning agency levels returned \$12,300,000, and marine materials sold by the Commission brought \$9,700,000. The remaining inventory of \$9,100,000 was turned over to the War Assets Administration. All properties and shipyards determined to be surplus have been declared to the War Assets Administration or disposed of by sale or transfer,

except for two yards which required further action by the Commission. Four reserve shipyards have been selected and placed in lay-up condition, except for uncompleted construction activity at one yard.

Ships built under the long-range program and sold during the fiscal year totaled 30, at a tentative price of \$70,275,520, based on the estimated foreign cost less national defense features. Estimated construction-differential subsidies for nine vessels privately constructed total \$14,000,000. Four of these vessels have been completed and five are under construction. Only one construction subsidy application for new building was received during the fiscal year, that of American President Lines for five combination passenger-cargo liners. Bids were opened on October 3, 1947, and taken under consideration by the Commission.

Approximately \$7,000,000 was withdrawn by subsidized American steamship companies from their capital reserve and special reserve funds to cover payments on purchases of new vessels and on mortgage indebtedness. Deposits of 12 lines in capital and special reserve funds totaled \$128,538,055.68 on June 30, 1947. Settlement of the controversy over tax exemption of operating and capital profits deposited in capital and special reserve funds has removed one barrier to the use of these funds for new construction. Twenty-five domestic and non-subsidized foreign trade operators spent \$61,547,844.53 from construction reserve fund deposits for new vessels. Unexpended deposits of 24 companies in construction reserve funds totaled \$42,326,559.92 at the end of the fiscal year.

While the postwar fleet is relatively well supplied with long-range C-type cargo carriers and tankers purchased from the surplus fleet, there were few passenger ships built during the war, and those designed as troop ships require a great deal of expensive reconversion to make them suitable for passenger service. Of the 14 combination passenger-cargo vessels completed during the fiscal year and placed in service, only 3 have more than 100-passenger capacity. In addition to restoration of the steamship *America* as our only first-class large passenger vessel, four old passenger ships are being refurbished for reentry into service, and four cargo vessels are to be converted for the Mediterranean passenger trade.

There has been far more activity in reconversion and reconstruction than in new building, as war-built vessels have been prepared for peacetime service. The Commission contracted for repairs on approximately 3,483 vessels during the year, at a total cost of \$103,116,981, and screened specifications for repairs costing \$9,563,589 under general agency agreements on 2,400 other vessels. The Commission approved 3 applications for aid totaling \$4,945,000 for reconstruction and reconditioning of 11 vessels, while 4 applications for aid in the

reconstruction of 18 vessels are pending. Reconversion of 58 military-type vessels for peacetime service was completed during the fiscal year.

Operating-differential subsidies, which were suspended in 1942 when ships were requisitioned by the Government for war service, were resumed on January 1, 1947, for the 12 lines holding suspended contracts, with the actual amounts to be paid as yet undetermined.

Hearings have been held on a number of applications for new operating-differential subsidy contracts or modifications of existing contracts. The Commission has approved six of the applications, and decision on others is pending.

Since subsidies are based on foreign costs, which, like American costs, have increased sharply since the prewar period, it has been necessary to make continuous studies of foreign building and operating costs to determine the basis for subsidies. These studies are still under way.

In order to determine the construction needs of the postwar fleet, the Maritime Commission has worked out a long-range dry-cargo shipbuilding program which balances available ships against probable requirements. According to these studies, a total of 1,044 vessels of 11,400,000 deadweight tons will be needed to serve adequately the foreign and domestic trade of the United States. About 900 vessels at present in operation are considered suitable for these needs, leaving some 144 vessels to be built in the next 10 years, of which 58 would be combination passenger-cargo vessels and 86 freighters, with betterments to 9 vessels, enabling them to accommodate 50 passengers each, to be carried out within the next 2 years. This would result in a passenger fleet of about 96 vessels of 33,000-passenger capacity, compared with 127 active vessels of 38,000 capacity in 1939. The new vessels would make up for smaller capacity by increased speed, comfort, and efficiency. The 86 cargo vessels required would be specialized types which are not available from the war-built fleet. Cost of this program to the Government would probably not exceed \$180,900,000. In addition, interim passenger-carrying requirements could be met by betterments to 34 war-built and over-age vessels at a cost of about \$37,500,000. In view of the tanker shortage which developed this fall, the Commission has also proposed that its shipbuilding program be augmented by the construction of a number of modern, high-speed tankers.

The bulk of the present fleet was built in the space of about 5 years. To prevent the fleet from becoming obsolete all at one time, an orderly replacement program is necessary. The Commission has suggested a 25-year long-range program which would provide for build-

ing about 25 ships a year for the first 10 years and 64 ships a year for the succeeding 15 years.

The first period would be devoted primarily to the construction of new vessels to achieve balance in the fleet, but would also include replacement of existing vessels as they become overage. The second period would be devoted primarily to a systematic replacement of vessels as they become overage, since by that time most of the existing fleet will be 15 years or more of age. The scale of replacements suggested provides for the earlier replacement of some vessels and the later replacement of others, in order to overcome the unfortunate bunching of the age grouping of our fleet and to provide steadier employment in United States shipyards. Vessels which are replaced may be sent to reserve fleets to take the place of those least useful in an emergency.

These plans for modernization and maintenance of the postwar fleet are subject to review as conditions and needs change, but they were presented to the President's Advisory Committee on the Merchant Marine as a minimum working program. In its report, issued in November 1947, the Committee strongly recommended a shipbuilding program which would include construction of 46 passenger vessels in the next 4 years and a number of high speed dry cargo ships and tankers.

In addition to its plans for new vessels, the Commission has developed a new type of cargo-handling gear and now has under construction the first American marine gas turbine, which will help to cut down costs and increase efficiency of postwar ships.

On September 1, 1946, the United States Maritime Commission absorbed the remaining duties and personnel of the War Shipping Administration, which was terminated as of that date. On January 1, 1947, the administrative organization of the Commission was improved for increased efficiency. The Commission is at present engaged on a study of legislative agenda to be submitted to the Congress, offering proposals for ways and means of improving the American Merchant Marine through appropriate amendments to the shipping statutes.

The American Merchant Marine has met heavy relief commitments satisfactorily, and operations are in large measure now in the hands of private interests. The solution of a number of problems is necessary, however, before the Merchant Marine can be considered fully adequate to the requirements of trade and national defense.

The American shipbuilding industry, for instance, is at a dangerously low ebb. On November 1, 1947, there were only 32 oceangoing merchant vessels under construction in United States shipyards. On

the basis of present contracts there will be virtually no new merchant-ship construction under way after the first half of 1948. Thirty-six new vessels were built for Maritime Commission account during the fiscal year and 17 vessels for private and foreign account, a total of 53. Seven Commission vessels were uncompleted at that time. Several Commission plans for new construction and reconversion of first-class passenger vessels had to be postponed because of shortages of critical materials.

Employment in new construction, both merchant and naval, has fallen below the minimum of 35,000 considered by the armed forces essential to the maintenance of a healthy industry, capable of serving as the nucleus of expansion in case of emergency. The building of new passenger ships, specialized cargo vessels, and fast tankers to balance the fleet, and replacement of obsolete vessels, as suggested in the Maritime Commission's long-range plan, would serve to keep a minimum number of shipyards employed.

While the American foreign trade fleet has enjoyed a period of great and profitable activity, it is now faced with rising costs and increased foreign competition that may deprive it of the "substantial portion" of our trade which the Merchant Marine Act of 1936 declared it should be adequate to carry. Already the average proportion of United States export and import trade carried in American ships has declined from 67.5 percent in the first 6 months of 1946 to 51 percent in June 1947. Meanwhile, foreign countries are rapidly replacing their war-lost ships with specially designed postwar vessels and also by purchases of over 1,000 surplus United States ships at prices far below present construction costs. On September 30, 1947, Great Britain and Ireland alone were building 53.2 percent of the new ships under construction, while other countries were building 42.3 percent. The United States was building 4.5 percent of the ships under construction.

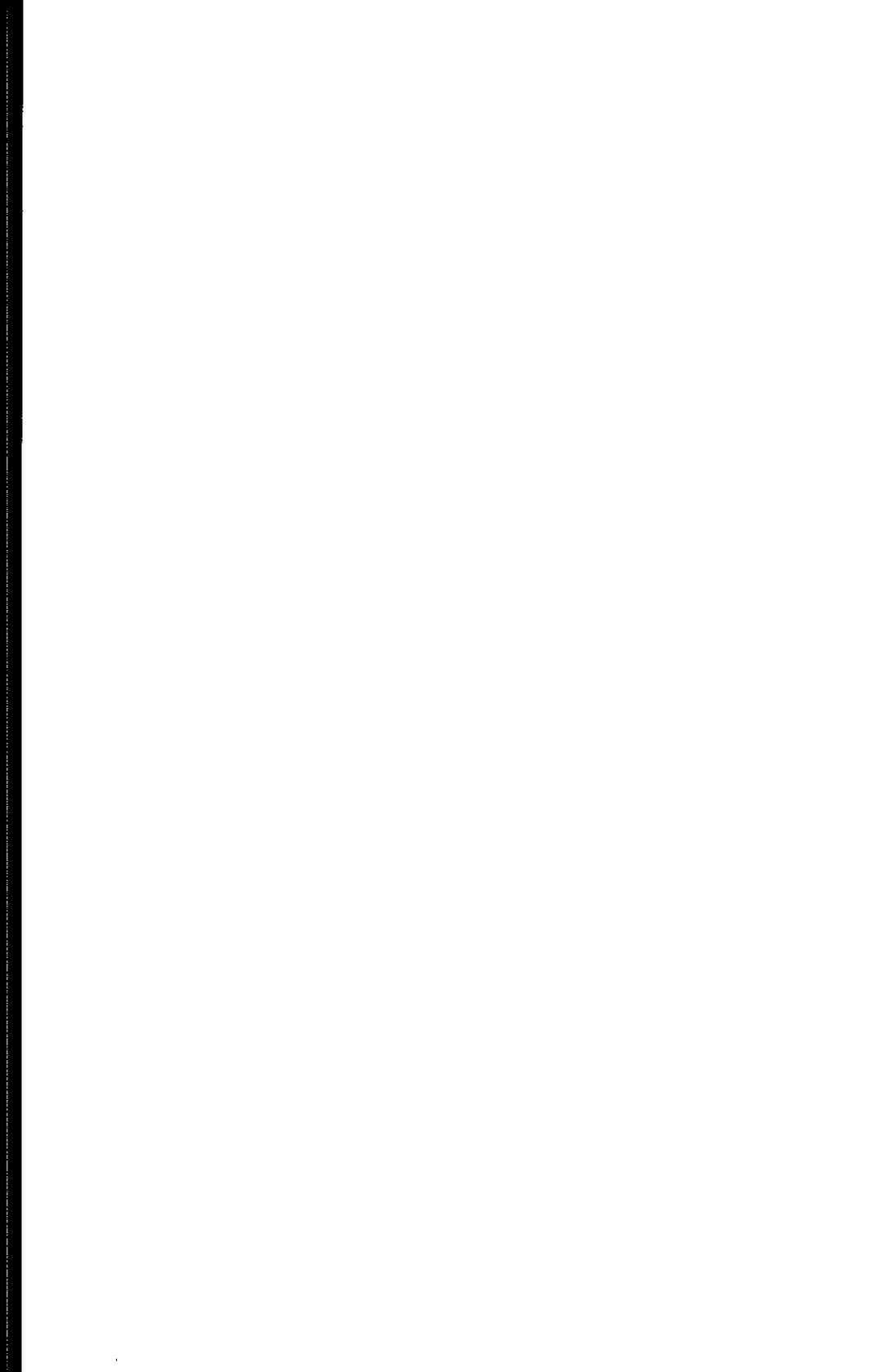
The domestic dry cargo fleet, those ships operating in coastwise and intercoastal trades and to our Territories and possessions, which formerly constituted about 60 percent of the active Merchant Marine, has fallen to about 12 percent in the postwar period. This group is important to national defense because it is generally in nearby waters and most of it is immediately available in case of emergency. It is protected by law from foreign competition, but coastwise and intercoastal carriers are subjected to the competition of land carriers, especially the railroads, which for years have maintained competitive rates so low as to deny to water carriers a reasonable profit. The sharp rise in costs since the war has made profitable operation in this trade very difficult at present. Some relief has been obtained through rate increases granted to railroads, which enabled water carriers to raise

their rates to a corresponding degree. Some operators have undertaken to carry on services which the Maritime Commission relinquished on July 1, 1947, but adequate service cannot be provided until satisfactory rate adjustments are made or some other solution to the problem is found.

The progress that has been made in disposing of surplus ships, restoring the fleet to private ownership and operation, and planning for long-range construction has been along the lines laid down by the Congress in the Merchant Marine Act of 1936 and other shipping laws. As the Merchant Marine met the heavy demands of war and postwar emergencies, it is now ready to meet whatever requirements may be placed upon it by any new programs for foreign relief and rehabilitation. While in full sympathy with the over-all objectives of the European Recovery Program, the Commission believes that the sale, charter, loan, or outright grant to participating nations of any United States vessels in addition to the large number already approved for sale to them would be contrary to the best interests of the American Merchant Marine.

The continued strength and usefulness of our merchant fleet require the support of an active and stable shipbuilding industry, an adequate and prosperous domestic fleet, and better and more efficient ships to meet foreign competition, to the end that the American Merchant Marine may be ready at all times to serve the nation's economy and security.

W. W. SMITH, *Chairman.*



SHIPPING OPERATIONS

Redelivery of privately owned vessels requisitioned for war use

By July 1, 1946, approximately 750 of the 900 vessels requisitioned by the Government for war use had been redelivered, leaving about 150 then remaining under charter. All but 10 of these remaining vessels had been redelivered to their owners prior to the end of the fiscal year. Many of the redeliveries were effected on interim certificates which left for future determination the amount of the Government's obligation to the owner for repairs and restoration. Of the 10 vessels remaining under charter on June 30, 1947, 4 were in repair yards and were nearing completion of repairs, 1 was about to enter a repair yard, and another was awaiting the end of a 30-days' notice of intention to redeliver to its owner. The remaining 4 vessels were held in the laid-up fleet pending exchange under the provisions of the Merchant Ship Sales Act of 1946 for Commission-owned vessels which were not as completely converted for war use as were the chartered vessels.

At the end of the fiscal year satisfactory disposition had been made of all but 75 claims by vessel owners for reimbursement for work claimed to be chargeable to the Government under the respective charters. Negotiation of the remaining claims is expected to be settled within the next fiscal year. Work performed on some 400 vessels before redelivery will be reviewed to determine whether some part of the work should not be paid for by the owner.

Charters

As of June 30, 1946, there were 471 vessels under War Shipping Administration interim bareboat charter. On August 31, 1946, there were 734 vessels under this form of charter. The United States Maritime Commission and the War Shipping Administration on August 12, 1946, notified all companies then chartering vessels under the interim charter program of the termination of such charters with the end of the voyage in progress on August 31, 1946, with redelivery to be taken pursuant to the terms of the governing charter.

The Commission offered new charters, which in addition to upward adjustments in most of the basic rates, increased the "additional charter hire" (paid from net voyage profits in excess of 10 percent of the charterer's capital necessarily employed) to 50 percent of the first \$100 of excess profit per day, 75 percent of the next \$200 per day, and 90 percent of all excess profits over \$300 per day.

All of the operators who chartered vessels from the War Shipping Administration elected to accept the Maritime Commission terms. The number of vessels which the Maritime Commission chartered to private operators increased until on June 30, 1947, there were 1,510 vessels either under charter or allocated for charter. Appendix A shows the number of vessels under charter by month during the fiscal year.

The following table shows the cash received and billings made during the year for basic and additional charter hire under both War Shipping Administration interim and Maritime Commission bareboat charters.

	Basic charter hire	Additional charter hire	Miscellaneous (charter hire	Total charter hire
Interim agreements:				
Cash payments.....	² \$30,369,102.56	\$22,020,888.15		\$52,389,990.71
Charter hire billed ³	28,690,960.36	23,954,785.78		52,645,746.14
Land-Leathers agreement:				
Cash payments.....	⁴ 43,055,995.54			43,055,995.54
Charter hire billed ⁵	⁵ 30,255,118.19			30,255,118.19
Shipsales agreements:				
Cash payments.....	72,851,526.62	12,182,580.25		85,034,106.87
Charter hire billed ⁶	36,108,107.26	28,626,208.32		114,734,315.58
Total: ⁶				
Cash payments.....	146,276,624.72	34,203,468.40		180,480,093.12
Charter hire billed ³	145,054,185.81	52,580,994.10		197,635,179.91

¹ These figures do not include miscellaneous charter hire transactions for the fiscal year 1947, amounting to \$378,810.25.

² Includes June 1946 and prior payments.

³ Charter hire billings shown are subject to adjustment for off-hire and redelivery of vessels.

⁴ Includes payment of \$14,434,561.84 received in month of December 1946, covering payment of charter hire for month of June 1946 and prior.

⁵ Includes "Seajap" vessels.

⁶ Included are certain unliquidated accounts receivable which will be paid during the fiscal year 1948

Action was taken in June 1947 to terminate the coastwise and intercoastal operations under general agency and offer the vessels for bareboat charter to those domestic operators involved. A special report was submitted to Congress on the operation of vessels in the Alaska service.

Charter hire paid by the Government for ships requisitioned from private owners for war service was reduced when the ships were temporarily out of service or "off-hire." About \$7,100,000 of amounts due for such off-hire periods under wartime time charters was collected during the fiscal year. The bulk of off-hire approved was processed. About \$2,000,000 in off-hire remained to be taken care of within the next fiscal year.

During the year 142 time charter agreements covering dry cargo ships and tankers were terminated, and 50 general agency agreements covering dry cargo vessels and tankers, 25 covering barges, ferries, and tugs, and 4 covering salvage operations were terminated.

Of the 1,751 dry cargo vessels under general agency service on July 1, 1946, 1,653 were redelivered during the year, leaving 98 active on July 1, 1947. These 98 vessels were in service as follows:

Intercoastal and coastwise (to be laid up or transferred to bareboat charter upon conclusion of voyage in domestic trade).....	43
Philippine Islands service.....	10
Passenger.....	10
Off shore (all allocated for sale or charter).....	35
Total.....	98

Traffic activities

The Commission was called on to transport cargoes under general agency agreement in trades that were not attractive to private operators because of low freight rates or greater profit elsewhere. These comprised Nova Scotia and Newfoundland, from which gypsum and newsprint were imported, and coastwise and intercoastal trades. The Commission was also responsible for assigning vessels under general agency agreement in trades where privately operated tonnage was insufficient to meet the demands, such as the Cuban sugar trade. Vessels were also supplied to cover berth services in instances where the berth operators were negotiating with and qualifying to the Maritime Commission for the bareboat charter of vessels. Many vessels were assigned in the Pacific area to the War and Navy Departments for the shipment of surplus equipment sold by the Office of Foreign Liquidation Commissioner. The Commission also administered the traffic regulations governing the operations of some 1,400 bareboat-chartered vessels.

Tankers

On July 1, 1946, the combined United States flag tanker fleet was composed of 914 vessels with an aggregate gross tonnage of 8,083,190. The combined fleets of all other nations totaled 1,067 vessels aggregating 6,983,105 gross tons. Private United States operators owned and operated 372 of the 914 United States flag tankers. The balance of 542 vessels were Government-owned, and of these, 278 had been withdrawn from active service and placed in the reserve fleets. The remaining 264 vessels were engaged under general agency agreements, or scheduled for delivery to purchasers under the Merchant Ship Sales Act of 1946. On June 30, 1947, after delivery of 36 vessels to United States and foreign purchasers, there remained 247 vessels in active service under general agency agreement, 196 in the reserve fleets, 49 scheduled to undergo purchase inspection, 8 lend-leased to Russia, 2 under bareboat charter, and 4 total constructive losses, aggregating a combined fleet of 506 United States Government-owned tankers.

During the fiscal year tankers in active service under general agency agreement were operated at Maritime Commission rates. The total approximate tonnage carried by the operating tanker fleet amounted to 271,744,998 barrels of various grades of petroleum products and 46,600,000 gallons of molasses.

Foreign transfers

Appendix B shows the type, number, gross tonnage, and average age of vessels approved by the Maritime Commission under section 9 of the Shipping Act of 1916, for transfer to alien ownership and/or registry for the fiscal period; also a statement showing the nationalities, number, and gross tonnage of vessels approved for transfer. Approval was given to the transfer of 303 privately owned vessels totaling 803,236 gross tons and averaging 20.8 years of age and 934 Government-owned vessels totaling 5,933,555 gross tons and averaging 3.7 years of age. Transfers were approved to the flags of 40 nations, the largest number (193) for the flag of Panama. Transfers of privately owned vessels represent only the approvals granted by the Commission and do not indicate actual transfers of ownership, as the Commission is not always advised when these transfers actually take place. With respect to Government-owned vessels, the majority of these were sales of war-built tonnage under authority of the Merchant Ship Sales Act of 1946.

The Commission approved the surrender of marine documents of 363 vessels for various purposes including changes in name, rig, tonnage, home port, ownership, etc. There was a marked increase in this function, due principally to the sale of Commission-owned vessels to American citizens under mortgage.

The Commission also approved under section 9 of the Shipping Act of 1916, four charters of privately owned American vessels to British, French, and Venezuelan operators which were for periods in excess of 1 year. Charters for shorter periods do not require Commission approval.

Labor

The Maritime Commission is concerned with the problems affecting merchant seamen from the points of view of their availability for manning our ships and the welfare of the men themselves. In this connection during the year it continued to study and make recommendations on proposed legislation, repatriation, wage accounts, insurance claims, disciplinary matters, and crew's quarters. Where necessary, temporary waivers were obtained for emergency operation of vessels which failed to meet Coast Guard requirements for crew and equipment.

