

Mr. KEITH. Thank you, Mr. Chairman.

Mr. DORN. May I say to my distinguished colleague, I too think it a very fine statement and a fine study of water pollution problems. We are grateful for your sharing your views with the committee in this splendid statement this morning.

I might say the cooperation of men like my colleague will enable Mr. Blatnik to get this legislation passed, unanimously accepted by Congress.

Thank you.

Mr. KEITH. I cannot say too often the importance of dealing with this particular segment. It is so simple of solution to proceed with the administration bill as it pertains to the pollution by oil of tankers that run aground. And it should not wait, because it is cheap but good legislation.

Mr. DORN. Well, if I understood my colleague's testimony correctly, it polluted 120 miles from shorelines, just this one ship.

Mr. KEITH. Well, that is a little longer than the actual amount of shoreline that was polluted, but the potential is there, and certainly 120 miles of shoreline across our eastern seacoast has been polluted since the *Torrey Canyon* disaster, not all of it in Puerto Rico.

Mr. DORN. Thank you.

Mr. KEITH. Thank you.

Mr. CRAMER. Mr. Chairman.

Mr. DORN. Yes. The gentleman from Florida.

Mr. CRAMER. I have had a chance to take a look at this statement. I think Mr. Keith has mentioned very constructive suggestions.

I, too, am most interested, as some other members of the committee, in this water pollution problem. We have a number of sunken tankers off the coast of Florida, and so forth. We have had the recent experience in Puerto Rico.

LEGISLATION WOULD NOT APPLY TO CASES OF UNKNOWN VIOLATOR

However, the bill as drafted, I think, maybe has another weakness, and that is we seem to have oil slick problems off of Hawaii, but they do not know the cause.

The bill as drafted by the administration, as I understand it, would not cover that situation at all. It is only where you have a known violator, perpetrator, and a remedy against him.

Mr. KEITH. That is true. There are certain problems that are beyond our scope. And this might perhaps be comparable to the "act of God" kind of hazard. But at least where the culprit can be found, my bill, as supported by the study that is contained as a result of my visit to the *Torrey Canyon* disaster, provides a way to establish responsibility and take other action than just corrective after the incident has occurred.

Mr. CRAMER. Thank you very much.

JURISDICTION BEYOND THE 12-MILE LIMIT

Mr. HARSHA. Mr. Chairman, before he leaves the witness seat, I would like to ask him some questions, if I may.