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CONGRESSMAN
GERALD R. FORD
HOUSE REPUBLICAN LEADER

**NEWS
RELEASE**

--FOR RELEASE IN WEDNESDAY PMS--
December 20, 1967

Excerpts from a Speech by Rep. Gerald R. Ford, R-Mich., before the Maritime Trades Dept. of the AFL-CIO, Wednesday noon at the Statler-Hilton Hotel, Wash., D. C.

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The plight of the American merchant marine continues to worsen under the Johnson-Humphrey Administration.

It has been estimated that under the present Administration's ship replacement program, the number of U.S. merchant ships of all types will decrease from 917 in 1968 to 355 in 1979 and that the number of U.S.-flag "dry bulk" carriers will drop from 71 to nearly zero.

The percentage of oceanborne foreign trade carried in U.S.-flag ships shows a continued decline to 7.3 per cent in 1966--the lowest since 1921. This is according to figures recently released by the U.S. Maritime Administration.

The American shipbuilding industry now ranks 15th (as of July 1967) among principal countries of the world in terms of new merchant ship construction in the 1,000-gross-tons-or-over class.

At the end of 1966, the U.S. dropped from fourth to fifth place among the nations of the world in terms of tanker capacity--outranked by Liberia, Norway, the United Kingdom and Japan, in that order.

All of these figures underscore the fact that the Johnson-Humphrey Administration is virtually writing off the American merchant marine in favor of airlift and is gradually reducing this Nation to the status of a minor maritime power in terms of its merchant shipping.

All that the Nation and maritime labor have received from the Johnson-Humphrey Administration in the area of maritime affairs is an empty promise--the promise of a "new" maritime policy which never materializes. By contrast, President Eisenhower acted throughout his eight years in office to upgrade the Merchant Marine--through the Liberty Ship conversion program, a study of nuclear propulsion for commercial ships, establishment of maritime manpower offices, designing of seven prototype vessels, establishment of the U.S. Merchant Marine Academy as a permanent institution, launching of the Nuclear Ship Savannah

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NOTES FOR MARITIME DEPT. SPEECH

1. THREE YEARS AGO THE JOHNSON-HUMPHREY ADMINISTRATION PROMISED TO SEND CONGRESS LEGISLATION TO IMPLEMENT A 'NEW' MARITIME POLICY. WE ARE STILL WAITING.

2. PLIGHT OF THE AMERICAN MERCHANT MARINE CONTINUES TO WORSEN UNDER THE JOHNSON-HUMPHREY ADMINISTRATION.

A. UNDER THE PRESENT ADMINISTRATION'S SHIP REPLACEMENT PROGRAM, THE NUMBER OF U.S. MERCHANT SHIPS OF ALL TYPES IS EXPECTED TO DECREASE FROM 917 IN 1968 TO 355 IN 1979, AND THE GREATEST LOSS WILL OCCUR IN DRY AND LIQUID BULK CARRIERS. SIGNIFICANTLY, SUCH BULK CARGOES NOW CONSTITUTE MORE THAN 85 PER CENT OF OUR OCEANBORNE FOREIGN TRADE IN TERMS OF TONNAGE AND 35 PER CENT IN TERMS OF VALUE.

B. ALSO, BETWEEN 1968 AND 1979, THE NUMBER OF U.S. FLAG DRY BULK CARRIERS LIKELY WILL DROP FROM 71 TO NEARLY ZERO, AND THE SAME WILL

BE TRUE WITH REGARD TO NON-SUBSIDIZED FREIGHTERS. DURING THIS SAME PERIOD, THE NUMBER OF TANKERS IS EXPECTED TO DECREASE FROM 251 TO 94.

C. AT THE END OF 1966, THE U.S. DROPPED FROM FOURTH TO FIFTH POSITION AMONG THE NATIONS OF THE WORLD IN TERMS OF TANKER CAPACITY--OUTRANKED BY LIBERIA, NORWAY, THE UNITED KINGDOM AND JAPAN, IN THAT ORDER.

