

Lawrence Seaway Development Corporation, the U.S. attorney, and the Coast Guard. The conference agreed to pursue a number of activities, including the following:

"a. Notices to shipmasters written in their own language clearly setting forth the speed regulation of title 33, Code of Federal Regulations, 207.611(b), and also urging their cooperation in maintaining vessel speeds throughout the St. Lawrence Seaway low enough to prevent damaging shore property should be drafted and given wide dissemination. This effort may be undertaken by both the Corps of Engineers, the U.S. Coast Guard, and the St. Lawrence Seaway Development Corporation and Canadian counterparts.

"b. Notices should be prepared and transmitted to all U.S. pilots clearly setting forth their responsibility to see that ships that they are navigating comply with speed regulations. They should be advised of the consequences, both administrative and criminal, for noncompliance with the regulations.

"c. Similar notices should be prepared and distributed to U.S. operators of tour boats.

"d. Arrangements should be established for advising Canadian pilots and tour boat operators of the criminal consequences which may attend violation by them of U.S. speed regulations."

Local notice to mariners and a notice to operators of small passenger vessels for hire on the St. Lawrence River have been issued by the Commander, 9th Coast Guard District, advising of the vessel speed limit regulations and cautioning vessel operators, masters, and pilots to navigate consistent with these regulations.

The Coast Guard has taken several additional steps directed to effective enforcement of existing speed regulations and, at the same time, to remind masters and pilots of applicable speed regulations. On May 8, 1968, a doppler speed control radar was installed for evaluation at Alexandria Bay Coast Guard Station. The preliminary evaluation of its use appears favorable. It is planned to continue the evaluation and development of this device looking to early operational use. Speed signs have also been posted at several prominent locations along the riverbanks where speed restrictions apply. The Commander, 9th Coast Guard District, has sent letters to the Great Lakes Pilots Association and other users of the St. Lawrence Seaway in an effort to elicit their cooperation in avoiding excessive speeds not only in areas where speed limits apply but also in areas where no speed limits are presently established. In an effort to alleviate the effects of the wake from the Coast Guard rescue boats at Alexandria Bay, a smaller craft is being assigned to the station. Although this new craft will have relatively high speed, the physical characteristics of the boat are such that it will generate considerably less wake. A high priority is assigned to the delivery of this boat. An information and educational program is also being developed directed to the recreational boating public, calling attention to the speed regulations and the adverse wave effects on shore property and other craft. And, finally, enforcement is being continued through patrols and in conjunction with other assigned missions to the fullest extent of the capability of forces assigned in the area. A review of administration of speed violation reports is also underway, particularly with respect to reckless and negligent operation of a motorboat and negligence of licensed U.S. merchant marine personnel. These actions, together with those of other interested parties in the St. Lawrence River area, should significantly reduce, if not virtually eliminate, the hazard to life and property caused by excessive vessel speed.

Mr. McCANN. Then as to your question for the reason for deterioration, we do not have a reason yet. We are working on this.

Mr. BROOKS. You are still looking for that inspector?

Is there anything further, Mr. McCann?

Mr. McCANN. No; I think we have covered everything.

Mr. BROOKS. Thank you very much for your courtesy in being here.

F. PROGRAM CATEGORY 6—NATIONAL TRANSPORTATION SAFETY BOARD

Mr. Secretary, could we hear from the Chairman of the National Transportation Safety Board, Mr. O'Connell? Exhibit P covers this area.

(Exhibit P follows:)