The Commission continued to check expenditures for labor and to approve collective-bargaining agreements reached by companies under contract to the Commission. In conjunction with labor and management the Commission sponsored the training of select crews to man several of our best passenger carriers. Lack of funds has forced the Commission to discontinue the separate organizational units which had dealt with labor matters.

Food control

In October 1946 the Commission determined that there was no longer any justification for preferential treatment of seamen in provision of scarce supplies. Storing of vessels from stockpiles was limited to Maritime Commission vessels engaged in troop lift only. Stockpiles were disposed of to other Government or relief agencies or declared surplus. All food-control activities were to be discontinued entirely early in the succeeding fiscal year.

Insurance

The underwriting work of the Commission was confined during the first half of the fiscal year to crew war risk insurance (individual life and second seamen's policies covering war and some marine risks), war risk policies for the cash and stock of the Army Service Post Exchange, and hull insurance for vessels bareboated-out to foreign governments and time-chartered-back. During the second half of the year underwriting covered hull insurance for vessels bareboated-out and certain builder's risk and excess third party liability insurance written under the provisions of section 10 of the Merchant Marine Act 1920 as amended. Since the General Accounting Office ruled that no funds would be available after December 31, 1946, for obligation, no new insurance was written in the marine and war risk insurance fund after that date.

Special agreements authorized by the Congress were made to provide insurance not otherwise available in the commercial market for vessels operating in the Alaska trade and for a naval vessel chartered to the American Antarctic Association. Arrangements were made with four American protection and indemnity underwriters to provide this form of insurance for all vessels operated for account of the Commission.

During the fiscal year \$17,493,739.27 was paid from the marine and war risk insurance fund. As of June 30, 1947, it was estimated that more than \$42,000,000 remained to be paid on approximately 10,000 claims. New claims filed during the first 6 months of the year aggregated 3,500, but during the second 6 months, owing to a reduction in the number of vessels in operation, these dropped to 1,420. These figures do not include claims made for loss of life or injury to members

of the crews, under the terms of the second seamen's war-risk policy.

As a result of the sales and chartering program, there was a 300 percent increase over the preceding year in the number of vessels on which the Commission had to approve commercial insurances arranged by purchasers or charterers to cover the interest of the Commission under contracts of sale, mortgages, charters, and reconversion contracts. At the end of the fiscal period approximately 1,800 mortgaged and chartered vessels were being privately operated by United States citizens and insured with commercial underwriters.

The following table, which shows kind and amount of insurance approved by the Commission and placed by private operators during the year in American and foreign markets, does not include insurances approved but only partially processed, totaling several hundred million dollars.

Kind	Total amount	Percentage American	Percentage foreign
Marine hull.....	\$1,514,178,913	49.6	50.4
Marine protection and indemnity.....	2,412,231,184	85.7	14.3
War risk hull.....	1,414,850,417	26.3	73.7
War risk protection and indemnity.....	1,118,948,903	29.5	70.5

In addition, other miscellaneous forms of insurance totaling \$888,-431,552 were approved, of which \$493,321,452, or 55.5 percent, was placed in the American market and \$395,110,100, or 44.5 percent, in the British market.

Maintenance and repair

Repairs were made on approximately 1,218 vessels delivered by the Maritime Commission into private operation under the "Shipsales-demise" charter during the fiscal year. During the same period complete condition surveys were conducted on approximately 279 Commission-owned vessels redelivered to the Commission upon termination of charter operation.

Approximately 517 vessels were sold under terms which provided for delivery of the vessel to the purchaser "in class." This involved, in addition to the complete condition survey, inspection of the vessel in drydock and the preparation of specifications covering requirements of the American Bureau of Shipping and the United States Coast Guard, removal of defense installations, crew quarter changes and alterations to meet current commercial requirements, and work necessary to restore the vessels to the Maritime Commission's standard design. The cost of the necessary work amounted to about \$14,-766,081.

Approximately 125 survey and repair projects in connection with the redelivery of requisitioned vessels were handled during the fiscal

year. The Commission conducted 270 subsidy condition surveys and 440 repair inspections on vessels operating under subsidy agreements. It participated in 245 final guarantee surveys held upon termination of the guarantee periods on newly constructed vessels and also conducted 450 damage surveys.

In October and November 1946 the Commission arranged for the withdrawal of 50 T2 type tankers from the various reserve fleet sites for complete reconditioning for Government operation to meet the world demand for liquid cargo transportation. The reconditioning of those tankers was effected at an over-all cost of \$2,259,592. An additional 50 tankers were withdrawn from lay-up for operation in April 1947. At the end of the fiscal year, repair of this group of vessels was only 40 percent complete, at an average cost per vessel of \$138,480.

In March 1947, 100 Liberty type vessels were withdrawn from reserve fleets and conditioned for bareboat charter operation at an over-all cost of \$7,892,556. The reconversion of 56 animal carriers, originally converted for UNRRA, cost \$2,016,950. The Commission will be reimbursed by UNRRA for both conversion and reconversion costs of these vessels.

In April 1947 the Maritime Commission, the American Bureau of Shipping, and the United States Coast Guard determined that the T2 type tankers constructed by the Commission during the war should undergo hull strengthening by fitting longitudinal riveted crack-stoppers on decks and bottoms. Bids were received and contract commitments made in the fiscal year for the strengthening of 50 Commission tankers at a total cost of \$2,045,338. Only 4 of these vessels were made available for strapping prior to July 1, 1947, and none of the strapping was completed during the fiscal year.

Repairs were directed on approximately 1,800 general agency vessels during the fiscal period, and specifications were screened for repairs totaling \$9,563,589 which were carried out by general agents on 2,400 vessels.

Inventories

During the fiscal year inventories were made of 3,812 vessels transferred under various types of contracts, and 1,449 inventories covering consumable stores, fuel, and water were approved for settlement in the amount of \$10,045,211. At the end of the fiscal year there was an accumulated backlog of 6,290 unprocessed physical inventories, caused by lack of personnel coupled with a high level of vessel transfers during the year.

Vessel records

Some of the many special studies prepared on vessel activities and operations dealt with: Vessels under charter and general agency agree-

ments, the laid-up fleets, cargoes carried for the various national programs, charter hire and expense, and disposition of vessels under Maritime Commission control.

Data concerning past and current activities of vessels under United States control were supplied to United States and foreign government and private maritime agencies, including information for use in the transportation report being prepared by the Committee of Nineteen in connection with the Marshall Plan.

Terminals and real estate

The fiscal year saw the end of Commission control through contracts over certain rented deep-water terminal facilities in the United States. On both Atlantic and Pacific coasts there were 56 contracts covering a total of 185 ship berths. The bulk of the wartime "War-shiptermop" contracts were canceled by the Commission on October 1, 1946, and the balance were canceled by February 28, 1947. Additional facilities were utilized under the agency agreements.

The greater part of the Norfolk Army Base Terminal was returned by the Army to the jurisdiction of the Commission. In order to get civilian export and import goods moving through the port of Hampton Roads, this terminal was operated by a contractor from July 1946 through March 1947. Thereafter the property was offered for lease, and the highest bidder took it over on April 1, 1947, for operation as a commercial public terminal, paying the Government 33½ percent of all gross revenues.

Pending completion of negotiations with the War Department on the terms of a permanent permit by which the Commission would again assume interim control of the Boston Army Base Terminal, the Commission took over temporary possession on October 1, 1946, and engaged a commercial operator. The Hoboken and Philadelphia former Army bases were utilized practically to full capacity throughout the year for commercial import and export cargoes. At Hoboken, pier No. 3 was offered for lease, and the successful bidder offered rental of \$181,000 per year, as against \$75,000 paid by the former lessee.

A vigorous program of maintenance and improvement was instituted at all terminals during the fiscal year to cover items of deferred maintenance, necessarily set aside in the war years, to insure that these facilities will be ready in the event that they are required for future emergencies.

The Commission declared its last surplus shipyard to the War Assets Administration on May 5, 1947. During the fiscal year a total of 23 items of real property were declared surplus to the War Assets Administration for disposition, including 20 shipyards. Up

to the end of the fiscal year the total number of real properties sold, liquidated, declared to other agencies, or otherwise disposed of was 62, including 46 shipyards. The total value of real properties declared to disposal agencies was \$247,600,000.

During the year the War Assets Administration returned two previously declared surplus shipyards to the jurisdiction of the Commission, since the properties which had been leased by the Government could not be disposed of until they had been restored to their original condition. These were the Consolidated Steel Corp. yard at Wilmington, Calif., and the Pusey-Jones Corp. yard at Wilmington, Del., restoration costs of which will reach approximately \$1,000,000 and \$250,000 respectively.

In the interest of national preparedness and security the Commission decided to retain four war-built shipyards in a reserve status. These yards were selected for strategic location, durability of construction, efficiency of lay-out, and production record. One of these yards is located on the Atlantic coast (Wilmington, N. C.), and the other three on the west coast (Richmond and Alameda, Calif., and Vancouver, Wash.). Retention of these yards was concurred in by the Army and Navy Munitions Board.

Surplus items of materials and supplies were declared to the War Assets Administration, including small tools and equipment not suitable for long-term retention and preservation. The remaining facilities and equipment are being placed in a preserved stand-by status. These three steps have largely been completed at Wilmington, Richmond, and Vancouver. The Alameda yard is still being used for the construction of Commission vessels.

The Commission is not adverse to leasing the reserve shipyards for civilian use provided there is a demonstrated need in a community for use of the facilities and provided such use will not interfere with their rapid conversion in case of an emergency. To this end and in response to a request by the city of Richmond, Calif., the Richmond yard was on two occasions offered for lease in its entirety for use by civilian interests. However, no acceptable bid was obtained. The feasibility of leasing parts of the yard is now under consideration.

Foreign service

On July 1, 1946, Maritime Commission foreign representatives were stationed at 28 important ports throughout the world primarily to assist the return of commercial shipping to private operation. At the close of the fiscal year there remained organizations at only nine foreign locations to accomplish special unfinished tasks.

In Germany and Japan the Commission acted as shipping agent for the Allied occupation forces, and at Manila it participated in the

rehabilitation program of the Philippine Republic. At Shanghai it functioned in the capacity of shipping adviser for United States Government agencies in the sale of surplus property worth \$500,000,000 to the Chinese Government. Representation continued at London and Naples in the over-all interest of fostering and developing the American Merchant Marine. The allocation of vessels for the out-loading of the 1947 sugar crop purchased by the United States Government required representation at Havana, Cuba.

REGULATION OF CARRIERS

The year was marked by renewed and increased activity of American and foreign water carriers as they placed in operation for their own account vessels turned back to them by their respective governments, or vessels newly acquired by them. Newly organized companies of both United States and foreign nationalities also entered the field. There was a marked increase in the formation of new joint services and extensions of services. These increased activities required of the Maritime Commission a corresponding increase in the scrutiny and examination of the practices of carriers and of the conferences.

As activities of territorial carriers have increased, so have their requests for approval of increases in rates. On numerous occasions it has been necessary to pass upon requests for suspension of proposed increases and to determine whether a hearing on the lawfulness of the rate structure should be held. Investigations were ordered into the rate structures of carriers engaged in the Alaskan and in the Hawaiian traffic.

During the fiscal year 571 tariff schedules of carriers engaged in transportation with our Territories and possessions were received for filing, compared to the 207 received during the preceding fiscal year. Forty-six of these filings were amended after the Commission pointed out errors contained in the schedule. Thirty-five requests for special permissions to file on less than the statutory 30-days' notice were received and handled, 34 of which were granted.

A review of conference activities for the fiscal year reveals the following significant developments in postwar shipping:

(1) With the exception of the Germans, the Japanese, and the Italians, virtually all prewar steamship lines have taken steps to restore their freight services in the United States foreign trades; some are expanding to routes over which they had not previously operated.

(2) A number of new lines have been established, and in this connection there has been a trend toward development of national merchant marines by a number of countries which had not been maritime nations before the war.

(3) An increasing number of lines have combined to run joint services.

(4) There is a trend on the part of both new and old lines to join conferences. The present number of conference members exceeds the prewar memberships, although some 30 lines of German, Japanese, and Italian nationality were eliminated during the war. Over 200 changes in conference membership were recorded during the year.

(5) Even the carriers which have not taken out conference membership are for the greater part observing conference rates for their common carrier operations.

Revision of the terms and conditions of conference agreements was continued to bring them up to date and put them in accord with present day standards. The Commission has insisted upon confining conference memberships to active lines. It has continued to insist that conferences provide for the admission of any qualified common carrier and that no applicant be denied admission without just and reasonable cause. It has been argued that this may lead to over-tonnaging of a trade, but this danger is deemed to be of lesser consequence than the possible perpetuation of a monopoly in the hands of existing conference carriers if some other policy were to be followed.

Joint services

An unusual number of agreements for joint operation of services by two or more vessel owners were filed for approval during the year. These agreements fall into two categories. The first is made up of vessels operated under a common managership—not unusual in certain foreign countries, particularly England and the Scandinavian countries, where it is a customary practice for the ownership of a single vessel to be incorporated. The vessels of several such corporations are then turned over to a common manager to operate. The filing of these agreements is bringing to light the make-up of various important foreign steamship operations which are engaged in the United States foreign trade.

The second category of joint services consists of agreements in which the parties are carriers of different ownership and management, each of whom undertakes to furnish one or more vessels for the maintenance of a regular schedule in a specific trade. Agreements of this nature enable several small owners to furnish jointly a service which none of them could supply individually. The Commission requires that bills of lading and passenger tickets issued by the joint service shall reveal to the public the name of the common carrier principal who assumes the responsibility and the liability for the transportation.

Foreign freight rates

The year was one of great rate activity. Most of the conferences issued complete new tariffs, some as a result of the resumption of activities after the war, while others already functioning revised their tariff structures to meet changed conditions and to cover new commodity movements. No general reduction in rates was apparent although a number of individual rate adjustments were made to meet competition from other areas and to remove handicaps to the flow of traffic. Some 13,400 foreign rate and terminal filings were received during the year as against some 7,200 filings for the previous year.

One of the major problems with which steamship lines in the foreign trade have had to contend has been the slow dispatch at some foreign ports, due largely to the heavy volume of postwar traffic and the insufficiency of port facilities to handle this volume. This has increased the costs to the lines, which they have endeavored to meet in various ways, mainly by the imposition of port surcharges, although in some instances embargoes have been resorted to as a corrective measure.

Investigations

As a result of its scrutiny of the practices of liner companies engaged in foreign commerce, whether in conference or not, the Commission has ordered various investigations during the year. In addition to the investigation into the rate structures of Alaskan and Hawaiian carriers, an investigation was also ordered into the practice of the carriers serving New York Harbor of allowing limited free time and making demurrage charges for failure to lift cargo within the free time. This matter was brought to issue as a result of the difficulties engendered by congestion due to the war and to labor disputes.

An investigation was ordered into the practices of carriers with respect to the payment of brokerage to forwarders and others, and with respect to the lawfulness of rules of certain conferences forbidding the payment of brokerage. An investigation was also ordered into the practice of carriers of not placing their freight rates and charges upon the bills of lading.

Terminal operations

The organization of terminal operators into associations as authorized by section 15 of the Shipping Act, 1916, has been accomplished on the Pacific coast to a large extent. Various investigations were ordered in connection with the activities of terminal operators. One involved the definitions of services and the charges for terminal services by the association covering the northwest ports of Seattle, Tacoma, Portland, and outports. Another involved the handling of charges of terminals serving California ports.

Largely as a result of a request previously made upon all terminal operators for voluntary filing of their tariffs, the Commission received during the year a total of 1,852 terminal tariff filings, as compared with 1,195 during the previous year. Suggestions were made to these filing terminals for the elimination of ambiguities and duplications, thereby improving the tariff technique of the operators and providing for the shipping public more understandable schedules.

HEARINGS BEFORE TRIAL EXAMINERS

The Office of Trial Examiners was created on December 10, 1946, pursuant to the Administrative Procedure Act (60 Stat. 237), to handle all hearings required by the various shipping acts.

Final reports

A résumé of seven final reports issued by the Commission during the year follows:

Docket No. 639—Status of Carloaders and Unloaders. Emergency surcharge on carloading and unloading rates at San Francisco water terminals is justified except as to cement and petroleum products.

Docket No. 641—Increased Rates From, To, and Within Alaska. Petition of War Shipping Administration to increase rates, fares, and charges between Pacific coast ports and Alaska and between places within Alaska dismissed.

Docket No. 644—Increased Rates—Inter-Island Steam Navigation Co., Ltd. Increased class and commodity rates between points in Hawaii are justified except as to wallboard and scrap paper, without prejudice to an increase in those commodities by amounts not exceeding 50 percent; increase on cattle is not unduly preferential or prejudicial; respondent directed to submit results of first 6 months of operations for Commission's scrutiny.

Docket No. 645—Pacific Westbound Conference Agreement. Voting and membership provisions are not unlawful, but agreement should provide for membership of carriers whose services originate at other than Atlantic or Gulf ports of the United States or Atlantic ports of Canada, and who call at Pacific coast ports en route to the Orient; discretionary withdrawal from membership provisions should be amended to require conference to report to Commission every instance where a member fails to make a sailing within 12 months, and the conference action thereon; port equalization provisions are not unlawful; provisions prohibiting the payment of brokerage should be eliminated; division of conference into districts is not unlawful; and rules and regulations are not unlawful but should be submitted for approval as part of agreement.

Docket No. 650—Transportation by Southeastern Terminal & Steamship Co. et ano. Transportation between Miami, Fla., and San Juan, P. R., is that of common carriage, for which schedules should have been filed with the Commission.

Docket No. 651—Carloading at Southern California Ports. Emergency surcharge on carloading and unloading rates at San Francisco water terminals is justified except as to cement.

Docket No. 653—*East Asiatic Company, Ltd., v. Aktiebolaget Svenska Amerika Linien et al.* Refusal to admit complainant to North Atlantic Baltic Freight Conference is unjustly discriminatory and unfair and subjects complainant to undue prejudice and disadvantage; failure of the conference to advise the Commission of the record vote upon the denial of complainant's application for membership, with a full statement of the reasons therefor, was a violation of the conference agreement.

*Proposed reports*¹

Docket No. 630—*Sigfried Olsen v. War Shipping Administration et ano.* Sovereign immunity does not apply in a regulatory proceeding where War Shipping Administration is a respondent; commerce between the United States and the Panama Canal Zone is interstate commerce; and respondent's demurrage rule and charges are unjust and unreasonable, but rule is not otherwise unlawful.

Docket No. 638—*Waterman v. Norton Lilly & Co.* Complainants, who are shippers of fruit, alleged that the respondent, a Swedish carrier operating between New York and South America, refused to grant refrigerated space to complainants and thereafter granted all of such space to complainants' competitor in South America, in violation of the Shipping Act, 1916. Respondent contended that under section 6 of the Carriage of Goods by Sea Act it was not a common carrier in the transportation of the fruit shipped by complainants' competitor, and that therefore it was not subject to the Shipping Act, 1916. The examiner overruled this contention and found for complainants. This finding was made prior to the fiscal year, but the case has not as yet been finally decided.

Docket No. 648—Pacific Coast European Conference Agreement. Increases in admission fee from \$250 to \$5,000 is not unlawful; respondents' contract rate system is not unlawful; and unanimous vote provision in the agreement is not unlawful.

Docket No. 651—Carloading at Southern California Ports. Proposed car unloading rate on cement at southern California water terminals is not justified.

¹ Findings of the examiner in Nos. 641 and 653 not referred to inasmuch as the Commission's decision in each of those cases during the fiscal year affirmed the proposed reports. In No. 650, the Commission modified one of the recommendations of the examiner.

Docket No. 652—Rates Between Places in Alaska. The furnishing of lighterage facilities between ship and shore at Alaskan places, where not performed as part of the line haul, is not subject to the Shipping Act, 1916, or to the Intercoastal Shipping Act, 1933, as amended.

Docket No. 655—Terminal Rate Increases—Puget Sound Ports. Certain definitions in Seattle Terminals Tariff No. 2-C are unjust and unreasonable; and Northwest Marine Terminal Association agreement is unjustly discriminatory and unfair.

Pending proceedings

The more important proceedings, and their issues, pending during the year were as follows:

Docket No. 621—Port of New York Freight Forwarder Investigation. Subsequent to the ruling of the Supreme Court in *United States v. American Union Transport, Inc.*, 327 U. S. 437, that the Commission had jurisdiction over freight forwarders in the foreign trade, hearings were resumed to determine the desirability of promulgating rules and regulations governing such forwarders at New York.

Docket No. 640—Terminal Rate Structure—California Ports. California Association of Port Authorities petitioned the Commission to undertake a comprehensive investigation for the purpose of establishing a rate formula for terminal services and facilities.

Docket No. 657—Agreements and Practices Pertaining to Brokerage. In Docket No. 645, Pacific Westbound Conference Agreement, decided October 2, 1946, 2 U. S. M. C. 775, the Commission found that a conference agreement which contained a provision prohibiting the members from paying brokerage was contrary to the spirit of the Bland Forwarding Act (56 Stat. 171). Upon representation of many steamship conferences, the Commission instituted a new investigation (Docket No. 657) to secure all possible information on the question of the payment of brokerage.

Docket No. 658—Bills of Lading—Incorporation of Freight Charges. This was an investigation to determine whether freight charges should be incorporated in the originals and all copies of bills of lading covering the transportation of other than bulk commodities from the United States, its Territories, and possessions to foreign countries.

