

of the next 10 months maybe we are taking a risk if at that time the Government does not want them it is all right.

The CHAIRMAN. What power does each of these tugs have?

Mr. ALEXANDER. Usually from 200 to 600 horsepower.

The CHAIRMAN. They will draw three barges?

Mr. ALEXANDER. Six hundred horsepower will take three 12,000-barrel barges.

The CHAIRMAN. That would be 36,000 barrels of gasoline.

Mr. ALEXANDER. The equivalent of 150 tank cars.

The CHAIRMAN. One hundred and fifty tank cars.

Mr. ALEXANDER. Yes.

The CHAIRMAN. In other words, that would be the equivalent of two long trains.

Mr. ALEXANDER. Two or three long trains.

The CHAIRMAN. Yes; what is the draft of these barges loaded?

Mr. ALEXANDER. Just a little more than 8 to 8½ feet, with gasoline.

The CHAIRMAN. Eight feet. They cannot operate with a 9-foot depth?

Mr. ALEXANDER. Not with 9 feet; the 9 feet just does not make sense. Twelve feet is the minimum.

The CHAIRMAN. Yes.

Mr. ALEXANDER. We are building barges now to carry petroleum products to Tampa. To get outside the area of Panama City to deadhead this down to Tampa will require considerable more steel, more construction, and more men in the crew.

The CHAIRMAN. None of them would do for service on the Gulf.

Mr. ALEXANDER. We are not building them for that.

The CHAIRMAN. I understand, but you could.

Mr. ALEXANDER. We had two, but they must be specially built for outside service.

The CHAIRMAN. I see.

Mr. ALEXANDER. But none of the intracoastal barges are built to go outside.

Mr. SMITH. What is the difference in cost of construction between the steel and wooden barges?

Mr. ALEXANDER. The steel barges are quicker.

Mr. SMITH. Quicker to build?

Mr. ALEXANDER. Yes.

Mr. SMITH. How about the operation?

Mr. ALEXANDER. The steel barge will move a little easier; not a great deal of difference. The steel, 12,000 barrel, would draw about 12 to 15, and the wooden, possibly draw 20; 18 to 20.

The CHAIRMAN. Have you had such a thing as a wood barge with steel lining?

Mr. ALEXANDER. It would be almost impossible; impracticable.

The CHAIRMAN. You have heard of them, have you not? Have you ever seen one in operation?

Mr. ALEXANDER. No.

Mr. SMITH. What is your opinion of concrete barges?

Mr. ALEXANDER. That could be done, but they are very heavy.

Mr. SMITH. You have to build them rigid.

Mr. ALEXANDER. Yes.

Mr. SMITH. And that requires a lot of steel.