

# 10,000,000 TONS OF SHIPPING TO BE CON- STRUCTED IN U. S.

**The U. S. Shipping Board Emergency Fleet Corporation has 1,036 vessels completed or under contract for construction in American yards.**

The announcement from Washington, made on September 26, of the remarkable shipbuilding programme mapped out by the Shipping Board and the progress already made shows that the Allies are to have great assistance from the United States in this respect.

Merchant ships engaged in the Atlantic trade represent 25,500,000 gross tons, according to figures made public by the Shipping Board recently. Of this amount England is operating 13,400,000 gross tons, or nearly 53 per cent, and the United States over 2,000,000 gross tons, or about 8 per cent. The Shipping Board is anticipating that the United States will be operating 10,000,000 tons by this time next year and considerable optimism has been expressed here over this outlook.

A formal statement issued through the Committee on Public Information on this subject reads as follows:

"The United States has to-day 458 ships of over 1,500 deadweight tons with an aggregate tonnage of 2,871,359, either engaged in or capable of participating in foreign trade. There are also 117 ships of a tonnage of 700,285 of German and Austrian origin. The United States Shipping Board Emergency Fleet Corporation has commandeered nearly 400 steel ships of more than 2,500,000 tons which are being completed or under contract for construction in American yards. The Board's Fleet Corporation has also contracted for 636 ships with a tonnage of 3,124,700. Totaled these figures show that the United States will have near the end of 1918 a merchant fleet of more than 1,600 ships, aggregating 9,200,000 tons to carry its foreign commerce, as compared with an overseas marine of 1,614,222 tons on June 30, 1914, scarcely a month before the European war began.

"The tonnage referred to is exclusive of that engaged on inland waters, unsuitable coastwise ships and small craft operating along the coast and in bays and harbors, and does not, of course, include the prospective additional programme of the Emergency Fleet Corporation. The fleet in prospect is already becoming a reality. Several of the commandeered ships are already taking cargo; others will leave the ways in increasing numbers with each succeeding month. The ships for which the Shipping Board has contracted are under construction, and the first launching is expected within sixty to ninety days. The additional shipbuilding programme of the Emergency Fleet Corporation, developed under the direction of Admiral Capps, its present general manager, will total approximately 2,500,000 tons. The total building programme therefore would represent about 10,000,000 tons, or, including those vessels commandeered on the ways, about 13,700,000 tons. The capacity of the Great Lakes yards in building ships of 4,200 tons and under has been estimated at 140 vessels, but these yards are at present tied up with other work, and the corporation intends to hurry their release. In addition to the floating tonnage on the Great Lakes which the Fleet Corporation intends to withdraw, there are a number of lake vessels being cut down so that they may be brought through the Welland Canal. There are 26 of these large vessels which are being cut in two for this purpose.

"Already the Shipping Board has diverted about 200,000 tons from the coastwise shipping to the Atlantic trade. It is expected that nearly 1,000,000 tons in all will be diverted. This will add materially to the power of the American merchant marine in the Atlantic.

"The Shipping Board estimates that there are 48,000,000 gross tons of merchant shipping in the world. This includes 31,000,000 gross tons of overseas ships, 6,000,000 tons of inland and Baltic ships, 6,000,000 tons of coastwise ships and 5,000,000 tons of enemy ships.

"The Atlantic shipping has been estimated by the Board to be approximately 25,500,000 gross tons. This includes 13,400,000 gross tons of British ships, 3,350,000 tons of Scandinavian ships, 2,000,000 tons of United States ships, 1,600,000 tons of French ships, 1,250,000 tons of Italian ships, 1,200,000 tons of Dutch ships, and 2,270,000 gross tons of all other ships.

"The Pacific shipping has been estimated by the Board to be approximately 5,500,000 tons, which includes 2,100,000 gross tons of British ships, 1,900,000 tons of Japanese ships and 1,500,000 tons of all oth-

er. Included in this last item is 400,000 gross tons of United States ships."

Later in the day a more comprehensive statement regarding the construction programme of the Emergency Fleet Corporation was issued from the offices of Admiral Capps. This statement follows:

"During the past two months the Emergency Fleet Corporation has awarded contracts for 112 wooden vessels of 3,500 tons deadweight capacity each to 27 different shipyards.

"There had previously been awarded contracts for 235 wooden vessels of similar type to the above, and for 58 vessels of composite construction, thereby making a total award to date of 411 wooden and composite vessels of an aggregate deadweight tonnage of 1,460,900.

"During the past two months the designs for machinery have been completed for the manufacture of engines, boilers and other articles of equipment for these vessels, for which the facilities available of machine shops and boiler works throughout the country have been availed of. Specifications have been prepared and negotiations outlined and initiated for the assembly and installation of machinery in wooden vessels, the most of which have been or are being constructed as 'hulls-only.' Great difficulty has been experienced on the Atlantic Coast in obtaining suitable lumber for these ships, and it is anticipated that there will be greater delay in their completion than was expected when this movement was begun, notwithstanding every possible effort on the part of the corporation and its contractors.

"Since August 1 there have been awarded contracts for 155 steel cargo vessels of 1,076,800 tons deadweight tonnage, distributed among six shipyards. The most important of these contracts are for vessels of the so-called fabricated type and special shipyards are being prepared for them.

"Contracts for the boilers and machinery and steel construction of these vessels have already been placed, and the contractors are actively at work in the preparation of the sites for the assembling of these ships. The best efforts of the Emergency Fleet Corporation are devoted to expediting these great shipbuilding projects.