D. THE U.S. CONTINUES TO HOLD THE SAD DISTINCTION OF OPERATING THE OLDEST TANKERS AMONG THE MAJOR MARITIME NATIONS.

3. AS TO THE STATUS OF AMERICAN MERCHANT SHIPBUILDING, THE U.S. RANKED 15TH AS OF JULY 1967 AMONG THE PRINCIPAL COUNTRIES OF THE WORLD IN TERMS OF NEW MERCHANT SHIP CONSTRUCTION UNDER WAY OR ON ORDER IN THE 1,000-GROSS-TONS-OR-OVER CLASS.

4. ALL OF THESE FIGURES UNDERSCORE THE FACT THAT THE JOHNSON-HUMPHREY ADMINISTRATION IS WRITING OFF THE AMERICAN MERCHANT MARINE AND IS GRADUALLY REDUCING THIS NATION TO THE STATUS OF A MINOR MARITIME POWER IN TERMS OF ITS MERCHANT SHIPPING.

5. ALL THAT MARITIME LABOR AND THE NATION HAVE RECEIVED FROM THE JOHNSON-HUMPHREY ADMINISTRATION IS AN EMPTY PROMISE. THEY HAVE FAILED COMPLETELY TO FULFILL THAT PROMISE, MADE BY PRESIDENT JOHNSON IN HIS STATE OF THE UNION MESSAGE ON JAN. 4, 1965, WHEN HE SAID: "I WILL RECOMMEND...A NEW POLICY FOR OUR MERCHANT MARINE."

6. THROUGHOUT THE ENTIRE PERIOD SINCE PRESIDENT EISENHOWER LEFT OFFICE, GOV'T MARITIME PROMOTIONAL PROGRAMS AUTHORIZED BY LAW HAVE BEEN GIVEN THE SHORT END OF THE STICK IN THE FEDERAL BUDGET. YOU CAN HAVE ALL THE PROMOTIONAL LAWS YOU WANT ON THE BOOKS, UNTIL YOU HAVE AN ADMINISTRATION THAT WILL CARRY THEM OUT, AN ADMINISTRATION DEDICATED TO ADVANCING THE MARITIME CAUSE, OUR MERCHANT MARINE WILL CONTINUE TO SINK

UNTIL IT PRACTICALLY FADES OUT OF SIGHT.

7. UNDER THE ADMINISTRATIONS IN POWER SINCE 1961, THE U.S. MARITIME ADMINISTRATION HAS BEEN COMPLETELY SUBMERGED WITHIN THE DEPT. OF COMMERCE. IN THAT TIME WE HAVE HAD THREE SECRETARIES OF COMMERCE, THREE MARITIME ADMINISTRATORS AND TWO ACTING MARITIME ADMINISTRATORS.

8. AND IT IS THE JOHNSON-HUMPHREY ADMINISTRATION WHICH SOUGHT TO CONTINUE SUBJUGATION OF THE US. MARITIME ADMINISTRATION BY DUMPING IT INTO THE NEW TRANSPORTATION DEPT. BEFORE A NEW MARITIME POLICY WAS FORMULATED OR ANY OTHER ACTION TAKEN TO REVITALIZE THE MERCHANT MARINE.

9. NOT ONLY DID REPUBLICANS COMBINE FORCES WITH PERCEPTIVE DEMOCRATS TO BLOCK THIS SCHEME, BUT--LARGELY THROUGH REPUBLICAN EFFORTS--THE HOUSE ON OCT. 17 OF THIS YEAR PASSED A BILL CREATING AN INDEPENDENT MARITIME ADMINISTRATION. WHILE THE BILL BEARS

THE NAME OF THE COMMITTEE CHAIRMAN--NATURALLY--THE LANGUAGE IN THE BILL IS TAKEN WORD FOR WORD FROM LEGISLATION INTRODUCED BY REP. WILLIAM MAILLARD OF CALIF., RANKING REPUBLICAN ON THE HOUSE MERCHANT MARINE AND FISHERIES COMMITTEE.

