

General TRUDEAU. Yes, there was one built and tested in 1958 and thrown out as being unsatisfactory, and the U.S. Army today is using the French assault bridge and ferry because we have not been able to build as good a one, and that is what we are trying to do here.

Mr. SANDWEG. Well, in effect, General, would it be right in saying for the amounts of money spent here, you verified your own feeling that what you were designing was the best that could be designed as of right now?

General TRUDEAU. I think that is right.

Mr. NEW. General, if I may, we did verify that, but we also obtained considerable information on equipment layout and details of some of the components, and I think Mr. Mullins should speak on this point because we didn't get a report that merely said we think you have the ultimate in design, you should go ahead.

Mr. HARDY. You are a fine fellow, you did a good job.

Mr. NEW. We obtained a lot more than that, and I think Mr. Mullins should speak to that point.

Mr. HÉBERT. Well, they did give recommendations?

Mr. MULLINS. That is correct.

Mr. HÉBERT. That is sufficient.

Mr. HARDY. Could I ask just one more question; now what did you get for the \$64,000 that you paid Jared Industries? You got a book from them, too.

Mr. MULLINS. Well, sir, we had another study of everything in there and they came back and recommended a slight variation in the end of the boat, which we did not adopt. They recommended a combination mechanical and hydraulic drive back to the propeller, which you saw folding up there, which we did not adopt, because we didn't think that that was the way to do it.

Mr. HARDY. Don't take anything that folds up.

Mr. HÉBERT. Thank you very much. Thank you, General, very much, for your appearance. And thank your colleagues who appeared with you.

We appreciate your cooperation. The committee will stand recessed until 10 o'clock, Wednesday morning.

(Whereupon, at 4:04 p.m., the subcommittee recessed to 10 a.m., Wednesday, August 16, 1961.)