

it says the Secretary of the Department in which the Coast Guard is operating shall issue regulations in consultation with the Secretary of Interior, designed to implement the regulations issued by the Secretary.

That is the part where the enforcement responsibility relating to our aspect is placed in the Secretary of Transportation. The cleanup aspects are dealt with on page 6 under subsection (i), and that explains what the Secretary of Interior may do.

Mr. McEWEN. Now, as I read it, it indicates that if the owner of the vessel does not remove the discharged oil in accordance with the regulations, then the Secretary—and that is the Secretary of Interior—may remove such oil. So apparently there the cleanup function is vested in the Secretary of Interior.

Admiral TRIMBLE. That is right. At the bottom of the page, page 6 the Secretary of Interior may utilize the services of other facilities or other agencies.

Mr. McEWEN. Other Federal agencies; right.

Well, the thought occurs to me, Admiral, that there could well be a situation where the Coast Guard would be obliged to be on the scene because a vessel, such as the *Ocean Eagle* in the San Juan, P.R., harbor situation, needed Coast Guard assistance before there was any incidence of spillage. There was, No. 1, as I understand your testimony in that case, a rescue mission. The Coast Guard had to remove the crew, and then there was a question of hazard to port safety, due to the oil that you had to deal with.

In other words, you are already on the scene and functioning before the spillage occurred. That is why I hope most of your thoughts on the capability of the Coast Guard take on that operation.

Admiral TRIMBLE. We are quite intimately concerned with this problem and in a number of different aspects, as was explained in my statement. We are involved in the placement of aids to navigation as far as establishing channels are concerned.

We are involved with the port safety. We are involved with the regulations as far as merchant vessel safety, and, further, we go back to the design of the vessels themselves. We even have to approve the plan for design of a tanker or other vessel, and the safety equipment thereon. This has to do with maritime safety.

We also license the crew and the officers. We inspect the ship, the safety appliances. We are involved with the shipboard operation from A to Z, almost.

This is just another reason why we are so close on the scene in maritime incidents.

Mr. McEWEN. Admiral, this thought occurs to my mind: you mentioned the licensing of personnel. In most instances, as in the case of San Juan, you are dealing with a ship whose licensed personnel may hold American licenses. As one who has worked with pilots, I know how they value that mariner's ticket they have. I have heard them talk about it, and that if anything happens, they are ever-mindful that the Coast Guard has power over their license. A lot depends on the revocation of that license, for it's their livelihood. I can see that with licensed personnel they may have the greatest respect for the Department of Interior or any other agency of the Federal Government, but the