

There are probably several thousand carpenters between Boston and Corpus Christi who are over age for military duty or service. They are probably not trained as machinists or as steel workers, but there are probably a lot of them who are fully qualified to build wooden barges for this purpose, and who could readily build them, and they do not need to be experienced shipbuilders.

Mr. CULKIN. How long does it take to build one of them?

Captain RUDE. The way we are turning out ships, I think these could be turned out so that you could probably build one in 2 weeks or a month if you have plenty of men.

Mr. GREEN. We have more than 30 plants in Florida that could build those barges.

Captain RUDE. I think you have. We have been building a good many vessels recently. We would have trouble getting bids for our own fleet, or for steel vessels, but we have not had any trouble in regard to wooden vessels. We have some small boats being built in Benton Harbor, and two small ones around Cape Cod. We got all the bids we wanted on that class of work.

These vessels require more expert workmen than the barges. They require more skilled workmen.

The CHAIRMAN. Is there any steel required in the construction of one of the wooden barges?

Captain RUDE. I would say there would be a few pounds of spikes and some bolts, but it would be an infinitesimal amount. Then there would be a few iron anchors, and that is about all.

The CHAIRMAN. Would they require wire rope for tows?

Captain RUDE. You can use the ordinary manila rope; they could be towed by pleasure craft or fishing craft until we could get small tugs built.

Mr. SMITH. You are familiar with the type of boat they use for shrimp fishing?

Captain RUDE. Yes.

Mr. SMITH. Could they use those for tows?

Captain RUDE. Probably so; it is smooth water. We have men who are good. These fishermen could handle the tows just as well as highly paid navigators.

We also have fishermen on Chesapeake Bay who have their boats that are not used a great part of the year. They are not large vessels, but they would be capable of towing in the protected waters south of Norfolk, in my opinion.

Mr. CULKIN. Is that the type of boat that is there now? The Navy has taken over a lot of those types.

Captain RUDE. Yes; but not the class I am thinking of. They are smaller than the Navy would require. You also have pleasure craft. The Navy has taken over some yachts, but there are some small ones left.

In this connection I have a letter from the Mathiason Shipping Co., Inc., 15 Moore Street, New York City, in which this company offers to assist in an endeavor to pool the services of all the towing companies in New York Harbor for operation on this waterway. This company owns five tugs, with engines of from 300 to 700 horsepower.

The CHAIRMAN. The fishing industry are fearful that they will have to go out of business. Judge Culkin and myself are members of the