

35 feet. In addition, the general navigation features of the existing harbor: Entrance jetties, entrance and interior commercial channels and central basin, would be adopted as a Federal project for maintenance.

The Federal cost of construction would be \$1 million. Non-Federal costs are estimated to be \$210,000 for rights-of-way for the extension of the navigation channel. Annual maintenance would be \$40,000. Estimated annual benefits and charges are \$1,868,000 and \$90,000, respectively, and the benefit-cost ratio would be 20.8.

The report has been submitted to the State of California and the interested Federal agencies. Upon receipt of the comments, the report of the Chief of Engineers will be sent to the Bureau of the Budget through the Secretary of the Army prior to its submission to Congress by the Secretary of the Army.

Mr. Chairman, this concludes my statement.

Mr. McCARTHY. Mr. Harsha.

Mr. HARSHA. When is the 90 days up?

Colonel PICK. August 29.

Mr. McCARTHY. Do you want to proceed, Colonel, with San Diego Harbor.

SAN DIEGO HARBOR, CALIF.

Colonel PICK. Mr. Chairman and members of the committee, San Diego Harbor, located on the coast of southern California, is immediately north of the Mexican border and about 96 miles southeast of Los Angeles Harbor.

The existing Federal project consists of an entrance jetty and channel, interior channels, anchorage areas, turning basin and a diversion dike to divert flows of the San Diego River from the harbor into nearby Mission Bay. Existing channel depths and widths are not sufficient for modern cargo vessels and U.S. Navy vessels using the harbor under full load at all conditions of tide.

The Chief of Engineers in his proposed report recommends modification of the existing project by deepening and extending project channels to provide 42-foot depth in the entrance, 40-foot depth to the bulk terminals and 35 feet to general cargo terminals; the deletion of incompleting authorized work on the South Bay seaplane basin and incompleting triangular approaches adjacent to Harbor Island from the project, and extension of authorized maintenance to include channels or additional depths dredged by the U.S. Navy or local interests.

The Federal cost of construction would be \$5,360,000, exclusive of \$40,000 for aids to navigation and \$1,500,000 for relocation of U.S. Navy utilities. Non-Federal costs are estimated to be \$2,800,000, including \$230,000 cash contribution. Additional maintenance would be \$20,000. Estimated annual benefits and charges would be \$1,360,000 and \$419,000, respectively, and the benefit-cost ratio would be 3.2.

The report has been submitted to the State of California and the interested Federal agencies. Upon receipt of the comments, the report of the Chief of Engineers will be sent to the Bureau of the Budget through the Secretary of the Army prior to its submission to the Congress by the Secretary of the Army.

This concludes my statement, Mr. Chairman.