

Mr. SHINKLE. Of course, each pipe line has its own characteristics. If you are referring to the other line, to the one that links the Texas area—

Mr. PETERSON (interposing). I was referring particularly to the one that was discussed before the committee yesterday.

Mr. SHINKLE. Of course, the longer the line the more steel per barrel daily capacity is required; and of course the shorter the line, the smaller amount of steel.

For instance, I am taking these figures that have been given: If you use the 250,000 barrels through the 24-inch pipe line, using 422,000 tons of steel, that will mean 1.68 tons per barrel, daily capacity.

Now, that figure is being shaded by final calculations, so the figures that I present may be shaded about 15 percent.

Now, 70,000 barrels a day, through 600 miles of line takes only 0.78 ton of steel.

Mr. PETERSON. How about the pumps. Where you use a 12½-inch pipe instead of a 24-inch pipe; would not the expense be less?

Mr. SHINKLE. The pump size is not based on the size of the line.

Mr. DONDERO. What about the refineries in Georgia?

Mr. PETERSON. I understand there will be refinery facilities available?

Mr. WALKER. At the present time there is an asphalt plant down there that belongs to the Pan American at Savannah, with a 4,000-barrel-day capacity. However, during the time that it would take to construct the pipe line, approximately 7 months, a topping plant could be put there which would make fuel oil for the Navy. Of course, the Navy has specifications for fuel which differ, and even the British Navy still has different specifications.

So, that could be done. It would take 18 months to build a refinery, and I can see no opportunity to build the refinery in time to do the job. But a topping plant could be put in promptly.

Mr. DONDERO. How far is Savannah from Charleston?

Mr. SHINKLE. Ninety miles.

Mr. DONDERO. Do you propose a line to Charleston?

Mr. WALKER. We originally planned the line to Savannah, because, as I stated before, that is the shortest distance between two points, and we went before the Navy last August and we have in our possession a report which favors the project. It states that if the Navy Department should be asked its opinion, it would be in favor of approving the project.

When we were talking with them they suggested the possibility of bringing a branch line over to Charleston to supply fuel needed by the Navy at that point. Norfolk, Va., is the farthest point south that the Navy can get fuel oil until it gets over there in Texas, and for this reason it would be a strategic move to have an intermediate point where fuel oil can be provided for the Navy.

Mr. DONDERO. The Charleston Navy Yard has grown a great deal in the last year or two.

Mr. WALKER. Yes.

Mr. DONDERO. I visited there about a year ago and noted large construction under way for the Navy.

Mr. HALL. To whom did you talk in the Navy?