

Mr. Parten is the water transportation man, and with your permission I will offer this for the record.

(The list referred to follows:)

*Wooden barges on Gulf coast*

Laid up in Blackwater River (Santa Rosa County):

- 3 barges 70 feet x 28½ feet, approximately 6 feet depth.
- 1 barge 70 feet x 30½ feet, approximately 6 feet depth.
- 2 barges 70 feet x 28½ feet, approximately 6 feet depth.
- 2 barges 68 feet x 28½ feet, approximately 6 feet depth.
- 1 barge 75 feet x 30 feet 7 inches, approximately 6 feet depth.
- 2 barges 68 feet x 28 feet 6 inches, approximately 6 feet depth.
- 1 barge 75 feet x 26 feet 8 inches, approximately 6 feet depth.
- 2 barges 80 feet x 30 feet 7 inches, approximately 6 feet depth.
- 1 barge 110 feet x 30 feet 6 inches, approximately 6 feet depth.
- 3 barges 150 feet x 30 feet, approximately 9 feet depth.

Total, 18 barges.

Panama City and Choctawhatchee Bay:

- 10 barges 150 feet x 35 feet, approximately 6 feet depth.
- 1 barge 30 feet x 15 feet.
- 3 barges 150 feet x 30 feet.

Total, 14 barges.

Apalachicola:

- 1 barge 50 feet x 24 feet.
- 1 barge 40 feet x 18 feet.

Pensacola-Mobile area (estimated):

- 10 barges 75 feet x 30 feet.

Tampa area (estimated):

- 12 barges 75 feet x 30 feet.

The CHAIRMAN. The seagoing barges, we have been told, have been used to carry coal from Norfolk up the coast.

Mr. ALLEN. Yes.

The CHAIRMAN. I presume that that service is knocked out because of the submarine menace.

Mr. ALLEN. I am not immediately advised on that, although I understand there were losses in the service recently.

The CHAIRMAN. If they are not going to be used for carrying coal, do you think they could be used for transporting oil in the intracoastal waterways?

Mr. ALLEN. I am informed that the coal barges of that type can be used, subject to some considerable risk and remodeling before they can be put into service; not a difficult amount, but a matter of several days and some extra steel.

The CHAIRMAN. But they could operate from Norfolk?

Mr. CULKIN. Yes.

The CHAIRMAN. Up the Chesapeake, the Delaware River; in fact, they could operate all the way from Norfolk up the Delaware up to Trenton even if they draw 25 feet.

Any further questions? We thank you, Mr. Allen.

Mr. ALLEN. Thank you.

Mr. GREEN. Mr. Chairman, I hold in my hand a timely statement addressed to the chairman, under date of May 14, 1942, by the Honorable Fred L. Sanford, of De Funiak Springs, Fla., concerning the bill before the committee. In fact, he gives his views regarding it.

With the chairman's permission, I suggest that it be made a part of the record.