

Mr. CLAUSEN. This particular project is in my congressional district on the north coast of California. Of course, we have been fully cognizant of the points that had been made by Colonel Pick. I will be supporting this project and ask unanimous consent of the committee to offer a supplemental statement in support of the project in the interest of time. And also ask unanimous consent that the record at this point be left open for some supplemental statements that will be forthcoming from the people of the area involved.

Mr. McCARTHY. Without objection, so ordered.
(The statements referred to follow:)

STATEMENT OF HON. DON H. CLAUSEN, A REPRESENTATIVE IN CONGRESS FROM
THE STATE OF CALIFORNIA

Mr. Chairman, I appreciate this opportunity to appear before you in support of navigational improvements for Humboldt Harbor and Bay, Humboldt County, California.

Humboldt Bay, located about 225 nautical miles north of San Francisco, is a land-locked harbor 14 miles in length and varying in width from one-half to 4 miles. The existing Federal project consists of two rubble-mound jetties at the entrance; a Bar and Entrance Channel; five interior channels varying in depth from 18 to 30 feet, and in width from 150 to 400 feet; and a turning basin 26 feet deep, 600 feet wide, and 800 feet long.

The proposed modifications would consist of dredging the North Bay Channel to 35 feet, and widening the bends; dredging Samoa Channel and the Outer Reach of Eureka Channel to 35 feet; and dredging an anchorage basin in the North Bay to 35 feet deep, 1,200 feet wide and 1,200 feet long. Estimated cost to the United States is \$2,170,000 for construction dredging, and \$13,000 for additional annual maintenance.

Principal cities on Humboldt Bay are Eureka, with a population of 28,000, and Arcata, with 5,000. The distinctive natural resource of the area is timber, and waterborne commerce of Humboldt Harbor is composed chiefly of lumber and lumber products shipments from Humboldt, Del Norte, and Trinity Counties, and receipts of petroleum and fish. Exports of lumber and lumber products from Humboldt Harbor in 1965, 1966, 1967, and the first quarter of 1968, were as follows: 1965—273,438 short tons; 1966—291,676 short tons; 1967—466,741 short tons; first quarter 1968—161,857 short tons. Estimated total for 1968 is more than 700,000 short tons. It is anticipated that there will be a continuing increase in tonnage of lumber and lumber products exports out of Humboldt Harbor for at least the next twenty years. The interior channels of Humboldt Bay are inadequate and hazardous for modern, deep-draft vessels of the type that carry lumber as general cargo. Lack of an adequate anchorage area forces ships to anchor in main navigation channels when dockside space is not available, or while awaiting favorable sailing conditions, thus adding to the already hazardous navigating conditions in the channels. Ships seeking shelter from ocean storms frequently add to the congestion in the Bay. Finally, it should be noted that Humboldt Bay is the closest deepwater port to San Francisco and that, in emergencies, the proposed improvements would be of considerable worth over and beyond the benefits to local shipping interests.

EUREKA, CALIF., June 25, 1968.

HON. DON CLAUSEN,
Congressman First District, California,
House Office Building, Washington, D.C.:

Retel inquiry! Short tons lumber and lumber products exported from Humboldt Bay during 1965, 273,438; 1966, 291,676; 1967, 466,741; first quarter 1968, 161,857. We estimate it will be over 700,000 short tons for 1968. We also foresee a gradual increase in the export of lumber and lumber products out of this harbor for the next 20 years.

STATE BOARD OF HARBOR COMMISSIONERS FOR HUMBOLDT BAY,
By LESLIE M. WESTFALL, Secretary-Surveyor.