Docket No. 650—Free Time and Demurrage Charges at New York. This is an investigation to determine whether the present practice relating to free time and demurrage charges at New York are lawful. Many receivers of freight complained that they were compelled to pay charges resulting from their inability to obtain their goods because of strikes and length of time required by Government agencies to inspect or otherwise handle the cargo.

Docket No. 660—Matson Navigation Co. Rate Structure. The purpose of this investigation is to determine the lawfulness of respondent's charges on traffic between the United States and Hawaii.

Docket No. 661—Alaska Rate Investigation No. 3. Pursuant to Public Law No. 12 of the Eightieth Congress, the Commission contracted with four established carriers in the Alaskan trade for the use of Commission vessels until March 31, 1948, to ascertain whether private operation in the trade was feasible. The present proceeding is an investigation to determine whether the rates now being charged by the carriers are lawful.

Complete revision of the Commission's Rules of Procedure was instituted in line with the Administrative Procedure Act. Work was also continued on the index-digest for volume 2 of the Commission's decisions.

At the beginning of the fiscal year 14 complaints or investigations were pending. Seven new complaints were filed or investigations were instituted during the year. At the close of the year 14 complaints or investigations were pending. Seven final decisions were rendered by the Commission. Eight decisions were prepared and served by the examiners. Eleven hearings were conducted. In addition, a hearing was presided over by an examiner on the application for operating-differential subsidies on Trade Routes 7, 8, and 11, and the Office of Trial Examiners was directed to conduct nation-wide hearings on minimum manning, wage, and working conditions on subsidized vessels.

SHIP CONSTRUCTION AND RECONVERSION

New construction

At the beginning of the fiscal year 43 vessels were under construction for the Maritime Commission as follows:

No.	Type	Shipyard	Completed
2	P2-SE2-R3	Bethlehem-Alameda Shipyard, Inc.	
1	C5-S-AX1	Bethlehem-Sparrows Point Shipyard, Inc.	1
9	R1-S-DH1	do.	4
2	C2-S-B1	Consolidated Steel Corp., Ltd.	2
4	C3-S-BH2	Federal Shipbuilding & Drydock Co.	4
3	C2-S1-DG2	do.	3
3	C3-S1-BR1	Ingalls Shipbuilding Corp.	3
6	C3-S-A5	do.	6
3	R2-ST-AV1	Newport News Shipbuilding & Dry Dock Co.	3
5	C2-S1-AJ4	North Carolina Shipbuilding Co.	5
3	VC2-S1-AP7	Oregon Shipbuilding Corp.	3
2	C3-S-A4	Western Pipe & Steel Co. of California	2

Thirty-six vessels were completed, leaving seven still under construction at the end of the fiscal year.

The two P-2 combination passenger-cargo ships under construction for American President Lines, the *President Cleveland* and *President*

Wilson, were approaching completion at the end of the fiscal year and probably would have been delivered into service but for a series of strikes and the extreme difficulty of obtaining certain equipment which has been in short supply since the end of the war.

Three sister ships for the Mississippi Shipping Co. service to South America, the *Del Norte*, *Del Sud*, and *Del Mar*, were completed and put into service. These were hulls originally contracted for during the war. The contracts were changed to provide for completion as passenger vessels. They are the only postwar combination passenger-cargo ships of more than 100-passenger capacity now in service and represent modern air-conditioned comfort for passenger transportation in the tropics.

Eight combination passenger-and-cargo vessels for the Grace Line were completed and placed in service. These vessels likewise represent a utilization of cargo hulls contracted for during the war which were changed for peacetime service during their construction. They are planned to carry 52 passengers in a modest manner.

Three Victory hulls which at the war's end were on the ways at Oregon Shipbuilding Co. were authorized to be completed as combination passenger-cargo ships for the Alcoa Steamship Co. Rather elaborate provisions were made for the comfort of 97 passengers. These ships have gone into service—one between New York and the West Indies and two between New Orleans, Venezuela, Trinidad, and the Caribbean Islands.

Late in 1945 contracts were awarded for nine refrigerated cargo ships of *United Fruit Co.* design. Four of these were completed and placed in service during the fiscal year. The three cargo-passenger vessels contracted for in 1945 for this company were likewise completed during the fiscal year and placed in service. These represent a considerable replenishment of the depleted and vital refrigerated cargo fleet of this country.

Appendices C through F give details of the ship-construction program.

Conversion and reconversion

The difficulties attendant upon the conversion of military types to cargo types were very great. The military conversion of no two ships was the same, and many had basic hulls completed at variance with the rules and regulations of peacetime regulatory bodies, with which the Maritime Commission must comply. Each vessel therefore required an individual survey by a corps of technical experts, who later prepared plans and specifications for the required work. The volume of work was so great that the services of a number of yards not conversant with alterations and repairs of such magnitude had

to be used. In addition to the requirements for reconversion to peacetime service, improvements over prewar quarters for crew were required. In spite of these difficulties, 58 ships of this type were altered and repaired and placed in service, while 29 are now under contract for similar work.

Foremost of the fleet of special reconversions required was the steamship *America*. As soon as this vessel was made available by the Navy Department after her war and postwar service as a troop transport, a contract was placed early in 1946 with the Newport News Shipbuilding & Dry Dock Co., her original builder, for her conversion to normal condition. Minor structural and machinery repairs and replacements were required, but her interiors, arrangements, and decoration had suffered drastically. These interiors have been as nearly restored as present material supply permits. The spaces and facilities for the crew required major changes.

The steamship *Washington* was undergoing partial restoration to enable her to run in the North Atlantic repatriation service. Restoration to her prewar condition would be too expensive to be economically justified in view of her comparatively advanced age.

Although the ships of the "Good Neighbor Fleet," the *Uruguay*, *Argentina*, and *Brazil*, are 18 years old and saw hard service during the war, it was necessary to reconvert them to passenger use in order to maintain American-flag service on the important South American routes. Considerable progress had been made on these reconversions by the end of the fiscal year.

Building and replacement

Plans were approved by the Commission for the conversion of four C3 cargo vessels, which served during the war as attack transports for the Navy, into combination passenger-cargo vessels for the the New York-Mediterranean trade. Contracts were awarded late in fiscal 1947, and delivery is specified to be early in calendar 1948. These will make a very important addition to the Mediterranean service.

Application was filed for construction-subsidy aid by the American President Lines for five vessels for its round-the-world service. Invitations to bid were issued just prior to the close of fiscal 1947. These vessels are to be the P-2 combination passenger-cargo type, 500-foot, turbine drive, with accommodations for 189 passengers and a speed of 19 knots.

Inspection and performance surveys

The following inspections and surveys were made: 36 new vessels and 50 reconversion inspections, 39 trials and 58 completion surveys, 98 vessels guarantee liabilities, 426 vessels involved in financial

settlements representing \$226,454 recovered for guarantee liabilities, 54 recommendations covering a total of 286 vessels for adjudication of delay claims, 20 investigations of performance and casualties, 55 inspections and certifications covering scrapping of vessels, 43 tabulations of shipyard facilities, and 18 reports in respect to shipyard facilities and Defense Plant Corporation Plancon contracts. Nineteen Chinese trainees were instructed.

Reductions in personnel have had the following effects: Although a nucleus of inspectors is kept at the various plants doing new construction and reconversion work, the coverage of inspection is not satisfactory and material inspection is "spotty." Guarantee surveys have been made on new construction and large reconversions, but on all other restoration and reconversion contracts the physical surveys have been omitted and the guarantee settlements are arrived at through correspondence. On contracts of \$20,000 or less there are no surveys. Progress reports and percentage of completion records have been greatly curtailed.

CONTRACT RENEGOTIATION

Recapture of excessive profits and price reductions amounting to \$59,762,000 were effected during the fiscal year through examination of war profits realized by contractors, principally those having a predominance of business with the Commission. Of this amount, \$4,888,000 was attributable to assignments taken over from the former War Shipping Administration Price Adjustment Board on January 1, 1947, and completed during the 6 months ended June 30, 1947. Included in these figures were \$30,000,000 and \$3,270,000, respectively, of executed contracts or unilateral orders involving determinations made in a prior period.

Renegotiation was concluded during the fiscal year with respect to 926 cases of which 242, having aggregate renegotiable sales of approximately \$1,023,000,000, were found to have realized excessive profits. The remainder of the cases completed were found to have realized no excessive profits or were not subject to the provisions of the law. Of the cases involving recoveries, 53, having aggregate renegotiable sales of approximately \$139,000,000, were applicable to operations taken over from the former War Shipping Administration Price Adjustment Board.

GOVERNMENT AIDS TO THE MERCHANT MARINE

Construction-differential subsidy aid

Due primarily to the sale of surplus war-built vessels to American flag operators at prices substantially below current construction costs, no applications were received for aid in the construction of new cargo

vessels. In view of the shortage of new vessels for the passenger trades, an effort was made to stimulate the operators to develop a program for building passenger vessels. During the fiscal year one application for a construction-differential subsidy was filed to aid in the building of five passenger-cargo vessels intended for round-the-world operation. The application was tentatively approved, subject to the receipt of satisfactory bids.

Five applications were filed for construction-differential subsidies to provide betterments on ships purchased from the Commission for operation in foreign trade. Two of these contemplated substantial conversion by the installation of passenger accommodations. One, involving four C3-type combination passenger-cargo vessels for the Mediterranean trade, was approved. The Commission also approved an application for betterments on three cargo vessels for the Atlantic-east coast of South America service, and another, filed in the previous fiscal year, for improvements on four cargo vessels for the Gulf-east coast of South America trade. Final action on other applications was expected in the succeeding fiscal year.

Construction aid without subsidy

Construction aid given during the fiscal year which did not involve a subsidy was granted under administration of construction reserve funds set up under section 511 of the 1936 act. Tax deferment provisions applying to these funds are covered by joint regulations of the Treasury Department and the Commission. While certain of the deposited proceeds of indemnity for vessel losses and sales were used for new vessel construction, by far the greater use of such funds was in acquiring surplus war-built vessels under the provisions of the Merchant Ship Sales Act of 1946. During the fiscal period 25 domestic and nonsubsidized foreign trade operators spent approximately \$61,547,844.53 from their construction reserve fund deposits for new vessels. Deposits during the fiscal year, including those of four newly established accounts, amounted to \$19,766,415.23. As of June 30, 1947, unexpended construction reserve fund deposits of 24 companies totaled \$42,326,559.92, part of which, however, has already been committed.

Federal ship mortgage insurance

During the war, with shipyards straining to meet the Government's demand for various types of tonnage, there was little interest in the Federal ship mortgage insurance provisions of the Merchant Marine Act of 1936. With relaxed demands on shipyards and the unavailability of special types of vessels for sale as surplus, there has been increasing interest in potential ship mortgage insurance. Only one

application was filed with the Commission during the 1947 fiscal year, however, and that involved the reconstruction and conversion of two relatively small naval craft acquired from surplus and redesigned as cargo carriers in river transportation. As at June 30, 1947, this application had not been fully processed, and therefore no liability, contingent or otherwise, had been assumed, and none from transactions of the prior years remained outstanding. Receipts to the Federal ship mortgage insurance fund amounted to only \$50, the outstanding balance of the fund standing at the end of the period at \$586,807.73.

Operating-differential subsidy aid

With the gradual release of war-service tonnage for commercial operations under private direction, berth services were restored on most of the foreign trade routes which the Maritime Commission has determined to be essential to the commerce requirements of the United States. As foreign-flag competition also reappeared on these routes, the Commission authorized as of January 1, 1947, the resumption of subsidy payments to the 12 operators holding suspended operating-differential subsidy agreements. Appendix G lists vessels over 20 years of age on which operating-differential subsidies were paid during the year for voyages previous to their requisitioning by the Government.

Heavy war losses of tonnage and the necessity of reconverting certain war-built vessels for commercial operation before sale or redelivery to the shipowners have retarded progress in the full-scale operation of the prewar subsidized services. However, this objective was fast being realized at the close of the fiscal year with respect to the operation of freight vessels. As to passenger operations, necessary new construction was falling behind considerably due to both an apparent reluctance on the part of shipowners to invest private funds, and lack of public appropriations.

The Commission has found it necessary and desirable to modify and extend certain of the established routes and services to meet postwar requirements. Contracts are accordingly being adjusted in this respect as well as to provide rates of subsidy modified by current costs and effective foreign-flag competition.

Applications for new operating subsidy contracts

A public hearing was held on July 24, 1946, on applications of Bloomfield Steamship Co. and Lykes Bros. Steamship Co., Inc., for an operating-differential subsidy contract with respect to operation on trade route 15B (United States Gulf ports to South and East Africa). The application of each company for aid was denied by Commission action of November 8, 1946.

Public hearings were held August 12-15, 1946, on applications for new operating-differential subsidy contracts or modification of existing subsidy contracts as follows:

1. That the United States Lines Co. be authorized to increase its subsidized sailings on trade route No. 12 between United States North Atlantic ports and the Far East without extending its service to ports beyond its present area.

2. That the American President Lines, Ltd., be authorized to increase its subsidized sailings in its trans-Pacific service between California ports and the Far East, for operation in accordance with services E and F of trade route No. 29.

3. That Lykes Bros. Steamship Co., Inc., be authorized to increase its subsidized sailings on trade route No. 22 between United States Gulf ports and the Far East and also be authorized to extend its Gulf-Far East subsidized service to include ports in the Netherlands East Indies and the Straits Settlements.

4. That the American Mail Line, Ltd., be authorized to increase its subsidized sailings on trade route 30 between ports of the Pacific Northwest and the ports of the Far East, and also be authorized to extend its sailings to include the ports in the Netherlands East Indies and the Straits Settlements.

5. That the United States Lines Co. be authorized to extend its United States Atlantic-Far East subsidized service to include ports in the Straits Settlements and Netherlands East Indies, which proposed service would involve trade route No. 17.

6. That the American President Lines, Ltd., be authorized to inaugurate a new subsidized service from Atlantic ports to the Far East and Netherlands East Indies and Straits Settlements, conforming generally to freight service C-2 of trade route No. 17.

7. That the American Export Lines, Inc., be authorized to extend its India subsidized service so as to include ports in the Straits Settlements and Netherlands East Indies, which proposed service would cut across trade route No. 17.

8. That the American-Hawaiian Steamship Co. be granted a subsidy on a service inclusive of certain ports on trade routes No. 28, 29, and 30.

9. That the Olympic Steamship Co. be granted an operating subsidy for operation of a service in trade route No. 30.

10. That the States Steamship Co. be granted a subsidy on freight service H of trade route No. 30.

11. That the Grace Line, Inc., be granted permission, required under its subsidy agreement, to operate without subsidy in freight service F of trade route No. 29.

The Commission took action on the above applications June 9, 1947, approving applications 1, 2, 3, and 4 above and denying the balance, except for the Olympic Steamship Co., whose application was withdrawn soon after the public hearing was held.

At the public hearings of August 12-15, 1946, application of the Oceanic Steamship Co. for a freight service on trade route No. 27 (United States Pacific ports-Australia, New Zealand), to supplement its passenger service was also discussed. The Commission approved Oceanic's application on December 30, 1946.

A public hearing was held on September 4, 1946, on applications of American South African Line, Inc., Seas Shipping Co., Inc., and Mississippi Shipping Co., Inc., for an operating-differential subsidy contract for operation in trade route No. 14 (United States Atlantic and Gulf ports to West Africa). Application of American South African Line, Inc., for a new service from United States Atlantic ports only to West Africa and of Mississippi Shipping Co., Inc., for a new service from United States Gulf ports only to West Africa via North Brazil were approved, and the application of Seas Shipping Co., Inc. was denied by Commission action of January 9, 1947.

Public hearings were held November 12-14, 1946, on applications for new operating-differential subsidy contracts or modification of existing subsidy contracts as follows:

1. That the Arnold Bernstein Steamship Corp. be awarded a subsidy for the operation of a new service on trade route No. 8 (United States Atlantic ports to Antwerp and Rotterdam).
2. That the Black Diamond Steamship Corp. be awarded a subsidy for the operation of a new service on trade route No. 8 (United States Atlantic ports to Antwerp and Rotterdam).
3. That the United States Lines Co. be granted an extension and modification of its existing subsidy contract to permit an increase in sailings and to extend its present subsidized operations to include Antwerp and Rotterdam, which ports are a part of trade route No. 8.
4. That the South Atlantic Steamship Line, Inc., be awarded a subsidy contract for operating a new service on trade route No. 11 (United States South Atlantic ports to United Kingdom and Eire, continental Europe, Scandinavian, and Baltic ports), said trade route to be redefined to include Hampton Roads.

Decision on above applications was pending as of the close of the fiscal year.

Settlement of tax controversy

In the 1946 annual report reference was made to the fact that a controversy had arisen with respect to the scope of the tax exemption in relation to operating and capital profits deposited in the statutory

capital and special reserve funds. During the fiscal year, the Treasury Department entered into individual agreements with each subsidized operator. These agreements, in effect, provide generally that the subsidized operators must pay taxes on all of their ordinary income for the calendar years 1943, 1944, 1945, and 1946, and that such capital gains as were deposited in the funds during these years may remain deposited therein on a tax-deferred basis or withdrawn and tax paid thereon. All ordinary income deposited in these reserve funds during the calendar years 1943-46 inclusive—estimated to total approximately \$30,000,000—is subject to withdrawal, after which taxes will be paid thereon, and the balance of the amounts that are withdrawn are to become free funds. The agreements between the subsidized operators and the Treasury Department further provide that all deposits of ordinary income and capital gains in these funds after the calendar year 1946 shall be on a tax-deferred basis instead of a tax-exempt basis.

PURCHASES AND SALES

Large vessel sales

During the fiscal year the Commission approved applications for the purchase of 1,389 vessels under the Merchant Ship Sales Act of 1946. Of this total, 431 were for American-flag operation and 958 for foreign-flag operation, representing total sales of \$1,150,000,000.

Title to 1,105 vessels was transferred to the purchasers, 306 for United States registry and 799 for foreign registry. At the end of the fiscal year there were pending before the Commission 307 applications for 712 vessels, 63 for American flag and 649 for foreign-flag operation. It was anticipated that most American applications would be approved. Of the foreign applications it appeared that only a small portion would receive approval.

Appendix H indicates in detail the status of the sales program under the Merchant Ship Sales Act as of June 30, 1947.

Under the authority of the Merchant Marine Acts of 1936 and 1920, a total of 163 vessels was disposed of, 61 for operation under United States registry, 26 for operation under foreign registry, 7 for non-operational uses, and 69 for scrapping. The monetary return for these sales totaled about \$13,865,000. Appendix I summarizes the sales made pursuant to the 1936 and the 1920 acts.

Adjustments and exchanges

There have been received 121 applications for adjustment of prior sales to citizens under section 9 of the Merchant Ship Sales Act covering a total of 201 vessels. The Commission has approved 14 applications involving 34 vessels (2 final, involving 2 vessels, and 12 tentative, involving 32 vessels). The remaining 107 applications for adjustment on 167 ships were in various stages of processing. Cash re-

funds under the 14 final or tentative settlements totaled \$5,752,911.25; further payments of \$1,406,899.91 were due; and \$26,611,118.40 has been applied to the reduction of mortgage indebtedness of the applicants.

The Commission has received applications covering the exchange of 12 C1 type vessels which were converted to transports by the United States while under charter, 4 of these to be exchanged for Victory type war-built vessels and 8 for C1 type war-built vessels. The applications for four of these vessels have been withdrawn, the commission has approved the exchange of seven vessels, and one application is pending.

Small vessel sales

During the fiscal year 6,708 small vessels, with a declared value of \$577,852,295 were disposed of for \$43,648,305.

At the end of the year the inventory of vessels remaining to be disposed of totaled 4,814, with a declared value of \$489,331,724.

The following types of vessels were disposed of: Yachts, passenger vessels, ferries, tugs, barges, fishing and cargo boats, tankers (up to 1,500 gross tons, and including tank barges), landing craft, work boats, hulks and hulls, pile drivers, dredges, derrick barges, catamarans, and drydocks.

The Commission disposes of vessels of the tonnage and types listed above for all Government agencies, principally the Army, Navy, Coast Guard, and Defense Plant Corporation (RFC). It also disposes of vessels of under 1,500 gross tons built for or by the Maritime Commission which are declared surplus to present needs.

Contract terminations and claims

At the end of the fiscal year contract terminations and claims had been handled as follows:

	Number	Value (amount of cancellation)	Amount claimed	Amount of settlement
Total terminations of supply contracts.....	10,597	\$236,000,000		
Total terminations settled without claim.....	7,799	141,800,000		
Total terminations settled with claim.....	2,201	144,500,000	\$28,100,000	\$24,400,000
Total terminations claims pending.....	37	3,500,000	2,100,000	
Total termination of shipbuilding contracts.....	27	304,200,000		
Total shipbuilding terminations settled.....	25	269,800,000	49,300,000	48,500,000
Total shipbuilding terminations pending.....	2	34,300,000	39,600,000	

¹ In addition, 2 terminations of cost-plus contracts were pending for legal determination as to validity of contractor's claim.

CLAIMS HANDLED DURING FISCAL 1947

A. Supplier:				
Settled without claim.....	384	\$13,100,000		
Settled with claim.....	531	37,800,000	\$15,100,000	\$13,100,000
Claims pending.....	37	3,500,000	2,100,000	
B. Prime ship:				
Settled.....	17	123,800,000	18,100,000	17,400,000
Pending.....	2	34,300,000	39,600,000	

Surplus property

It is estimated that the total reported cost of marine personal property in excess of requirements is about \$417,900,000. This includes foreign declarations of material with a reported cost of \$2,300,000. During the fiscal period material worth \$155,700,000 was declared to disposal agencies within the United States, and in foreign locations \$1,900,000 has been declared to the State Department.

