

one example and the *Ocean Eagle* was another. There was one in this morning's paper showing the oil slick in Hawaii. The ships are getting much larger. One that has just been completed or is being completed is a ship of 500,000 tons, one tank of which holds as much oil as the entire *Ocean Eagle*, 6 million gallons. We are approaching a 100-foot draft in our ships. Around the world they are establishing manmade islands off the coasts. I believe there is one off the coast of Kuwait, and there is talk of one off the east coast of the United States, where these huge floating "Rayburn Buildings" will stop at the island, transport its crude oil, and have it refined there and put in smaller ships that will go into the harbors.

I know, representing probably the finest beach area in the country off the coast of New Jersey, I would be a bit hesitant to see one of these islands off my coast with all the damage that we could have. In Puerto Rico in the operation there was one difficulty where they were spraying this emulsifier by helicopter, which is apparently much more efficient than what we were doing in England with the *Torrey Canyon*, dumping the barrels over and then churning them up with fire hoses and even with the small boats in San Juan. But the Commonwealth of Puerto Rico, after a day and a half, stated they did not want this to occur any more, and it had to be stopped. So this may have been a better method of operation, but there was a local conflict there.

In your statement, No. 6 on page 10, you "require the owners of vessels and shore installations to remove discharged oil from navigable waters and adjoining shorelines or to pay the cleanup costs," and so forth.

There was a danger in San Juan while removing the oil on board, the stern could have fallen overboard and completely blocked the Port of San Juan and would have had Navy ships inside if it had not been done by a competent company. It is said there are only about five major marine salvage companies around the world. And it should be in the interest of those involved that we get the best and most competent operators in this case.

Now, we had to wait until the insurance company and the owner of the ship and the Gulf Oil Co. abandoned the cargo and the ship to the Corps of Engineers before they could officially act. The Commonwealth of Puerto Rico had to agree that they would take a responsibility of signing a contract with the major salvage company in hopes that a few days later the Corps of Engineers would relieve them of that responsibility, which did happen.

I could very well see a local authority not wanting to put themselves in that position. I want to thank you for the time of getting this statement in the record as well as what we have been talking about. I certainly hope this committee and the agency involved will try and establish a method of procedure in combating these, so that there will be no gaps in the responsibility and authority and no overlaps in responsibility and authority, and we will have a method of combating what is increasingly becoming a more costly and more dangerous threat to the beaches around the United States and around the world.

I do not think we should have to depend upon the availability of a person as competent as Captain Thompson was in this instance in San Juan.