

January 22 outlining certain areas of particular interest to the Committee on Science and Astronautics in which assistance was requested. We have been pleased that portions of two of the suggestions submitted, energy and materials, are among the first five that the Board has seen fit to approve.

The purpose of this letter is to express to you a very strong interest which several House Committees have with regard to the development of new and useful technology which could be applied to international shipping. We have discussed this at some length with a number of House Members and we all concur in the importance of this problem.

We have *gone* through the backup material which the OTA staff provided us with regard to ocean assessments, and while it appears that the description is broad enough to include shipping technology, such a phase is not specifically spelled out.

We are not suggesting that any of the immediate ocean issues which we agreed upon should be altered, retarded or substituted in any way. But we do believe it is highly important that fundamental shipping technology be the subject of an OTA inquiry at the earliest feasible moment.

We would like to point out that this matter would appear to merge extremely well with some of the work which the Office is already beginning—particularly that of energy. And we would like to stress that, since the American shipping industry has declined considerably because of, among other things, its inability to compete with foreign bottoms, the resulting unemployment in what was once a first-rate merchant marine has been very high. In this connection, we would also call your attention to the aforementioned letter of January 22 in which the subject "technology-unemployment" was identified as a major issue. In that letter it was stated that "the OTA can provide considerable guidance in endeavoring to pinpoint how technology . . . can be utilized to help provide new markets . . . and new jobs." We can think of no better example than finding a way to revitalize our shipping industry.

We are not expert enough to suggest all the potential lines of inquiry which might be followed but two examples may help. One is the economic utilization of advanced nuclear technology with regard to ship operation; the other is the possible application of new airfoil technology which a number of marine engineers believe has significance for new types of fast sailing vessels. With Bunker C fuel selling at an excess of \$15 per barrel, it is imperative that consideration be given to developing other means of vessel propulsion. Again, this is not to suggest that either method, or a combination of the two, is the only potential to be given attention. There are many other possibilities.

We hope that you will give this serious consideration and keep it in mind as you begin your work in the oceans area.

Sincerely,

LEONOR K. SULLIVAN,
Chairman, Committee on Merchant Marine and Fisheries.

OLIN E. TEAGUE,
Chairman, Committee on Science and Astronautics.

IV. INITIAL SELECTION OF ASSESSMENT PROJECTS

In addition to the requests for assessments proposed by congressional committees, comments have been received from executive agencies and public groups on areas of concern which could be candidates for assessment. Recognizing that OTA cannot pursue all the areas which have been proposed, and that certain interrelationships and pri-