

ministration's program, there is no objection to the presentation of this proposal for the consideration of the Congress. The Department of the Navy has been designated as the representative of the Department of Defense for this legislation. It is recommended that this proposal be enacted by the Congress.

PURPOSE OF THE LEGISLATION

The purpose of the proposed legislation is to authorize the Chief of Engineers, Department of the Army, to expend Civil Works funds to maintain harbors and waterways at depths required for defense purposes.

The navigation depths of the various harbors and waterways are established by Congress in the various Acts which authorize the construction, repair and preservation of certain public works on rivers and harbors for navigation, such as the River and Harbor Act of 1960 (74 Stat. 480). The Corps of Engineers, Department of the Army, traditionally has been assigned responsibility for navigation improvements and maintenance of harbors and waterways. Each year the Corps of Engineers submits reports to Congress in connection with the proposed River and Harbor bill which outline the work to be performed on the various projects. The navigation depths are thus established by these reports which are specifically mentioned in and become part of such Act as may be enacted by the Congress.

The need for the proposed legislation has arisen because the increased depths required for the operation of Navy ships and the nuclear submarine fleet necessitate the maintenance of certain harbors and channels at depths deeper than those prescribed by the various River and Harbor Acts as the navigation project depths. Since the authority of the Corps of Engineers to expend Civil Works funds for maintenance is limited to the navigation project depth, military funds must now be expended not only to obtain the greater depth, but also to maintain it, although Civil Works funds have been used in the past to maintain the same waterways at the lesser depth. In this connection it should be noted that experience has shown that there would be little, if any, additional maintenance costs involved for the deeper channel.

Attention is invited to the requirement in the proposed legislation which limits the expenditure of funds to those channels which the Chief of Engineers determines will also serve essential needs of general commerce.

The proposed legislation would currently affect the following channels and waterways:

- New London, Conn. : State Pier approaches and berths.
- New York (Bayonne Annex) : Approach to drydock and berths.
- Charleston, S.C. : Channel from ocean to Goose Creek.
- Port Canaveral, Fla. : Entrance channel and turning basin.
- Mayport, Fla. : Channel in St. Johns River from ocean to entrance to Navy basin.
- Pascagoula, Miss. : Channel from ocean to Ingalls Shipyard.
- Pensacola, Fla. : Entrance channel and turning basin.
- San Diego, Calif. : Channel and turning basin at North Island.
- Mare Island, Calif. : Naval Shipyard to Carquinez Straits.

COST AND BUDGET DATA

The proposed legislation would not require any additional cost to the Federal Government. Since the Department of Defense would be relieved of the necessity for funding all of the maintenance for the deeper channel, a savings would accrue to this Department. On the other hand, Department of the Army civil works funds, if budgeted for and appropriated, are already available for the authorized lesser depth and could be applied to the greater depth.

Sincerely yours,
Enclosure.

MARE ISLAND NAVAL SHIPYARD, VALLEJO, CALIF.—DEEPENING
MARE ISLAND STRAIT CHANNEL

I. HISTORY

Silt has been a problem in Mare Island Strait since 1900. The rate of silt accumulation in Mare Island Strait is dependent on a number of factors including