

Mr. SHEARER. That would be the position, sir. A limit of liability is absolutely essential, as you have already heard from Mr. Casey in the shipowning industry. The P. & I. associations whom I represent, particularly my own one, is very well represented on C.M.I., that is the Comité Maritime International, and we certainly accept it; but with these large tankers there must be some new legislation allowing the governments to take over this job.

Yesterday and today, some of your colleagues on the committee expressed their conviction that there must be a central authority, and I think it would be true to say that the magnitude of this problem is such that no independent commercial organization, as we know it today, is capable of dealing with the problem such as faced us in the *Torrey Canyon* and the unfortunate case in Puerto Rico recently.

The organization which I represent have at their disposal specialists who are able to deal with the normal liability case which has arisen and which does arise.

We have had many cases of oil spilling in the last 10 years. None of them have been anything like the magnitude of the *Torrey Canyon*. There have been cases of cleaning up marinas, shall we say, 600 or 700 tons of oil spilled out, a job which can be done fairly quickly and reasonably cheaply.

The *Torrey Canyon* faced us with a position which I do not think anybody admitted until it happened, and it is essential that governments do have that right, that there must be a limit of liability; and, also, Mr. Chairman, let me point out that the provisions in 19(e) which suggest that a ship which is at anchor should be responsible for the incident, with no right of recovery from the other ship, under the present U.S. legislation, is very unfair, because it is not the ship that is at anchor that has caused the pollution, but another ship that has run into it.

SUNKEN VESSELS

Mr. WRIGHT. On another matter, the Navy recently certified that there are some 104 identifiable tankers lying on the bottom of the sea around the coastline of the United States. Most of these were sunk during World War II. Nobody knows with certainty when the bulkheads may rust through and release certain oils.

Yesterday I read in the newspaper of an unidentifiable oil, an unidentifiable source, that has spilled up on the beaches at Waikiki. By coincidence, I had been there less than a week before.

Similarly, by coincidence, I had visited the battleships *Arizona* and *Oregon*, where those battleships were sunk on December 7, 1941. It was speculated by some that either that ship or some other ship sunk by Japanese bombs might have been the cause of the belated release of the oil slick that appeared in the waters of Waikiki.

That kind of situation, of course, is a bit strange, but it is possible.

You are telling me, as I understand it, your groups for whom you speak do, as a customary practice, provide recovery in this type of liability for shipowners, for oceangoing vessels.

RECENT CASES OF PAYMENTS TO GOVERNMENTS TO ACT

Mr. SHEARER. That is absolutely correct, Mr. Chairman, and it also might interest you to know that in two cases within my knowledge