Material classified as nominal quantity, salvage, and scrap was listed for sale at the owning agency levels in the amount of \$48,800,000. Total owning agency sales amounted to \$57,100,000 reported cost value, with \$12,300,000 cash recovery, or a return of 22 percent. At end of the fiscal year there remained unsold but listed material with a reported cost value of \$5,400,000 for disposition at the owning agency sale level.

During the period of its activity as a disposal agency, the Maritime Commission has disposed of marine material declared as surplus to it with a reported cost of \$104,700,000 for an over-all recovery of \$33,200,000, or 32 percent. In addition \$5,800,000 of declared surplus material was transferred to other Government agencies without exchange of funds.

During the fiscal year marine materials reported to and accepted for sale by the Commission amounted to a net of \$12,800,000. Disposition of marine material by the Commission amounted to \$43,400,000 in reported cost value, for a return of \$9,700,000, a recovery rate of 23 percent. The marine materials remaining on inventory as of April 5, 1947, when the Maritime Commission was relieved of its responsibility as a disposal agency, and which were transferred to War Assets Administration for disposition, amounted to \$9,100,000.

During the fiscal year the warehousing activity was curtailed; the number of warehouses was reduced from 24 with a cost of operation of \$246,000 per month as of June 30, 1946, to 6 with a cost of operation of \$112,000 per month as of June 30, 1947. The declaration of excess material and the disposition of nominal quantities and salvage items from warehouse stocks was substantially completed.

Purchasing

During the fiscal year the Commission, through its office in Washington and nine procurement field offices, placed 18,759 purchase orders totaling approximately \$13,000,000. In addition to purchases, over 25,000 requisitions were processed, covering both materials and equipment procured and those issued from warehouse stocks.

At the beginning of the fiscal year the Commission was preparing to undertake procurement for several important programs: the recon-

version of Government-owned military auxiliary vessels, redelivery of chartered vessels to their owners, and vessels sold under the Merchant Ship Sales Act of 1946. These programs reached their peak during the early months of the calendar year 1947. They involved supplying allowance list and other materials to approximately 68 vessels recon-verted from military service, 15 vessels redelivered to their owners, and 300 vessels sold from laid-up fleets. Passenger outfitting equip-ment was also supplied for the *Brazil*, *Uruguay*, and *Argentina*, which were being re-outfitted for the "Good Neighbor" fleet.

In addition to these programs, purchases were made for the reserve fleets, the terminals, Commission-owned shipyard facilities, main-tenance and repair of Government-owned vessels, and operating supplies for ships under bareboat charter and under general agency agreements, materials for warehouse operations, administrative supplies and equipment, advertising, printing and binding, etc., for all Commission activities in Washington and in the field.

Purchase authorities of building and repair yards working on Commission contracts were screened against surplus materials of the Maritime Commission and other agencies, and arrangements were made for such materials to be shipped to the yards. At the same time, in the interest of utilizing available surpluses, all requisitions were checked against Commission stocks. All Commission surpluses were also checked to determine those items to be retained in active stocks and those to be disposed of. To obtain the most effective use of stocks on hand, transfers were arranged between warehouses, and minimum and maximum controls of inventories in all warehouses were established.

During the year over 23,000 vouchers were processed, covering materials procured and involving an expenditure of approximately \$15,000,000.

Approximately 16,000 transportation vouchers were processed in the total amount of over \$3,000,000. From 11,000 claims against railroads for damages and losses, \$596,000 was recovered. About 4,000 Gov-ernment bills of lading were issued during the year, and reduced rates on specific shipments were obtained from various rail and motor carriers.

Contract adjustments

Approximately 2,000 cases requiring proper adjustments in con-tracts to cover over- and under-shipments, defaults, failures during guarantee periods, rejections, etc., were processed. In cases involving vendors' responsibility for defects, a total of \$111,000 was recovered. A considerable number of vendors' responsibility cases remained to be handled, however, and in general there was a sharp increase in the

volume of claims reviewed for and against the Commission during the fiscal year.

Vessel supplies

At the beginning of the year the Commission was operating a vessel supplies control program involving price and quality controls on supplies furnished for living quarters, and other supplies being used on Government-operated merchant vessels. With the return of a major part of the Merchant Marine to private ownership, this program was abolished at the end of December 1946.

Price revision

Price revision activities were concluded during the early part of the year. At that time revisions totaling \$728,000 in favor of the Maritime Commission and the Government had been made under authority of the Revenue Act of 1943.

INTERDEPARTMENTAL LIAISON

In cooperation with the Department of State, the Commission has handled the sale to the Turkish Republic of 10 nonwar-built vessels under the authority of the act to provide for assistance to Greece and Turkey (Public Law No. 75).

The Maritime Commission has participated with State, War, and Navy Departments in successfully working out the shipping and shipping-control matters arising out of the Cunningham-DeCourten Agreement between the Allies and the Italian Government. In cooperation with the State Department and the Italian Government it has arranged for the return of the three vessels allocated by Italy to the Allies in 1943 as well as the use by the Italian Government, in national rehabilitation programs, of two vessels acquired by the United States during the war, titles of which will eventually be returned to Italy.

Settlement of lend-lease shipping agreements with Allied Governments was effected, including the settlement of the Land-Leathers agreement concerning the wartime chartering of some 400 vessels to the United Kingdom Government. This involved the sale of 125 Liberty and 33 coastal vessels to Great Britain, and redelivery of the remainder to the United States by March 1948. The Maritime Commission staff is furnishing technical assistance to the Department of State in the settlement of negotiations now being carried on with the Soviet Government with regard to the sale or return of some 95 vessels turned over during the war to that Government under lend-lease arrangements.

The Commission participated in settlement of shipping claims resulting from lend-lease and other arrangements for the charter and

reassignment of Dutch vessels to the United States and Great Britain. It also assisted in handling shipping matters arising under (a) the Tripartite Merchant Marine Commission created at the Potsdam Conference for the division of ex-German vessels, and (b) the subsequent distribution of the United States-United Kingdom share of these vessels under the Inter-Allied Reparations Agency. The United States Government requested and received as reparations 13 of the ex-German merchant vessels suitable for United States needs, 8 of which have been sold under competitive bids to United States citizens and 5 of which have likewise been offered for sale but have not so far been sold.

The Commission was represented on United States delegations to various international shipping conferences called by the United Maritime Authority and its successors, the United Maritime Consultative Council, and the Provisional Maritime Consultative Council, international bodies created to provide a forum for discussion and to make recommendations to the various governments on technical and policy matters concerning international shipping.

The Maritime Commission in conjunction with the Department of State has taken cognizance of measures adopted by certain foreign nations designed to aid their own merchant marines at the expense of United States vessels and those of other nations. Appropriate action initiated to correct such practices has been only partially successful, but these matters are being vigorously pursued.

RESERVE FLEETS

Status of the fleets

At the beginning of the fiscal year there were 1,423 vessels in 7 reserve fleets, including 1,223 war-built vessels and 200 overage vessels. The following permanent sites were in use: James River Reserve Fleet, Lee Hall, Va.; Mobile Reserve Fleet, Mobile, Ala.; Beaumont Reserve Fleet, Beaumont, Tex.; Suisun Bay Reserve Fleet, Benicia, Calif. Three temporary fleets were being utilized, one in the Hudson River in New York, one at Astoria, Oreg. (Cathlamet Bay), and one at Olympia, Wash. Areas adjacent to the permanent sites at Mobile and Beaumont were used while the permanent sites were being prepared.

Of the vessels in the reserve fleets at the beginning of the fiscal year, it was estimated that 80 percent had received preliminary preservation measures. These included mooring, seacocking, cleaning, greasing of exposed machinery surfaces, and other critical items that had to be undertaken at once.

Of the 1,300 vessels sold during the year, almost half were withdrawn from the reserve fleets. The emergency famine relief program

and the petroleum shortage required the withdrawal of another 496 and kept in operation under charter many that would otherwise have been returned. The extension of the Merchant Ship Sales Act of 1946 to March 1, 1948, allowed many vessels to continue to operate under charter. During the fiscal year a total of 859 vessels entered the fleets (many of which were later withdrawn) and 1,078 were withdrawn, leaving a net total of 1,204 in the reserve fleets at the end of the fiscal year. Of this number, 222 were overage, and most of them will probably be scrapped. Appendix J shows the number of vessels in various reserve fleets by month during the fiscal year.

Preservation program

During the fiscal year essential primary preservation averaging approximately 110 man-days per vessel was completed on substantially all good vessels which were in the fleets on July 1, 1946, or which were received subsequent to that date. During the same period preservation work for extended lay-up was performed on various types as follows:

Operation performed	Vessels remaining in fleet July 1, 1947	Vessels withdrawn from fleets during 1947 fiscal year	Total vessels on which operation performed
Preservation of main propulsion machinery, auxiliary machinery, and associated piping systems.....	371	75	446
Preservation of water side of boilers.....	371	75	446
Preservation of fire side of boilers.....	428	94	512
Preliminary preservation of electrical equipment.....	222	77	299
Preservation of external surface of hulls and superstructures.....	202	25	227

Preservation work is scheduled for accomplishment at the various fleets on the basis of available personnel, numbers and types of vessels involved, varying climatic conditions, the importance of according priority to certain phases of the preservation program, and other controlling factors. Top priority is given to those items of the work deemed most necessary to prevent or arrest incipient deterioration of the more vulnerable parts of all "good" vessels. Insofar as may be practicable, this work is performed first on the more valuable types of vessels in each unit. Priority is given to the units containing the largest number of the more valuable or vulnerable types of vessels.

Research and tests were conducted or started during the fiscal year to determine the effectiveness of present preservation procedures and the development of better practices. These tests included:

Determination of corrosive action and salinity of waters local to the fleets.

Determination of the most effective and economical compound for use in coating ships' bottoms.

Survey of the effectiveness of special preservative treatments and methods applied to test ships.

Special study regarding preservation of electrical machinery, and procedures for preservation developed.

Determination of any harmful effect of present preservation materials and procedures on boilers and machinery. Also the most economical and effective methods of removal of preservation materials from these systems.

Although \$3,002,000 was appropriated for the acquisition of floating craft and fleet equipment, most of this equipment was obtained from surplus without cost to the Government. A total of \$327,589.63 was expended on repairs to this equipment, whereas the inventory value is approximately \$12,000,000. At the end of the year repairs and overhaul to floating equipment was about 90 percent complete. It was anticipated that no additional floating craft or heavy fleet machinery would be needed in future fleet operations; however, stocks of repair and replacement parts must be maintained.

Fleet site development

In August dredging for the Wilmington, N. C., reserve fleet was completed and lay-up at that site began immediately. The Brunswick, Ga., area was selected as an additional temporary site to take care of overage, badly damaged, and unstrengthened Liberty vessels that would be sold eventually for scrap, because natural facilities were available there at no cost to the Government. The first vessels arrived at this site in October.

Toward the end of the fiscal year the need for temporary sites had been considerably reduced, and it was decided to abandon the Brunswick site after the vessels had been sold. This was estimated to be about November 15, 1947. The abandonment of this site will leave the Hudson River and Olympia, Wash., fleets to handle vessels not candidates for permanent reserve.

In April 1947 the War Department granted permission to berth large deep-draft transports at the Hawkins Point pier in Baltimore. This pier will accommodate three to five large transports of drafts that cannot be handled in any of the reserve fleets. This number and type of vessels are all that can be expected to be out of service and held under permanent preservation. At the present time the *George Washington* is moored at this location.

About \$2,309,000 was appropriated and committed or expended during the fiscal year for the development of sites. The following table reflects expenditures and developments to date.

Site	Appropriated fiscal year 1946	Appropriated fiscal year 1947	Percent these funds will complete	Percentage actual completion
Baltimore, Md.		\$1,000	100	100
Hudson River, N. Y.		18,000	100	20
James River, Va.	\$888,000	29,000	100	50
Wilmington, N. C.	2,794,803	87,872	100	70
Mobile, Ala.	1,506,840	10,000	100	75
Beaumont, Tex.	4,384,700	26,155	100	50
Suisun Bay, Calif.	641,475	76,000	100	10
Astoria, Oreg. (Youngs Bay) ¹	1,438,985	2,059,466	100	3
Olympia, Wash.		2,000	100	100
Total	11,656,803	2,309,493		

¹ Tentatively selected as a permanent reserve site.

The amount listed for Astoria covers surveys for Youngs Bay, the contemplated permanent site. Construction has not been started and will not start until the need for this site is fully determined.

In the Hudson River fleet 167 vessels were laid up temporarily at Tarrytown, N. Y., due to the coal strike in April 1946. It was anticipated that these vessels would be put back in service immediately following the strike. This did not occur, however, and in September 1946 it was necessary to move most of these vessels before winter to a less exposed location at Jones Point, N. Y. Inasmuch as the capacity of this location totaled only 120 vessels, it was necessary to tow the remainder to Wilmington, N. C.

Fleet service

Although personnel engaged in preservation and fleet service increased from 1,475 on July 1, 1946, to 3,565 on June 30, 1947, a temporary "freeze" on hiring during July and August and the inexperience and rapid turn-over of personnel, together with unfavorable weather conditions, seriously retarded the preservation program.

Since the inception of the James River fleet and the Hudson River fleets, it has been necessary, because of their isolated locations, to furnish subsistence and quarters to employees to assist in the stabilization of personnel and provide adequate fleet security. At the James River fleet 8 motherships for the feeding and housing of 800 employees were maintained. For several months during the transfer of the Hudson River fleet from Tarrytown to Jones Point, two motherships were operated. Upon completion of this move one mothership was discontinued, and the other furnished subsistence and quarters to approximately 80 employees. The cost of linen, service, and food in both fleets is deducted from salaries of employees to whom they are supplied.

A continuous security patrol consisting of one or more patrol boats equipped with fire-fighting equipment is assigned to each fleet. To date the effectiveness of this patrol has been demonstrated by the fact that not one serious case of fire or damage to vessels or equipment has occurred.

Trained pharmacist mates are assigned to each fleet for emergency first aid and preventive medicine. These men are also charged with maintaining first aid supplies and fleet sanitation.

FINANCE

Reserve funds of subsidized operators

Audit reports covering the operations of 3 of the 12 subsidized companies through December 31, 1941, were approved by the Commission during the fiscal year. Similar reports covering the operations of 8 additional subsidized companies had been approved prior to July 1, 1946. The report for the calendar year 1941 for the remaining company (United States Lines Co.) was in process. Similar reports must be prepared for the calendar year 1942, for the period following resumption of operating-differential subsidy payments, and (to the extent required) for the intervening period.

At the beginning of the fiscal year the amount on deposit in the capital reserve and special reserve funds aggregated \$135,430,363.57, comprised of \$66,605,885.47 in the capital reserve fund and \$68,824,478.10 in the special reserve fund. A reduction in these balances is noted in appendix K; the total amount on deposit in both funds on June 30, 1947, was \$128,538,055.68, comprised of \$60,808,636.20 in the capital reserve fund and \$67,729,419.48 in the special reserve fund. The reduction of approximately \$7,000,000 was occasioned by the excess of withdrawals, to cover payments on the purchase of new vessels and on mortgage indebtedness, over deposits in the funds during the fiscal year.

Audits had to be made of accounts of contractors chartering war-built vessels to determine finally the amount of additional charter hire due the Commission. There were 63 contracts under the "Warshipdemiscout" and 85 under the "Shipsalesdemise" form. None of these audits were completed.

Termination of wartime program

The following audits were made in connection with termination of wartime Government operations:

(a) Audit of voyage revenues and expenses of vessels operated under various forms of service agreements from inception of operations by the War Shipping Administration to June 30, 1947. The following tabulation reflects the status of the voyage account audit program on June 30, 1947:

	Terminated voyages	Revenue	Expense
Recorded on books of agents.....	80,365	\$5,364,305,000	\$4,572,864,000
Accounts submitted by agents.....	75,398	4,540,267,000	4,034,088,000
Accounts audited or examined by U. S. Maritime Commission.....	50,871	2,813,618,000	2,408,187,000

(b) Audit of overhead expenses incurred by agents/general agents for the purpose of adjusting compensation under the provisions of various forms of service agreements, regulations, and orders. As of June 30, 1947, 248 of a total 394 audits of overhead expenses had been completed.

(c) Audit of accounts of repair contractors under the various master repair contracts. As of June 30, 1947, 561 of 591 audits required had been completed.

In addition to the audits under the master repair contracts, 462 of 972 audits of subcontractors' accounts and accounts of contractors awarded repairs under "Lumpsum" contracts had been completed.

(d) Audit of accounts of stevedores under "Warshipstove" form of contract. As of June 30, 1947, 342 of 1,037 audits required had been completed.

(e) Audit of wartime and long-range construction contracts. The following tabulation reflects the status of the construction audit program as of June 30, 1947:

	Number of contracts	Value
WARTIME CONSTRUCTION PROGRAM		
Completed audits:		
Ships.....	458	\$5,653,290,673
Facilities.....	63	325,193,973
Reconversion.....	1	438,375
Miscellaneous.....	99	38,370,402
Total.....	621	6,017,293,423
Incomplete audits:		
Ships.....	168	3,944,143,364
Facilities.....	27	218,686,387
Reconversion.....	128	81,842,583
Miscellaneous.....	82	114,934,870
Total.....	405	4,359,607,213
Total wartime construction program.....	1,026	10,376,900,636
LONG-RANGE PROGRAM		
Incomplete audits: Ships.....	9	28,608,940
Grand total construction program.....	1,035	10,405,509,576

Accounting

During the fiscal year 1947 the accounting system and procedures of the Maritime Commission were criticized by the General Accounting Office, several congressional committees, and the Bureau of the Budget. During the war it was impossible to get personnel to keep pace with the greatly increased accounting responsibilities of the Commission and the War Shipping Administration.

In order to protect the Government's interests and to insure that it was not penalized under the cost-plus and price-minus types of contracts, the Commission concentrated the work of its accounting

personnel on field auditing. This built up a backlog of posting and analysis too great to be handled by the insufficient personnel available in the Washington office, and it was impossible to produce required statements of profit and loss and balance sheets within a reasonable time after the closing of an accounting period.

In November 1946 a Joint Accounting Committee composed of three representatives from the Commission and three from the General Accounting Office was appointed to look into the various problems of the Commission's accounting. It was given authority to develop an accounting system which would be acceptable to the Comptroller General of the United States and serve to develop the information required by the various congressional committees and the Bureau of the Budget. This committee developed a chart of control accounts and established an "allotment ledger control system" in the Maritime Commission. Allowing for the education of personnel in maintenance of these charts, the required information for presentation of budget estimates will be available for the fiscal year 1949. Copies of all recommendations submitted by this committee have been forwarded to the Comptroller General.

On April 7, 1947, the Joint Accounting Committee recommended that the Maritime Commission and the Comptroller General jointly request sufficient personnel to bring all of the accounts of the Commission up-to-date. It was anticipated that employees required, on a temporary basis not to exceed 1 year, would be 189, at a cost of some \$796,000, in addition to personnel requested in the estimates then pending before the Congress. It was further anticipated that the expenditure of this estimated \$796,000 would result in the reclamation of some \$70,000,000 owing to the Government by virtue of accounts receivable and claims of the Government not yet processed.

Since this sum was not included in the Commission's appropriations, the backlogs which existed at the time of this recommendation still exist within the Commission. All available personnel at this time is required to maintain the current work load of the Commission.

LEGAL ACTIVITIES

Legislation

There has been an increased number of requests from congressional committees and from the Bureau of the Budget for legislative reports on bills. The number of Commission reports on pending bills has increased by 20 percent over the previous year.

Many legislative problems have arisen in connection with termination and liquidation of wartime activities. By successive enactments the ship-operating functions of the War Shipping Administration were

transferred on September 1, 1946, to the Maritime Commission, and the Commission was authorized to continue such operations first to March 1, 1947, then to June 30, 1947, and then to March 1, 1948.

The sales and charter authority under the Merchant Ship Sales Act, 1946, which originally was to terminate December 31, 1947, was also extended until March 1, 1948.

Special arrangements for ocean transportation service between the United States and Alaska were authorized and have been put into operation under Public Law 12, approved March 7, 1947, which expires July 1, 1948.

By the Independent Offices Appropriation Act, 1948, and under the Second Supplemental Appropriation Act, 1948, provision was made for the deposit in the Treasury of certain unexpended and unobligated balances of the construction fund and the operating receipts fund (War Shipping Administration functions), thus disposing of wartime appropriation balances.

An Educational Advisory Board for the United States Merchant Marine Academy was created by legislation.

In response to requests from the chairman of the Senate Committee on Interstate and Foreign Commerce, the Commission on June 20, 1947, submitted a report on the adequacy of the Merchant Marine Act, 1936, on the postwar prospects of operations under that act, and on legislative requirements, both immediate and long-range.

Legislative recommendations for the Second Session, 80th Congress, are under consideration in the Commission and will be submitted to the Congress as early as possible after the opening of the session.

Litigation

At the beginning of the fiscal year the Commission had a work load of 8,051 litigated and unlitigated cases involving \$301,336,248.52. Outstanding was the case of the American President Lines, Ltd., now before the Supreme Court, where the Government's title to 113,206 shares of class A stock and 2,100,000 shares of class B stock is being questioned at law by R. Stanley Dollar and others. The Commission is presently restrained from disposing of the stock until the question of ownership is decided.

Ship sales and charters

It was necessary to examine and give legal clearance to applications for the purchase or exchange of ships or for adjustments of prior sales, to execute sales agreements, to prepare promissory notes and preferred mortgages securing vessels sold on deferred payment basis, and to prepare legal documents required in the moving, repairing, and reconversion of vessels not sold on an "as is" basis. Many legal questions

arising in connection with operation of vessels under general agency agreements or under charter, or in connection with liquidation of War Shipping Administration wartime operating agreements also had to be settled, and changes were required in operating-differential subsidy contracts to meet changed conditions. Legal questions arose on cargo losses, passenger claims, demurrage, collision and salvage claims, and other liabilities under contracts covering services such as stevedoring, terminal facilities, vessel repairs, towage, fuel, food, and the like.

