

sank to the bottom near the shoreline. Beaches saturated with detergents tended to turn into quicksand.

Attempts to clean oil-saturated rocks with a kerosene flame thrower were unsuccessful. By the time the oil had coagulated on the shores, it had lost its volatile agents and would not burn.

Concentrations of oil slick were so thick in some places that 45,000 gallons a day could be pumped from the surfaces of the water. Non-toxic absorbents spread by helicopter and small boats also proved effective. The oil-saturated absorbent was finally collected and trucked away for disposal. But the method is costly.

A force of 270 men working 10 to 12 hours a day, 7 days a week, was required to clean up the beaches. To add to their frustration, a shift in the weather brought oil that had floated out to sea back again to blight the many newly cleaned beaches.

The Commonwealth Department of Public Works as of April 15 had spent \$285,000 in cleaning operations. It is estimated that their final cost will run in excess of half a million dollars. The cleanup campaign and the testing of new compounds is still going on, and some oil is still leaking from the sunken hulls.

CONTINUING EFFECTS OF "OCEAN EAGLE" DISASTER

The side effects of the *Ocean Eagle* pollution will be felt for many months. The wreck, itself, curtailed ship traffic in San Juan Harbor for a time. Beaches from which oil-polluted sand was removed must be reconstructed. The Commonwealth Department of Agriculture believes that only 100 of a flock of 500 pelicans living in the San Juan Bay area have survived despite an intense effort to rescue and decontaminate oil-drenched birds. The effect of the oil and detergents on marine life is still under study. But San Juan Bay is closed to fishing. About 50 fishermen had their boats and equipment ruined by the oil and a program of economic assistance has been set up in their behalf.

I have no figures on the total cost to participating Federal agencies: the U.S. Navy, U.S. Coast Guard, U.S. Army Corps of Engineers, and Federal Water Pollution Control Administration.

Last year, 3,350 vessels used San Juan Harbor. About 25 tankers a month are using the facilities. During slightly more than 4 years preceding the grounding of the *Ocean Eagle*, 11 vessels were involved in mishaps within and at the entrance to San Juan Harbor. At this point I should like to offer for the record a report concerning these events furnished my office by the U.S. Coast Guard.

This is exhibit No. 2, Mr. Chairman.

Mr. DORN. Yes.

(Memorandum for Mr. Orville Watkins follows:)

DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD, Washington, D.C., April 18, 1968.

Memorandum for Mr. Orville Watkins, administrative assistant to Hon. Santiago Polanco-Abreu, House of Representatives, Washington, D.C.

From: Commandant, U.S. Coast Guard.

Subject: Marine casualties, San Juan; information concerning.

1. In response to your concern about marine casualties occurring in San Juan Harbor and at its entrance the following information is provided on casualties occurring there prior to the SS *Ocean Eagle* incident.