10. THE MOVE BY THE HOUSE TO GIVE THE MARITIME ADMINISTRATION INDEPENDENT STATUS AND TO UPGRADE IT MUST BE APPROVED BY THE SENATE AND BY THE PRESIDENT BEFORE IT CAN BECOME REALITY. THERE IS NO ASSURANCE THAT THE SENATE WILL PASS THE BILL--OR, IN THE EVENT THE SENATE DOES PASS IT, THAT THE PRESIDENT WILL SIGN IT.

11. EVEN IF AN INDEPENDENT MARITIME ADMINISTRATION IS CREATED, THIS IN ITSELF WILL NOT GUARANTEE A STRENGTHENING OF THE AMERICAN MERCHANT MARINE.

12. THIS NATION AND ALL AMERICANS WHO BELIEVE IN A STRONG MERCHANT MARINE NEED A CONGRESS DEDICATED TO THE OBJECTIVE OF REVITALIZING THE MERCHANT MARINE, AND A PRESIDENT WHO HEWS TO THE SAME OBJECTIVE.

13. THE RECORD INDICATES THAT A REPUBLICAN ADMINISTRATION WOULD GIVE THE MARITIME WORKER AND THE MERCHANT SEAMAN A BETTER DEAL. IN THAT CONNECTION, LET ME CITE THE EISENHOWER ADMINISTRATION'S RECORD IN MARITIME AFFAIRS.

A. IN 1953 THE EISENHOWER ADMINISTRATION UTILIZED RESERVE FLEET SHIPS FOR GRAIN STORAGE AND SOLD THREE SHIPS UNDER PUBLIC LAW 81-856 TO AID SHIPPING ON THE GREAT LAKES.

B. IN 1954 THE FIRST STEPS WERE TAKEN IN A SHIP REPLACEMENT PROGRAM... THE LIBERTY SHIP CONVERSION PROGRAM.

C. IN 1954-1955 AN EMERGENCY SHIP REPAIR PROGRAM WAS LAUNCHED (UNDER PUBLIC LAW 83-608) TO AID SHIPYARDS AND UPGRADE RESERVE FLEET SHIPS; THE CARGO PREFERENCE ACT WAS ENACTED (AUGUST 26, 1954); THE MARITIME

ADMINISTRATION EMBARKED ON A STUDY OF NUCLEAR PROPULSION WITH THE ATOMIC ENERGY COMMISSION; AND THE ADMINISTRATION ESTABLISHED MARITIME MANPOWER OFFICES.

D. IN 1956 THE EISENHOWER ADMINISTRATION COMPLETED DESIGN PLANS FOR SEVEN PROTOTYPE VESSELS AND MADE THE U.S. MERCHANT MARINE ACADEMY A PERMANENT INSTITUTION.

E. IN 1957 PRESIDENT EISENHOWER ASKED FOR AND RECEIVED AN INITIAL APPROPRIATION FOR THE N.S. (NUCLEAR SHIP) SAVANNAH, AND THE ADMINISTRATION COMPLETED THE SALE OF MARINERS ~~FOR~~ RETURN OF MORE THAN \$146 MILLION TO THE U.S. TREASURY.

F. IN 1960, THE EISENHOWER ADMINISTRATION ESTABLISHED A MARITIME RESEARCH

AND DEVELOPMENT PROGRAM, CONTRACTED FOR THE CONSTRUCTION OF A HYDROFOIL SHIP, AND SENT CONGRESS A VESSEL EXCHANGE BILL WHICH WAS ENACTED INTO LAW ON JULY 5, 1960.

14. THESE ARE THE ACCOMPLISHMENTS OF THE EISENHOWER ADMINISTRATION IN MARITIME AFFAIRS. A NEW REPUBLICAN ADMINISTRATION WOULD BE JUST AS FORWARD-LOOKING. YOU'LL GET A BETTER DEAL WITH A REPUBLICAN ADMINISTRATION AND A REPUBLICAN CONGRESS. YOU WON'T FIND A REPUBLICAN ADMINISTRATION OR A REPUBLICAN CONGRESS RELEGATING THE RESERVE FLEET TO THE ASHCAN IN FAVOR OF AIRLIFT. WHEN WE MAKE A PROMISE, WE COME THROUGH...FOR THE GOOD OF AMERICA AND THE GREATER GLORY OF THIS NATION.



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