

REQUIREMENT TO AMELIORATE THE EFFECTS OF DISCHARGE

Mr. CRAMER. What does "ameliorate" in your statement mean to you?

Mr. GAMMELGARD. To reduce the effects of; you take whatever steps you can to lessen or reduce.

Mr. CRAMER. The owner-operator of a vessel is going to have the duty to "ameliorate," is that right?

Mr. GAMMELGARD. That is right.

Mr. CRAMER. The owner has to do it pursuant to the instructions and directions of the Secretary, but I would not know what that meant, and to what extent it had to be ameliorated. You cannot replace the sand on the beaches?

Mr. GAMMELGARD. That has been done, sir.

Mr. CRAMER. There are limits as to what can or should be done. Do you not think that ameliorate is a bad word?

Mr. GAMMELGARD. Well, there might be a better word. To me it just means to do whatever you can to bring the effects down to the lowest reasonable level.

Mr. CRAMER. Now, on page 8 again, if such owner or operator fails to so act, the Secretary may "ameliorate" the effects. Does that mean he pays the damages to the businesses that have been affected, the hotels that have had cancellations, restaurants that have not done any business, beach establishments, cabanas, et cetera?

Mr. GAMMELGARD. It could go that far, I presume.

Mr. CRAMER. If these regulations say so, he can look at these, and "ameliorate the effect." His regulations could be broad enough to cover any effect under this wording.

Mr. GAMMELGARD. It is practically without limit as it is proposed, and the tab, whatever it is going to be, would just be passed on.

Mr. CHECKET. I think, Mr. Congressman, there is some problem in the language as written perhaps applicable to that section that giving broad powers can produce regulations that are in conflict with other regulations that are already in effect, and ameliorating it could be something that is in conflict with a regulation the Coast Guard already has in effect as far as the ship is concerned.

Mr. CRAMER. In the language of the present bill the Secretary may remove the oil and may arrange for its removal and charge a ship to "ameliorate its effect." There must be a reason for it.

Mr. CHECKET. I really don't know.

Mr. CRAMER. I think that is all, Mr. Chairman.

Mr. BLATNIK. We thank you gentlemen, very much.

Mr. Casey, did you have a separate statement to read?

Mr. CASEY. I have a long statement, Mr. Chairman. I would like to have it inserted at this point, and just to hit the highlights.

Mr. BLATNIK. The statement will appear in its entirety at this point in the record.

(Prepared statement of Ralph E. Casey follows:)

STATEMENT OF RALPH E. CASEY, PRESIDENT, AMERICAN MERCHANT MARINE
INSTITUTE

My name is Ralph E. Casey, President of the American Merchant Marine Institute. Our organization comprises some 32 companies which own and operate a major part of the U.S.-flag oceangoing cargo vessels, tankers, passenger ships,