

stances under which it would be impossible for the Secretary of the Interior to recover the costs of oil removal from the party who caused the spill.

You cite several examples of small vessel operations, with limited overall assets, a company whose sole asset consists of one ship, and a foreign shipowner.

Now, as I see on the first page of your statement, or the second, you are with the Mobil Oil Corp. Well, none of those circumstances fits you, does it?

Mr. CHECKET. No, sir. We would not say that it would fit us, nor probably any other of the major U.S. oil companies.

Mr. McCARTHY. What percentage would you say is in these three categories you cite on page 3?

Mr. CHECKET. I do not believe I could give you any accurate percentage, although we could certainly further try to have a breakdown.

Mr. McCARTHY. Have you any idea how many oil tankers there are in the world?

Mr. CHECKET. Well, the oil tankers today, I do not have the figures in numbers, but they certainly total over 140 million tons.

Mr. WRIGHT. Would the gentleman yield?

Perhaps you missed the point. We think such legislation as this applies to ships owned by oil companies, but it would be a very small percentage of the ships.

Mr. CHECKET. Right. The oil companies, generally, at least the major oil companies that we know of, own between 45 and 50 percent of their tonnage.

Mr. WRIGHT. You are talking about tankers, only?

Mr. CHECKET. Yes, sir.

Mr. WRIGHT. But this applies not alone to tankers—

Mr. CHECKET. No, sir.

Mr. WRIGHT (continuing). But to all kinds of ships?

Mr. CHECKET. All kinds of ships.

Mr. WRIGHT. Tankers are not the only thing that are known to break up and spill oil, are they?

Mr. CHECKET. That is correct.

Mr. McCARTHY. So you do not know what the tonnage is as represented by the major oil companies in the United States.

Mr. CHECKET. Offhand, no. We can certainly supply the data.

Mr. McCARTHY. I think it would be very interesting to get an idea of what we are talking about in terms of the small vessel operator, how much that represents; the single company would be one ship, foreign shipowners—I realize, of course, this is a global operation and companies like yourselves, while they are large, you just do not know what you represent.

Mr. CHECKET. I should like to, also, point out to you, sir, that it is not just the tonnage itself, it is the laydown capability.

As an example, if the barge shuttling in the harbor over a period of a year, just by shuttling back and forth, carries a substantial amount of either oil or other types of products; whereas, you could have a tanker that is running from the Persian Gulf to the United States east coast that might make only six trips a year. So this is another problem that does get involved when we are looking at pollution