

Mr. HARSHA. On that point you are trying to make, you have authority to remove an abandoned ship in navigable waters if they are interfering or impeding navigation; is that not true?

Mr. GURNEE. That is correct, sir, yes. If they are obstructive to navigation, yes.

Mr. HARSHA. Now, one other point, that is that you are talking about an abandoned ship, when this thing was abandoned it was nothing more than a hulk, at best, was it? You could hardly classify it as a ship.

General NOBLE. These are the subtle differences involved here, that caused us to make the recommendation that we are making here.

Mr. HARSHA. One other thing I wanted to call your attention to: the bill makes no provision for an authorization of funds. It is completely blank in that respect. It just authorizes and directs you to remove them.

That seems to be an objectionable point to me.

And one other point, on line 9 it says, 8 and 9, you can remove any other abandoned ships formerly among those in Mallow's Bay or tide-water which has drifted from these locations.

Have there in fact been any displacement from these locations or driftings?

Mr. GURNEE. Yes, there have. As you will note, the original location of these hulks was in Mallow's Bay. The bill does provide for the removal of those abandoned ships which have drifted into the tide-water area. There is an extensive area on the Quantico side of the river, extending 2 or 3 miles along the shore, where the navigation charts show scattered wrecks located on the opposite side of the river from Mallow's Bay, and this bill does cover those areas.

Mr. HARSHA. Have you removed any of those ships?

Mr. GURNEE. We have not.

Mr. HARSHA. Do you have authority to remove any of those?

Mr. GURNEE. That particular area is also outside of the navigation channel and we probably, if asked, would make the same finding that we have in Mallow's Bay with respect to navigability.

Mr. HARSHA. According to your best estimates—and further provided that there is no more than 150 ships, runs somewhere in the neighborhood of \$300,000.

Mr. GURNEE. That is our present estimate.

Mr. HARSHA. Thank you.

Mr. BLATNIK. Let us proceed to the Atlantic divisions, Miami Harbor, Fla.

MIAMI HARBOR, FLA.

STATEMENT OF COL. RICHARD L. SEIDEL, ASSISTANT DIRECTOR OF CIVIL WORKS FOR ATLANTIC DIVISIONS, CORPS OF ENGINEERS, DEPARTMENT OF THE ARMY

Colonel SEIDEL. Mr. Chairman and members of the committee, this report concerns improvement of Miami Harbor in the interest of commercial navigation.

The existing Federal project provides for 30-foot-deep channels and turning basins for deep-draft general cargo vessels, cruise ships, and tankers.