Labor

Legal problems of labor and labor relations which required settlement by negotiation or litigation varied from claims of seamen for wages, maintenance and care, bonuses, loss of personal effects, and repatriation to insurance claims involving war risk and seamen's policies, death claims, protective and indemnity insurance, and War Shipping indemnities, as well as claims of thousands of employees of cost-plus contractors for alleged unpaid overtime compensation under the Fair Labor Standards Act and for travel time, shape-up time, or similar work periods under the Portal to Portal Act. Claims under the Fair Labor Standards and Portal to Portal Acts have a potential liability estimated at over \$100,000,000, while claims of municipalities and harbor commissions for damages to shore structures and terminals may amount to as much as \$25,000,000.

Just compensation

Claims totaling approximately \$56,000,000 are pending for undetermined just compensation cases for vessels requisitioned for title. These claims pertain to 15 domestic and 21 foreign large vessels and 59 small vessels. In about 25 cases, involving claims of \$20,000,000, although just compensation has been determined, the former vessel owners have submitted new evidence with requests for reopening the cases. Suits have been filed in approximately 38 just compensation cases, wherein the owners claim amounts which are about \$22,000,000 in excess of a reasonable estimate of just compensation as determined by the Government. The Commission's legal staff, which had conducted and prepared the necessary initial investigations, were required to furnish data to the Department of Justice to be used in the preparation of the cases for trial. Approximately 40 cases were pending involving claims for financial loss due to delay in payment.

Tort Claims Act

Several claims were made under part 2 of the Federal Tort Claims Act, but no payments were made in the fiscal year.

TRAINING

The training of officers and men for the American Merchant Marine, conducted by the War Shipping Administration during World War II, was again placed under the United States Maritime Commission on September 1, 1946, when the War Shipping Administration was dissolved.

The training program of the Maritime Commission is conducted through the United States Merchant Marine Cadet Corps and the United States Maritime Service. The Commission also has jurisdiction over State maritime academies partially supported by Federal funds, located in Maine, New York, Massachusetts, and California. The Pennsylvania Maritime Academy was officially decommissioned as of May 31, 1947. Since its inception in 1938 the training program has graduated and made available to the Merchant Marine approximately 283,000 officers and men, of whom approximately 97,000 already in the industry were upgraded.

Courses for new officers at the cadet corps institutions, including the Academy at Kings Point, N. Y., and schools at San Mateo, Calif., and Pass Christian, Miss., have been established with a 4-year program. Those of the State maritime academies have been set up at 3 years. The first class enrolled under the 4-year course program entered training on July 1, 1946. During the fiscal year an average of 1,900 cadet-midshipmen were in attendance, and 428 men were graduated as licensed officers from the cadet corps. An average of 800 cadets were in training at the State maritime academies during the year and 423 were graduated to the industry. The congressional Board of Visitors inspected the Kings Point Academy in May 1947.

Unlicensed seaman training was conducted at the United States Maritime Service training schools at Sheepshead Bay, Brooklyn, N. Y., Alameda, Calif., and St. Petersburg, Fla., augmented by the training vessels *American Mariner* and *American Sailor*, converted cargo vessels. In addition, Sheepshead Bay gave specialized training in Diesel, high pressure geared turbine, turbo-electric, radar and electronics, and upgrading and refresher training covering all shipboard duties of seagoing personnel. The medical program of the Commission, including preventive medicine and reserve fleet medical service, was incorporated in the training program on September 1. Alameda was converted to a retraining school similar to Sheepshead Bay in January 1947. The Maritime Service graduated 41,695 seamen during the fiscal year.

The United States Maritime Service Institute, which conducts correspondence courses pertinent to shipboard duties for active seagoing personnel, had a course activity of 10,000. Loran-radar training was inaugurated in January 1947 under the Institute in New York

and Alameda and was made available to licensed deck officers. There were 162 men enrolled, and 152 were graduated.

During the fiscal year a total of 78,207 medals, bars, buttons, emblems, and plaques were awarded to seamen, in addition to 47,153 Presidential testimonial letters.

ADMINISTRATIVE AND MISCELLANEOUS

Personnel

The vacancy on the Commission resulting from the expiration of the term of John M. Carmody on September 26, 1946, was filled on April 1, 1947, by the appointment of Joseph K. Carson, Jr.

Large reductions in personnel were effected during the year in all activities except the reserve fleets, which of necessity have grown rapidly to accommodate the large number of surplus vessels taken out of operation.

The tabulation below illustrates the changes in numbers of personnel employed by major groupings as of June 30, 1946 and 1947, showing a net decrease during the 1947 fiscal year of 5,328 employees.

	Maritime Commission (administration)	War Shipping Administration (administration)	Training		Maritime Commission (warehouses and shipyards)	Maritime Commission (reserve fleets and terminals)	Total
			Non-uniformed	Uniformed			
June 30, 1946.....	5,988	3,320	287	1,967	2,656	1,675	15,892
June 30, 1947.....	2,615	1,966	175	1,110	911	3,585	10,564
Total.....	-3,173	-1,352	-112	-857	-1,744	+1,910	-5,328

Research

Trade routes studies

During the fiscal year the following principal trade route research activities were undertaken:

1. Study of the competitive position of United States flag shipping in foreign trade and the resumption of private passenger and freight liner services.

2. Development of United States ocean-borne trade statistics, and collaboration with other Federal agencies to avoid duplication in the collection and dissemination of statistics.

3. Preparation of economic analyses and reports in connection with applications for (a) resumption of operating-differential subsidy agreements, (b) construction subsidies, (c) waiver of provisions of the Merchant Marine acts, and (d) purchase of vessels under the Merchant Ship Sales Act of 1946.

4. Preparation and presentation of testimony before the Interstate Commerce Commission in connection with hearings on domestic coastwise and intercoastal shipping.

Operating subsidy studies and rate determination

Determination of the operating-differential rates to be included in subsidy contracts involves analysis of the costs of some 250 subsidized vessels and a considerably larger number of competing foreign-flag vessels. Although new postwar rate schedules were not completed before the end of the fiscal year, an intensive survey of pertinent foreign-flag costs was in progress, and it was expected that sufficient data would be on hand to establish rate schedules for all contracts well before the end of fiscal year 1948. A representative was appointed to survey operating costs in European countries to establish a basis for operating-differential subsidies.

Construction-differential subsidy studies

The need for a thorough review of the foreign shipbuilding situation, both as to availability of facilities and costs in relation to those prevailing in the United States, for the guidance of the Commission in making future construction-differential grants, was met only partially, due to loss of experienced personnel.

Construction-differentials were determined on three applications for subsidy aid in the reconstructing and reconditioning of 11 vessels, and similar studies were in process on applications for aid in reconstruction of 18 and construction of 8 ships.

A construction research representative, with headquarters in London, was appointed for an initial period of 2 years to survey developments in the European shipbuilding situation by visits to the important shipbuilding centers and by personal consultation with officials of shipyards, shipowners, and others possessing the kind of information needed.

Foreign economics

Research in the field of foreign economics produced or contributed to the following studies during the fiscal year:

1. A long-range shipbuilding program for the United States deep sea merchant fleet.

2. The Maritime Commission's foreign ship sales policy and an evaluation thereof.

3. A projection of United States and selected foreign national merchant fleets through 1950, compared with prewar fleets.

4. An evaluation of the plan proposed by the American Tramp Shipowners Institute (purchase of war-built vessels by American operators for operation in world-wide tramp bulk cargo trades).

5. Summary analyses regarding national foreign-flag merchant fleets with respect to the Merchant Ship Sales Act of 1946, including (a) extent to which losses of prewar tonnage have been overcome, and

(b) relative effects of such losses upon the national economy of each country concerned.

6. An estimate of the United Kingdom dry-cargo merchant fleet on an annual basis through 1950 as background material for use in determining Commission policy with respect to the return of United States flag vessels lend-leased to the United Kingdom.

7. A memorandum contrasting United States and foreign government ship operating and shipbuilding subsidy policies and other information for the President's Advisory Committee on the Merchant Marine.

8. Basic material for use in the Provisional Maritime Consultative Council meeting held in Paris regarding simplification and standardization of international maritime statistical reporting.

9. Summary analysis of the United States scrap iron and steel situation and the contribution that the scrapping of United States flag vessels could make toward an improvement of that situation.

In addition over 100 items were translated from foreign languages, world-wide information files were maintained on maritime matters, and a fortnightly Foreign Maritime Review was published.

Vessel statistics and analysis

Numerous inquiries relating to various phases of merchant ship statistics were received by the Commission from both Government and nongovernment sources. During the course of hearings, the Senate Interstate and Foreign Commerce Committee and the House Merchant Marine and Fisheries Committee requested material on many aspects of shipping and shipbuilding. These requests pertained to the size of the pre- and postwar merchant fleets of different countries, current building programs, acquisitions, etc., the age of vessels comprising the postwar American flag fleet, employment of privately owned United States flag pre- and postwar fleets, merchant type vessels constructed in United States shipyards from private funds, etc. In addition to furnishing these committees with information, individual members of the Congress were also supplied with material related to United States and foreign merchant marines. Requests for information from the President's Advisory Committee on the Merchant Marine dealt mostly with the American Merchant Marine and concerned ownership of vessels, construction activity, transfers, etc.

The following were released for general public information:

1. Comparison of merchant fleets of the world, prewar and present.
2. Merchant fleets of the world as of June 30, 1946 (by size, age, speed, propulsion, and draft).

3. United States flag merchant vessels war and marine losses September 1, 1939, to July 31, 1946.

4. United States shipbuilding program 1939-46.

Processing of the vessel utilization and performance reports received from operators engaged in United States foreign trade was greatly curtailed during the fiscal year due to reduction in personnel. Activities were limited to the recording of these reports as received, a check of the industry to insure complete coverage, and compilation of minimum statistics indicating the total amount of cargo carried and the extent of foreign competition in essential trade routes.

The vessel utilization and performance report, introduced in February 1947, replaced the vessel performance and cargo report which was in use for a number of years. The major difference between these reports is the deletion from the present form of a breakdown of commodities carried in foreign trade. The Commission is now dependent upon the Bureau of the Census for this information, and upon the Corps of Engineers for material relating to vessels engaged in domestic coastwise, intercoastal, and noncontiguous trades.

Labor research

Several major studies were completed during the fiscal year on labor in the shipping, shipbuilding, and cargo handling industries of the United States and foreign maritime countries. A comparison was made of officers' and crews' quarters aboard United States merchant vessels with those of eight foreign nations, and with the new international standards. Other reports dealt with: (1) Postwar manning and labor costs on United States and competitive foreign merchant vessels; (2) trend of United States seamen's earnings and United States maritime labor costs (prewar, wartime, and postwar); (3) longshoring work hours in the Port of New York (submitted as evidence in longshore litigation); (4) changes in wages and overtime for coastwise and intercoastal shipping, September 1938 to June 1947; (5) labor aspects of Merchant Ship Sales Act; (6) recommendations on Social Security for seafarers (for use at International Labor Conference); and (7) continuation of monthly employment series, begun September 1939.

Port surveys

During the fiscal year port surveys were issued by the Maritime Commission and the Army Corps of Engineers on Savannah and Brunswick, Ga.; Boston, Mass.; Beaumont, Port Arthur, and Orange, Tex.; and Baltimore, Md. In addition, reports on New Orleans and Lake Charles, Louisiana; Los Angeles, Long Beach, and San Diego,

Calif., were being printed. Reports on Mobile, Ala.; and Pensacola, Jacksonville, Port Everglades, Miami, and Tampa, Fla., were completed.

The Maritime Commission's contribution to this series consisted of studies on the economic phases of port operations, including services and charges, labor conditions, steamship and waterway services, hinterland and foreign commerce.

Studies of seaways

A study was made of two proposals for a seaway into New Orleans and recommendations were submitted to the division office of the Board of Engineers at Vicksburg. A study was also made of the proposed St. Lawrence seaway in its relationship to the Merchant Marine.

Materials handling

A National Committee on Materials Handling was set up by the Commission, with a representative membership (drawn from all three coasts, to study means of increasing port efficiency.

The experience of the Army and Navy with materials handling during the war was analyzed by the Maritime Commission, and in addition a model study was completed on operations at an east coast terminal. Similar studies were carried out at Pacific and Gulf coast ports by members of the Committee.

Public Information

Information on the activities of the Commission was disseminated by means of 560 news releases and a number of news photo releases during the fiscal year. General information on the Merchant Marine was contained in articles, statements, and speeches prepared in response to requests from trade papers and groups, magazines, publishers of reference volumes, and members of Congress. Educational material was prepared and distributed in response to requests from teachers for information on the Merchant Marine. Other information was supplied as requested by the general public, news agencies, members and committees of Congress, and other Government agencies.

Due to lack of funds the Division of Public Information was eliminated on June 30, 1947. Responsibility for preparing the Commission's reports as required by law, and for the provision of information relating to its current actions upon request from interested persons and the general public was absorbed into the administrative staff of the Office of the Secretary.

Compilation of War Record

Preparation of the history of the wartime activities of the Maritime Commission and the War Shipping Administration was carried forward to the end of the fiscal year, when the project was discontinued due to lack of funds to complete it. The ground work was laid for the wartime history of the operation of United States shipping by charting the administrative development of the War Shipping Administration and interviewing persons in key positions. In this connection, many records of special significance were brought together. While this basic work was being done for the history of the War Shipping Administration as a whole, work on one part of the story was completed. This was a narrative of the history of the American Merchant Marine at the Normandy landing, which is being cleared for publication.

The history of shipbuilding under the Maritime Commission during World War II was given a solid foundation by critical reexamination and completion of the production records at all the major shipyards. These records were being put in a permanent form so that they could be preserved in the National Archives. Additional statistics were compiled showing the production programs of the Commission, the facilities and their use, the amounts of labor and materials, and other factors in production. At the same time, the development of the administrative machinery through which the Commission guided the program was traced and the story of its operation was being written and documented. Preliminary narratives on the many-sided activities of the Commission in the shipbuilding program—planning, procurement, labor relations, provision of housing and transportation, technical supervision, auditing, etc.—were being prepared as foundation stones for the general history of shipbuilding.

APPENDIX A

Vessels under charter by month, fiscal year 1947

Type	1946						1947						
	June 30	July 31	Aug. 31	Sept. 30	Oct. 31	Nov. 30	Dec. 30	Jan. 30	Feb. 28	Mar. 26	Apr. 30	May 30	June 30
Liberty.....	238	367	429	477	475	604	722	777	820	948	1,042	1,064	1,073
Passenger.....	2	4	4	4	3	7	7	8	7	7	7	8	8
Reefers.....	0	10	14	19	14	20	22	18	19	19	19	21	21
C1-M-AV1.....	48	56	45	44	42	52	64	63	71	72	70	82	83
C1-(A & B).....	46	46	40	44	46	50	52	43	39	46	38	42	38
C2.....	41	62	64	61	57	65	65	31	27	19	12	5	4
C3.....	11	20	22	21	12	21	21	11	8	6	5	3	0
C4.....	2	11	12	12	13	14	14	14	15	14	14	13	15
VC2-S-AP2.....	40	75	55	90	92	113	126	129	130	131	131	128	162
VC2-S-AP3.....	12	55	81	85	82	98	104	90	89	89	94	96	103
N3.....	1	1	0	0	0	0	0	0	0	2	3	3	3
Total.....	*171	*707	*799	857	836	1,044	1,197	a1,184	b1,225	c1,353	d1,435	e1,465	f1,510

*All Interim Bareboat charter.

a Of which 134 were allocated and 51 Interim Bareboat

b Of which 128 were allocated, but not delivered.

c Of which 181 were allocated, but not delivered.

d Of which 156 were allocated, but not delivered.

e Of which 116 were allocated, but not delivered.

f Of which 105 were allocated, but not delivered.

APPENDIX B

Statement showing type, number, gross tonnage, average age of vessels approved by U. S. Maritime Commission for transfer to alien ownership and/or registry and flag pursuant to Sections 9 and 37 of the Shipping Act 1916, as amended, for the period July 1, 1946, to June 30, 1947

Privately owned	No.	Total gross tonnage	Average age
Sailing vessels, schooners.....	33	8,971	10.6
Tugs and barges.....	31	11,346	16.5
Pleasure vessels, yachts, etc.....	26	201,678	19.1
Tankers.....	61	9,422	20.5
Commercial vessels under 1,000 gross tons (fishing vessels, etc.).....			
Commercial vessels over 1,000 gross tons (cargo; combination cargo-passenger):			
(a) by subsidized lines.....	15	92,646	27.0
(b) by nonsubsidized lines.....	121	479,173	24.6
Total.....	303	803,236	20.8
Government-owned			
Total.....	934	5,933,555	8.7
Grand total.....	1,237	6,736,791	7.9

APPENDIX B—Continued

Nationality, number, and tonnage of vessels approved for transfer

Flag	Privately owned		Government owned		Total	
	Number vessels	Gross tonnage	Number vessels	Gross tonnage	Number vessels	Gross tonnage
Argentine.....	7	33,120	24	151,987	31	185,057
Bahrein.....	1	186			1	186
Bahamian.....	1	169			1	169
Bolgian.....	1	6,679	12	87,770	13	94,455
Brazilian.....	6	4,984	14	18,216	20	53,200
British.....	13	7,671	68	360,330	81	368,001
Canadian.....	15	19,620	10	51,874	25	71,494
Chilean.....			6	27,686	6	27,686
Chinese.....	14	30,293	15	22,590	29	72,883
Colombian.....	1	188	8	30,434	9	40,602
Costa Rican.....	3	733			3	733
Cuban.....	11	2,520			11	2,520
Danish.....	1	9,154	34	182,946	35	192,100
Dominican.....	1	596			1	596
Ecuadorian.....	1	68			1	68
Egyptian.....			2	14,354	2	14,354
Finnish.....	1	6,986	7	27,806	8	34,792
French.....	1	17	79	517,456	80	547,473
Greek.....	1	502	94	609,908	95	610,410
Honduran.....	35	67,362	21	151,392	56	218,754
Indian.....			11	81,600	11	81,600
Italian.....	13	71,598	94	671,392	107	742,990
Mexican.....	31	15,306	1	116	32	15,422
Netherlands.....	3	496	69	177,058	72	477,554
Newfoundland.....	1	148			1	148
New Zealand.....			1	5,158	1	5,158
Nicaraguan.....	4	3,282			4	3,282
Norwegian.....	4	20,599	56	314,521	60	335,120
Panamanian.....	84	394,060	109	777,411	193	1,171,471
Peruvian.....	1	45	8	34,187	9	34,232
Philippine.....	4	8,530	10	39,817	14	48,347
Portuguese.....	5	1,999			5	1,999
Serifian.....	1	4,986			1	4,986
South African.....			3	22,818	3	22,818
Swedish.....	6	17,996	6	32,034	12	50,030
Swiss.....	3	13,809			3	13,809
Turkish.....	1	5,236	6	16,215	7	21,451
Uruguayan.....	1	6,947	2	20,592	3	27,539
Venezuelan.....	19	5,354	3	8,294	22	13,648
Yugoslavian.....	1	6,509	3	266	4	6,775
.....	296	787,478	776	4,816,184	1,072	5,603,662
Sale alien.....	7	15,758	158	1,117,371	165	1,133,129
Total.....	303	803,236	934	5,933,555	1,237	6,736,791

APPENDIX C

Ship construction and betterments program as at June 30, 1947

	Number of ships	Deadweight	Total estimated cost
<i>Old ship construction program</i>			
Long-range program			
Ships completed to June 30, 1947.....	4,637	48,327,725	\$10,951,815,284
Under construction as at June 30, 1947.....	7	46,600	44,957,776
	4,644	48,374,325	10,996,773,060
Emergency ship construction program: Ships completed.....	200	2,157,778	402,000,000
Lend-lease program:			
Ships completed.....	361	2,268,003	561,220,947
Small craft completed.....	1,213		9,574,752
	1,574	2,268,003	570,795,699
For other Government agencies:			
Ships completed.....	532	2,529,023	1,039,187,778
Small craft completed.....	2		12,263
Conversion only on 385 ships.....			426,438,357
Special facilities (floating dry docks, etc.).....			11,107,596
	534	2,529,023	2,076,745,994
Total old ship construction program.....	6,952	55,320,129	14,046,314,753
<i>New ship construction and betterments program, fiscal year 1947-1948</i>			
Authorized by Congress under Public Law 269, 80th Congress July 30, 1947:			
Proposed ship construction.....	9		\$4,000,000
Betterments on approximately 18 vessels.....			15,000,000
			99,000,000

¹ Estimated obligations of \$9,415,185 were incurred in the fiscal year 1947.

