

ments are due September 6, if they take the full 90 days. We have asked them to expedite, however.

Mr. HARSHA. How long does it take Bob? Is there any possibility that we can get these reports in before this—

General NOBLE. It is possible, sir.

Mr. HARSHA. Is it probable?

General NOBLE. I do not know whether it is probable. It could be done. They are reasonably acquainted with the project. It will not take the Chief long to get it to the Secretary of the Army; and the Secretary of the Army has been very prompt in getting it over to BOB. BOB has been very prompt about these things, and it all depends on whether they hang up on this report or not.

Mr. BLATNIK. We will have the staff keep the chairman and the members informed on the progress of these reports.

Next is Hempstead Harbor, N.Y.

Can you summarize the essential points, Colonel, and the entire statement will appear in its entirety at this point.

HEMPSTEAD HARBOR, N.Y.

Colonel SEIDEL. Mr. Chairman and members of the committee, this report concerns improvement of the existing Hempstead Harbor on the north coast of Long Island, N.Y., in the interest of commercial navigation. It is responsive to a resolution adopted by the House Committee on Public Works on August 15, 1961.

The existing project provides for a channel 6 feet deep, 100 feet wide, and 2 miles long, leading from the sound to terminal facilities in the town of Oyster Bay and North Hempstead. The tributary area consists of Nassau County, one of the most densely populated counties in the Nation, with a 1960 population in excess of 1,300,000. Commerce is composed primarily of sand shipments and petroleum receipts and totaled about 3,700,000 tons in 1964. This tonnage represents almost a fivefold increase since 1945.

The plan of improvement calls for deepening the channel to 13 feet and widening to 150 feet and providing a 9-foot deep turning basin at the head of the channel. These improvements will permit more economical vessel loads and result in considerable savings to shippers. Total cost is estimated at \$703,000, all of which is Federal and the benefit-cost ratio is 2.4. The usual items of local cooperation for commercial navigation projects are required and local interests have indicated their willingness and ability to meet all requirements. All interested Federal and State agencies favor the project. The Bureau of the Budget has no objection to submission of the report to the Congress.

Since the Federal cost for this project is less than \$10 million, the view set forth by the Secretary of the Army in his letter of January 6, 1967, submitting a draft bill to amend section 201 of the Flood Control Act of 1965 would apply.

This completes my statement, Mr. Chairman.

Mr. BLATNIK. The Department comments and the State comments are favorable and the Bureau of the Budget has no objection.

Colonel SEIDEL. That is correct, sir.

Mr. BLATNIK. No further questions?

Mr. GRAY. Just one quick question. How long will this improvement be, Colonel?