

pipes, pumps, and wharves for unloading barges or tanks. The companies have a total storage capacity of 1,773,306 barrels of oil.

The city of Sanford, located at the head of navigation on the St. Johns River, has a total tankage capacity of 50,000 barrels and full equipment of pipes, pumps, and wharves for unloading or loading barges. Oil has been barged from Jacksonville to Sanford for a good many years. At the present time it is hauled from Tampa to Sanford by trucks and barged to Jacksonville by the St. Johns River.

The St. Johns River, upon which the city of Sanford is located, has a Government-maintained channel of 8 feet at all times and an average depth of 10 feet over 95 percent of the year, up to Palatka, a distance of 80 miles, and a 12-foot channel from there to Jacksonville, a distance of 67 miles. We submit a proposal to construct a pipe line from Tampa to Sanford, a distance of 90 miles, and barge the oil from Sanford to Jacksonville and up the Intracoastal Waterway to the Atlantic seaboard.

TIME REQUIRED

Time is an important consideration in any plan to carry oil, as the equipment required depends on the time required to deliver from one point to another. An example of this is the fact that by this plan, 6 tankers of 50,000-barrel capacity, a 10 $\frac{3}{4}$ -inch pipe line, 90 miles long, 45 barges of 8,500-barrel capacity and 7 tugs will deliver 50,000 barrels of oil to Charleston every day. For every 100 miles farther it should be required to carry the oil, it would require 6 additional barges and the necessary tugs. If it is possible to secure the materials, any multiple of the above figures can be used to secure the desired amount.

At the present time we acknowledge the fact that submarines are operating in the Gulf of Mexico, but we have confidence in the ability of our Navy and Air Force to remedy this in a short while, and that tankers of this capacity will be available for the Gulf trip to Tampa.

PRINCIPAL ADVANTAGES OF PROPOSAL

1. The facilities are at Tampa now to handle tankers and barges and require no expenditure of time, money, or material.
2. The St. Johns River needs no improving as there is ample water—10 feet to Palatka, a distance of 80 miles and 12 feet from there up the Atlantic coastal waterway.
3. Sanford now has storage facilities for 2,000,000 gallons and ample dockage requiring no expenditure of money.
4. Barges and small boats that were formerly used to distribute oil by the inland waterway from ports such as Jacksonville, Brunswick, Charleston, where tankers stopped prior to the emergency should be available for use.
5. The time required to build the pipe line 90 miles from Tampa to Sanford and the cost involved is infinitesimal, compared to any other projects suggested.
6. Right-of-way could be secured from the State road department of the State of Florida and would require very little additional engineering.

CONCLUSION

We respectfully request that this document be made part of the record of the hearing.

This proposal is submitted and endorsed by the Tampa Chamber of Commerce, the Orlando Chamber of Commerce, and the Seminole County Chamber of Commerce. These organizations can assure you of every cooperation.

The CHAIRMAN. We will adjourn now until tomorrow morning at 10:30 o'clock.

(Whereupon, at 4:55 p. m., the committee adjourned.)