

(Mr. Blatnik resumed the chair.)

Mr. BLATNIK. Any further questions or comments?

Mr. McCARTHY. Thank you, Mr. Chairman.

Mr. DULSKI. Thank you, Mr. Chairman.

Mr. BLATNIK. Thank you, Congressmen.

PORT JEFFERSON HARBOR, N.Y.

The next project is Port Jefferson Harbor, N.Y. The witnesses are Mr. H. Lee Dennison, executive director, Suffolk County Riverhead, Long Island, N.Y.; and Mr. Ernest J. Corrado, American Merchant Marine, Inc., Washington, D.C.

STATEMENT OF ERNEST J. CORRADO, AMERICAN MERCHANT MARINE, INC., WASHINGTON, D.C., ACCOMPANIED BY HENRY WEINKAUFF

Mr. CORRADO. My name is Ernest J. Corrado. I am legislative assistant to Mr. Ralph Casey, president of American Merchant Marine Institute. Mr. Casey was called out of town on business today, so I am appearing on his behalf. And Mr. Weinkauff, special consultant to the institute on the Port Jefferson project, is appearing with me.

I must say, Mr. Chairman, I appear as a witness in favor of this project with some disappointment and some anguish since the Congressman of the district appeared this morning in opposition. I hope though that an examination of the facts will show that the merits are on our side. I believe that they are.

With your permission, Mr. Chairman, I would like to submit our statement for the record and just summarize our points in favor of this project.

Mr. BLATNIK. That will be very helpful. Without objection, it is so ordered.

(The statement follows:)

STATEMENT OF AMERICAN MERCHANT MARINE INSTITUTE, INC.

My name is Ernest J. Corrado. I am Legislative Assistant in the American Merchant Marine Institute, a national trade association composed of thirty-two United States companies which own and operate nearly 500 U.S.-flag oceangoing passenger and general cargo vessels, tankers, and dry bulk carriers in the foreign and domestic trades of the United States. Certain of our member companies and others operate tankers to terminals in Port Jefferson Harbor, New York.

We are very grateful for the opportunity afforded us of presenting this statement in support of the Port Jefferson Harbor improvement project which, as recommended by the Chief of Engineers, Department of the Army, would provide for (1) deepening the channel from 26 to 40 feet, mean low water, and widening from 300 to 350 feet from deep water in Long Island Sound to the head of the harbor, a distance of about 2.3 miles, and (2) a turning basin near the inshore end of the channel 30 feet deep, 700 feet wide and 1,400 feet long.

The need and economic justification of the Port Jefferson Harbor improvement project are fully established in the report of the Chief of Engineers which includes the report of the New York District Engineer, U.S. Army Corps of Engineers, published in House Document No. 277 (90th Congress, 2nd Session). The purpose of our statement is to bring to your attention some of the more important reasons and factors in support of this improvement project.

BENEFITS TO GENERAL PUBLIC

As stated by the New York District Engineer in Paragraph 67 of his report, the benefits or savings in transportation costs that would result from the use