

Producers Grain Coop. is presently upgrading its Terminal Elevator dock to accommodate larger vessels. This present work will be completed in July 1968.

The Zenkoren Maru No. 1 is on a regular run between Producers Grain Corporation Terminal Elevator at Corpus Christi and Japan under a long term agreement to carry milo between the two countries. This vessel, the smallest of several planned for this service, has a length of 636 feet, a beam of 90 feet, a draft of 37'-0½" and a 39,299 Dead Weight Ton capacity. (See Exhibit F—Newspaper Clipping—in Appendix).

Suntide Refining Company—located at the Viola Turning Basin, the head of deepwater navigation—has had an almost continuous expansion program underway since the deepwater channel was completed to Viola, Texas in 1959. Plans have already been projected to double the capacity of the refinery and petrochemical plant during the next five years.

The most significant recent announcement has been the contemplated merger of Sun Oil Company and Sunray DX, the owner of Suntide Refining Company. In the merger, Suntide Refining Company will become part of Sun Oil Company's operations. For sometime the Sun Oil Company has been considering a major expansion program in South Texas which is even more ambitious than Suntide's plans. The merger of these companies, if approved, should result in a major increase in the movement of waterborne commerce from Corpus Christi in the ensuing years.

A large cooperative chemical company owned by four of the largest farm cooperatives in southeast United States is presently considering a site on the Port Aransas-Corpus Christi Waterway on which to construct an insecticide and pesticide chemical plant. Sites in both the LaQuinta and Viola Channels are being considered. The firm expects to make a decision shortly on its plans for expansion into the Corpus Christi area.

Another Farmers Coop, which is one of the largest fertilizer producers, expects to have representatives in Corpus Christi in July to inspect possible sites for a Corpus Christi terminal for the company.

Reynolds Metals Company is constructing a new bulk cargo vessel of 47,000 DWT capacity to transport bauxite to its plant located on the LaQuinta channel. Other vessels are planned as the present vessels are phased out and the demand for bauxite increases in the Sherwin plant located at LaQuinta, Texas. (See Exhibit G—letter & H & I—Newspaper Clippings in Appendix)

Sun Oil Company is constructing a large tanker to operate from its present terminal at Ingleside, Texas on the Port Aransas-Corpus Christi Waterway, and from the Viola Turning Basin when its merger with Sunray DX is finally approved. This vessel, which is expected to be in operation in the first quarter of 1969, will have a maximum draft of 43'-3". (See Exhibit J—letter—in Appendix)

Humble Oil and Refining Company have on order three 75,000 DWT tankers for delivery in mid 1969. One of these vessels will load dirty products at Harbor Island, Texas in the Port Aransas-Corpus Christi Waterway for delivery to the east coast. Another vessel is expected to be in clean service, and it is anticipated that it will lift products from the Inner Harbor at Corpus Christi as other vessels of Humble have done over the past twenty years. (See Exhibit K—letter—in Appendix)

RECOMMENDATIONS OF BOARD OF ENGINEERS FOR RIVERS AND HARBORS

The Board released the following statement May 21, 1968 when it recommended Congressional Authorization of modifications and improvements to the Port Aransas-Corpus Christi Waterway, as hereinafter described.

45-Foot Harbor Channels at Corpus Christi, Texas.—The Port Aransas-Corpus Christi Waterway consists of about 40 miles of deep-draft channels to the ports of Harbor Island, Ingleside, LaQuinta, and Corpus Christi. Commerce in the area is rapidly growing. The Corpus Christi area now includes some 12,500 producing oil wells, 6 refineries, 24 natural gasoline and cycling plants, an aluminum plant, grain storage facilities, and many other factories and developments. Channel depths now are generally about 40 feet.

In view of the rapidly increasing number of large tankers and bulk carriers calling at Corpus Christi, the Board recommends deepening many of the channels to 45 feet, and the construction of appurtenant supplementary works. The total estimated cost of the recommended work is \$20,682,000, of which local interests would pay \$1,640,000. The benefit-cost ratio is estimated at 4.8.