APPENDIX D

Construction and restoration of shipways and other facilities as at June 30, 1947

Construction:	<i>Total estimated cost</i>
Long-range program.....	\$419,860,235
Emergency ship program.....	84,966,924
Defense-aid program.....	66,411,405
Total.....	571,238,564
Restoration:	
Long-range.....	16,332,289
Total construction and restoration.....	587,570,853

APPENDIX E

Number and deadweight tonnage of vessels built in United States shipyards for the Maritime Commission, private and foreign account July 1, 1946, to June 30, 1947

	Total		July 1, 1946, to Sept. 30, 1946		Oct. 1, 1946, to Dec. 31, 1946		Jan. 1, 1947, to Mar. 31, 1947		Apr. 1, 1947, to June 30, 1947	
	Num- ber	Dead- weight	Num- ber	Dead- weight	Num- ber	Dead- weight	Num- ber	Dead- weight	Num- ber	Dead- weight
MARITIME COMMISSION										
Major types:										
Dry cargo:										
Standard cargo.....	22	219,804	9	111,455	3	34,450	6	53,391	4	20,508
Combination passen- ger and cargo.....	14	133,081	4	39,056	4	36,845	3	28,087	3	29,093
Total Maritime Commission ¹	36	352,885	13	150,511	7	71,295	9	81,478	7	49,601
PRIVATE AND FOREIGN ACCOUNT										
Major types:										
Cargo.....	12	137,400	² 4	48,400	³ 4	48,400	1	² 12,900	3	³ 27,700
Tanker.....	2	25,300			2	25,300				
Total major types.....	14	162,700	4	48,400	6	73,700	1	12,900	3	27,700
Minor types:										
Coastal cargo.....	2	1,000	² 2	1,000						
Ferry.....	1	1,000							1	1,000
Total minor types.....	3	2,000	2	1,000					1	1,000
Total private and foreign account.....	17	164,700	6	49,400	6	73,700	1	12,900	4	28,700
Grand total.....	53	517,585	19	199,911	13	144,995	10	94,378	11	78,301

¹ Tankers, military and minor types—none constructed during the fiscal year.

² Constructed for operation under the Netherlands Government.

³ Includes one vessel of 7,500 deadweight constructed for the Brazilian Government, the remaining two for operation under the Panamanian flag.

APPENDIX F

Shipbuilding program—sale of ships, long-range program, fiscal year 1947

Purchaser	Type of ship	Number of ships	Tentative sales price includes accrued interest to date of sale ¹
<i>Ships sold at foreign cost less national defense features</i>			
COMPLETED			
Alcoa Steamship Co., Inc.	VC2-S1-AP7 modified cargo	3	\$7,232,242.11
American President Lines, Ltd.	C3-S-A4 modified cargo	2	4,621,550.83
American South African Lines, Inc.	C3-S-BH2 modified cargo	4	8,656,797.30
Grace Lines, Inc.	C2-S1-AJ4 modified cargo	5	10,427,831.14
Grace Lines, Inc.	C2-S1-DG2 cargo	3	6,046,470.21
Mississippi Shipping Co., Inc.	C3-S1-BR1 cargo	3	10,673,523.49
Moore-McCormack Lines, Inc.	C3-S-A5 cargo	6	12,917,811.69
Ore Steamship Co.	C5-S-A X1 cargo bulk carrier	1	2,476,606.87
United Fruit Steamship Corp.	R2-S1-AU1 refrigerator	3	7,222,686.36
Total		30	70,275,520.00
<i>Subsidized ships privately constructed</i>			
COMPLETED			
United Fruit Steamship Corp.	R1-S-DH1 refrigerator	4	\$6,222,225.00
UNDER CONSTRUCTION			
United Fruit Steamship Corp.	R1-S-DH1 refrigerator	5	7,777,775.00

¹ Figures subject to final audit and/or adjustment under Sec. 9 of the Merchant Ship Sales Act of 1946.

² Privately constructed vessels—estimated construction-differential subsidy.

APPENDIX G

Vessels over 20 years of age on which an operating-differential subsidy was paid during the period July 1, 1946, to June 30, 1947, on voyages made prior to requisitioning by the Government

Name of contractor	Terminations by fiscal years	Vessel	Date 20 years of age	Total number vessels
American President Lines, Ltd.	1940-41-42	President Adams	Apr. 28, 41	11
	1941	President Buchanan	Aug. 30, 40	
	1940-41-42	President Cleveland	Feb. 1, 41	
	1941	President Garfield	July 6, 41	
	1940-41-42	President Harrison	Jan. 6, 41	
	1941-42	President Pierce	Jan. 28, 41	
	1939-41	President Polk	Mar. 7, 41	
	1940-41	President Taft	Apr. 29, 41	
	1941-42	President Taylor	Mar. 6, 41	
	1941-42	President Tyler	Dec. 6, 41	
Oceanic Steamship Co.	1939-40-41	President Van Buren	Oct. 21, 40	1
	1941	Maui	Apr. 26, 37	
Total				12

APPENDIX II

Status of sales under Merchant Ship Sales Act of 1946 as at June 30, 1947

	Purchase application approved		Title transferred		Available for sale		Pending purchase applications			
	Foreign registry	United States registry	Foreign registry	United States registry	Merchant vessels	Military auxiliaries	Total	Foreign registry	United States registry	Total
A. Major type dry cargo:										
C1A(S).....	37	8	37	8	4	6	10	14		14
C1A(M).....	3	40	3	40	2	2	41	6	2	8
C1B(S).....	1	8	3	7	26	15	41	11	11	11
C1B(M).....	1	3	3	4	6	6	1	6	22	22
C1-S-A-Y1.....	2	2	2	2		9	9	3		3
Total C1.....	43	59	42	54	37	31	68	36	2	58
C2 refrigerated.....					14		14			
C2-S-A-Y1.....		42		16						
C2-S-B1.....		73		51						
C2-S-E1.....	4	4	4	4		6	6	1	8	12
Other C2.....	b 1	3	2	4		3	3	5	12	17
Total C2.....	11	122	6	81	14	9	23	10	31	41
C3-S-A2.....		76		39						
C3-S-A3.....		9		2						
Other C3.....		3		1						
Total C3.....		88		42						
C4.....										
Total C type.....	54	226	48	129	66	99	135	68	35	103
Passenger types.....					3	9	12			
E-C2-S-A-W1.....		23		23	1		1			
E-C2-S-C1.....	573	81	510	70	1,661	41	1,681	287	6	243
Z-E-C2.....		1		1						
Z-E-T1 (tanker).....		(2)		(2)	(30)		(30)			
Total Liberty.....	573	107	510	93	603	1,702	1,702	237	6	243

VC2-S-AP2	57	1	58	49	1	50	163	28	191	60	12	45
VC2-S-AP3	34	6	40	32	5	37	98		98	33		3
VC2-S-AP5										8		
Total Victory	91	7	98	81	6	87	261	28	259	96	12	108
Total major type dry cargo (Z-ET1 not included)	718	388	1,056	639	228	867	2,033	106	2,139	401	53	454
B. Coastal type dry cargo:												
N3-M-A1												
N3-S-A1	32		32	30		30		14	14			
N3-S-A2	20		20	7		7						
C1-M-AV1	69	3	72	57	3	60	120	8	38	22		22
C1-M-AV1 refrigerated												
C1-MT-BU1												
YF (bargo)	13	4	17	4	4	4	10		10	65	6	71
Total coastal-type dry cargo	121	20	141	94	19	113	160	24	184	87	7	94
Total dry cargo	839	388	1,197	733	247	980	2,193	130	2,323	488	60	548
C. Major type tankers (including Z-ET1):												
T2-SE-A1	114	54	168	62	48	110	257		287	160	3	163
T2-SE-A2												
T3-S-A1		5	5		5	5	27	14	41			
Special		10	10		5	5	2		2			
Total major type tankers (including Z-ET1: steel under Liberty types)												
T2-M-BV (coastal tanker)	111	71	185	62	58	120	345	14	359	160	3	163
	5	2	7	4	1	5	e 17		17	1		1
Total tankers (including Z-ET1)	119	73	192	66	59	125	362	14	376	161	3	164
Grand total, all types	958	431	1,389	790	306	1,105	2,555	144	2,699	649	63	712

a Includes 6 vessels approved for sale in principle, but formal approval not yet granted.
 b 5 of these vessels have been approved for sale by the Commission, but applicants have rejected specific vessels allocated because of excessive repairs and reconversion costs.
 c Certain of these ships have military modifications, but reconversion for merchant use is relatively inexpensive.
 d These 3 vessels have been approved for sale in principle, but formal approval not yet granted.
 e In addition, 5 C2 vessels which have been rejected are available for sale (see note b).

APPENDIX I

Sale of vessels under Merchant Marine Acts of 1936 and 1920

Number of vessels sold for operation under U. S. registry.....	61
Number of vessels sold for operation under foreign registry....	26
Number of vessels sold for nonoperation.....	7
Number of vessels sold for scrapping.....	69
<hr/>	
Total number of vessels disposed of.....	163
Deadweight tonnage sold for operation.....	410, 576
Lightweight tonnage sold for nonoperation.....	33, 405
Lightweight tonnage sold for scrapping.....	313, 496
Amount received from sales for operation.....	\$11, 926, 196. 98
Amount received from sales for nonoperation.....	498, 243. 00
Amount received from sales for scrapping.....	1, 387, 243. 72
Amount received from forfeitures.....	27, 542. 00
Amount received from custody charges, etc.....	26, 019. 24
<hr/>	
Total amount received.....	13, 865, 249. 94
Average price received per deadweight ton (operation).....	\$29. 05
Average price received per lightweight ton (nonoperation).....	14. 92
Average price received per lightweight ton (scrapping).....	4. 43

APPENDIX J

Vessels in reserve fleets by month—fiscal year 1947

Fleet	1946						1947					
	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June
Hudson River.....	168	167	168	163	137	121	93	78	47	41	40	43
James River.....	694	718	729	712	678	647	571	503	467	430	399	377
Wilmington, N. C.....		10	20	25	48	60	71	72	67	56	56	58
Brunswick, Ga.....				2	12	23	31	38	33	31	28	27
Mobile, Ala.....	194	210	214	237	235	221	180	138	119	104	91	89
Beaumont, Tex.....	45	54	53	48	41	42	43	45	45	42	32	32
Suisun Bay, Calif.....	334	354	365	387	390	400	396	399	385	366	357	355
Astoria, Oreg.....	25	24	33	51	79	114	124	124	124	120	118	118
Olympia, Wash.....	81	90	97	96	96	100	104	104	105	99	97	96
	1, 541	1, 627	1, 679	1, 721	1, 716	1, 728	1, 613	1, 501	1, 392	1, 289	1, 218	*1, 195

*The total number of vessels in the custody of the Reserve Fleet Division was 1,204. A few vessels had not been placed in the fleet sites.

APPENDIX K

Statement reflecting cash and United States Government securities on deposit in the Statutory Capital and Special Reserve Funds of subsidized operators as at June 30, 1947

Operator	Capital reserve fund	Special reserve fund	Total
American Export Lines, Inc.	\$7,186,312.68	\$8,531,659.32	\$15,718,002.00
American Mail Line, Ltd.	1,593,527.99	1,236,392.38	2,829,920.37
American President Lines, Ltd.	12,983,217.63	8,571,744.03	21,559,961.66
American South African Line, Inc.	1,740,060.96	5,375,483.85	7,115,544.81
Grace Line, Inc.	961,557.81	2,692,670.35	3,654,228.16
Lykes Bros. Steamship Co., Inc.	11,126,316.11	9,820,510.62	20,946,826.73
Mississippi Shipping Co., Inc.	1,596,760.37	6,059,308.03	7,656,068.40
Moore-McCormack Lines, Inc.	4,977,161.88	7,257,549.39	12,234,651.27
New York and Cuba Mail S. S. Co.	5,871,463.92	1,537,324.90	7,408,788.82
Oceanic Steamship Co.	3,765,947.81	5,460,132.79	9,226,080.60
Seas Shipping Co., Inc.	2,173,659.72	7,283,795.99	9,457,455.71
United States Lines Co.	6,827,679.32	3,902,847.83	10,730,527.15
Total	60,808,636.20	67,729,419.48	128,538,055.68

Appropriations, transfers, collections, and dis

	Oct 26 1936. to June 30, 1938	July 1, 1938. to June 30, 1939	July 1, 1939, to June 30, 1940	July 1, 1940, to June 30, 1941
Construction fund, U. S. Maritime Commission, act, June 29, 1936, revolving fund [*]				
Collections:				
Construction loan notes receivable	\$19,298,997.02	\$6,736,231.52	\$5,317,436.48	\$12,031,166.47
Ship sales notes receivable	6,278,845.86	627,586.94	604,087.55	6,435,458.16
Miscellaneous notes receivable	836,597.21	36,337.99	321,293.42	505,615.60
Interest on notes receivable on deferred payments of insurance premiums, etc.	3,923,313.89	1,138,268.55	1,219,825.73	2,453,622.56
Cash payments on sale of vessels	3,848,216.62	701,420.40	11,148,864.95	40,011,266.91
Sale of other assets, including scrap materials and surplus property	273,816.79	37,382.02	496,462.94	46,270.12
Charter hire revenue	0	174,386.21	1,432,345.62	5,548,040.15
Operation of vessel revenue	16,568,832.87	8,340,612.17	6,742,597.96	283,706.06
Rentals—real estate, housing projects, facilities, cafeterias, etc.	1,075,841.64	668,667.00	771,492.68	1,050,562.81
Insurance premiums, loss recoveries, etc.	489,734.03	293,295.77	792,116.01	1,838,561.28
Receipts and liquidation of receivables arising out of ocean-mail (Maiden Creek, Agwimontic and Pan Pennsylvania) settlement agreements	604,367.39	0	0	0
Recapture of excess profits on construction and repair contracts	0	0	0	2,091,933.77
Sale of tankers and vessels to U. S. Navy and War Departments	0	6,413,901.00	4,229,976.14	81,878,579.95
Recovery of advances and deposits and miscellaneous reimbursements	0	0	0	0
Transfers from 69X0201 and Federal Housing Authority	0	0	0	0
Refund of construction, facility, and other contract cancellation claim payments	0	0	0	0
Recovery of direct loans	0	0	0	0
Refund of preservation and maintenance of shipyard facility expense	0	0	0	0
Charter hire collections due War Shipping Administration	0	0	0	0
Transfer from 694276 excess profits—renegotiated contracts	0	0	0	0
Miscellaneous	2,437,428.97	253,051.36	664,829.41	3,058,335.26
Total collections	55,632,992.40	25,421,140.93	33,741,328.89	157,206,109.10
Disbursements				
General administrative expense	3,596,804.59	3,026,642.50	3,779,645.16	4,603,660.09
Operation of vessel expense	18,188,465.16	10,158,332.48	6,070,389.47	578,197.71
Inactive and laid-up vessel expense, including repairs	681,142.33	3,391,240.01	703,252.50	6,458,776.39
Real estate operations—repairs and betterments	547,164.27	415,292.87	478,984.75	520,221.01
Insurance claims, returned premiums, etc.	878,126.46	192,646.20	312,111.14	689,764.28
Operating-differential subsidy payments	4,030,618.10	7,742,789.79	10,241,080.47	11,285,072.07
Construction progress payments, including outfitting and defense features	1,297,422.00	31,981,506.78	105,740,295.40	111,856,069.38
Foreign ocean-mail contract payments and settlements	16,663,361.49	912,339.13		
U. S. Maritime Service cadet training and other seamen's training expenses		2,705,426.12	3,421,149.01	4,119,165.26
Payments to cover acquisition of vessels for Navy and War Departments		2,324,274.16	4,650,970.45	25,575,873.77
Charter hire expense				
Payments to cover acquisition of vessels for Maritime Commission				
Facilities contract payments				
Direct loans to contractors				
Agency agreements operating expense				
Partial deposits for requisitioned foreign vessels				
Transfer to National Housing Agency to establish working fund				
Transfers to War Shipping Administration				
Transfers to Treasury Department (Rescissions)				
Transfers and reimbursements to other appropriations				
Advances to contractors and other recoverable expenses				
Construction, facility and other contract cancellation claim payments				
Reserve Fleet expense				
Vessel reconversion expense				

* Includes Appropriation Warrant (Surplus Fund) No. 838, dated October 6, 1947, countersigned in G. A. O. October 15,

REPORT OF THE UNITED STATES MARITIME COMMISSION

L

bursements, Oct. 26, 1936, to June 30, 1947

July 1, 1941, to June 30, 1942	July 1, 1942, to June 30, 1943	July 1, 1943, to June 30, 1944	July 1, 1944, to June 30, 1945	July 1, 1945, to June 30, 1946	July 1, 1946, to June 30, 1947	Total
\$7,610,357.96 16,514,800.56 85,119.48	\$6,033,745.70 13,866,114.56 702,958.31	\$4,217,465.03 60,933,286.17 452.00	\$1,562,277.13 52,964,315.09 41,745.66	\$635,670.70 29,836,362.33 2,905,897.56	\$1,927,902.90 20,415,018.48 41,666.66	\$65,383,250.91 208,475,985.70 5,477,683.89
1,722,126.06 25,895,565.62	2,413,325.53 60,400,619.36	4,342,669.45 39,367,305.16	3,905,316.63 25,000,984.13	4,438,138.52 71,338,093.04	4,102,239.66 23,352,424.93	29,658,816.58 301,154,751.12
101,479.24 11,158,115.91 0	3,675,836.43 800,000.00 0	13,945,269.55 0 0	25,559,514.58 4,525,710.62 0	36,619,701.55 279,766.10 0	52,495,558.49 2,744,656.48 0	133,251,291.71 26,663,031.09 31,905,749.06
885,710.42 1,042,533.19	111,040.22 156,710.72	4,017,863.37 2,174,418.79	3,506,792.78 1,064,395.68	778,821.87 1,376,062.66	735,272.24 2,289,814.10	13,602,065.03 11,517,672.23
0	0	0	4,714,147.07	0	0	5,315,514.66
4,446,255.17	4,217,363.33	14,474,470.79	32,700,620.78	21,018,226.47	13,929,206.51	92,878,076.82
65,241,939.60	770,662.54	0	0	0	0	156,541,039.23
0	298,202,281.84	431,456,390.04	719,895,090.08	253,973,249.70	268,400,476.55	2,001,927,428.21
0	0	0	7,141,563.60	11,795,907.00	0	18,937,470.60
0	0	0	17,432,496.20	31,868,849.07	35,413,339.68	84,714,684.95
0	0	0	586,182.79	307,936.81	0	894,119.60
0	0	0	0	0	379,233.56	379,233.56
0	0	0	0	0	22,945,120.98	22,945,120.98
0	0	0	0	0	27,415,642.43	27,415,642.43
2,944,131.58	3,956,532.81	3,391,129.97	9,642,809.78	9,877,751.92	2,141,575.93	38,870,640.02
135,457,224.79	395,313,191.38	578,323,729.92	910,333,662.60	477,056,138.30	478,729,219.58	3,277,469,328.38
7,226,751.08	21,016,208.72	31,566,922.13	36,006,105.47	29,424,125.53	19,410,092.00	159,656,957.27
9,004,575.14	229,558.61	214,630.34	1,875,282.30	4,393,341.11	2,667,476.03	34,995,384.82
272,381.13	458,967.96	16,166.59	34,214.66	2,100,264.61	8,596.29	20,235,986.37
897,272.05	3,841,698.76	1,792,134.61	1,214,660.74	1,140,193.70	478,382.52	11,614,242.45
7,611,567.43	2,717,640,946.43	1,298,236,890.30	3,839,111,141.36	855,320,513.25	137,923,532.39	5,588,130.24
293,127,215.22						49,288,198.21
						12,422,235,532.51
						17,575,900.62
36,369,829.50						46,615,569.89
12,992,487.83	658,019.22					46,201,625.43
7,700,706.52					13,081.10	7,713,787.62
29,721,181.46		32,282.46				29,753,463.92
75,877,207.35	240,544,351.77	80,552,700.29	21,482,565.31 225,000.00	9,625,582.00	2,913,538.35	430,995,945.07
191,798.36						225,000.00
3,175,000.00			2,164,328.00			191,798.36
						3,175,000.00
						2,164,328.00
145,090,000.00	50,000,000.00		3,100,008,167.00	796,568,000.00	*712,399,033.00	195,000,000.00
142,501,686.90	279,340,317.99	49,887,607.17		1,103,531.25	3,861,305.25	4,609,035,200.00
4,283,500.00	17,287,388.94	16,254,608.01	8,199,854.26	18,273,857.60	3,720,601.84	470,494,498.56
			512,919.22	6,971,769.09	9,947,919.38	68,019,810.65
				10,518,007.47	9,781,740.11	17,422,607.69
				133,965.89	46,908,367.64	20,299,747.58
						47,042,353.53

1947, in the amount of \$68,939,033.01, retroactive to June 30, 1947, in accordance with P. L. 269, approved July 30, 1947.

