

OFFICE OF THE SECRETARY OF TRANSPORTATION,
Washington, D.C., June 26, 1968.

Lt. Gen. WILLIAM F. CASSIDY,
Chief of Engineers,
Department of the Army,
Washington, D.C.

DEAR GENERAL CASSIDY: This is in response to General Clarke's letter of June 18 to Secretary Boyd requesting the review of your proposed report concerning the improvement of Miami Harbor, Florida.

Miami Harbor is dredged to a depth of 30 feet in the main ship channel and turning basin. The present project depth limits access to vessels drawing about 25 feet of water. Your proposed improvements call for dredging the main ship channel and turning basin to a depth of 36 feet and dredging the entrance bar channel to 38 feet. The plan also calls for widening the channel between the jetties by 100 feet. The estimated cost of the proposal is \$7,055,000 and it has a benefit/cost ratio of 1.5 to 1.

In the U.S. Coast Guard review of this report, it was noted that although project implementation would permit larger cruise ships to enter Miami Harbor, this would not affect basic Coast Guard responsibilities in the area. However, the relocation of certain aids to navigation would be required.

The Department of Transportation appreciates your courtesy in furnishing copies of this report for review and commentary.

Sincerely yours,

RICHARD J. BARBER,
Deputy Assistant Secretary for Policy Development.

Mr. BLATNIK. I see we have our old friend, John Young, a former member of this committee and our friend for many, many years.

PORT ARANSAS-CORPUS CHRISTI WATERWAY, TEX.

STATEMENT OF HON. JOHN YOUNG, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF TEXAS

Mr. YOUNG. Thank you, Mr. Chairman, and I would like to make reference to the Corpus Christi Waterway deepening project to 45 feet.

I do plan to submit a statement. I have a comprehensive statement here by Mr. Duane Orr, director of industrial development and port planning. Mr. Dale Miller is also present. They are not going to testify in deference to the committee's time, but with the committee's permission I would like to say that I certainly support wholeheartedly this project. It bears a more than 4-to-1 benefit-cost ratio approved by the corps and I think this is in excellent condition to go ahead.

I would like to submit their statements.

Mr. BLATNIK. Without objection, it is so ordered.

(The statements of Duane Orr and Dale Miller follow:)

STATEMENT OF DUANE ORR, DIRECTOR OF INDUSTRIAL DEVELOPMENT AND PORT
PLANNING, NUECES COUNTY NAVIGATION DISTRICT No. 1, PORT OF CORPUS
CHRISTI, CORPUS CHRISTI, TEX.

JUNE 26, 1968

Mr. Chairman and gentlemen of the subcommittee, my name is Duane Orr, and I am Director of Industrial Development and Port Planning for Nueces County Navigation District No. 1, better known as the Port of Corpus Christi, Corpus Christi, Texas, in whose District the Port Aransas-Corpus Christi Waterway is located.

I appear before you today requesting that the modifications and improvements to the Port Aransas-Corpus Christi Waterway recommended by the Board of Engineers for Rivers and Harbors be adopted by your Committee and that the