

Without asking you now to comment on it, I would say, as one member of this committee, I would feel very happy if the responsibility, over all, would rest with the U.S. Coast Guard.

I make that not as a criticism of the Interior Department. I know that the U.S. Coast Guard is in those waters, and as you pointed out, where port safety is involved, the Coast Guard has a clear-cut responsibility and, of course, I assume, if it is a hazard to navigation, you have the responsibility to immediately take action. And in view of what appear to be the clear-cut responsibilities of the Coast Guard now, it would seem to me that you gentlemen are prepared to accept any additional responsibility, dealing with a fleet. It would be feasible and clear cut to place all the responsibility in this area with one agency of the Government.

I am pleased our counsel, Mr. Sullivan, made the request he did, and if you can comply with it, Mr. Chairman, I hope that Admiral Trimble and his people in the Coast Guard will furnish us with something along this line, what you are prepared to do to carry out this type of mission.

Admiral TRIMBLE. Thank you, Mr. McEwen.

I would like to add to my comments that I certainly am not suggesting that this is not a team problem. I think the current incident of pollution on the Waikiki Beach at Honolulu is a good example.

For example, right now a Coast Guard boat is carrying a team around, trying to determine the cause of the oil spill on Waikiki Beach out at Honolulu.

We have a representative of FWPCA, we have a Coast Guard representative, we have one from the State and local authorities that are in this team trying to determine the cause.

There is concurrently a cleanup operation going on by the local authorities on the beach.

The last report I had was the wind was changing, and it looked like it would blow the contamination away from the beach and recreation bathing had been resumed. Most of the cleanup had been accomplished when we left my office this noon.

Let me emphasize that it is a team. There is a team problem here. It is not simply one agency, the Coast Guard, doing something, because Interior has specialists to determine the best way of handling and coping with a spill, the Department of Interior also has scientists and they have research funds to study the problem; even in the San Juan spill this was a team, a multiagency approach dealing with the problem.

The various contingency plans the Coast Guard evolved after the *Torrey Canyon* affairs we have them for all the major ports, every one of them include the other interested Government agencies. The communications network we use, is generally operated by the Coast Guard. The plans have representatives of the Corps of Engineers, the local port authorities, and the States and industry.

Industry plays a very important part in this and they have been very interested in providing facilities, providing technical know-how and being right on the scene to help out as far as coping with these are concerned.