Appropriations, transfers, collections, and disburse

	Oct. 26, 1936, to June 30, 1938	July 1, 1938, to June 30, 1939	July 1, 1939, to June 30, 1940	July 1, 1940, to June 30, 1941
Construction fund, etc.—Continued				
Disbursements—Continued				
Preservation and maintenance of shipyard facilities.....				
Construction-differential subsidy payments.....				
Advance to War Department for reserve fleet site.....				
Adjustment on sales price of war built vessels.....				
Transfer of charter-hire collections due War Shipping Administration.....				
Restoration of shipyard facilities.....				
Recoveries on renegotiated contracts transferred to surplus funds of Treasury Department.....				
Miscellaneous.....	\$2,479,672.80	\$2,830,701.61	\$611,951.32	\$1,726,538.26
Total.....	48,362,777.29	65,681,391.65	136,009,829.67	197,410,358.22
Summary of construction fund, revolving fund, U. S. Maritime Commission:				
Appropriations.....	105,104,689.51	4,100.00	100,009,000.00	144,505,500.00
Collections.....	55,632,992.49	25,421,140.93	33,741,328.89	157,206,109.10
Total.....	160,737,682.00	25,425,240.93	133,750,328.89	301,711,609.10
Less: Disbursements.....	48,362,777.29	65,681,391.65	136,009,829.67	197,410,358.22
Excess of receipts or disbursements.....	112,374,904.71	40,956,150.72	2,950,509.78	104,301,250.88
Add: Balance at beginning of fiscal year.....		112,374,904.71	72,118,753.99	69,859,253.21
Construction fund, revolving fund, balance at close of fiscal year.....	112,374,904.71	72,118,753.99	69,859,253.21	174,160,504.09
NOTE: Activities not shown during the fiscal year have been either terminated or transferred to War Shipping Administration.				
Emergency ship construction fund U. S. Maritime Commission:				
Appropriations.....	0	0	0	314,000,000.00
Transfers.....	0	0	0	0
Collections.....	0	0	0	0
Total receipts.....	0	0	0	314,000,000.00
Less: Disbursements.....	0	0	0	11,803,997.67
Excess of receipts or disbursements.....	0	0	0	302,196,002.33
Add: Balance at beginning of fiscal year.....	0	0	0	0
Emergency Ship Construction balances at close of fiscal year.....	0	0	0	302,196,002.33
Judgments, United States courts, U. S. Maritime Commission:				
Appropriations.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Judgments, United States courts balance at close of fiscal year.....	0	0	0	0
Claims for damages, U. S. Maritime Commission:				
Appropriations to U. S. Maritime Commission.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Claims for damages or balance at close of fiscal year.....	0	0	0	0
Federal ship mortgage insurance fund, revolving fund U. S. Maritime Commission.				
Appropriations.....	0	500,000.00	0	0
Collections.....	0	450.00	11,988.77	7,813.26
Total receipts.....	0	500,450.00	11,988.77	7,813.26

Appropriations, transfers, collections and disburse

	Oct. 26, 1936, to June 30, 1938	July 1, 1938, to June 30, 1939	July 1, 1939, to June 30, 1940	July 1, 1940, to June 30, 1941
Federal ship mortgage insurance fund, etc.—Continued				
Less: Disbursements.....	0	0	0	\$17 94
Excess of receipts or disbursements.....	0	\$500, 450. 00	\$11, 988. 77	7, 795. 92
Add: Balance at beginning of fiscal year.....	0	0	500, 450 00	512, 438. 77
Federal ship mortgage insurance fund balance at close of fiscal year.....	0	500, 450. 00	512, 438 77	520, 234. 69
Marine and war risk insurance fund, revolving fund, U. S. Maritime Commission.				
Appropriations.....	0	0	0	40, 000, 000. 00
Collections.....	0	0	0	0
Total receipts.....	0	0	0	40, 000, 000. 00
Less: Disbursements.....	0	0	0	43. 75
Excess of receipts or disbursements.....	0	0	0	39, 999, 956. 25
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance.....	0	0	0	39, 999, 956. 25
Transfer to War Shipping Administration.....	0	0	0	0
Marine and war risk insurance fund balance at close of fiscal year.....	0	0	0	39, 999, 956. 25
State marine-school funds, fiscal years 1938-41:				
Appropriations.....	0	0	0	344, 057 18
Collections.....	0	0	0	0
Total receipts.....	0	0	0	344, 057. 18
Less: Disbursements.....	0	0	0	284, 693. 90
Excess of receipts or disbursements.....	0	0	0	79, 363. 28
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance.....	0	0	0	79, 363 28
Transfer to Surplus Fund and U. S. Coast Guard.....	0	0	0	0
State marine-school fund balance at close of fiscal year.....	0	0	0	79, 363 28
Working fund U. S. Maritime Commission, Navy De- partment:				
Transfer—advances and deposits.....	0	0	0	15, 006, 937 50
Collections.....	0	0	0	0
Total receipts.....	0	0	0	15, 006, 937. 50
Less: Disbursements.....	0	0	0	299, 000 00
Excess of receipts or disbursements.....	0	0	0	14, 707, 937 50
Add: Balance at beginning of fiscal year.....	0	0	0	0
Working fund, Navy, balance at close of fiscal year.....	0	0	0	14, 707, 937 50
Working fund, U. S. Maritime Commission, War De- partment:				
Transfers and advances.....	0	0	0	800, 000. 00
Collections.....	0	0	0	0
Total receipts.....	0	0	0	800, 000 00
Less: Disbursements.....	0	0	0	667, 182. 30
Excess of receipts or disbursements.....	0	0	0	132, 817. 70
Add: Balance at beginning of fiscal year.....	0	0	0	0
Working fund War Department, balance at close of fiscal year.....	0	0	0	132, 817. 70
Emergency fund for the President, War (allotment to U. S. Maritime Commission):				
Allotment.....	0	0	0	6, 000, 000 00
Collections.....	0	0	0	0
Total receipts.....	0	0	0	6, 000, 000. 00

L—Continued

ments, Oct. 26, 1936 to June 30, 1947—Continued

July 1, 1941, to June 30, 1942	July 1, 1942, to June 30, 1943	July 1, 1943, to June 30, 1944	July 1, 1944, to June 30, 1945	July 1, 1945, to June 30, 1946	July 1, 1946, to June 30, 1947	Total
0	0	0	\$3,119.22	0	0	\$3,136.56
\$12,450.33 520,234.69	\$28,650.43 532,685.02	\$19,471.75 561,335.45	5,850.53 580,807.20	\$100.00 586,657.73	\$50.00 586,757.73	----- -----
532,685.02	561,335.45	580,807.20	586,657.73	586,757.73	580,807.73	586,807.73
0	0	0	0	0	0	40,000,000.00
762,159.69	0	0	0	0	0	762,159.69
762,159.69 5,143,973.37	0	0	0	0	0	40,762,159.69
4,381,812.63 39,909,956.25	0	0	0	0	0	5,144,017.12
35,618,142.57 55,618,142.57	0	0	0	0	0	----- -----
0	0	0	0	0	0	35,618,142.57
						55,618,142.57
						0
190,000.00 9,968.32	0	0	0	0	0	534,057.18
199,968.52 123,554.05	0	0	0	0	0	9,968.52
71,414.47 79,363.28	0	0	0	0	0	544,025.70
150,777.75 150,777.75	0	0	0	0	0	593,247.95
0	0	0	0	0	0	----- -----
41,669,909.99 0	709,463,948.31 3,844,595.62	877,291,386.08 3,304,842.28	454,854,657.00 1,738,444.47	162,053,543.12 1,476,250.19	22,302,124.64 1,968,860.19	2,282,645,506.64
41,669,909.99 29,740,396.32	713,308,543.93 507,018,917.53	880,599,228.36 764,161,638.27	459,593,101.47 639,724,575.33	163,529,793.31 189,090,783.41	24,270,984.83 335,635,514.40	15,332,992.75
11,929,013.67 14,707,937.50	406,289,626.40 26,636,951.17	116,437,590.09 432,926,577.57	171,181,473.88 549,361,167.66	25,479,990.10 378,232,693.80	311,364,529.57 352,761,703.70	2,297,978,499.39
26,636,951.17	432,926,577.57	549,364,167.66	378,232,693.80	352,761,703.70	11,397,174.13	2,266,581,325.26
12,270,039.14 0	38,310,628.50 2,863.28	3,117,661.00 301,682.24	3,033,750.00 2,649.66	4,571,014.74 11,172.24	1,089,118.39 7,891.25	63,192,511.77
12,270,039.14 7,946,733.61	38,313,491.78 30,441,439.58	3,419,313.24 10,951,066.13	3,036,399.66 5,349,661.66	4,582,186.98 4,973,009.13	1,097,309.64 1,905,330.13	326,258.67
4,323,305.53 132,817.70	7,872,061.20 4,456,123.23	7,551,722.89 12,328,154.43	2,313,262.00 4,796,461.54	390,822.15 2,483,199.54	808,020.49 2,092,377.39	63,518,770.44
4,456,123.23	12,323,184.43	4,796,461.54	2,483,199.54	2,092,377.39	1,284,356.90	62,234,413.54
0	0	0	0	0	0	----- -----
0	517,015.17	140,782.11	88.24	0	0	6,000,000.00
0	517,015.17	140,782.11	88.24	0	0	657,885.52
0	517,015.17	140,782.11	88.24	0	0	6,657,885.52

Appropriations, transfers, collections, and disburse

	Oct. 26, 1936, to June 30, 1938	July 1, 1938, to June 30, 1939	July 1, 1939, to June 30, 1940	July 1, 1940, to June 30, 1941
Emergency fund for the President, etc.—Continued				
Less: Disbursements.....	0	0	0	\$7,465.58
Excess of receipts or disbursements.....	0	0	0	5,992,354.42
Add: Balance at beginning of fiscal year.....	0	0	0	0
Emergency fund for President, balance at close of fiscal year.....	0	0	0	5,992,354.42
Deposits, rents National Defense Housing projects (emergency fund for the President) U. S. Maritime Commission:				
Collections.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance.....	0	0	0	0
Transfer to National Housing Agency-Federal Housing Authority.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Deposits, compensation for foreign merchant vessels:				
Collections.....	0	0	0	0
Transfer to War Shipping Administration.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Deposits, unclaimed moneys due creditors of contractors with the United States under cost-plus-a-fixed-fee contracts:				
Collections of unclaimed wages.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements or transfers to 69X8990.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Unclaimed moneys due creditors of contractors with the United States under cost-plus-a-fixed-fee contracts:				
Transfer from 698990.....	0	0	0	0
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Claims of employees for wages and other disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Expenses, disposal agencies, War Assets Administration (Allotment to U. S. Maritime Commission):				
Allotment from War Assets Administration Appropriations.....	0	0	0	0
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0

L—Continued

ments, Oct. 26, 1936, to June 30, 1947—Continued

July 1, 1941, to June 30, 1942	July 1, 1942, to June 30, 1943	July 1, 1943, to June 30, 1944	July 1, 1944, to June 30, 1945	July 1, 1945, to June 30, 1946	July 1, 1946, to June 30, 1947	Total
\$5,985,861.30	\$595.39	\$523,584.81	\$140,310.20	\$88.24	0	\$6,667,885.52
5,985,861.30	516,619.78	382,802.70	140,221.96	88.24	0	-----
5,992,354.42	6,493.12	323,112.90	140,310.20	88.24	0	-----
6,493.12	523,112.90	140,310.20	88.24	0	0	0
154,003.94	12,324.26	595.23	0	0	0	166,923.43
36,833.78	3,631.75	5,089.11	0	0	0	45,645.64
117,170.16	8,692.51	4,484.88	0	0	0	-----
0	117,170.16	125,862.67	0	0	0	-----
117,170.16	125,862.67	121,377.79	0	0	0	181,377.79
0	0	121,377.79	0	0	0	-----
117,170.16	125,862.67	0	0	0	0	0
3,600,000.00	0	0	0	0	0	3,600,000.00
0	3,600,000.00	0	0	0	0	3,600,000.00
3,600,000.00	3,600,000.00	0	0	0	0	0
0	3,600,000.00	0	0	0	0	0
3,600,000.00	0	0	0	0	0	0
0	0	0	0	266,567.61	\$472,124.79	738,692.40
0	0	0	0	266,567.61	472,124.79	738,692.40
0	0	0	0	10,067.59	5,000.00	15,067.59
0	0	0	0	256,500.02	467,124.79	0
0	0	0	0	0	256,500.02	0
0	0	0	0	256,500.02	723,624.81	723,624.81
0	0	0	0	10,000.00	5,006.06	15,006.06
0	0	0	0	0	0	0
0	0	0	0	10,000.00	5,006.06	15,006.06
0	0	0	0	5,526.78	9,029.59	14,556.37
0	0	0	0	4,473.22	4,023.53	0
0	0	0	0	0	4,473.22	0
0	0	0	0	4,473.22	449.69	449.69
0	0	0	0	1,065,500.00	0	1,065,500.00
0	0	0	0	0	0	0
0	0	0	0	1,065,500.00	0	1,065,500.00
0	0	0	0	594,599.38	499,571.62	1,094,171.00
0	0	0	0	500,900.02	499,571.62	0
0	0	0	0	0	500,900.02	0
0	0	0	0	500,900.02	1,328.40	1,328.40

Appropriations, transfers, collections, and disburse

	Oct. 26, 1936, to June 30, 1938	July 1, 1938, to June 30, 1939	July 1, 1939, to June 30, 1940	July 1, 1940, to June 30, 1941
Salaries and expenses War Assets Administration special fund (allotment to U. S. Maritime Commission) 1947:				
Allotment from War Assets Administration Appropriations.....	0	0	0	0
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close fiscal year.....	0	0	0	0
Salaries and expenses, Philippine rehabilitation, Department of State (transferred to U. S. Maritime Commission), 1947:				
Allotment from State Department Appropriation.....	0	0	0	0
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Special deposits, proceeds from reparations property, World War II, U. S. Maritime Commission (Germany):				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Proceeds of sales, motor propelled vehicles, etc., U. S. Maritime Commission:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Deposits, unearned moneys, merchant ship sales, war built vessels, U. S. Maritime Commission:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Unearned moneys, merchant ship sales, war built vessels, U. S. Maritime Commission.				
Transfer from 698809.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0

L—Continued

ments, Oct. 26, 1936, to June 30, 1947—Continued

July 1, 1941, to June 30, 1942	July 1, 1942, to June 30, 1943	July 1, 1943, to June 30, 1944	July 1, 1944, to June 30, 1945	July 1, 1945, to June 30, 1946	July 1, 1946, to June 30, 1947	Total
0	0	0	0	0	\$1,500,000.00	\$1,500,000.00
0	0	0	0	0	0	0
0	0	0	0	0	1,500,000.00 1,496,800.00	1,500,000.00 1,498,800.00
0	0	0	0	0	3,200.00	0
0	0	0	0	0	0	0
0	0	0	0	0	3,200.00	3,200.00
0	0	0	0	0	150,517.00	150,517.00
0	0	0	0	0	0	0
0	0	0	0	0	150,517.00 40,162.69	150,517.00 40,162.69
0	0	0	0	0	110,354.31	0
0	0	0	0	0	0	0
0	0	0	0	0	110,354.31	110,354.31
0	0	0	0	0	1,932,700.00	1,932,700.00
0	0	0	0	0	1,932,700.00	1,932,700.00
0	0	0	0	0	0	0
0	0	0	0	0	1,932,700.00	0
0	0	0	0	0	0	0
0	0	0	0	0	1,932,700.00	1,932,700.00
0	0	0	0	0	2,546.64	2,546.64
0	0	0	0	0	2,546.64	2,546.64
0	0	0	0	0	0	0
0	0	0	0	0	2,546.64	0
0	0	0	0	0	0	0
0	0	0	0	0	2,546.64	2,546.64
0	0	0	0	0	624,658,183.34	624,658,183.34
0	0	0	0	0	624,658,183.34 553,400,478.58	624,658,183.34 553,400,478.58
0	0	0	0	0	71,197,704.76	0
0	0	0	0	0	0	0
0	0	0	0	0	71,197,704.76	71,197,704.76
0	0	0	0	0	100,000.00	100,000.00
0	0	0	0	0	100,000.00	100,000.00
0	0	0	0	0	333,485.55	333,485.55
0	0	0	0	0	233,485.55	0
0	0	0	0	0	0	0
0	0	0	0	0	233,485.55	233,485.55

Appropriations, transfers, collections, and disbursements

	Oct. 26, 1936, to June 30, 1938	July 1, 1938, to June 30, 1939	July 1, 1939, to June 30, 1940	July 1, 1940, to June 30, 1941
Judgments—Court of Claims, U. S. Maritime Commission:				
Appropriations.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Defense aid, vessels, and other watercraft (allotment to U. S. Maritime Commission):				
Allotments from defense aid appropriations.....	0	0	0	\$507,756,800.00
Transfers to War Shipping Administration and Treasury Department.....	0	0	0	0
Balance of allotments after transfers.....	0	0	0	507,756,800.00
Less: Allotment revoked.....	0	0	0	0
Balance of allotments.....	0	0	0	507,756,800.00
Collections.....	0	0	0	0
Total receipts.....	0	0	0	507,756,800.00
Less: Disbursements.....	0	0	0	3,223,624.67
Excess of receipts or disbursements.....	0	0	0	504,528,175.43
Add: Balance beginning of fiscal year.....	0	0	0	0
Defense aid, vessels, and other watercraft balance at close of fiscal year.....	0	0	0	504,528,175.43
Defense aid, facilities, and equipment (allotment to U. S. Maritime Commission):				
Allotments from defense aid appropriations.....	0	0	0	50,000,000.00
Transfer to War Shipping Administration and Treasury Department.....	0	0	0	0
Balance of allotments after transfer.....	0	0	0	50,000,000.00
Collections.....	0	0	0	0
Total receipts.....	0	0	0	50,000,000.00
Less: Disbursements.....	0	0	0	4,513,689.30
Excess of receipts or disbursements.....	0	0	0	45,481,410.70
Add: Balance at beginning of fiscal year.....	0	0	0	0
Defense aid facilities and equipment balance at close of fiscal year.....	0	0	0	45,481,410.70
Defense aid, agricultural, industrial and other commodities (allotment to U. S. Maritime Commission):				
Allotments from defense aid appropriations.....	0	0	0	0
Transfer to War Shipping Administration and Treasury Department.....	0	0	0	0
Balance of allotments after transfers.....	0	0	0	0
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Defense aid, agriculture industries, etc., balance at close of fiscal year.....	0	0	0	0
Defense aid, testing, reconditioning, etc., of defense articles (allotment to U. S. Maritime Commission):				
Allotments from defense aid appropriations.....	0	0	0	13,596,936.00
Transfers to War Shipping Administration and Treasury Department.....	0	0	0	0
Balance of allotments after transfers.....	0	0	0	13,596,936.00

L—Continued

ments, Oct. 26, 1936, to June 30, 1947—Continued

July 1, 1941, to June 30, 1942	July 1, 1942, to June 30, 1943	July 1, 1943, to June 30, 1944	July 1, 1944, to June 30, 1945	July 1, 1945, to June 30, 1946	July 1, 1946, to June 30, 1947	Total
0	0	0	0	0	\$50,000.00	\$50,000.00
0	0	0	0	0	50,000.00	50,000.00
0	0	0	0	0	0	0
0	0	0	0	0	50,000.00	0
0	0	0	0	0	0	0
0	0	0	0	0	50,000.00	50,000.00
\$317,226,200.00 212,813,826.54	\$22,250,000.00 0	\$39,614.00 0	\$21,000,000.00 0	0 \$16,617,726.48	0 0	868,272,614.00 229,431,652.08
104,412,374.46 0	22,250,000.00 0	39,614.00 2,160,000.00	21,000,000.00 0	16,617,726.48 0	0 0	638,841,061.98 2,160,000.00
104,412,374.46 0	22,250,000.00 169,874,500.05	2,120,386.00 76,618,637.93	21,000,000.00 19,199,998.60	16,617,726.48 7,231,607.90	5,033,879.42	636,681,061.98 277,958,623.90
104,412,374.46 240,094,128.67	192,124,500.05 349,733,956.54	74,498,251.03 170,184,759.58	40,199,998.60 87,398,205.11	9,388,113.53 42,872,977.81	5,033,879.42 15,541,476.72	914,639,686.88 909,107,122.00
136,681,754.21 504,528,175.43	157,662,456.49 368,846,421.22	95,636,507.65 211,183,564.73	47,198,206.51 115,497,457.08	52,859,098.39 68,299,250.57	10,507,597.80 16,040,154.18	----- -----
368,846,421.22	211,183,964.73	115,497,457.08	68,299,250.57	16,040,154.18	5,532,556.88	5,532,556.88
15,000,000.00 0	6,000,000.00 0	0 0	0 0	1,260,423.95 0	0 0	71,000,000.00 1,260,423.95
15,000,000.00 0	6,000,000.00 22,072,315.34	0 815,556.19	0 446,359.87	1,260,423.95 11,790.01	22,177.44	69,739,576.05 23,368,193.85
15,000,000.00 47,426,545.88	28,072,315.34 34,490,687.76	815,556.19 1,862,709.58	446,359.87 677,157.01	1,248,633.94 86,698.22	22,177.44 4,005,324.60	93,107,774.90 23,062,172.54
32,426,545.88 45,481,410.70	6,418,322.41 13,054,864.82	1,047,163.39 6,636,542.41	230,797.14 5,589,389.02	1,335,332.16 5,358,391.88	3,983,657.16 4,023,259.72	----- -----
13,054,864.82	6,636,542.41	5,589,389.02	5,358,391.88	4,023,259.72	39,602.56	39,602.56
114,633,500.00 33,659,641.76	0 0	0 0	61,783.18 0	0 61,783.18	0 0	114,695,283.18 33,721,424.94
20,973,858.24 0	0 0	0 0	61,783.18 0	61,783.18 3,811,474.19	0 2,111.96	20,973,858.24 6,813,586.15
20,973,858.24 20,973,858.24	0 0	0 0	61,783.18 0	3,749,691.01 0	2,111.96 3,802,111.96	24,787,444.39 24,776,970.20
0 0	0 0	0 0	61,783.18 0	3,749,691.01 61,783.18	3,800,000.00 3,811,474.19	----- -----
0	0	0	61,783.18	3,811,474.19	11,474.19	11,474.19
124,678,064.00 113,052,479.03	64,500,000.00 0	0 0	0 0	0 4,422,898.53	0 0	202,775,000.00 117,475,377.59
11,625,584.94	64,500,000.00	0	0	4,422,898.53	0	85,299,622.41

