

river flow; but that you have not had occasion to test it completely. Is there any question you can meet the timetable of the city if this legislation passes? Is it a very extensive study?

General NOBLE. I do not think it needs to be, necessarily, sir; but this is what I hope to get into with the authority people. I hope, if this legislation passes, to have embodied in it the kind of flexibility that would be needed, so that further technical determinations during the course of the detailed planning would keep these adverse things from coming about.

Mr. GROVER. Then you would make recommendations, if you felt there would be adverse current flows or——

General NOBLE. What I would have in mind is, as they develop a new bulkhead line, we would work out together that it would be so located, and it would be so designed that it would be neither a safety threat to the channel nor would it create any adverse velocity and currents.

Mr. GROVER. You have got a rather adverse velocity in the East River right now. I do not think you could make it any worse.

General NOBLE. Yes, sir. The East River was the main concern on velocity. That is why the model test was run. It was a quick one. It is not the kind of model test that would answer things in perpetuity.

The information was available. While they did run up the velocity a little bit, it did not seem to our people in the field, on the basis of that model study, that the velocities would be brought up to an intolerable degree. So, as far as they were concerned, that model study gave a rather favorable indication.

Mr. GROVER. There is also a thrust to clean up the other side of the river, on the other side, and to clean up the Hudson River generally. And I think they will be coming to the Federal Government's assistance. We have met with the shipyard associations on that.

Mr. Harsha is asking whether there will be any expense here involved in the replacement of piers and bulkheads. You have indicated in the negative.

However, I think we should have some statement from you, General. What is this going to cost your particular Corps of Engineers with respect to the study involved here?

General NOBLE. I do not know, sir. It certainly will involve us to a degree for some time, if we are going to look over their shoulder on how they are planning these bulkheads, and if we have to concern ourselves with various aspects of the project, we will be involved in some degree. I do not know whether some of this work would be worked out so they would finance it or whether it would be our normal routine business, that it would not make any material difference. And we would go ahead and do it as we would in our normal course.

These are details I think we have to work out with them.

Mr. GROVER. If you have to find it necessary to have more extensive study model——

General NOBLE. I would think we would look to them to finance it, as we did in this small model study. They paid for it.

Mr. HARSHA. How about covering this in your amendments to the legislation?

General NOBLE. Yes, sir.