"Previous to August 1, seventy steel cargo vessels of 587,000 tons total deadweight capacity had been contracted for. These vessels were distributed among ten shipyards. Therefore, at the present time the total number of steel vessels under construction for the United States is 225, with a total aggregate deadweight tonnage of 1,663,800.

"By proclamation of August 3, 1917, the Fleet Corporation, under authority delegated by the President, under the provisions of the Emergency act approved June 15, 1917, requisitioned all vessels under construction in the shipyards of the United States of 2,500 tons deadweight capacity and above. By this act the United States acquired a total number of 403 vessels, determined by the progress reports obtained from the various shipyards to be actually under construction; in many cases where keels had not actually been laid, engines, boilers, equipment and materials, all of which were also requisitioned, are in various stages of progress, and in comparatively few cases contracts existing for vessels not actually begun, which may or may not be proceeded with as the merits of each case, compared with what is desirable construction, are considered.

"The total deadweight tonnage under construction thus acquired, and on which orders have been issued to proceed with the maximum expedition, exceeds 2,000,000 tons deadweight."

"There are now under construction for the Emergency Fleet Corporation:

Type of vessels—	No. of vessels.	Total deadweight tonnage.
Wood . . . . .	353	1,253,900
Composite . . . . .	58	207,000
Steel . . . . .	225	1,663,800
Requisitioned vessels. . . . .	400	2,800,000
Grant total . . . . .	1,036	5,924,700

"In addition to the above, Congress, in a pending bill, is authorizing the construction of additional vessels whose total deadweight capacity will be nearly 5,000,000 tons. Plans for the major portion of these additional vessels are now in course of preparation and many of them will be of special types adapted to particular necessities of war, and, while substantially cargo carriers, will have much greater speed than the cargo vessels now under construction.

The Corporation has ascertained from the builders of requisitioned vessels their demands for structural steel, machinery and various items of equipment, and is endeavoring to regulate the supply of these items to provide for the individual needs of the

shipbuilders in accordance with their programme of capacity, so far as the country's resources are available. And it is apparent that with the similar needs of the Naval Service and the War Department, with which the Emergency Fleet Corporation is working in harmonious co-operation, every mechanical resource of the United States, with considerably increasing development, will be necessary for the realization of this programme and what must follow in continuation of it.

"The Fleet Corporation has instituted an Industrial Service Department, which, by co-operation with the Department of Labor, is undertaking to assist shipbuilders and others in the employment of suitable labor and to initiate an extensive system of vocational training with the purpose of adapting allied trades and unskilled labor for service in shipyards, and through co-operation with the Y. M. C. A. organization throughout the United States to give attention to the housing and personal affairs of the men recruited for shipbuilding work. The vast development of shipbuilding essential to this emergency necessitates an agency of this kind, because up to this time the thinning out of unskilled men in the older shipyards over a large territory is, in many instances, resulting in greatly decreased production. It has been estimated that 150,000 new men are necessary for full production.

"With the passage of the pending bill, the Congress will have authorized \$1,799,000,000 for the Shipping Board and the Emergency Fleet Corporation and the actual appropriations made, including those in the pending bill, reach a total sum of \$1,085,000,000."

## SHIPPING LOSSES.

LONDON, Sept. 26.

In the aggregate the loss of British merchant vessels during the week is the lowest since the Germans announced the beginning of their intensified U-boat warfare in February. Thirteen vessels of over 1,600 tons were lost, with two of under that tonnage and two fishing vessels. Whatever the reason, the fact remains that the U-boat is not meeting the success its enthusiastic exponents predicted for it.

Two fishing vessels also were sunk last week. The text of the Admiralty statement follows:

"Arrived, 2,775; sailing, 2,691.  
"British merchantmen, over 1,600 tons, sunk by mine or submarine, including one previously, 13; under 1,600 tons, 2.

"Fishing vessels sunk, 2.  
"British merchantmen, over 1,600 tons, sunk by cluding three previously, 10."

Last week the Admiralty report showed 28 merchantmen sunk—eight of more than 1,600 tons and twenty of less tonnage.

## LOSSES SUSTAINED BY BRITISH SHIPPING.

Week Ended.	Ships over 1,600 Tons.		Under 1,600 Tons.	Total.
	Ships.	Tons.		
March 4 . . . . .	14	9	23	
March 11 . . . . .	13	4	17	
March 18 . . . . .	16	8	24	
March 25 . . . . .	18	7	25	
April 1 . . . . .	18	13	31	
April 8 . . . . .	17	2	19	
April 15 . . . . .	10	9	28	
April 22 . . . . .	40	15	55	
April 29 . . . . .	38	13	51	
May 6 . . . . .	24	22	46	
May 13 . . . . .	18	5	23	
May 20 . . . . .	18	9	27	
May 27 . . . . .	18	1	19	
June 3 . . . . .	15	3	18	
June 10 . . . . .	22	10	32	
June 17 . . . . .	27	5	32	
June 24 . . . . .	21	7	28	
July 1 . . . . .	15	5	20	
July 8 . . . . .	14	3	17	
July 15 . . . . .	14	4	18	
July 22 . . . . .	21	3	24	
July 29 . . . . .	18	3	21	
August 5 . . . . .	21	2	23	
August 12 . . . . .	14	2	16	
August 19 . . . . .	15	3	18	
August 26 . . . . .	18	5	23	
September 2 . . . . .	20	3	23	
September 9 . . . . .	12	6	18	
September 16 . . . . .	8	20	28	
September 23 . . . . .	12	2	15	
Total . . . . .	559	203	263	

Weekly average for first 3 months, 29.8.

Weekly average for second 3 months, 23.2.