Appropriations, transfers, collections, and disburse

	Oct. 26, 1936, to June 30, 1938	July 1, 1938, to June 30, 1939	July 1, 1939, to June 30, 1940	July 1, 1940, to June 30, 1941
Defense aid, testing, reconditioning, etc.—Continued				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	\$13,596,936.00
Less: Disbursements.....	0	0	0	1,159,633.33
Excess of receipts or disbursements.....	0	0	0	12,437,302.67
Add: Balance at beginning of fiscal year.....	0	0	0	0
Defense aid, testing, etc., of defense articles balance at close of fiscal year.....	0	0	0	12,437,302.67
Defense aid, services and expenses (allotment to U. S. Maritime Commission):				
Allotments from defense-aid appropriations.....	0	0	0	264,000.00
Transfer to Lend-Lease Administration—return of allotments.....	0	0	0	0
Balance of allotment after transfer.....	0	0	0	264,000.00
Less: Disbursements.....	0	0	0	255,563.02
Excess of receipts or disbursements.....	0	0	0	8,436.98
Add: Balance at beginning of fiscal year.....	0	0	0	0
Defense aid, services and expenses balance at close of fiscal year.....	0	0	0	8,436.98
Defense aid, administrative expenses (allotment to U. S. Maritime Commission):				
Allotments from defense-aid appropriations.....	0	0	0	294,000.00
Collections.....	0	0	0	0
Total receipts.....	0	0	0	294,000.00
Less: Disbursements.....	0	0	0	742.10
Excess of receipts or disbursements.....	0	0	0	293,257.90
Add: Balance at beginning of fiscal year.....	0	0	0	0
Defense aid, administrative expenses, balance at close of fiscal year.....	0	0	0	293,257.90
Special deposits suspense, U. S. Maritime Commission:				
Transfer from 69X0200—construction fund.....	0	0	0	0
Transfers from 69F5835—special deposits, proceeds of sale of surplus property, U. S. Maritime Commission.....	0	0	0	0
Collections and good-faith deposits.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Return of good-faith deposits and other disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Special deposits, suspense balance at close of fiscal year.....	0	0	0	0
Special deposits, proceeds of sale of surplus property, U. S. Maritime Commission:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Transfers to 69F5835 and other disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Special deposits, proceed of sale of surplus property at close of fiscal year.....	0	0	0	0
Special deposits, refunds from sale of surplus property, U. S. Maritime Commission:				
Transfer from 69X5835.....	0	0	0	0
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0

L—Continued

ments, Oct. 26, 1936, to June 30, 1947—Continued

July 1, 1941, to June 30, 1942	July 1, 1942, to June 30, 1943	July 1, 1943, to June 30, 1944	July 1, 1944, to June 30, 1945	July 1, 1945, to June 30, 1946	July 1, 1946, to June 30, 1947	Total
0	\$154,824.74	\$76,628.35	\$5,517,502.34	\$2,550,539.46	\$143,064.97	\$8,442,559.86
\$11,625,584.94 23,978,656.57	64,654,824.74 3,978,039.76	76,628.35 18,335,299.38	5,517,502.34 33,303,593.35	1,872,359.07 10,066,759.37	143,064.97 2,237,339.65	93,742,182.27 93,543,231.96
12,353,071.63 12,437,397.12	60,682,784.98 84,325.49	18,258,671.03 60,767,110.47	23,286,095.01 42,508,439.44	11,929,118.44 14,222,343.43	2,094,274.68 2,293,224.99	----- -----
54,325.49	60,767,110.47	42,508,439.44	14,222,343.43	2,293,224.09	193,950.31	193,950.31
0	10,000.00	0	0	0	0	274,000.00
8,436.38	10,000.00	0	0	0	0	18,436.38
8,436.38	0	0	0	0	0	255,563.62
0	0	0	0	0	0	255,563.62
8,436.38	0	0	0	0	0	0
8,436.38	0	0	0	0	0	0
0	0	0	0	0	0	0
0	350,000.00	433,548.00	7,897.44	0	0	1,085,445.44
0	7,735.95	6,085.21	184.30	581.77	0	14,587.23
0	357,735.95	439,633.21	8,081.74	581.77	0	1,100,032.67
224,005.51	392,505.72	438,417.55	22,399.00	21,414.38	38.67	1,099,522.93
224,005.51	34,769.77	1,215.66	14,317.28	20,332.61	38.67	0
293,257.90	69,252.39	34,482.62	35,698.28	21,391.02	548.41	0
68,252.39	34,482.62	35,698.28	21,381.02	548.41	509.74	509.74
0	5,127,228.10	0	0	0	0	5,127,228.10
0	0	0	0	98,000.00	0	98,000.00
0	220,256.12	17,295,009.18	4,570,384.17	24,999,252.32	230,054,789.72	277,148,691.51
0	5,356,484.22	17,295,009.18	4,570,384.17	25,097,252.32	230,054,789.72	282,373,919.61
0	1,227,534.51	14,010,202.74	393,014.30	14,769,992.55	209,281,295.08	239,682,039.18
0	4,128,949.71	3,284,806.44	4,177,369.87	10,327,259.77	20,773,494.64	0
0	0	4,128,949.71	7,413,756.15	11,591,126.02	21,918,385.79	0
0	4,128,949.71	7,413,756.15	11,591,126.02	21,918,385.79	42,691,880.43	42,691,880.43
0	0	0	1,239,224.12	28,501,918.31	53,367,891.44	83,109,133.87
0	0	0	1,239,224.12	28,501,918.31	53,367,891.44	83,109,133.87
0	0	0	70.00	6,312,878.26	1,087,768.13	7,400,716.44
0	0	0	1,239,154.12	22,169,040.05	52,280,123.26	0
0	0	0	0	1,239,154.12	23,428,194.17	0
0	0	0	1,239,154.12	23,428,194.17	75,708,317.43	75,708,317.43
0	0	0	5.00	500,000.00	500,000.00	1,000,005.00
0	0	0	0	0	0	0
0	0	0	5.00	500,000.00	500,000.00	1,000,005.00

Appropriations, transfers, collections, and disburse

	Oct. 26, 1936, to June 30, 1938	July 1, 1938, to June 30, 1939	July 1, 1939, to June 30, 1940	July 1, 1940, to June 30, 1941
Special deposits, etc.—Continued				
Less: Refunds on sale of surplus property and other disbursements.	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Special deposits, refunds from sale of surplus property balance at close of fiscal year.	0	0	0	0
Miscellaneous receipts, excess profits on renegotiated contracts:				
Transfer from 69F5875, special deposits, suspense U. S. Maritime Commission.	0	0	0	0
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Miscellaneous receipts, excess profits on renegotiated contracts balance at close of fiscal year.	0	0	0	0
Miscellaneous receipts, refunds of terminal leave:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Miscellaneous receipts, refunds of terminal leave balance at close of fiscal year.	0	0	0	0
Miscellaneous receipts, forfeitures, all other than bonds:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Miscellaneous receipts, forfeitures, all other than bonds, balance at close of fiscal year.	0	0	0	0
Miscellaneous receipts, commissions on telephone pay stations in Federal buildings outside of Washington, D. C.:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Miscellaneous receipts, commissions on telephone pay stations in Federal buildings outside of Washington, D. C. balance at close of fiscal year.	0	0	0	0
Miscellaneous receipts, fines and penalties, all other:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Miscellaneous receipts, fines and penalties, all other, balance at close of fiscal year.	0	0	0	0

L—Continued

ments, Oct. 26, 1936, to June 30, 1947—Continued

July 1, 1941, to June 30, 1942	July 1, 1942, to June 30, 1943	July 1, 1943, to June 30, 1944	July 1, 1944, to June 30, 1945	July 1, 1945, to June 30, 1946	July 1, 1946, to June 30, 1947	Total
0	0	0	0	\$216,045.33	\$526,764.00	\$742,809.33
0	0	0	\$5.00	283,954.67	26,764.00	0
0	0	0	0	5.00	283,959.67	0
0	0	0	5.00	283,959.67	257,195.67	257,195.67
0	0	0	0	7,505,000.00	-----	7,505,000.00
0	0	0	0	16,613,434.22	41,831,283.45	58,444,717.67
0	0	0	0	24,118,434.22	41,831,283.45	65,949,717.67
0	0	0	0	15,787,156.43	33,817,190.83	54,604,347.26
0	0	0	0	8,331,297.79	3,014,092.62	-----
0	0	0	0	0	8,331,297.79	-----
0	0	0	0	8,331,297.79	11,345,390.41	11,345,390.41
0	0	0	0	2,687.17	10,476.08	13,163.25
0	0	0	0	2,687.17	10,476.08	13,163.25
0	0	0	0	1,938.12	8,265.65	10,203.77
0	0	0	0	749.05	2,210.43	-----
0	0	0	0	0	749.05	-----
0	0	0	0	749.05	2,959.48	2,958.48
0	0	0	0	12,397.60	4,630.00	17,027.60
0	0	0	0	12,397.60	4,630.00	17,027.60
0	0	0	0	10,728.38	6,289.22	17,017.60
0	0	0	0	1,669.22	1,659.22	-----
0	0	0	0	0	1,609.22	-----
0	0	0	0	1,669.22	10.00	10.00
0	0	0	0	68.25	48.63	116.88
0	0	0	0	68.25	48.63	116.88
0	0	0	0	62.80	1,578.46	1,641.26
0	0	0	0	5.45	1,529.83	-----
0	0	0	0	0	3.45	-----
0	0	0	0	5.45	1,574.38	1,584.38
0	0	0	0	807.50	1,420.00	2,227.50
0	0	0	0	807.50	1,420.00	2,227.50
0	0	0	0	557.50	1,420.00	1,977.50
0	0	0	0	250.00	0	-----
0	0	0	0	0	0	-----
0	0	0	0	250.00	250.00	250.00

Appropriations, transfers, collections, and disbursements

	Oct. 26, 1936, to June 30, 1938	July 1, 1938, to June 30, 1939	July 1, 1939, to June 30, 1940	July 1, 1940, to June 30, 1941
Proceeds from sale of surplus vessels, U. S. Maritime Commission:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Business concessions, U. S. Maritime Commission:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Moneys received from person unknown, U. S. Maritime Commission:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Refunds for jury services, U. S. Maritime Commission:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Reimbursement for Government property lost or damaged, U. S. Maritime Commission:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Interest on deferred collections on payments:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Repayments, lapsed appropriations:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0

L—Continued

ments, Oct. 26, 1936, to June 30, 1947—Continued

July 1, 1941, to June 30, 1942	July 1, 1942, to June 30, 1943	July 1, 1943, to June 30, 1944	July 1, 1944, to June 30, 1945	July 1, 1945, to June 30, 1946	July 1, 1946, to June 30, 1947	Total
0	0	0	0	0	\$622,971,347.57	\$622,971,347.57
0	0	0	0	0	622,971,347.57	622,971,347.57
0	0	0	0	0	80,000.00	80,000.00
0	0	0	0	0	622,891,347.57	622,891,347.57
0	0	0	0	0	0	0
0	0	0	0	0	622,891,347.57	622,891,347.57
0	0	0	0	0	78.19	78.19
0	0	0	0	0	78.19	78.19
0	0	0	0	0	59.18	59.18
0	0	0	0	0	19.01	19.01
0	0	0	0	0	0	0
0	0	0	0	0	19.01	19.01
0	0	0	0	0	2.54	2.54
0	0	0	0	0	2.54	2.54
0	0	0	0	0	0	0
0	0	0	0	0	2.54	2.54
0	0	0	0	0	0	0
0	0	0	0	0	2.54	2.54
0	0	0	0	0	428.64	428.64
0	0	0	0	0	428.64	428.64
0	0	0	0	0	391.64	391.64
0	0	0	0	0	37.00	37.00
0	0	0	0	0	0	0
0	0	0	0	0	37.00	37.00
0	0	0	0	0	145.20	145.20
0	0	0	0	0	145.20	145.20
0	0	0	0	0	561.43	561.43
0	0	0	0	0	416.23	416.23
0	0	0	0	0	0	0
0	0	0	0	0	416.23	416.23
0	0	0	0	0	639,355.33	639,355.33
0	0	0	0	0	639,355.33	639,355.33
0	0	0	0	0	0	0
0	0	0	0	0	639,355.33	639,355.33
0	0	0	0	0	0	0
0	0	0	0	0	639,355.33	639,355.33
0	0	0	0	0	2,049.23	2,049.23
0	0	0	0	0	2,049.23	2,049.23
0	0	0	0	0	1,291.00	1,291.00
0	0	0	0	0	757.33	757.33
0	0	0	0	0	0	0

Appropriations, transfers, collections, and disbursements

	Oct. 26, 1936, to June 30, 1938	July 1, 1938, to June 30, 1939	July 1, 1939, to June 30, 1940	July 1, 1940, to June 30, 1941
Repayments, lapsed appropriations—Continued				
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Reimbursement excess cost over contract.				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Deposits, proceeds from disposition surplus property, U. S. Maritime Commission:				
Transfer from 69F5885, special deposits sales of surplus property.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Refund of royalties, U. S. Maritime Commission:				
Collections.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Miscellaneous receipts covering fees and allowances in- cident to production of Commission's records in United States District Court, Washington, D. C.:				
Transfer from 69F5875, special deposits, suspense.....	0	0	0	0
Total receipts.....	0	0	0	0
Less: Disbursements.....	0	0	0	0
Excess of receipts or disbursements.....	0	0	0	0
Add: Balance at beginning of fiscal year.....	0	0	0	0
Balance at close of fiscal year.....	0	0	0	0
Summary of available funds at close of fiscal year:				
Construction fund, revolving fund.....	\$112,374,904.71	\$72,118,753.99	\$60,859,253.21	\$174,160,504.09
Emergency ship construction fund.....	0	0	0	302,196,006.33
Judgments, United States courts.....	0	0	0	0
Claims for damages.....	0	0	0	0
Federal ship mortgage insurance fund.....	0	500,150.00	512,438.77	520,234.69
Marine and war risk insurance fund.....	0	0	0	39,999,956.25
State marine school funds, fiscal year 1938 to 1942.....	0	0	0	79,363.28
Working funds.....				
Navy Department.....	0	0	0	14,707,937.50
War Department.....	0	0	0	132,817.70
Emergency fund for the President, war (allotment).....	0	0	0	5,992,354.42
Deposits, rents, National Defense Housing Project.....	0	0	0	0
Deposits, compensation for foreign merchant vessels.....	0	0	0	0
Deposits, unclaimed moneys due creditors of contrac- tors with the United States under cost-plus-a-fixed- fee contract.....	0	0	0	0
Unclaimed moneys due creditors of contractors with the United States under cost-plus-a-fixed-fee contract.....	0	0	0	0
Expenses, disposal agencies, War Assets Administra- tion (allotment to U. S. Maritime Commission).....	0	0	0	0
Salaries and expenses, War Assets Administration special fund (allotment to U. S. Maritime Commis- sion) 1947.....	0	0	0	0

L--Continued

ments, Oct. 26, 1936, to June 30, 1947--Continued

July 1, 1941, to June 30, 1942	July 1, 1942, to June 30, 1943	July 1, 1943, to June 30, 1944	July 1, 1944, to June 30, 1945	July 1, 1945, to June 30, 1946	July 1, 1946, to June 30, 1947	Total
0	0	0	0	0	0	0
0	0	0	0	0	\$757.33	\$757.33
0	0	0	0	0	1.36	1.36
0	0	0	0	0	1.36	1.36
0	0	0	0	0	0	0
0	0	0	0	0	1.36	0
0	0	0	0	0	0	0
0	0	0	0	0	1.36	1.36
0	0	0	0	0	5,000,000.00	5,000,000.00
0	0	0	0	0	5,000,000.00	5,000,000.00
0	0	0	0	0	5,000,000.00	5,000,000.00
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	71,273.20	71,273.20
0	0	0	0	0	71,273.20	71,273.20
0	0	0	0	0	71,273.20	71,273.20
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	30.00	30.00
0	0	0	0	0	30.00	30.00
0	0	0	0	0	30.00	30.00
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
\$1,857,537,707.02	\$3,930,275,679.10	\$1,318,749,447.14	\$2,013,789,529.55	\$752,824,026.34	226,701,154.48	-----
169,923,153.66	15,191,121.36	20,800,740.85	15,500,392.67	2,301,307.92	181,237.77	-----
0	5,287,615.10	0	0	549.14	10,164.74	-----
0	0	0	0	50.00	110.00	-----
532,685.02	561,335.45	580,807.20	586,667.73	586,757.73	586,807.73	-----
0	0	0	0	0	0	-----
0	0	0	0	0	0	-----
26,636,951.17	432,926,577.57	549,364,167.66	578,232,693.80	352,761,703.70	41,397,174.13	-----
4,456,123.23	12,328,184.43	4,796,461.54	2,483,199.54	2,092,377.39	1,284,356.90	-----
6,463.12	523,112.90	140,310.20	88.24	0	0	-----
117,170.16	125,862.67	0	0	0	0	-----
3,600,000.00	0	0	0	0	0	-----
0	0	0	0	256,500.02	723,624.81	-----
0	0	0	0	4,473.22	449.69	-----
0	0	0	0	500,900.02	1,328.40	-----
0	0	0	0	0	3,200.00	-----

Appropriations, transfers, collections, and disburse

	Oct. 26, 1936, to June 30, 1938	July 1, 1938, to June 30, 1939	July 1, 1939, to June 30, 1941	July 1, 1940, to June 30, 1941
Summary of available funds at close of fiscal year—Con-				
Salaries and expenses, Philippine Rehabilitation De-			0	
partment of State (transferred to U. S. Maritime				
Commission) 1947.....	0	0	0	0
Special deposits, proceeds from reparations property,				
World War II, U. S. Maritime Commission (Ger-	0	0	0	0
many).....				
Proceeds of sales of motor propelled vehicles, etc.,				
U. S. Maritime Commission.....	0	0	0	0
Deposits, unearned moneys, merchant ship sales, war-				
built vessels, U. S. Maritime Commission.....	0	0	0	0
Unearned moneys, merchant ship sales, war-built ves-				
sels, U. S. Maritime Commission.....	0	0	0	0
Judgments, Court of Claims, U. S. Maritime Commis-				
sion.....	0	0	0	0
Defense aid allotments.....	0	0	0	0
Special deposits, suspense.....	0	0	0	\$562,748,677.53
Special deposits, proceeds of sale of surplus property,				
U. S. Maritime Commission.....	0	0	0	0
Special deposits, refund from sale of surplus property,				
U. S. Maritime Commission.....	0	0	0	0
Miscellaneous receipts.....				
Excess profits renegotiated contracts.....	0	0	0	0
Refunds of terminal leave.....	0	0	0	0
Forfeitures, all other than bonds.....	0	0	0	0
Commissions on telephone pay stations in Federal				
buildings outside of Washington, D. C.....	0	0	0	0
Fines and penalties, all other.....	0	0	0	0
Proceeds from sale of surplus vessels, U. S. Mari-				
time Commission.....	0	0	0	0
Business concessions, U. S. Maritime Commission.....	0	0	0	0
Moneys received from persons unknown, U. S.				
Maritime Commission.....	0	0	0	0
Refund for jury service, U. S. Maritime Commission				
Reimbursement for Government property lost or	0	0	0	0
damaged.....	0	0	0	0
Interest on deferred collections, on payments.....	0	0	0	0
Repayments, lapsed appropriations.....	0	0	0	0
Reimbursement excess cost over contracts.....	0	0	0	0
Total of all available funds at close of fiscal year.....	\$112,374,901.71	\$72,619,203.99	\$70,371,691.98	\$1,100,537,851.79
Balance employees' trust funds:				
Employees' War Savings bonds.....	0	0	0	0
Employees' Victory tax.....	0	0	0	0
Federal tax withholding from salaries of Federal				
employees.....	0	0	0	0
Total employees' trust fund.....	0	0	0	0

NOTE.—This statement is made up from a consolidation of monthly cash statements for each fiscal year. The figures June, 1947. They have not, however, been reconciled with the final closing of the books for these 2 months and must therefore

L—Continued

ments, Oct. 26, 1936, to June 30, 1947—Continued

July 1, 1941, to June 30, 1942	July 1, 1942, to June 30, 1943	July 1, 1943, to June 30, 1944	July 1, 1944, to June 30, 1945	July 1, 1945, to June 30, 1946	July 1, 1946, to June 30, 1947	Total
0	0	0	0	0	\$110,354.31	-----
0	0	0	0	0	1,932,700.00	-----
0	0	0	0	0	2,546.64	-----
0	0	0	0	0	71,197,704.76	-----
0	0	0	0	0	283,486.85	-----
0	0	0	0	0	50,000.00	-----
\$382,054,863.92	\$273,622,100.23	\$163,630,983.82	\$87,963,350.08	\$26,168,661.49	5,783,093.68	-----
0	4,128,940.71	7,413,756.15	11,591,126.02	21,918,385.79	42,691,880.43	-----
0	0	0	1,239,154.12	23,428,194.17	75,708,317.43	-----
0	0	0	5.00	283,959.67	257,195.67	-----
0	0	0	0	8,331,297.79	11,345,390.41	-----
0	0	0	0	749.05	2,959.48	-----
0	0	0	0	1,669.22	10.00	-----
0	0	0	0	5.45	1,524.38	-----
0	0	0	0	250.00	250.00	-----
0	0	0	0	0	622,891,347.57	-----
0	0	0	0	0	19.01	-----
0	0	0	0	0	2.54	-----
0	0	0	0	0	37.00	-----
0	0	0	0	0	416.29	-----
0	0	0	0	0	639,353.33	-----
0	0	0	0	0	757.33	-----
0	0	0	0	0	1.36	-----
2,474,865,147.90	4,679,970,538.52	2,063,476,674.56	2,511,386,196.78	1,191,461,818.11	1,103,358,105.64	-----
0	171,325.94	149,009.16	159,198.31	107,275.43	55,509.01	-----
0	166,564.61	11,684.46	63.60	0	0	-----
0	0	625,287.81	1,310,669.35	473,910.26	716,613.16	-----
0	337,890.55	785,981.43	1,469,931.26	381,185.69	772,122.17	-----

covering the fiscal year 1947 include the receipts and disbursements documents processed during the months of May and be considered to be preliminary and subject to adjustment.



