

assured that this insurance would be available, particularly coupled with a limit established as a limit of liability, and liability only with fault, that this could be available at a reasonable cost.

Mr. WRIGHT. You are reasonably sure that it could be?

Mr. CHECKET. Yes, sir.

Mr. WRIGHT. This is very interesting, because yesterday, without any detailed thought at all of this nature, I had posed a question to—I do not remember whether it was the Secretary of the Interior or one of his associates—as to whether the Department of the Interior had thought anything about requiring liability insurance. The reply, as I recall, was to the effect that they feared that the limit would be too small and the insurance industry would not be willing to sell liability insurance in sufficient size to accommodate this.

You indicate to me that you made these contacts?

Mr. CHECKET. Yes, sir.

Mr. ROBERTS. Will the gentleman yield?

Mr. WRIGHT. Yes.

Mr. ROBERTS. If I may interject, some of the outstanding insurance people in the United States and maybe Great Britain also would say they would take this risk I am sure.

Mr. WRIGHT. Mr. Chairman, I will indicate my great interest, then.

Your suggestion of a reasonable and realistic liability related to the gross tonnage of the vessel—

Mr. CHECKET. Yes, sir.

Mr. WRIGHT. And therefore to its potential pollution capacity, it seems very logical. Your specific suggestion is that the vessel's liability be limited to \$250 per gross ton with an average maximum limit of \$8 million.

I do not know of any of these disasters which have cost as much as \$8 million.

Mr. EDMONDSON. We have testimony regarding one that did.

Mr. WRIGHT. This would be the *Torrey Canyon*? Of course, that was the biggest one, the *Torrey Canyon*.

Do you have knowledge of the cost relating to the other cleanups of these spills?

Mr. CHECKET. Other than the *Torrey Canyon*, the only other one of really significant money that we know of was the report we heard this morning from the representative of Puerto Rico, where the cost of removal of the oil was estimated to be approximately \$500,000.

Mr. WRIGHT. \$500,000?

Mr. CHECKET. Yes, sir.

Mr. WRIGHT. I see. That would be well within the limit.

Mr. BLATNIK. The testimony by the Resident Commissioner of Puerto Rico late this morning, including I believe he stated the Commonwealth of the 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 \$500,000. You are correct. But the problem is not quite that simple, getting back to the fault recommendation you bring.

Mr. CHECKET. Yes, sir.

Mr. BLATNIK. Clarifying jurisdiction. It has been called to my attention, on this occasion, that six government agencies, some from the