

The interest of the Coast and Geodetic Survey in the Intracoastal Waterway is principally from the standpoint of surveying and charting, not only charting of the dredged waterways, but also the natural waterways forming a part of the system, including contiguous territory at some distance from the waterways proper.

Based in large part on surveys made in recent years, the entire waterways from Corpus Christi, Tex., to Boston, Mass., are completely surveyed and adequately charted.

The section of the waterway from Corpus Christi, Tex., to Port St. Joe, Fla., or Carrabelle, as the case may be, has a depth of 9 feet and is approximately 800 miles long. The section from Jacksonville, Fla., to Norfolk, Va., has a controlling depth of 12 feet and is approximately 775 miles long.

Mr. CULKIN. That is not the navigable depth.

Captain RUDE. That is the controlling depth, up to 12 feet, at mean low water. The section from Norfolk, Va., to Trenton, N. J., by way of the Chesapeake & Delaware Canal, has a controlling depth of 25 feet and is approximately 260 miles long.

The CHAIRMAN. Some of it is 35 feet deep, in Chesapeake Bay and the Delaware River.

Captain RUDE. Yes; through the Chesapeake & Delaware Canal the project depth is 27 feet.

Of course, from Perth Amboy, N. J., to Boston, Mass., natural waterways are available, except through the Cape Cod Canal.

Mr. CULKIN. That is in the open sea?

Captain RUDE. No; that is through Long Island Sound to the Cape Cod Canal.

Mr. CULKIN. That is an inland waterway?

Captain RUDE. Except for a short distance in Long Island Sound along the Connecticut coast, where it is open to the sea, it is what we call an inland waterway.

Mr. CULKIN. Then you have 9 feet—

Captain RUDE. It is 9 feet down the gulf, from Corpus Christi to Port St. Joe, Fla., and 12 feet from Jacksonville to Norfolk.

Mr. CULKIN. What is the greatest wind sweep along there?

Captain RUDE. I would say on the Chesapeake Bay. But is only occasionally that you have bad storms there. Also, these barges would have anchorages along the way, even off Chesapeake Bay.

The CHAIRMAN. What is the situation as to passing through Hampton Roads?

Captain RUDE. That is inside.

The CHAIRMAN. I know it is, but that is a more windy expanse than any other point.

Captain RUDE. Yes; but there it would be only the northeasters that would do any great damage. Occasionally you have heavy northwesterers in the wintertime, but we have anchorages along the way; but generally in the Chesapeake Bay you can begin using larger tugs which can stand the heavier weather, and on the Intracoastal Waterway it would be like going along a country road.

Mr. DONDERO. Are there any places on the intracoastal waterway where barges could be attacked by submarines; in other words, where the channel would be open sufficiently to the sea to permit such attacks?